VTA's BART Silicon Valley—Phase II Extension Project Transportation Impact Analysis of the BART Extension and VTA's Transit-Oriented Joint Development

Prepared for:

Santa Clara Valley Transportation Authority
U.S. Department of Transportation
Federal Transit Administration

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E.1 Introduction

This Errata reflects the modifications to *VTA's BART Silicon Valley Phase II Extension Project: Transportation Impact Analysis of the BART Extension and VTA's Transit-Oriented Joint Development* (BART Extension with TOJD TIA) that may have resulted from comments received during the public review of the Supplemental Environmental Impact Statement (SEIS) and Subsequent Environmental Impact Report (SEIR) for the BART Silicon Valley Phase II Extension (Phase II) Project or that were required for purposes of clarifications. Changes to the BART Extension with TOJD TIA are shown in ~~strikeout~~ text for deletions and in underline text for additions.

These modifications do not alter the conclusions of the environmental analysis such that new significant environmental impacts have been identified, nor do they constitute significant new information. The modifications are provided by chapter and indicated with the page number from the BART Extension with TOJD TIA that they would replace. This Errata is intended to be used in conjunction with the BART Extension with TOJD TIA.

E.2 Chapter/Section Changes

E.2.1 Global Changes to the Report

Two station names from the Phase I Extension have been renamed: the Berryessa Station (or Berryessa BART Station) is now the Berryessa/North San Jose Station. The Milpitas BART Station is officially the Milpitas Station.

E.2.2 Changes to the *Executive Summary*

Page v, *Scope of Work*

Both the Downtown San Jose Station and the Diridon Station are located within the Downtown Core Area as defined by the San Jose Downtown Strategy 2000 Environmental Impact Report (EIR), and the office and retail uses proposed for the Transit-Oriented Joint Development at these stations are fully consistent with that EIR. Therefore, based on guidance from City of San Jose staff, it is not necessary to include the Downtown and Diridon Stations in this TIA, although further traffic analysis will be required when specific TOJD development proposals are submitted to the City.

Page vii, *Project Impacts under 2025 Background Plus Project Conditions*

Coleman Avenue and Brokaw Road (#33)

Impact: This intersection located in Santa Clara near the Santa Clara Station is expected to operate at an unacceptable level of service (LOS ~~D~~F) during the PM peak hour under 2025 Background and 2025 Background Plus Project Conditions. ~~but at an unacceptable level of service (LOS F) under 2025 Background Plus Project Conditions.~~ The proposed Project would cause the intersection's average critical delay to increase by more than 4 seconds and the critical volume-to-capacity ratio (V/C) to increase by more than 0.01 during the PM peak hour under 2025 Background Plus Project Conditions. This constitutes a significant impact to the intersection under the City of Santa Clara definition.

Mitigation: Widen Coleman Road to accommodate a third southbound through lane. Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn "right on red." With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the intersection would operate at LOS D under 2025 Background Plus Project Mitigated Conditions; therefore, the impact would be mitigated to a *less-than–significant level*.

Page vii, *Project Impacts under 2035 Cumulative Plus Project Conditions*

De La Cruz Boulevard and Central Expressway (#30) *

~~The Santa Clara County Department of Roads and Airports plans to convert the existing eastbound High Occupancy Vehicle (HOV) lane to a mixed-use lane at this intersection. This modification was included as a change to the roadway network under both the 2025 Background Plus Project Conditions and 2035 Cumulative Plus Project Conditions.~~ No ~~other~~ feasible mitigation measures have been identified for this intersection. Therefore, the impact at this intersection would be *significant and unavoidable.* Proposed improvements at the nearby interchange of US 101 and De La Cruz Boulevard-Trimble Road are expected to improve operations at the intersection of De La Cruz Boulevard and Central Expressway, but it is uncertain how much improvement would occur.

State Congestion Management law requires a local jurisdiction to prepare a deficiency plan (now referred to as 'Multimodal Improvement Plan' in the Santa Clara County CMP maintained by VTA) when roadway level of service standards are not maintained on the designated CMP system [California Government Code Section 65098.4]. VTA maintains

guidelines for the development of Multimodal Improvement Plans which were developed in consultation with Member Agencies (i.e., the 15 cites of Santa Clara County and the County of Santa Clara) and last adopted by the VTA Board in September 2010. According to these guidelines, Multimodal Improvement Plans are prepared by Member Agencies in response to the transportation impacts of land use plans and development projects. The impact to this intersection is a result of the TOJD component of the Project and not due to the BART extension; however, VTA's guidelines do not address a situation where a land use project that is led by VTA contributes to an impact on a CMP facility. With this in mind, VTA commits to ~~work with the City of Santa Clara and the County of Santa Clara in the preparation of~~ preparing a Multimodal Improvement Plan for identified Project impacts to CMP intersections and to coordinating with the City of Santa Clara and Santa Clara County in its preparation.

Page xii, *Parking Analysis*

Parking for kiss-and-ride BART patrons is addressed in the "BART Extension TIA." Parking for the TOJD portion of the Project is addressed in this TIA, based on the parking requirements of the appropriate city for the Alum Rock/28th Street Station and the Santa Clara Station. The discussion below regarding parking at both stations is illustrative only, and a final determination regarding the amount of required parking will be made in conjunction with each specific TOJD proposal when detailed plans are submitted to the city where the TOJD is located.

E.2.3 Changes to Chapter 1, Section on *San Jose Downtown Strategy 2000 and Diridon Station Area Plan*

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Because of the location of the proposed Transit-Oriented Joint Developments near the Downtown San Jose and Diridon Stations within the Downtown Core Area and because the preliminary plans for TOJD are fully consistent with the San Jose Downtown Strategy 2000 EIR, City of San Jose staff ~~have~~ concluded that an intersection analysis of the TOJD at those stations is not required at this stage. Site planning and design for the TOJD at these stations are still in a very preliminary stage. ~~these developments are exempt from the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and will not require preparation of a comprehensive Transportation Impact Analysis (TIA).~~ Based on guidance from City of San Jose staff [1], analysis of the proposed Transit-Oriented Joint Development at these two stations was ~~environmentally cleared at a project level~~covered in the San Jose Downtown Strategy 2000 EIR, and therefore is not included in this TIA.

[1] Email from Mr. Alex Wong, San Jose Department of Public Works, Development Services Division, dated October 1, 2015, to Mr. Brian Jackson and Mr. At van den Hout of Hexagon Transportation Consultants.

Also, the City of San Jose is currently in the process of updating its Downtown Strategy 2000 EIR, including a new transportation impact analysis for future development. When specific development proposals for the TOJD at the Downtown San Jose and Diridon Stations are filed with the City of San Jose, a final determination will be made as to whether project-level impacts within downtown are covered by the updated Strategy 2000 EIR.

In addition to the transportation impact analyses for the Downtown San Jose and Diridon Station TOJD after specific development proposals have been prepared, ~~The San Jose Public Works Department has requested that~~ a traffic operations study will also be ~~prepared~~ conducted ~~at a future date prior to construction of the Project~~ in order to identify potential operational issues at these sites. ~~that could occur as a result of the Transit-Oriented Joint Development at the Downtown San Jose and Diridon Stations.~~[2] ~~Site planning and design for the Transit-Oriented Joint Developments at these stations are still in a very preliminary stage; therefore, a~~A detailed traffic operations analysis of intersection queuing, site access, and on-site circulation at these locations will be prepared and submitted to the City of San Jose Public Works Department for their review at a future date when detailed site plans are available.

Because the office and retail Transit-Oriented Joint Development proposed for Diridon Station is consistent with the DSAP, it ~~is~~ may also be covered by that EIR, although a final determination will be made by the City of San Jose when a specific development proposal is submitted.

E.2.4 Changes to Chapter 2, Section on *Existing Bicycle Facilities*

Page 27, *Alum Rock/28th Street Station*

The Alum Rock/28th Street Station site is moderately accessible by bicycle. The station site is surrounded by bicycle facilities, but none provide a direct connection to the site. Class II bike lanes are provided on Mabury Road, 21st Street, portions of San Antonio Street, and Jackson Avenue. There are currently no Class I bikeways that serve the station area, but new Class I facilities are planned in order to provide improved bike and pedestrian access to the station in the future. The streets near the station site, Santa Clara Street/Alum Rock Avenue and McKee Road, are identified as "high caution" roads in VTA's Bikeways Map (May 2016).

San Jose's Bike Plan 2020 includes a planned 100-mile Interconnected Trail Network, which includes two Class I bikeways near the Alum Rock/28th Street Station. The City of San Jose's planned Coyote Creek Trail will complete a Class I bikeway along Coyote Creek between Milpitas (Dixon Landing Road) and Coyote Lake in the South County.

[2] See Appendix G, Signed Workscope for the Phase II Project from City of San Jose Department of Public Works, Development Services Division.

Currently, bicycle facilities along this corridor are missing between Montague Expressway and Tully Road and Anderson Lake County Park and Coyote Lake County Park. Coyote Creek runs west of the Alum Rock/28th Street Station. In addition, San Jose's Bike Plan 2020 includes development of a future trail alignment along the Five Wounds corridor, which was formerly used as a rail line. This future trail will provide improved pedestrian and bicycle access to and from the Alum Rock/28th Street Station.

E.2.5 Changes to Chapter 3, Section on *2025 Background Transportation Network*

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In addition, the following changes at eight study intersections would be constructed by the Year 2025, based on input from the Cities of Santa Clara and San Jose. Further input received from the Santa Clara County Department of Roads and Airports and from the City of Santa Clara in early 2017 regarding the definition and timing of some proposed improvements has resulted in additional changes to the 2025 network assumptions. Some of the previously assumed 2025 lane configuration changes have been deleted because they will not be implemented by 2025. These changes were incorporated into the lane geometry in the TRAFFIX software under the Background scenario:

Intersections Near Alum Rock/28th Street Station

- King Road and McKee Road (Study Intersection #7): Add a second eastbound left-turn lane on McKee Road.

Intersections Near Santa Clara Station

- Central Expressway and Scott Boulevard (#28): Convert existing through HOV lanes to mixed-flow lanes.
- Central Expressway and Lafayette Street (#29): Convert ~~existing~~ westbound through HOV lane~~s~~ to a mixed-flow lane~~s~~.; retain eastbound through HOV lane.
- Central Expressway and De La Cruz Boulevard (#30): ~~Convert existing eastbound HOV lane to mixed-flow lane.~~ (The existing eastbound HOV left-turn lane will be retained.)
- Coleman Avenue and Brokaw Road (#33): ~~Widen Coleman Avenue to accommodate a third southbound through lane.~~ (A third southbound through lane will not be implemented in 2025, but will be implemented in 2035.)
- Coleman Avenue and Hedding Street (#38): Add a second eastbound left-turn lane on Hedding Street.
- Coleman Avenue and Taylor Street (#39): Remove the free right-turn movement, add a westbound dedicated right-turn lane on Taylor Street.

- San Tomas Expressway and El Camino Real (#41): Add a second left-turn lane on ~~both the eastbound and westbound~~all four intersection approaches.

E.2.6 Changes to Chapter 3, Section on *Intersection Levels of Service under 2025 Background Conditions*

Page 59, *Santa Clara Station*

City of Santa Clara Level of Service Analysis

The following three intersections would operate at unacceptable levels of service (LOS E or worse for local intersections and LOS F for expressways and CMP intersections) under 2025 Background Conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)

(#33) Coleman Avenue and Brokaw Road (LOS ~~E~~F – PM peak hour)

(#41) San Tomas Expressway and El Camino Real * (LOS F ~~– AM and~~ PM peak hour~~s~~)

CMP Level of Service Analysis

The following CMP intersections would operate at unacceptable levels of service (LOS F) under 2025 Background Conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)

(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour)

(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)

(#41) San Tomas Expressway and El Camino Real * (LOS F – ~~AM and~~ PM peak hour~~s~~)

Page 59, Table 10: *2025 Background Conditions Intersection Levels of Service - Santa Clara Station*

Based on the changes to lane configurations (due to updated information from the City of Santa Clara and the County), the following changes are made to the Average Delay (in seconds) and Level of Service under 2025 Background No Project Conditions:

#29, Lafayette Street and Central Expressway*: **AM** Average Delay ~~51.3~~51.7, LOS D; **PM** Average Delay ~~68.7~~77.0, LOS E

#30, De La Cruz Blvd and Central Expressway*: **AM** Average Delay ~~310.3~~327.4, LOS F; **PM** Average Delay ~~101.2~~111.0, LOS F

#33, Coleman Avenue and Brokaw Road: **AM** Average Delay ~~17.2~~17.1, LOS B; **PM** Average Delay ~~57.9~~123.0, LOS ~~E~~F

#41, San Tomas Expressway and El Camino Real*: **AM** Average Delay ~~83.8~~78.9, LOS ~~F~~E; **PM** Average Delay ~~129.5~~119.7, LOS F

E.2.7 Changes to Chapter 4, Section on *2025 Background Plus Project Conditions Intersection Levels of Service*

Page 96, Table 15: *2015 and 2025 Project Conditions Intersection Levels of Service – Santa Clara Station*

Based on the changes to lane configurations in 2025 (due to updated information from the City of Santa Clara and the County), the following changes are made to the Average Delay (in seconds) and Level of Service under 2025 Background No Project and 2025 Background Plus Project Conditions:

#29, Lafayette Street and Central Expressway*:
2025 No Project: **AM** Average Delay ~~51.3~~51.7, LOS D; **PM** Average Delay ~~68.7~~77.0, LOS E
2025 Plus Project: **AM** Average Delay ~~51.6~~52.0, LOS D; **PM** Average Delay ~~68.4~~76.5, LOS E
This is a CMP intersection in Santa Clara, and the LOS threshold is E. The lane configuration change does not result in a change to the finding of no significant impact.

#30, De La Cruz Blvd and Central Expressway*:
2025 No Project: AM Average Delay ~~310.3~~327.4, LOS **F**; **PM** Average Delay ~~101.2~~111.0, LOS **F**
2025 Plus Project: **AM** Average Delay ~~306.7~~317.3, LOS **F**; **PM** Average Delay ~~102.8~~112.4, LOS **F**
This CMP intersection would continue to operate at an unacceptable LOS with the lane configuration change. However, there is still no significant impact because the project results in an increase in critical delay of less than 4 seconds.

#33, Coleman Avenue and Brokaw Road:
2025 No Project: AM Average Delay ~~17.2~~17.1, LOS B; **PM** Average Delay ~~57.9~~123.0, LOS ~~E~~**F**
2025 Plus Project: **AM** Average Delay ~~23.0~~23.2, LOS C; **PM** Average Delay ~~113.7~~194.4, LOS **F**
Prior to the lane configuration change, this intersection was significantly impacted in the PM peak hour. With the lane configuration change, there would still be a significant impact in the PM peak hour.

#41, San Tomas Expressway and El Camino Real*:
2025 No Project: AM Average Delay ~~83.8~~78.9, LOS ~~F~~E; **PM** Average Delay ~~129.5~~119.7, LOS **F**
2025 Plus Project: **AM** Average Delay ~~82.8~~78.0, LOS ~~F~~E, **PM** Average Delay ~~126.8~~117.0, LOS **F**
This CMP intersection would continue to operate at an unacceptable LOS in the PM peak hour with the lane configuration change. However, there is still no significant impact because the project still results in a decrease in average delay, critical delay, and critical V/C.

Thus, the changes above do not result in a change to the impact findings.

Page 102, *Santa Clara Station*

City of Santa Clara Level of Service Analysis

The following three intersections would operate at unacceptable levels of service (LOS E or worse for local intersections and LOS F for expressways and CMP intersections) under 2025 Background Plus Project Conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)

(#33) Coleman Avenue and Brokaw Road (LOS F – PM peak hour)

(#41) San Tomas Expressway and El Camino Real * (LOS F ~~– AM and~~ PM peak hour~~s~~)

CMP Level of Service Analysis

The following CMP intersections would operate at unacceptable levels of service (LOS F) under 2025 Background Plus Project Conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)

(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour)

(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)

(#41) San Tomas Expressway and El Camino Real * (LOS F – ~~AM and~~ PM peak hour~~s~~)

E.2.8 Changes to Chapter 4, Section on *Intersection Impacts and Proposed Mitigation Measures*

Page 102, *Santa Clara Station*

City of Santa Clara Impact Analysis

Mitigation ~~measures~~ for this intersection has been proposed as follows:

Coleman Avenue and Brokaw Road: Widen Coleman Avenue to accommodate a third southbound through lane. Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn "right on red."

This mitigation measure is presented in Figure 30. With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the intersection would operate at LOS D under 2025 Background Plus Project Mitigated Conditions; therefore, the impact would be mitigated to a *less-than–significant level*.

E.2.9 Changes to Chapter 5, Section on *Parking Analysis*

Page 132, *Alum Rock/28th Street Station*

The discussion below regarding parking is illustrative only, and a final determination regarding the amount of required parking will be made in conjunction with the specific TOJD proposal for the Alum Rock/28th Street Station when detailed plans are submitted to the City of San Jose. For the TOJD component of the Project, a total of 2,150 parking spaces would be provided at the Alum Rock/28th Street Station: 1,650 spaces for the office use, 100 spaces for the retail use, and 400 spaces for the residential use. TOJD at the Alum Rock/28th Street Station would be subject to the parking requirements of the City of San Jose, as follows.

- Office: 4 spaces per 1,000 square feet.
- Retail: 5 spaces per 1,000 square feet.
- ~~Apartments~~Residential: 1.25 spaces per studio or 1-bedroom unit and 1.7 spaces per 2-bedroom unit.

Because the number of studio, 1-bedroom, and 2-bedroom apartments among the maximum of 275 units proposed for this station is still a preliminary estimate, the actual number of spaces required may change if the mix of different types of units is different from the estimate used in Table 24. This analysis, which is illustrative only, assumes that half of the units will be studio or 1-bedroom units and half will be 2-bedroom units.

Page 134, *Santa Clara Station*

The discussion below regarding parking is illustrative only, and a final determination regarding the amount of required parking will be made in conjunction with the specific TOJD proposal for the Santa Clara Station when detailed plans are submitted to the City

of Santa Clara. For the TOJD component of the Project, a total of 2,200 parking spaces would be provided for the TOJD at the Santa Clara Station: 1,650 spaces for the office use, 150 spaces for the retail use, and 400 spaces for the residential use. TOJD at the Santa Clara Station would be subject to the parking requirements of the City of Santa Clara, as follows.

- Office: 3.33 spaces per 1,000 square feet.
- Retail: 5 spaces per 1,000 square feet.
- ~~Apartments~~Residential: 1 space per studio unit, 1.5 spaces per 1-bedroom unit, and 2 spaces per 2-bedroom unit.

Based on these rates, the TOJD would be required to provide a total of 2,195 parking spaces for all the TOJD land uses. Because the number of studio, 1-bedroom, and 2-bedroom apartments among the maximum of 220 units proposed for this station is still a preliminary estimate, the actual number of spaces required may change if the mix of different types of units is different from the estimate used in Table 24. In order to make this analysis of parking requirements conservative, this estimate, which is illustrative only, assumes that there will be 10 studio units, 100 1-bedroom units, and 110 2-bedroom units.

E.2.10 Changes to Chapter 6, Section on *Year 2035 Land Use and Transportation Network*

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- The roadway network as of 2035, based on improvements identified in MTC's Regional Transportation Plan for the Bay Area and VTA's Valley Transportation Plan 2040. Information on local intersection improvements also were obtained from both the Cities of San Jose and Santa Clara. Based on early 2017 input from the Santa Clara County Department of Roads and Airports, it is assumed that the eastbound HOV lane on Central Expressway will be retained east of Scott Boulevard.

E.2.11 Changes to Chapter 6, Section on *2035 Cumulative Plus Project Intersection Level of Service Analysis*

Page 149, Table 28: *2035 Cumulative Plus Project Conditions Intersection Level of Service – Santa Clara Station*

#29, Lafayette Street and Central Expressway*:
2035 No Project: **AM** Average Delay ~~91.3~~93.7, LOS F; **PM** Average Delay ~~118.7~~136.8, LOS F
2035 Plus Project: **AM** Average Delay ~~91.7~~94.2, LOS F; **PM** Average Delay

~~120.1~~134.8, LOS F
Both with and without the Eastbound HOV lane on Central, this intersection would operate at LOS F under No Project and Plus Project conditions during both peak hours. However, the lane configuration change does not result in a change to the finding of no significant impact.

#30, De La Cruz Blvd and Central Expressway*:
2035 No Project: AM Average Delay ~~368.1~~387.4, LOS **F**; **PM** Average Delay ~~227.3~~249.1, LOS **F**
2035 Plus Project: **AM** Average Delay ~~364.5~~383.0, LOS **F**; **PM** Average Delay ~~243.1~~265.9, LOS **F**
This CMP intersection would continue to operate at an unacceptable LOS with the lane configuration change (retention of Eastbound HOV left-turn lane). However, the lane configuration change does not result in a change to the findings of no significant impact during the AM peak hour and a significant impact in the PM peak hour.

E.2.12 Changes to Chapter 6, Section on *2035 Cumulative Plus Project Conditions Intersection Impacts and Proposed Mitigation Measures*

Page 152, *City of Santa Clara Impact Analysis*

30. De La Cruz Boulevard and Central Expressway *: ~~The Santa Clara County Department of Roads and Airports plans to convert the existing eastbound High Occupancy Vehicle (HOV) lane to a mixed-use lane at this intersection. This modification was included as a change to the roadway network under both the 2025 Background Plus Project Conditions and 2035 Cumulative Plus Project Conditions.~~ No ~~other~~ feasible mitigation measures have been identified for this intersection. Therefore, the impact at this intersection would be *significant and unavoidable*. Proposed improvements at the nearby interchange of US 101 and De La Cruz Boulevard-Trimble Road are expected to improve operations at the intersection of De La Cruz Boulevard and Central Expressway, but it is uncertain how much improvement would occur.

State Congestion Management law requires a local jurisdiction to prepare a deficiency plan (now referred to as 'Multimodal Improvement Plan' in the Santa Clara County CMP maintained by VTA) when roadway level of service standards are not maintained on the designated CMP system [California Government Code Section 65098.4]. VTA maintains guidelines for the development of Multimodal Improvement Plans which were developed in consultation with Member Agencies (i.e., the 15 cites of Santa Clara County and the County of Santa Clara) and last adopted by the VTA Board in September 2010. According to these guidelines, Multimodal Improvement Plans are prepared by Member Agencies in response to the transportation impacts of land use plans and development projects. The impact to this intersection is a result of the TOJD component of the Project and not due to the BART extension; however, VTA's guidelines do not address a

situation where a land use project that is led by VTA contributes to an impact on a CMP facility. With this in mind, VTA commits to ~~work with the City of Santa Clara and the County of Santa Clara in the preparation of~~preparing a Multimodal Improvement Plan for identified Project impacts to CMP intersections and to coordinating with the City of Santa Clara and Santa Clara County in its preparation.

E.2.13 Addition of Appendix I

An analysis of the potential traffic impacts related to the vehicle trips generated by the Newhall Maintenance Facility is documented in a new appendix, Appendix I, "Newhall Maintenance Facility Trip Generation and Intersection Analysis." Appendix I is attached to this Errata sheet.

Appendix I

Newhall Maintenance Facility Trip Generation and Intersection Analysis

Trip generation estimates for the Newhall Maintenance Facility have been prepared and the resulting number of AM and PM peak hour trips have been added to the 2035 Cumulative Plus Project traffic volumes at the study intersections near the Santa Clara Station. This analysis is based on the 2035 Cumulative Plus Project scenario for the BART Extension with TOJD Alternative because that scenario includes the greatest traffic volumes and therefore represents the "worst case" scenario.

Based on information provided by VTA, approximately 225 employees are projected to work at the Newhall Maintenance Facility. The percentage of those employees expected to work during the three different shifts are as follows:

- 8:00 AM – 4:00 PM: 40% (approximately 90 employees)
- 4:00 PM – Midnight: 30% (approximately 68 employees)
- Midnight – 8:00 AM: 30% (approximately 68 employees)

In order to estimate the number of inbound and outbound vehicle trips at the facility, the employee head count for each shift was reduced by 20% in order to account for alternative mode use and a typical absentee rate. It is assumed that some employees would use transit to get to and from work, since the facility will be well-served by BART, Caltrain, ACE/Capitol Corridor service, and numerous bus routes. Some employees may also carpool or bicycle to work. Further, a small percentage of employees are absent on a typical work day due to illness or vacation. Thus, the employee counts were reduced by 20% to develop an estimate of the number of inbound and outbound vehicle trips in the AM and PM peak hours. These trips were then assigned to the Santa Clara Station study intersections.

The additional trips projected to be generated by the Newhall Maintenance Facility were added to the revised 2035 Cumulative Plus Project traffic volumes. All study intersections were re-analyzed in TRAFFIX to determine if there would be any changes to the intersection analysis included in Chapter 6 of this TIA. Also, for the intersections of Lafayette Street and Central Expressway (#29) and De La Cruz Boulevard and Central Expressway (#30), the lane configuration included retention of the HOV lane on the eastbound approach, as requested by the Santa Clara County Department of Roads and Airports in a comment received during the public comment period.

The revised intersection analysis is presented in Table I-1. Compared with the Cumulative Plus Project results presented in Table 26 in Chapter 6 of this TIA, the average delay at would increase very slightly at numerous intersections as a result of the Newhall Maintenance Facility vehicle trips. However, there was only one intersection where the addition of Newhall vehicle trips changed the level of service. At the intersection of Coleman Avenue and Newhall Drive

(#35), the level of service in the PM peak hour is projected to be LOS D with 41.1 seconds of average delay with the Newhall vehicle trips, instead of LOS C with 32.3 seconds of average delay, as shown on Table 26, without the Newhall vehicle trips. The addition of vehicle trips related to the Newhall Maintenance Facility did not change the findings of significant impact at any of the study intersections.

Table I-1
2035 Cumulative Plus Project Conditions (BART + TOJD + Newhall) – Santa Clara Station

Study Number	Intersection	Location	Peak Hour	2025 Background Avg. Delay (sec.)	2025 Background LOS	2035 Cumulative No Project Avg. Delay (sec.)	2035 Cumulative No Project LOS	2035 Cumulative + Project Avg. Delay (sec.)	2035 Cumulative + Project LOS	2035 Cumulative + Project Incr. In Crit. Delay (sec.)[1]	2035 Cumulative + Project Incr. In Crit. V/C[1]	SJ Impact[2] % Cumulative Trips from Project	SC and/or CMP Impact Cumulative Incr. in Crit. Delay (sec)
28	Scott Blvd & Central Expy *	Santa Clara	AM	42.9	D	43.4	D	43.6	D	0.0	0.000	--	0.0
			PM	75.5	E	**171.9**	**F**	**178.1**	**F**	**14.7**	**-0.057**	**--**	**14.7**
29	Lafayette St & Central Expy *	Santa Clara	AM	51.7	D	**93.7**	**F**	**95.1**	**F**	**0.0**	**0.000**	--	0.0
			PM	77.0	E	**136.8**	**F**	**136.0**	**F**	**2.0**	**0.008**	--	2.0
30	De La Cruz Blvd & Central Expy *	Santa Clara	AM	**327.4**	**F**	**387.4**	**F**	**385.9**	**F**	**0.0**	**0.000**	--	0.0
			PM	**111.0**	**F**	**249.1**	**F**	**271.7**	**F**	**40.0**	**0.027**	**--**	**40.0**
31	De La Cruz Blvd & Martin Ave	Santa Clara	AM	34.8	C	38.2	D	40.2	D	2.1	0.026	--	2.1
			PM	31.8	C	32.6	C	32.9	C	0.2	0.006	--	0.2
32	De La Cruz Blvd & Reed St	Santa Clara	AM	10.7	B	13.7	B	14.3	B	1.0	0.014	--	1.0
			PM	19.0	B	19.6	B	20.0	B	1.0	0.016	--	1.0
33	Coleman Ave & Brokaw Rd	Santa Clara	AM	17.1	B	17.9	B	22.8	C	5.5	0.048	--	5.5
			PM	**123.0**	**F**	**126.2**	**F**	**194.5**	**F**	**71.1**	**0.157**	**--**	**71.1**
	With Mitigation							*50.6*	*D*				
34	Coleman Ave & Aviation Ave	San Jose	AM	31.3	C	34.6	C	42.9	D	20.2	0.054	+23%	--
			PM	18.2	B	18.2	B	18.5	B	0.6	0.025	+95%	--
35	Coleman Ave & Newhall Dr	San Jose	AM	14.2	B	16.4	B	17.5	B	1.4	0.024	+9%	--
			PM	24.6	C	30.5	C	41.1	D	22.5	0.108	+58%	--
36	Coleman Ave & I-880 SB Ramps *	San Jose	AM	**107.9**	**F**	**102.0**	**F**	**112.9**	**F**	**14.4**	**0.032**	+7%	**--**
	With Mitigation							*52.9*	*D*				
			PM	43.6	D	52.3	D	**60.5**	**E**	**20.3**	**0.048**	--	--
37	Coleman Ave & I-880 NB Ramps *	San Jose	AM	**85.8**	**F**	**84.8**	**F**	**91.2**	**F**	**8.6**	**0.020**	-3%	--
			PM	32.6	C	35.8	D	36.7	D	-3.2	0.002	+4%	--
38	Coleman Ave & W. Hedding St	San Jose	AM	41.2	D	**59.4**	**E**	**60.5**	**E**	**24.5**	**0.129**	-3%	--
			PM	36.7	D	**65.0**	**E**	**65.4**	**E**	**50.0**	**0.300**	-1%	--
39	Coleman Ave & W. Taylor St	San Jose	AM	**60.0**	**E**	**67.3**	**E**	**67.5**	**E**	**9.3**	**0.039**	-5%	--
			PM	**63.7**	**E**	**117.1**	**F**	**117.9**	**F**	**80.9**	**0.213**	-2%	--
40	SR 87 & W. Taylor St	San Jose	AM	28.7	C	34.6	C	34.3	C	3.1	0.063	-8%	--
			PM	38.5	D	54.4	D	53.2	D	32.0	0.124	-5%	--
41	San Tomas Expy & El Camino Real *	Santa Clara	AM	**78.9**	**E**	**91.4**	**F**	**90.5**	**F**	**0.0**	**0.000**	--	0.0
			PM	**119.7**	**F**	**117.8**	**F**	**116.9**	**F**	**-1.8**	**0.002**	--	-1.8
42	Scott Blvd & El Camino Real *	Santa Clara	AM	34.1	C	37.1	D	37.1	D	0.5	0.012	--	0.5
			PM	38.4	D	41.4	D	42.0	D	1.3	0.015	--	1.3
43	Lincoln St & El Camino Real *	Santa Clara	AM	20.9	C	28.6	C	28.6	C	0.1	0.004	--	0.1
			PM	23.6	C	23.8	C	23.6	C	0.0	0.006	--	0.0
44	Monroe St & El Camino Real *	Santa Clara	AM	35.8	D	37.7	D	38.2	D	0.3	0.011	--	0.3
			PM	33.4	C	33.7	C	33.5	C	-0.1	0.012	--	-0.1
45	Lafayette St & Reed St	Santa Clara	AM	7.3	A	7.3	A	7.4	A	0.2	0.009	--	0.2
			PM	7.5	A	8.1	A	8.3	A	0.3	0.010	--	0.3
46	Lafayette St & El Camino Real *	Santa Clara	AM	43.0	D	56.8	E	57.2	E	1.7	0.008	--	1.7
			PM	43.0	D	45.2	D	46.0	D	1.5	0.019	--	1.5
47	Lafayette St & Lewis St	Santa Clara	AM	10.0	B	11.2	B	11.4	B	0.0	0.000	--	0.0
			PM	45.8	D	66.3	E	**76.9**	**E**	**12.4**	**0.032**	**--**	**12.4**
	With Mitigation							*56.8*	*E*				
48	Lafayette St & Harrison St	Santa Clara	AM	69.9	F	OVER	F	OVER	F	--	--	--	N/A
	Unsignalized (2)		PM	304.2	F	OVER	F	OVER	F	--	--	--	N/A
49	Lafayette St & Benton St	Santa Clara	AM	17.2	B	20.2	C	20.2	C	-0.1	0.020	--	-0.1
			PM	17.8	B	18.1	B	18.2	B	-4.3	0.024	--	-4.3
50	Lafayette St & Homestead Rd	Santa Clara	AM	26.6	C	24.6	C	31.2	C	9.8	0.039	--	9.8
			PM	9.3	A	8.9	A	8.6	A	-0.1	0.010	--	-0.1
51	Lafayette St & Market St	Santa Clara	AM	17.3	B	22.7	C	24.5	C	2.1	0.033	--	2.1
			PM	25.2	C	36.6	D	37.6	D	0.7	0.024	--	0.7
52	El Camino Real & Benton St	Santa Clara	AM	12.6	B	13.8	B	13.6	B	-0.1	0.016	--	-0.1
			PM	15.4	B	16.7	B	16.6	B	-0.1	0.008	--	-0.1
53	El Camino Real & Railroad Ave	Santa Clara	AM	10.5	B	11.1	B	11.2	B	0.2	0.015	--	0.2
			PM	12.4	B	12.2	B	12.1	B	-0.1	0.007	--	-0.1
54	El Camino Real & The Alameda *	Santa Clara	AM	13.0	B	18.7	B	18.8	B	0.4	0.011	--	0.4
			PM	17.0	B	20.8	C	20.8	C	-0.1	0.004	--	-0.1
55	The Alameda & Newhall Dr	San Jose	AM	12.4	B	14.7	B	14.7	B	3.3	0.070	-5%	--
			PM	12.6	B	19.7	B	19.9	B	11.3	0.182	-3%	--
56	The Alameda & I-880 (South) *	San Jose	AM	20.5	C	20.0	C	19.2	B	-1.0	-0.004	-9%	--
			PM	15.2	B	26.1	C	25.4	C	-1.0	-0.015	-8%	--
57	The Alameda & I-880 (North) *	San Jose	AM	24.4	C	40.7	D	41.1	D	0.8	0.006	-3%	--
			PM	21.1	C	29.6	C	29.7	C	0.1	0.002	-7%	--
58	The Alameda & W. Hedding St *	San Jose	AM	39.2	D	**72.7**	**E**	**73.8**	**E**	**1.7**	**0.006**	-1%	--
			PM	39.3	D	**93.4**	**F**	**93.6**	**F**	**0.5**	**0.001**	-1%	--
59	The Alameda & W. Taylor St/Naglee Ave *	San Jose	AM	42.7	D	**92.5**	**F**	**90.6**	**F**	**-3.1**	**-0.008**	-2%	--
			PM	46.7	D	**70.0**	**E**	**72.3**	**E**	**3.2**	**0.012**	+0%	--
60	Homestead Rd & Lincoln St/Winchester Blvd	Santa Clara	AM	21.5	C	20.5	C	20.4	C	-0.2	0.010	--	-0.2
			PM	21.6	C	22.0	C	21.8	C	-0.3	0.010	--	-0.3
61	Homestead Rd & Monroe St	Santa Clara	AM	9.9	A	10.5	B	10.6	B	0.0	0.002	--	0.0
			PM	10.5	B	11.1	B	11.1	B	0.0	0.001	--	0.0
62	US 101 & Trimble	San Jose	AM	22.8	C	26.5	C	28.2	C	8.1	0.072	+5%	--
			PM	13.1	B	15.6	B	15.8	B	4.7	0.104	+0%	--

Notes:

* Denotes a CMP intersection

(1) Increase in Critical Delay and Increase in Critical V/C are calculated as the difference between 2025 Background and 2035 Cumulative Plus Project for non-CMP San Jose intersections, and as the difference between 2035 Cumulative No Project and 2035 Cumulative Plus Project for Santa Clara and CMP intersections.

(2) The Project would cause an impact in San Jose under 2035 Cumulative Plus Project Conditions if the intersection would operate at an unacceptable LOS and the Project would contribute more than 25% of the total increase in traffic volume beween 2025 Background and 2035 Cumulative Plus Project Conditions.

(3) The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for unsignalized (two-way stop-controlled) intersections are based on the stop-controlled approach with the highest delay.

Bold indicates a substandard level of service (according to City of San Jose or City of Santa Clara standards).

Bold with a box indicates a significant impact (according to City of San Jose, or City of Santa Clara Standards)

VTA's BART Silicon Valley—Phase II Extension Project Transportation Impact Analysis of the BART Extension and VTA's Transit-Oriented Joint Development

Prepared for:

Santa Clara Valley Transportation Authority
U.S. Department of Transportation
Federal Transit Administration

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Executive Summary

This report presents the results of the Transportation Impact Analysis (TIA) prepared for the proposed Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley Phase II Extension and Transit-Oriented Joint Development Project (the "Project"), including four proposed BART Stations along the extension and VTA's Joint Development sites near those stations. The proposed Project is the second phase of the BART Silicon Valley Program and includes an approximately 6-mile extension of the BART system beginning at the terminus of the Phase I Project, south of Mabury Road and east of US 101 in San Jose. The Phase II Project would descend into an approximately 5-mile-long subway tunnel, continue through downtown San Jose, and terminate at grade in the City of Santa Clara near the Caltrain Station.

The Project includes the following four new BART stations and Transit-Oriented Joint Development sites along the Silicon Valley Rapid Transit Corridor (SVRTC):

- Alum Rock/28th Street Station, which is in the City of San Jose and outside the City's Downtown Core Area;
- Downtown San Jose Station, which is within the City of San Jose's Downtown Core Area;
- Diridon Station, which is within the City of San Jose's Downtown Core Area and the Diridon Station Area Plan (DSAP) boundaries; and
- Santa Clara Station, which is in the City of Santa Clara.

The Transit-Oriented Joint Development[1] portion of the Project would include a combination of office space, retail space, and residential units at the Alum Rock/28th Street and Santa Clara BART Stations, and a mix of office and retail space at the Downtown and Diridon BART Stations. The Project also proposes small supporting retail developments at two locations along the alignment in San Jose where ventilation structures for the BART tunnel would be located.

This TIA includes an analysis of the 6-mile extension of BART from Berryessa Station to Santa Clara and VTA's Transit-Oriented Joint Development (TOJD), which is also called the CEQA Project Alternative. A separate TIA which does not include the TOJD portion of the Project and analyzes only the BART extension was finalized in November 2016 and is called the "Transportation Impact Analysis of the BART Extension Only." Therefore, for purposes of this BART Extension with TOJD TIA, the word "Project" refers to the CEQA Project Alternative. In the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) that includes the results of both TIAs, it is called the "BART Extension with TOJD Alternative."

[1]. The terms "Transit-Oriented Joint Development", "TOJD", and "Joint Development" are used interchangeably throughout this TIA.

Scope of Work

A Transportation Impact Analysis of the Phase II Extension Project *without* VTA's proposed Transit-Oriented Joint Development has also been prepared by Hexagon Transportation Consultants and is referred to herein as the "BART Extension Only TIA" or the "BART Extension TIA." That TIA estimated the number of station access trips to and from the four Phase II BART stations (based on their Park-and-Ride and Kiss-and-Ride facilities) and the projected change in background traffic as BART users switch from passenger vehicles to BART. This "BART Extension with TOJD TIA" incorporates the results of that earlier analysis by adding the trips related to the Transit-Oriented Joint Development portion of the Project to the traffic volumes projected in the "BART Extension TIA."

Both the Downtown San Jose Station and the Diridon Station are located within the Downtown Core Area as defined by the San Jose Downtown Strategy 2000 Environmental Impact Report (EIR), and the office and retail uses proposed for the Transit-Oriented Joint Development at these stations are fully consistent with that EIR. Therefore, based on guidance from City of San Jose staff, it is not necessary to include the Downtown and Diridon Stations in this TIA. Also, based on guidance from San Jose staff and VTA's *TIA Guidelines*, the small retail uses at two ventilation stations near the Downtown Station fall below the trip generation threshold for which a TIA is required. This TIA therefore covers only the Alum Rock/28th Street and Santa Clara Stations.

More detailed project descriptions of these two sites are as follows:

> **Alum Rock/28th Street Station** would be bounded by McKee Road on the north, Santa Clara Street on the south, US 101 on the east, and North 28th Street on the west. The station campus would include an underground station with street-level entrance portals with elevators, escalators and stairs. The station would include system facilities both above and below ground. A 1,200-space parking structure with up to seven levels for park-and-ride (PNR) BART commuters would also be constructed. Kiss-and-ride (KNR) facilities would be provided along North 28th Street and/or on the station campus. Additionally, bus and shuttle drop-off areas would be provided along North 28th Street.
>
> The Transit-Oriented Joint Development component of Alum Rock/28th Street Station includes replacing industrial uses currently operating on the site with up to 500,000 square feet (s.f.) of office space, 275 apartment units, and 20,000 s.f. of retail space. Surface and garage parking for the office, residential, and retail uses would be provided on site and would include 2,150 parking spaces or the number of spaces in accordance with City standards at the time that site planning is finalized.
>
> **Santa Clara Station** would be located at grade just northeast of the Caltrain tracks and the Santa Clara Caltrain Station (between Coleman Avenue and El Camino Real), at the western end of Brokaw Road. The station would be at grade with a mezzanine one level below. Access to the mezzanine would be provided via elevators, escalators, and stairs covered by canopy structures. Kiss-and-ride facilities and bus/shuttle loading areas would be provided along Brokaw Road, which would be widened. An approximately 240-foot-long pedestrian tunnel would connect from the Santa Clara BART Station to the Santa Clara Caltrain Station plaza, and an approximately 175-foot-long pedestrian tunnel would connect from the BART station to a new BART plaza on Brokaw Road.
>
> The PNR demand at the Santa Clara Station would be accommodated in an approximately 500-space parking structure located north of Brokaw Road and east of the Caltrain tracks. Vehicular access to the parking structure would be provided from Brokaw Road and Coleman Avenue.
>
> The Transit-Oriented Joint Development component of the Santa Clara Station includes replacing industrial uses currently operating on the site with a maximum of 500,000 s.f. of office space, 220 dwelling units, and 30,000 s.f. of retail space. One level of underground parking along with surface and garage parking for the office, residential, and retail uses would be provided on site and would include 2,200 parking spaces or the number of spaces in accordance with City standards at the time that site planning is finalized.

The potential impacts related to the proposed Project were evaluated following the standards and methodologies set forth by the City of San Jose, the City of Santa Clara, VTA, and the California Environmental Quality Act (CEQA). The VTA administers the County Congestion Management Program (CMP). The study includes an

analysis of AM and PM peak-hour traffic conditions for a total of 62 intersections (27 near the Alum Rock/28th Street Station and 35 near the Santa Clara Station) and 64 directional freeway segments. All of the 27 study intersections near the Alum Rock/28th Street Station are located in the City of San Jose. Of the 35 study intersections in the vicinity of the Santa Clara Station, 22 are located in the City of Santa Clara and 13 are located in the City of San Jose. A total of 22 of the study intersections have been been designated as CMP intersections: 7 near the Alum Rock/28th Street Station and 15 near the Santa Clara Station.

Project Trip Generation

Daily and peak-hour trip generation for the proposed Transit-Oriented Joint Development land uses at the Alum Rock/28th Street and Santa Clara Stations were based on trip rates published in the ITE *Trip Generation Manual, 9th Edition*, for office buildings, retail space, and apartments/condominiums. In accordance with VTA's *TIA Guidelines,* appropriate trip reductions were taken for (1) proximity to a transit station, (2) internalization of trips within mixed-use developments, and (3) pass-by trips for retail uses. The TOJD portion of the Project was estimated to generate 768 AM peak hour trips and 771 PM peak hour trips at the Alum Rock/28th Street Station and 755 AM peak hour trips and 763 PM peak hour trips at the Santa Clara Station.

These Transit-Oriented Joint Development trips were combined with:

- Trips going to and from the stations for their PNR and KNR facilities (this is a positive number, representing additional trips at a given intersection), and
- Trips that would be removed from the roadway network due to the mode shift from passenger vehicles to BART (this is a negative number, representing fewer trips at a given intersection).

At some intersections, particularly for those movements leading directly to the station campuses, the number of vehicles accessing the station (to ride BART or for one of the Joint Development uses) is larger than the number of vehicles shifted from the roadway network to transit modes, and the Project results in a net increase in traffic volumes. At other intersections, particularly for those movements either not leading to the station campuses or leading to freeways, the number of vehicles shifted from the roadway network to transit modes is greater than the number of vehicles using that movement to access the station, and the Project results in a net decrease in traffic volumes.

VTA and the Cities will work to maximize multimodal access to the BART stations and the Transit-Oriented Joint Development land uses. Through various efforts such as Access Plans for the station areas, Transportation Demand Management (TDM) Plans for the Joint Development, improving the bike and pedestrian facilities in the vicinity of the stations, adding bikesharing at the station campuses, and offering "unbundled" parking for the residential uses, the number of vehicle trips generated by the Project would be reduced. Therefore, the estimates of vehicle trips for the Project in this TIA should be regarded as conservative

Project Impacts at Study Intersections

The intersection level of service analysis is summarized in Table ES-1 for the Alum Rock/28th Street Station and Table ES-2 for the Santa Clara Station. Both in the tables and in the discussion below, CMP intersections are marked with an asterisk (*).

Project Impacts under 2025 Background Plus Project Conditions

The results of the intersection level of service analysis indicate that the addition of Project traffic would result in significant impacts to the following three study intersections under 2025 Background Plus Project Conditions, according to applicable level of service standards and criteria for significant impacts:

Coleman Avenue and Brokaw Road (#33)

Impact: This intersection located in Santa Clara near the Santa Clara Station is expected to operate at an acceptable level of service (LOS D) during the PM peak hour under 2025 Background Conditions, but at an unacceptable level of service (LOS F) under 2025 Background Plus Project Conditions. This constitutes a significant impact to the intersection under the City of Santa Clara definition.

Mitigation: Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn "right on red." With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the intersection would operate at LOS D under 2025 Background Plus Project Mitigated Conditions; therefore, the impact would be mitigated to a *less-than–significant level*.

Coleman Avenue and I-880 Southbound Ramps (#36) *

Impact: This CMP intersection located in San Jose near the Santa Clara Station is expected to operate at an unacceptable level of service (LOS F) during the AM peak hour under 2025 Background Conditions. The proposed Project would cause the intersection's average critical delay to increase by more than 4 seconds and the critical volume-to-capacity ratio (V/C) to increase by more than 0.01 during the AM peak hour under 2025 Background Plus Project Conditions. This constitutes a significant impact to the intersection under both the City of San Jose and the CMP definitions.

Mitigation: Convert the second (center) left-turn lane on the I-880 off-ramp (the intersection's westbound approach) to a shared left/right-turn lane. Replace the lane control signs and revise the pavement markings on the off-ramp to reflect the new lane usage. With implementation of this mitigation measure, the intersection would operate at LOS D under 2025 Background Plus Project Mitigated Conditions, and the impact would be mitigated to a *less-than–significant level*.

Coleman Avenue and I-880 Northbound Ramps (#37) *

Impact: This CMP intersection located in San Jose near the Santa Clara Station is expected to operate at an unacceptable level of service (LOS F) during the AM peak hour under 2025 Background Conditions. The proposed Project would cause the intersection's average critical delay to increase by more than 4 seconds and the critical volume-to-capacity ratio (V/C) to increase by more than 0.01 during the AM peak hour under 2025 Background Plus Project Conditions. This constitutes a significant impact to the intersection under both the City of San Jose and the CMP definitions.

Mitigation: Currently, only right turns are permitted from McKendrie Street, which is the eastbound approach to this intersection. With the proposed mitigation, that right turn movement would still be permitted, but the signal controls would be modified so that all motorists would turn "right on red" and the pedestrian crosswalk across McKendrie would function in the same way that a crosswalk at a stop sign functions.

Convert the signal control for the eastbound approach (McKendrie Street) from a 3-section signal head to a single-section constant red beacon. Remove the pedestrian signals and push buttons on the eastbound leg (McKendrie Street). Reprogram the signal controller to eliminate the eastbound vehicle movement and existing pedestrian crossing.

Due to concerns expressed by City of San Jose staff, the proposed mitigation measure would cause additional impacts to other users of the roadway; therefore this mitigation measure will not be implemented, and VTA will work with the City of San Jose to provide other multi-modal access improvements in the area. The impact would remain *significant and unavoidable*.

State Congestion Management law requires a local jurisdiction to prepare a deficiency plan (now referred to as 'Multimodal Improvement Plan' in the Santa Clara County CMP maintained by VTA) when roadway level of service standards are not maintained on the designated CMP system [California Government Code Section 65098.4]. VTA maintains guidelines for the development of Multimodal Improvement Plans which were developed in consultation with Member Agencies (i.e., the 15 cites of Santa Clara County and the County of Santa Clara) and last adopted by the VTA Board in September 2010. According to these guidelines, Multimodal Improvement Plans are prepared by Member Agencies in response to the transportation impacts of land use plans and development projects. The impact to this intersection is a result of the TOJD component of the Project and not due to the BART extension; however, VTA's guidelines do not address a situation where a land use project that is led by VTA contributes to an impact on a CMP facility. With this in mind, VTA commits to work with the City of San Jose and Caltrans in the preparation of a Multimodal Improvement Plan for identified Project impacts to CMP intersections.

Project Impacts under 2035 Cumulative Plus Project Conditions

The results of the intersection level of service analysis indicate that the addition of Project traffic would result in significant impacts to the following four study intersections under 2035 Cumulative Plus Project Conditions, according to applicable level of service standards and criteria for significant impacts. The mitigation measures for intersections #33 and #36 are the same as proposed above under Background Plus Project Conditions.

De La Cruz Boulevard and Central Expressway (#30) *

Impact: This CMP intersection located in Santa Clara near the Santa Clara Station is expected to operate at an unacceptable level of service (LOS F) during the PM peak hour under 2035 Cumulative No Project Conditions. The proposed Project would cause the intersection's average critical delay to increase by more than 4 seconds and the critical volume-to-capacity ratio (V/C) to increase by more than 0.01 during the PM peak hour under 2035 Cumulative Plus Project Conditions. This constitutes a significant impact to the intersection under both the City of Santa Clara and the CMP definitions.

Mitigation: The Santa Clara County Department of Roads and Airports plans to convert the existing eastbound High Occupancy Vehicle (HOV) lane to a mixed-use lane at this intersection. This modification was included as a change to the roadway network under both the 2025 Background Plus Project Conditions and 2035 Cumulative Plus Project Conditions. No other feasible mitigation measures have been identified for this intersection. Therefore, the impact at this intersection would be *significant and unavoidable*.

State Congestion Management law requires a local jurisdiction to prepare a deficiency plan (now referred to as 'Multimodal Improvement Plan' in the Santa Clara County CMP maintained by VTA) when roadway level of service standards are not maintained on the designated CMP system [California Government Code Section 65098.4]. VTA maintains guidelines for the development of Multimodal Improvement Plans which were developed in consultation with Member Agencies (i.e., the 15 cites of Santa Clara County and the County of Santa Clara) and last adopted by the VTA Board in September 2010. According to these guidelines, Multimodal Improvement Plans are prepared by Member Agencies in response to the transportation impacts of land use plans and development projects. The impact to this intersection is a result of the TOJD component of the Project and not due to the BART extension; however, VTA's guidelines do not address a situation where a land use project that is led by VTA contributes to an impact on a CMP facility. With this in mind, VTA commits to work with the City of Santa Clara and the County of Santa Clara in the preparation of a Multimodal Improvement Plan for identified Project impacts to CMP intersections.

Coleman Avenue and Brokaw Road (#33)

Impact: This intersection located in Santa Clara near the Santa Clara Station is expected to operate at an acceptable level of service (LOS D) during the PM peak hour under 2035 Cumulative No Project Conditions, but at an unacceptable level of service (LOS F) under 2035 Cumulative Plus Project

Conditions. This constitutes a significant impact to the intersection under the City of Santa Clara definition.

Mitigation: Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn "right on red." With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the intersection would operate at LOS D under 2035 Cumulative Plus Project Mitigated Conditions; therefore, the impact would be mitigated to a *less-than–significant level*.

Coleman Avenue and I-880 Southbound Ramps (#36) *

Impact: This CMP intersection located in San Jose near the Santa Clara Station is expected to operate at an unacceptable level of service (LOS F) during the AM peak hour under 2035 Cumulative No Project Conditions. The proposed Project would cause the intersection's average critical delay to increase by more than 4 seconds and the critical volume-to-capacity ratio (V/C) to increase by more than 0.01 during the AM peak hour under 2035 Cumulative Plus Project Conditions. This constitutes a significant impact to the intersection under the CMP definition. (There would not be a significant impact under the City of San Jose definition because the Project would contribute less than 25% of the total increase in traffic between 2025 Background and 2035 Cumulative Plus Project Conditions.)

Mitigation: Convert the second (center) left-turn lane on the I-880 off-ramp (the intersection's westbound approach) to a shared left/right-turn lane. Replace the lane control signs and revise the pavement markings on the off-ramp to reflect the new lane usage. With implementation of this mitigation measure, the intersection would operate at LOS E under 2035 Cumulative Plus Project Mitigated Conditions, and the impact would be mitigated to a *less-than–significant level*.

Lafayette Street and Lewis Street (#47)

Impact: This intersection located in Santa Clara near the Santa Clara Station is expected to operate at an unacceptable level of service (LOS E) during the PM peak hour under 2035 Cumulative No Project Conditions. The proposed Project would cause the intersection's average critical delay to increase by more than 4 seconds and the critical volume-to-capacity ratio (V/C) to increase by more than 0.01 during the PM peak hour under 2035 Cumulative Plus Project Conditions. This constitutes a significant impact to the intersection under the City of Santa Clara definition.

Mitigation: Shift the westbound approach lanes on Lewis Street to the south to allow for the current through/right-turn lane to operate as a separate right-turn lane and a separate through lane. A shift of approximately two feet would increase the current through/right-turn lane width to 20 feet, which would allow adequate room for right-turning vehicles to proceed past vehicles traveling straight through the intersection and make the right turn onto northbound Lafayette Street. The westbound approach and receiving lanes would be slightly offset as a result, which can be addressed with dashed pavement markings across the intersection. With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the control delay at this intersection would be 9.5 seconds less than under 2035 Cumulative No Project Conditions. Thus, even though the intersection would continue to operate at an unacceptable LOS E under 2035 Cumulative Plus Project Mitigated Conditions, the impact would be mitigated to a *less-than–significant level.*

Project Impacts on Study Freeway Segments

The results of the freeway segment analysis shows that, under 2025 Background Plus Project Conditions and under 2035 Cumulative Plus Project Conditions, the Project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the Project.

In fact, many freeway segments would experience a decrease in volume, because the reduced number of trips on the freeway (due to the mode shift from passenger vehicles to BART) more than offsets the station access trips (drivers heading to or from a station to use the PNR or KNR facilities) and the trips that would be generated by the Transit-Oriented Joint Development component of the Project. Therefore, based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project under 2025 Background Plus Project Conditions or 2035 Cumulative Plus Project Conditions.

Other Transportation Topics

Intersection Operational Issues – Analysis of Left-Turn Queues

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the Project would add left turns. Existing vehicle storage for projected 95th percentile left-turn queues under Existing Plus Project and/or Background Plus Project Conditions were found to be inadequate at the following intersections:

North 28th Street and Julian Street: Westbound left-turn queues (from Julian onto North 28th Street) would exceed the left-turn pocket capacity in the AM and PM peak hours under Existing Plus Project and Background Plus Project Conditions. The current configuration of this intersection is inefficient and problematic, partly due to the close proximity of the US 101 southbound off-ramp intersection. The North 28th Street and Julian Street intersection would require improvements to operate more efficiently with the addition of Project-generated traffic.

North 28th Street and Santa Clara Street: The maximum vehicle queues for the eastbound left-turn pocket (from Santa Clara Street onto North 28th Street) would exceed the existing vehicle storage capacity during the AM peak hour under 2015 Existing Plus Project and 2025 Background Plus Project Conditions. Extending the eastbound left-turn pocket is not feasible due to limited spacing between North 27th Street and North 28th Street. Adding a second eastbound left-turn pocket is not feasible without acquiring additional right-of-way. Therefore, there are no feasible improvements that could be implemented to increase the eastbound left-turn pocket vehicle storage.

US 101 Northbound Ramps and McKee Road: The queuing analysis indicates that the maximum vehicle queue for the northbound left-turn pocket (northbound off-ramp) at this intersection currently exceeds the existing vehicle storage capacity during the AM peak hour of traffic, and that this condition would continue to occur under 2015 Existing Plus Project, 2025 Background, and 2025 Background Plus Project Conditions. Converting the middle shared through/right-turn lane to a shared L-T-R lane would help provide additional vehicle storage to accommodate the estimated future left-turn volumes.

Coleman Avenue and Brokaw Road: The maximum vehicle queues for the eastbound left-turn pocket at this intersection would exceed the existing vehicle storage capacity during the PM peak hour under 2015 Existing Plus Project and 2025 Background Plus Project Conditions. This intersection was also evaluated under the Level of Service analysis, which indicated a significant impact would occur. The proposed mitigation includes adding a shared eastbound left-turn/through lane. With this improvement, the eastbound left-turn lane and shared left-turn/through lane together would provide adequate storage to accommodate the maximum vehicle queues that would occur under 2015 Existing Plus Project and 2025 Background Plus Project scenarios.

Coleman Avenue and I-880 Northbound Ramp: The maximum vehicle queues for the southbound dual left-turn pockets (left turns onto the northbound on-ramp) would exceed the existing vehicle storage capacity during the PM peak hour under 2025 Background and 2025 Background Plus Project Conditions. A maximum vehicle queue length of 625 feet per lane is estimated to occur during the PM peak hour under 2025 Background

Conditions, and a maximum vehicle queue length of 650 feet per lane is estimated to occur during the PM peak hour under 2025 Background Plus Project Conditions (one additional vehicle). Extending the southbound left-turn pocket is not feasible because the I-880 overpass is not sufficiently wide to accommodate this improvement (roadway narrows at this point). The existing bike lanes would need to be removed in order to extend this left-turn pocket, which is not consistent with VTA's policies to promote bicycling opportunities.

Freeway On-Ramp Analysis

Three freeway on-ramps where the Project would add a substantial amount of traffic (more than 10 net peak hour trips per lane) were evaluated; each of these ramps is currently metered or is expected to be metered in the future. Potential queuing issues were identified at the following two on-ramps:

- US 101 southbound on-ramp from McKee Road – PM peak hour
- US 101 southbound loop on-ramp from WB Santa Clara Street/Alum Rock Avenue – PM peak hour

Because the metering lights are not currently operating at these on-ramps, there are no existing vehicle queues on these on-ramps. Therefore, future vehicle queuing estimates could not be calculated for these on-ramps, since there are no existing data available to calibrate the results. It can be assumed, however, that both US 101 southbound on-ramps would experience vehicle queuing issues in the future due to the high volume of traffic using these on-ramps. These on-ramps most likely would not provide adequate vehicle storage to accommodate the future vehicle queues that would occur. As a result, the vehicle queues would back up onto the roadways serving the on-ramps (e.g., McKee Road and Santa Clara Street/Alum Rock Avenue), which likely would result in significant operational issues.

Site Access

A site access evaluation for the Alum Rock/28th Street Station was based on the current station plans. Project-generated traffic would access the site via 5 Wounds Lane and E. St. James Street, both of which would become signalized intersections. An estimate of traffic volumes using the two intersections was conducted, and a level of service evaluation showed the 5 Wounds Lane intersection would operate at LOS B in the AM and PM peak hours and the E. St. James Street intersection would operate at LOS C in the AM and PM peak hours under Background Plus Project Conditions. Left-turn vehicle queuing analysis was also conducted to estimate the recommended length of left-turn storage pockets at these intersections.

Site access at the Santa Clara Station would be provided via the intersection of Coleman Avenue and Brokaw Road, which was discussed in the section on intersection impacts and proposed mitigation measures and the section on vehicle queuing analysis.

Transit, Bicycle, and Pedestrian Analysis

The Project *is* a transit project and represents a substantial improvement to the transit system in the study area. The Project is consistent with the goals and policies of the San Jose and Santa Clara General Plans, with regard to encouraging transit-oriented development and promoting greater usage of alternative modes.

An analysis was conducted of the potential for increased congestion due to Project traffic to cause delays in corridors where VTA buses operate. It was concluded that the additional Project traffic would have very little impact on transit travel times.

With the proposed Project, a pedestrian connection along the south side of the Alum Rock/28th Street Station area at N. 28th Street from E. Santa Clara Street would be provided. This pedestrian connection would link the station entrances with buses and Bus Rapid Transit (BRT) operating on E. Santa Clara Street/Alum Rock Avenue, enhancing connectivity of pedestrian facilities surrounding the station. The Project would add sidewalks along both sides of N. 28th Street and around the perimeter of the project site. The Project would also provide crosswalks at the signalized intersections of N. 28th Street /E. St James Street and N. 28th Street/5 Wounds Lane, including pedestrian push buttons and signal heads.

The Project would add sidewalks around the perimeter of the Santa Clara Station site and bicycle facilities along both sides of Brokaw Road. An approximately 240-foot-long pedestrian tunnel will be constructed between the future Santa Clara BART Station and the existing Santa Clara Caltrain Station plaza as a separate project. The Project will construct an approximately 175-foot-long pedestrian tunnel from the Santa Clara BART Station to a new BART plaza on Brokaw Road. This pedestrian connection would link the BART station with other pedestrian and transit facilities in the vicinity, enhancing connectivity of pedestrian facilities surrounding the station and transit services.

Thus, the Project would enhance pedestrian and bicycle facilities in the vicinity of both the Alum Rock/28th Street and Santa Clara Stations.

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is a metric that is used in noise, air quality, and greenhouse gas emissions analyses because it provides an indication of the usage level of the automobile and truck transportation network. VMT has also been proposed as a replacement metric for Level of Service by the Governor's Office of Planning and Research in its *Draft of Updates to the CEQA Guidelines*, prepared pursuant to Senate Bill 743. Further revisions to the *Draft of Updates* are expected, as a result of significant public input, and OPR has not yet adopted new CEQA Guildelines. However, it is anticipated that VMT and/or VMT Per Capita will become a basis for findings of significant impact under CEQA in the future.

Average daily Vehicle Miles Traveled (VMT) and Vehicle Miles Traveled Per Capita were analyzed under No Project and Plus Project conditions under the 2015 Existing, 2025 Background, and 2035 Cumulative scenarios. Average Daily VMT and VMT per Capita were projected to decrease under Plus Project conditions in all three forecast years. This result reflects the fact that many travelers who would be making trips in automobiles under No Project conditions would shift to BART under Plus Project conditions, reducing the number of vehicles on the road and the resulting number of vehicle miles traveled.The projected mode shift to BART stems both from the substantial expansion of the transit network that the Phase II BART extension represents and from the transit-oriented nature of the proposed Joint Development near the stations. The Project as a whole exemplifies the type of land use and transportation investments that are envisioned by state, regional and local agencies in an effort to promote more sustainable communities.

Parking Analysis

Parking for kiss-and-ride BART patrons is addressed in the "BART Extension TIA." Parking for the TOJD portion of the Project is addressed in this TIA, based on the parking requirements of the appropriate city for the Alum Rock/28th Street Station and the Santa Clara Station.

At the Alum Rock/28th Street Station, a total of 2,135 parking spaces would be required by the City of San Jose for the amount of office, retail, and residential uses proposed, after taking reductions for shared parking and for the level of transit usage by office employees predicted by the travel demand forecasting model. This number is based on an assumption that half of the apartment units would be studio/1-bedroom units and half would be 2-bedroom units; the required number of spaces would change if the mix of apartments is different from this assumption The Project would provide 2,150 parking spaces for all of the TOJD uses, which exceeds the City's requirement.

At the Santa Clara Station, a total of 2,195 parking spaces would be required by the City of Santa Clara for the amount of office, retail, and residential uses proposed, and based on an assumption of 10 studio apartments, 100 1-bedroom apartments, and 110 2-bedroom apartments. The required number of spaces is subject to change if the mix of apartments is different from this assumption. The Project would provide 2,200 spaces, which exceeds the City's requirements, even without taking any reductions for shared parking or greater transit usage.

Table ES- 1
Intersection Level of Service Summary – Alum Rock/28th Street Station

Study Number	Intersection	Peak Hour	2015 Existing Avg. Delay (sec.)	LOS	2015 Existing Plus Project Avg. Delay (sec.)	LOS	2025 Background Avg. Delay (sec.)	LOS	2025 Background Plus Project Avg. Delay (sec.)	LOS	Incr. In Crit. Delay (sec.)	Incr. In Crit. V/C	2035 Cumulative No Project Avg. Delay (sec.)	LOS	2035 Cumulative Plus Project Avg. Delay (sec.)	LOS	Incr. In Crit. Delay (sec.) [2]	Incr. In Crit. V/C [2]	SJ Impact [1] % Cumulative Trips from Project	CMP Impact Cumulative Incr. in Crit. Delay (sec)
1	21st St & E. Julian St	AM	23.2	C	23.7	C	23.8	C	24.0	C	1.3	0.005	25.6	C	23.7	C	1.2	0.007	+64%	
		PM	12.7	B	13.0	B	12.7	B	13.0	B	0.7	0.039	13.4	B	14.0	B	2.3	0.108	+36%	
2	24th St & E. Julian St	AM	17.2	B	16.7	B	17.5	B	16.5	B	-1.5	0.053	29.2	C	30.3	C	15.8	0.322	+12%	
		PM	17.1	B	17.3	B	17.4	B	17.2	B	0.8	0.011	17.7	B	17.6	B	2.4	0.042	+36%	
3	N. 28th St & E. Julian St	AM	27.2	C	28.7	C	27.2	C	29.7	C	24.8	0.140	27.9	C	33.9	C	27.5	0.328	+57%	
		PM	14.2	B	27.8	C	14.2	B	27.8	C	16.7	0.174	16.2	B	29.7	C	19.2	0.224	+71%	
4	US 101 SB ramps & E. Julian St	AM	23.1	C	27.2	C	26.9	C	35.2	D	13.3	0.105	32.2	C	50.1	D	39.8	0.229	+50%	
		PM	26.8	C	30.9	C	30.8	C	35.7	D	5.6	0.070	30.0	C	37.1	D	13.4	0.117	+44%	
5	US 101 NB ramps & McKee Rd	AM	22.1	C	25.8	C	23.0	C	24.2	C	2.7	0.052	22.7	C	24.9	C	4.0	0.168	+10%	
		PM	26.9	C	28.3	C	28.6	C	29.7	C	2.2	0.028	30.9	C	31.1	C	2.6	0.051	+9%	
6	33rd St & McKee Rd	AM	35.4	D	35.7	D	34.0	C	34.6	C	0.6	0.016	47.6	D	50.0	D	20.4	0.229	-3%	
		PM	29.7	C	29.5	C	28.7	C	29.0	C	0.4	-0.005	42.1	D	42.3	D	15.4	0.225	+2%	
7	King Rd & McKee Rd	AM	46.8	D	47.5	D	52.6	D	52.3	D	-0.6	-0.007	**91.3**	**F**	**89.1**	**F**	59.7	0.242	-20%	
		PM	47.2	D	47.7	D	51.9	D	51.7	D	1.5	0.008	**68.0**	**E**	**62.8**	**E**	16.0	0.131	-20%	
8	Jackson Ave & McKee Rd	AM	39.3	D	39.3	D	40.0	D	40.0	D	-0.1	-0.003	40.9	D	40.8	D	0.8	0.122	+1%	
		PM	39.9	D	39.9	D	40.9	D	40.8	D	-0.2	0.006	43.4	D	43.4	D	5.5	0.129	+1%	
9	17th St & E. Santa Clara St	AM	6.5	A	6.4	A	17.1	B	18.4	B	1.4	0.024	25.9	C	27.6	C	10.3	0.334	+10%	
		PM	9.3	A	9.4	A	19.8	B	20.5	C	0.7	0.020	33.5	C	35.3	D	16.2	0.359	+7%	
10	21st St & E. Santa Clara St	AM	5.7	A	5.6	A	5.7	A	5.7	A	0.1	-0.007	6.0	A	5.5	A	-0.6	0.056	+27%	
		PM	4.6	A	4.5	A	4.6	A	4.5	A	0.0	0.004	5.5	A	5.3	A	1.1	0.026	+12%	
11	24th St & E. Santa Clara St	AM	19.5	B	19.6	B	19.7	B	19.7	B	-0.4	-0.014	22.4	C	22.1	C	2.6	0.158	+18%	
		PM	21.1	C	22.2	C	21.4	C	22.8	C	2.1	0.044	26.5	C	28.1	C	11.1	0.224	+14%	
12	26th St. & E. Santa Clara St	AM	16.5	B	16.5	B	16.5	B	16.5	B	0.0	0.001	15.2	B	13.7	B	-2.3	0.136	+38%	
		PM	14.4	B	13.9	B	14.4	B	13.8	B	-0.3	0.016	13.8	B	13.2	B	-0.7	0.003	+38%	
13	N. 28th St & E. Santa Clara St	AM	20.9	C	23.9	C	20.9	C	24.6	C	7.3	0.204	20.6	C	26.9	C	10.7	0.288	+43%	
		PM	18.4	B	21.3	C	18.4	B	22.3	C	5.0	0.150	19.3	B	22.1	C	5.0	0.149	+62%	
14	US 101 & E. Santa Clara St *	AM	11.5	B	10.9	B	11.8	B	11.0	B	-0.3	0.025	11.6	B	11.0	B	-0.3	0.025	+27%	-0.3
		PM	16.2	B	16.5	B	16.3	B	16.0	B	1.1	0.131	19.6	B	21.0	C	6.0	0.121	+22%	6.0
15	US 101 & Alum Rock Ave *	AM	11.0	B	12.2	B	11.0	B	12.2	B	1.1	0.049	17.3	B	17.0	B	-0.3	-0.004	+9%	-0.3
		PM	15.9	B	15.9	B	15.9	B	16.1	B	-0.1	-0.026	20.2	C	20.2	C	-1.0	-0.036	+2%	-1.0
16	33rd St & Alum Rock Rd	AM	21.4	C	21.2	C	21.4	C	21.5	C	0.2	0.013	22.6	C	22.7	C	1.6	0.124	+3%	
		PM	18.5	B	18.4	B	18.7	B	18.7	B	0.0	0.013	18.5	B	18.6	B	0.1	0.211	-4%	
17	King Rd & Alum Rock Ave *	AM	30.1	C	30.5	C	30.9	C	31.9	C	4.5	0.013	35.7	D	35.3	D	-0.4	-0.005	-8%	-0.4
		PM	34.4	C	34.5	C	36.0	D	35.5	D	0.1	-0.020	46.5	D	44.1	D	-3.3	-0.037	-10%	-3.3
18	Jackson Ave & Alum Rock Ave *	AM	37.8	D	38.3	D	42.8	D	42.7	D	-0.2	-0.006	**101.1**	**F**	**99.9**	**F**	-1.8	-0.005	-0%	-1.8
		PM	43.0	D	43.2	D	46.7	D	46.4	D	-0.5	-0.008	**55.6**	**E**	**55.4**	**E**	-0.8	-0.005	-1%	-0.8
19	I-680 S & Alum Rock Ave (West) *	AM	22.2	C	22.1	C	21.7	C	21.8	C	0.1	-0.001	31.6	C	31.5	C	0.0	-0.001	+1%	0.0
		PM	26.6	C	26.2	C	26.5	C	26.4	C	-0.2	0.001	30.2	C	30.2	C	0.0	0.002	+2%	0.0
20	I-680 N & Alum Rock Ave (East) *	AM	20.9	C	20.9	C	21.3	C	21.1	C	-0.2	-0.004	21.3	C	21.2	C	-0.2	-0.001	-2%	-0.2
		PM	26.3	C	26.3	C	26.4	C	26.3	C	-0.1	-0.004	26.7	C	26.6	C	-0.1	-0.003	-6%	-0.1
21	24th St & San Antonio St	AM	16.0	B	16.5	B	16.0	B	16.4	B	0.4	0.034	26.2	C	29.9	C	18.5	0.312	+9%	
		PM	12.6	B	12.4	B	12.5	B	12.3	B	-0.3	0.018	16.2	B	16.3	B	5.9	0.269	+11%	
22	King Rd & E. San Antonio St.	AM	32.7	C	32.9	C	32.7	C	33.0	C	0.2	-0.008	33.7	C	34.3	C	1.6	0.019	-5%	
		PM	33.8	C	33.6	C	33.8	C	34.1	C	0.3	0.013	42.7	D	42.8	D	9.7	0.270	-4%	
23	Jackson Ave & E. San Antonio St/Capitol Expy	AM	35.7	D	35.9	D	38.8	D	38.8	D	-0.3	-0.006	**63.5**	**E**	**63.1**	**E**	47.5	0.291	-1%	
		PM	34.7	C	34.8	C	35.2	D	35.1	D	-0.1	-0.007	40.2	D	40.0	D	10.3	0.195	-2%	
24	24th St & E. William St.	AM	15.8	B	15.3	B	15.9	B	15.4	B	-0.3	0.035	20.5	C	19.9	B	5.2	0.136	+10%	
		PM	19.4	B	19.0	B	19.4	B	19.0	B	-0.4	0.033	21.5	C	21.5	C	2.5	0.098	+11%	
25	McLaughlin Ave & I-280 SB Ramp *	AM	9.5	A	10.1	B	9.9	A	10.2	B	0.6	0.015	9.8	A	10.2	B	0.6	0.023	+66%	0.6
		PM	14.5	B	14.5	B	15.1	B	15.0	B	0.0	0.002	15.0	B	14.9	B	-0.1	0.002	+25%	-0.1
26	McLaughlin Ave & Story Rd	AM	42.4	D	42.8	D	43.2	D	43.4	D	0.4	0.004	**58.3**	**E**	**60.6**	**E**	29.6	0.252	+2%	
		PM	48.5	D	48.7	D	52.2	D	52.5	D	0.3	0.002	52.8	D	52.9	D	1.4	0.048	+1%	
27	King Rd & Mabury Rd	AM	39.7	D	39.7	D	43.2	D	41.8	D	-6.3	-0.016	**65.0**	**E**	54.9	D	22.7	0.331	-28%	
		PM	38.9	D	39.4	D	42.3	D	40.5	D	-3.4	-0.077	**59.6**	**E**	**58.3**	**E**	28.4	0.262	-27%	

Notes:

* Denotes a CMP intersection

(1) The Project would cause an impact in San Jose under 2035 Cumulative Plus Project Conditions if the intersection would operate at an unacceptable LOS and the Project would contribute more than 25% of the total increase in traffic volume beween 2025 Background and 2035 Cumulative Plus Project Conditions.

(2) Increase in Critical Delay and Increase in Critical V/C are calculated as the difference between 2025 Background and 2035 Cumulative Plus Project for non-CMP San Jose intersections, and as the difference between 2035 Cumulative No Project and 2035 Cumulative Plus Project for CMP intersections.

Bold indicates a substandard level of service (according to City of San Jose standards).

Bold with a box indicates a significant impact (according to City of San Jose or CMP standards).

Table ES- 2
Intersection Level of Service Summary – Santa Clara Station

Study Number	Intersection	Location	Peak Hour	2015 Existing Avg. Delay (sec.)	LOS	2015 Existing Plus Project Avg. Delay (sec.)	LOS	2025 Background Avg. Delay (sec.)	LOS	2025 Background Plus Project Avg. Delay (sec.)	LOS	Incr. In Crit. Delay (sec.)	Incr. In Crit. V/C	2035 Cumulative No Project Avg. Delay (sec.)	LOS	2035 Cumulative Plus Project Avg. Delay (sec.)	LOS	Incr. In Crit. Delay (sec.) [2]	Incr. In Crit. V/C [2]	SJ Impact [1] % Cumulative Trips from Project	SC and/or CMP Impact Cumulative Incr. in Crit. Delay (sec)
28	Scott Blvd & Central Expy *	Santa Clara	AM	43.8	D	43.8	D	42.9	D	42.7	D	-0.2	-0.002	43.4	D	43.3	D	0.0	0.001	--	0.0
			PM	64.1	E	64.9	E	75.5	E	72.9	E	-4.6	0.098	**171.9**	**F**	**176.7**	**F**	12.3	-0.063	--	**12.3**
29	Lafayette St & Central Expy *	Santa Clara	AM	53.7	D	53.9	D	51.3	D	51.6	D	0.7	0.009	**91.3**	**F**	**91.7**	**F**	0.6	0.002	--	0.6
			PM	71.1	E	71.4	E	68.7	E	68.4	E	-0.3	0.002	**118.7**	**F**	**120.1**	**F**	-1.4	0.077	--	-1.4
30	De La Cruz Blvd & Central Expy *	Santa Clara	AM	**270.6**	**F**	**265.1**	**F**	**310.3**	**F**	**300.7**	**F**	**-4.6**	**-0.011**	**368.1**	**F**	**364.5**	**F**	-0.8	-0.002	--	-0.8
			PM	**95.8**	**F**	**96.4**	**F**	**101.2**	**F**	**102.8**	**F**	**2.4**	**0.007**	**227.3**	**F**	**243.1**	**F**	27.2	0.015	--	**27.2**
31	De La Cruz Blvd & Martin Ave	Santa Clara	AM	34.9	C	35.5	D	34.8	C	36.2	D	1.4	0.018	38.2	D	40.2	D	14.7	0.021	--	14.7
			PM	30.7	C	30.8	C	31.8	C	32.1	C	0.4	0.003	32.6	C	32.8	C	0.0	0.002	--	0.0
32	De La Cruz Blvd & Reed St	Santa Clara	*AM*	11.1	B	11.2	B	10.7	B	11.4	B	1.1	0.010	13.7	B	14.3	B	1.0	0.011	--	1.0
			PM	18.1	B	18.2	B	19.0	B	18.9	B	0.3	0.010	19.6	B	20.0	B	1.0	0.013	--	1.0
33	Coleman Ave & Brokaw Rd	Santa Clara	AM	17.0	B	21.8	C	17.2	B	23.0	C	4.2	0.047	17.9	B	22.1	C	5.4	0.044	--	5.4
			PM	**88.0**	**F**	**157.9**	**F**	**57.9**	**E**	**113.7**	**F**	**72.0**	**0.173**	**61.5**	**E**	**113.3**	**F**	64.7	0.154	--	**64.7**
	With Mitigation (convert E-W signal operation to split phase, add LT-Thru lane to E and W legs, and overlap EB RT)									*48.3*	*D*					*50.6*	*D*				
34	Coleman Ave & Aviation Ave	San Jose	AM	14.6	B	20.4	C	31.3	C	40.3	D	13.7	0.038	34.6	C	41.5	D	17.6	0.048	+23%	--
			PM	7.2	A	7.3	A	18.2	B	18.6	B	0.6	0.025	18.2	B	18.5	B	0.5	0.022	+95%	--
35	Coleman Ave & Newhall Dr	San Jose	AM	13.6	B	13.5	B	14.2	B	14.5	B	0.6	0.023	16.4	B	16.5	B	0.4	0.015	+9%	--
			PM	18.1	B	18.0	B	24.6	C	26.5	C	2.8	0.022	30.5	C	32.3	C	10.7	0.071	+58%	--
36	Coleman Ave & I-880 SB Ramps *	San Jose	AM	24.7	C	27.7	C	**107.9**	**F**	**119.8**	**F**	**14.5**	**0.032**	**102.0**	**F**	**108.7**	**F**	8.3	0.019	+7%	**CMP**
	With Mitigation (convert WB middle LT lane to a shared L-R lane)									*44.8*	*D*					*50.1*	*D*				
			PM	11.6	B	12.4	B	43.6	D	48.6	D	13.7	0.035	52.3	D	**56.0**	**E**	**9.5**	**0.023**	+24%	9.5
37	Coleman Ave & I-880 NB Ramps *	San Jose	AM	37.3	D	39.2	D	**85.8**	**F**	**89.8**	**F**	**4.7**	**0.011**	**84.8**	**F**	**88.0**	**F**	3.8	0.009	-3%	3.8
			PM	26.2	C	26.6	C	32.6	C	33.0	C	-0.3	0.000	35.8	D	36.1	D	-4.2	-0.007	+4%	-4.2
38	Coleman Ave & W. Hedding St	San Jose	AM	41.0	D	42.2	D	41.2	D	41.4	D	0.0	0.000	**59.4**	**E**	**59.2**	**E**	22.0	0.120	-3%	--
			PM	38.1	D	38.5	D	36.7	D	36.7	D	0.2	0.011	**65.0**	**E**	**64.2**	**E**	47.9	0.293	-1%	--
39	Coleman Ave & W. Taylor St	San Jose	AM	45.0	D	45.4	D	**60.0**	**E**	**60.2**	**E**	**0.2**	**0.000**	**67.3**	**E**	**66.7**	**E**	7.9	0.034	-5%	--
			PM	44.7	D	45.1	D	**63.7**	**E**	**64.8**	**E**	**1.9**	**0.007**	**117.1**	**F**	**115.9**	**F**	78.1	0.206	-2%	--
40	SR 87 & W. Taylor St	San Jose	AM	24.2	C	24.4	C	28.7	C	28.5	C	-0.6	-0.004	34.6	C	34.0	C	2.5	0.059	-8%	--
			PM	32.6	C	32.6	C	38.5	D	37.8	D	-0.6	-0.004	54.4	D	52.4	D	30.5	0.119	-5%	--
41	San Tomas Expy & El Camino Real *	Santa Clara	AM	66.1	E	66.2	E	**83.8**	**F**	**82.8**	**F**	**-1.3**	**-0.004**	**97.5**	**F**	**96.2**	**F**	-2.1	-0.005	--	-2.1
			PM	79.7	E	79.5	E	**129.5**	**F**	**126.8**	**F**	**-4.9**	**-0.003**	**130.2**	**F**	**128.3**	**F**	-3.6	-0.003	--	-3.6
42	Scott Blvd & El Camino Real *	Santa Clara	AM	33.8	C	33.6	C	34.1	C	34.1	C	0.1	-0.001	37.1	D	37.0	D	0.3	0.008	--	0.3
			PM	37.7	D	37.9	D	38.4	D	38.6	D	0.7	0.012	41.4	D	41.9	D	1.1	0.012	--	1.1
43	Lincoln St & El Camino Real *	Santa Clara	AM	21.1	C	21.0	C	20.9	C	20.8	C	-0.1	0.000	28.6	C	28.6	C	0.0	0.001	--	0.0
			PM	23.1	C	22.7	C	23.6	C	23.3	C	0.0	0.005	23.8	C	23.6	C	0.0	0.005	--	0.0
44	Monroe St & El Camino Real *	Santa Clara	AM	35.5	D	35.8	D	35.8	D	36.2	D	0.2	0.007	37.7	D	38.2	D	0.3	0.008	--	0.3
			PM	32.9	C	32.8	C	33.4	C	33.2	C	-0.1	0.012	33.7	C	33.5	C	-0.1	0.011	--	-0.1
45	Lafayette St & Reed St	Santa Clara	AM	6.8	A	6.8	A	7.3	A	7.3	A	0.1	0.002	7.3	A	7.4	A	0.1	0.007	--	0.1
			PM	7.4	A	7.5	A	7.5	A	7.7	A	0.2	0.006	8.1	A	8.3	A	0.3	0.007	--	0.3
46	Lafayette St & El Camino Real *	Santa Clara	AM	40.8	D	40.2	D	43.0	D	42.4	D	0.0	0.000	56.8	E	56.9	E	1.1	0.005	--	1.1
			PM	41.3	D	41.6	D	43.0	D	43.4	D	1.0	0.015	45.2	D	45.8	D	1.2	0.016	--	1.2
47	Lafayette St & Lewis St	Santa Clara	AM	10.7	B	11.0	B	10.0	B	10.4	B	0.6	0.021	11.2	B	11.3	B	-0.1	0.001	--	-0.1
			PM	31.9	C	34.6	C	45.8	D	52.0	D	7.0	0.025	**66.3**	**E**	**75.3**	**E**	10.5	0.027	--	**10.5**
	With Mitigation (Shift WB leg lane geometries to change current RT-Thru lane to separate Thru and RT)															*56.8*	*E*				
48	Lafayette St & Harrison St	Santa Clara	AM	48.9	E	54.5	F	69.9	F	90.0	F	--	--	OVER	F	OVER	F	--	--	--	N/A
	Unsignalized (3)		PM	176.9	F	226.3	F	304.2	F	382.4	F	--	--	OVER	F	OVER	F	--	--	--	N/A
49	Lafayette St & Benton St	Santa Clara	AM	17.1	B	17.0	B	17.2	B	17.2	B	-0.1	0.019	20.2	C	20.2	C	-0.1	0.018	--	-0.1
			PM	15.7	B	15.6	B	17.8	B	17.9	B	0.1	0.025	18.1	B	18.2	B	-4.4	0.020	--	-4.4
50	Lafayette St & Homestead Rd	Santa Clara	AM	19.1	B	20.8	C	26.6	C	32.8	C	8.4	0.034	24.6	C	30.4	C	8.6	0.035	--	8.6
			PM	9.7	A	9.3	A	9.3	A	9.0	A	-0.3	0.022	8.9	A	8.6	A	-0.1	0.006	--	-0.1
51	Lafayette St & Market St	Santa Clara	AM	16.6	B	16.8	B	17.3	B	17.8	B	0.6	0.027	22.7	C	24.1	C	1.6	0.026	--	1.6
			PM	24.6	C	24.5	C	25.2	C	25.2	C	-0.2	0.019	36.6	D	37.3	D	0.4	0.019	--	0.4
52	El Camino Real & Benton St	Santa Clara	AM	12.8	B	12.6	B	12.6	B	12.5	B	-0.1	0.013	13.8	B	13.7	B	-0.1	0.014	--	-0.1
			PM	15.4	B	15.3	B	15.4	B	15.2	B	-0.3	0.004	16.7	B	16.6	B	-0.1	0.007	--	-0.1
53	El Camino Real & Railroad Ave	Santa Clara	AM	10.5	B	10.4	B	10.5	B	10.5	B	0.0	0.011	11.1	B	11.2	B	0.1	0.013	--	0.1
			PM	12.4	B	12.3	B	12.4	B	12.3	B	-0.2	0.005	12.2	B	12.1	B	-0.1	0.005	--	-0.1
54	El Camino Real & The Alameda *	Santa Clara	AM	13.0	B	12.9	B	13.0	B	13.0	B	0.1	0.005	18.7	B	18.8	B	0.3	0.008	--	0.3
			PM	17.2	B	17.2	B	17.0	B	17.0	B	-0.1	0.000	20.8	C	20.6	C	-0.3	0.001	--	-0.3
55	The Alameda & Newhall Dr	San Jose	AM	12.5	B	12.6	B	12.4	B	12.4	B	-0.2	-0.007	14.7	B	14.6	B	3.3	0.068	-5%	--
			PM	12.6	B	12.6	B	12.6	B	12.5	B	-0.1	-0.002	19.7	B	19.6	B	10.9	0.176	-3%	--
56	The Alameda & I-880 (South) *	San Jose	AM	19.2	B	18.8	B	20.5	C	19.3	B	-1.7	-0.014	20.0	C	18.9	B	-1.3	-0.009	-9%	--
			PM	14.6	B	14.6	B	15.2	B	14.6	B	-1.0	-0.017	26.1	C	25.1	C	-1.3	-0.022	-8%	--
57	The Alameda & I-880 (North) *	San Jose	AM	23.2	C	23.0	C	24.4	C	24.3	C	-0.1	-0.002	40.7	D	40.7	D	0.1	0.001	-3%	--
			PM	21.2	C	21.2	C	21.1	C	21.2	C	0.1	0.002	29.6	C	29.6	C	0.0	-0.001	-7%	--
58	The Alameda & W. Hedding St *	San Jose	AM	37.2	D	37.7	D	39.2	D	39.2	D	0.1	0.000	**72.7**	**E**	**72.9**	**E**	0.1	0.000	-1%	0.1
			PM	38.0	D	37.9	D	39.3	D	39.2	D	-0.3	-0.004	**93.4**	**F**	**92.1**	**F**	-2.1	-0.005	-1%	-2.1
59	The Alameda & W. Taylor St/Naglee Ave *	San Jose	AM	42.3	D	42.3	D	42.7	D	42.3	D	-0.8	-0.010	**92.5**	**F**	**89.5**	**F**	-4.9	-0.013	-2%	-4.9
			PM	40.5	D	43.4	D	46.7	D	47.0	D	0.6	0.008	**70.0**	**E**	**71.4**	**E**	2.1	0.008	+0%	2.1
60	Homestead Rd & Lincoln St/Winchester Blvd	Santa Clara	AM	21.3	C	21.2	C	21.5	C	21.4	C	-0.3	0.008	20.5	C	20.4	C	-0.2	0.008	--	-0.2
			PM	21.4	C	21.4	C	21.6	C	21.6	C	-0.2	0.008	22.0	C	21.8	C	-0.3	0.010	--	-0.3
61	Homestead Rd & Monroe St	Santa Clara	AM	9.8	A	9.8	A	9.9	A	9.9	A	0.0	0.004	10.5	B	10.6	B	0.0	0.002	--	0.0
			PM	10.5	B	10.5	B	10.5	B	10.5	B	0.0	0.001	11.1	B	11.1	B	0.0	0.001	--	0.0
62	US 101 & Trimble	San Jose	AM	21.8	C	22.6	C	22.8	C	23.1	C	0.1	0.002	26.5	C	27.6	C	7.0	0.065	+5%	--
			PM	13.6	B	13.6	B	13.1	B	13.1	B	0.0	-0.003	15.6	B	15.6	B	4.3	0.099	+0%	--

Notes:

* Denotes a CMP intersection

(1) The Project would cause an impact in San Jose under 2035 Cumulative Plus Project Conditions if the intersection would operate at an unacceptable LOS and the Project would contribute more than 25% of the total increase in traffic volume beween 2025 Background and 2035 Cumulative Plus Project Conditions.

(2) Increase in Critical Delay and Increase in Critical V/C are calculated as the difference between 2025 Background and 2035 Cumulative Plus Project for non-CMP San Jose intersections, and as the difference between 2035 Cumulative No Project and 2035 Cumulative With Project for Santa Clara and CMP intersections.

(3) The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for unsignalized (two-way stop-controlled) intersections are based on the stop-controlled approach with the highest delay.

Bold indicates a substandard level of service (according to City of San Jose or City of Santa Clara standards).

Bold with a box indicates a significant impact (according to City of San Jose or City of Santa Clara Standards)

1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) prepared for the proposed Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley Phase II Extension and Transit-Oriented Joint Development Project (the "Project"), including four proposed BART Stations along the extension and VTA's Transit-Oriented Joint Development sites near those stations. The proposed Project is the second phase of the BART Silicon Valley Program, which would provide for the extension of Bay Area Rapid Transit (BART) service to the Cities of Milpitas, San Jose, and Santa Clara. The Project includes four new BART stations proposed along the Silicon Valley Rapid Transit Corridor (SVRTC). The proposed BART stations are located in the Cities of San Jose and Santa Clara and include:

- Alum Rock/28th Street Station, which is in the City of San Jose and outside the City's Downtown Core Area;
- Downtown San Jose Station, which is within the City of San Jose's Downtown Core Area;
- Diridon Station, which is within the City of San Jose's Downtown Core Area and the Diridon Station Area Plan (DSAP) boundaries; and
- Santa Clara Station, which is in the City of Santa Clara.

The Transit-Oriented Joint Development (TOJD) portion of the Project proposed by VTA would include a combination of office space, retail space, and residential units at the Alum Rock/28th Street and Santa Clara BART Stations, and a mix of office and retail space at the Downtown and Diridon BART Stations. The Project also proposes small supporting retail developments at two locations along the alignment in San Jose where ventilation structures for the BART tunnel would be located.

Project Description

Figure 1 presents the proposed Project corridor alignment and stations. Phase I of the BART Silicon Valley Program (also known as VTA's BART Silicon Valley – Phase I Extension Project, or Phase I Project) includes two new stations, located in the Cities of Milpitas (Milpitas Station) and San Jose (Berryessa Station). A traffic analysis of the Phase I Project was completed as part of previous enviromental studies. The Phase I Project is under construction and will be completed in late 2017 or early 2018. Passenger service for the Phase II Project is planned to begin in 2025.

The Project includes an approximately 6-mile extension of the BART system beginning at the terminus of the Phase I Project, south of Mabury Road and east of US 101 in San Jose. The Phase II Project would descend into an approximately 5-mile-long subway tunnel, continue through downtown San Jose, and terminate at grade in the City of Santa Clara near the Caltrain Station. A TIA of the Phase II Extension Project *without* VTA's proposed Transit-Oriented Joint Development has also been prepared by Hexagon Transportation Consultants and includes trips to and from the four Phase II BART stations and the projected change in background traffic as BART users

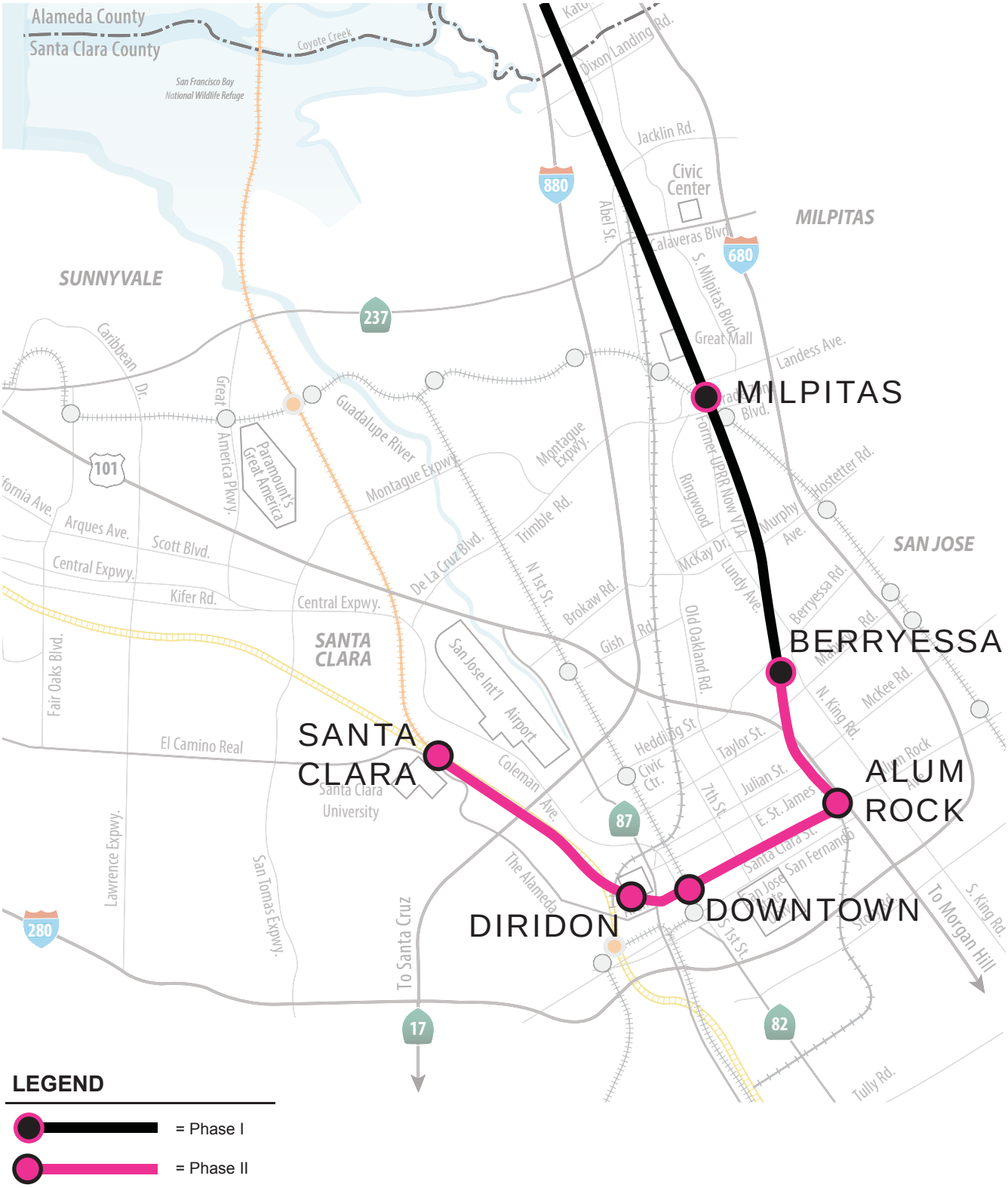


Figure 1
Phase II Extension Project Alignment and Stations

NORTH
Not to Scale

switch from passenger vehicles to BART. This current BART Extension with TOJD TIA for the Project incorporates the results of that BART Extension Only analysis, which is included as Appendix G and referred to in this document as the "BART Extension TIA" or the "BART Extension Only TIA" for clarity. This TIA builds upon that earlier "BART Extension Only TIA" by adding trips related to VTA's proposed TOJD sites at each of the four Phase II stations. The results of both TIAs have been incorporated into a Supplemental Environmental Impact Statement/Subsequent Environmental Report (SEIS/SEIR).

There are two construction methods proposed for the 5-mile-long tunnel portion of the Phase II BART extension: the Twin-Bore and Single-Bore Options. Under the Twin-Bore Option, two tunnels would be excavated with one track in each, and each tunnel bore would have an outer diameter of approximately 20 feet. Under the Single-Bore Option, one tunnel bore with an outer diameter of approximately 45 feet would be excavated and would contain both northbound and southbound tracks. All transportation-related impacts evaluated in this TIA would be the same for both options, so this report does not distinguish between the two tunnel options in its analysis and discussion of transportation impacts.

Two of the proposed stations would provide both park-and-ride (PNR) and kiss-and-ride (KNR) facilities for BART users: the Alum Rock/28th Street and Santa Clara Stations. Kiss-and-ride facilities would be provided at the Diridon Station. The Downtown San Jose Station would not provide kiss-and-ride or parking facilities and, therefore, this BART station (excluding the TOJD component) would not generate a significant amount of vehicular traffic on the surrounding roadway network. Because patrons would access the Downtown San Jose BART Station by walking, biking, or taking transit, it was not evaluated in the "BART Extension Only TIA." Each of the BART stations and Transit-Oriented Joint Development sites are described in detail below.

Alum Rock/28th Street Station

Alum Rock/28th Street Station would be bounded by McKee Road on the north, Santa Clara Street on the south, US 101 on the east, and North 28th Street on the west (see Figure 2). The station campus would include an underground station with street-level entrance portals with elevators, escalators and stairs. The station would include system facilities both above and below ground. A 1,200-space parking structure with up to seven levels for PNR BART commuters would also be constructed.. Kiss-and-ride (KNR) facilities would be provided along North 28th Street and/or on the station campus. Additionally, bus and shuttle drop-off areas would be provided along North 28th Street.

Access to the station area (including the Transit-Oriented Joint Development) would be from North 28th Street, via McKee Road from the north and via East Santa Clara Street from the south. The Project would have two access points on North 28th Street, both of which would be signalized. A pedestrian connection along the south side of the station campus at North 28th Street from East Santa Clara Street would link the station entrances with buses and Bus Rapid Transit (BRT) operating on East Santa Clara Street/Alum Rock Avenue.

The Transit-Oriented Joint Development component of Alum Rock/28th Street Station includes replacing industrial uses currently operating on the site with up to 500,000 square feet (s.f.) of office space, 275 apartment units, and 20,000 s.f. of retail space. Surface and garage parking for the office, residential, and retail uses would be provided on site and would include 2,150 parking spaces or the number of spaces in accordance with City standards at the time that site planning is finalized..

Downtown San Jose Station

There are two station location options for the Downtown San Jose Station (an East Option and a West Option), both of which would be located underground beneath Santa Clara Street. Three Transit-Oriented Joint Development sites are proposed as part of the Downtown Station East Option. The East Option TOJD sites would be located on the southeast corner of Sixth Street/Santa Clara Street, the northwest corner of Fourth Street/Santa Clara Street, and the northwest corner of Third Street/Santa Clara Street. The Downtown San Jose Station - East Option would replace existing commercial uses with up to 160,000 s.f. of retail space and up to 303,000 s.f. of office space. Under the Downtown San Jose Station – West Option, up to 10,000 s.f. of retail space and 35,000 s.f. of office space would be constructed.

Up to three levels of underground parking for the office and retail uses would be provided on each East Option site listed above and would include 1,030, 240, and 128 parking spaces, respectively, or the number of spaces in accordance with City standards at the time that site planning is finalized. Under the West Option, a total of 128

parking spaces would be provided. As noted above, the Downtown BART Station would not include PNR or KNR facilities.

As shown on Figure 3, the Transit-Oriented Joint Development sites that are associated with both the East and West Options of the Downtown BART Station are within the Downtown Core Area covered by the San Jose Downtown Strategy 2000. The office and retail uses proposed at these three sites are fully consistent with the City of San Jose's Downtown Strategy 2000, which is discussed further in the next section of this chapter.

TOJD at Ventilation Structures in San Jose

The Project also proposes two small retail developments at the following San Jose locations, where ventilation structures for the BART subway tunnel will be placed:

- Santa Clara Street and 13th Street: 13,000 s.f. of retail space; and
- Stockton Avenue, between Schiele Avenue and W. Taylor Street: 15,000 s.f. of retail space.

These two sites are outside the area covered by the City of San Jose's Downtown 2000 Strategy. Both of these sites are expected to include local-serving retail estalishments (e.g., coffee shops, dry cleaners, or neighborhood convenience stores) that would be expected to have significant numbers of pass-by trips by patrons who would stop at one of the uses on their way to or from another destination, and therefore would not be making new vehicle trips on the roadway. Thus, a pass-by reduction of 25% could be applied to these sites. Further, most of the vehicle trips generated by these retail uses that are *not* pass-by trips would likely be short-distance local trips, due to the neighborhood-serving nature of the shops. These factors, in combination with the small size of the sites, lead to the conclusion that, when ITE trip rates are used, they would generate fewer than 50 trips during both peak hours, and would therefore fall below the threshold for which VTA's *TIA Guidelines* and the City of San Jose require a TIA. Accordingly, the City has agreed that the two small joint development sites on the subway tunnel ventilation structures would be exempt from a TIA and therefore need not be included in this study.[2]

[2] Email from Mr. Alex Wong, San Jose Department of Public Works, Development Services Division, dated October 1, 2015, to Mr. Brian Jackson and Mr. At van den Hout of Hexagon Transportation Consultants. Also, meeting of Hexagon staff with Ms. Karen Mack and Mr. Alex Wong, San Jose Department of Public Works, on September 30, 2015.

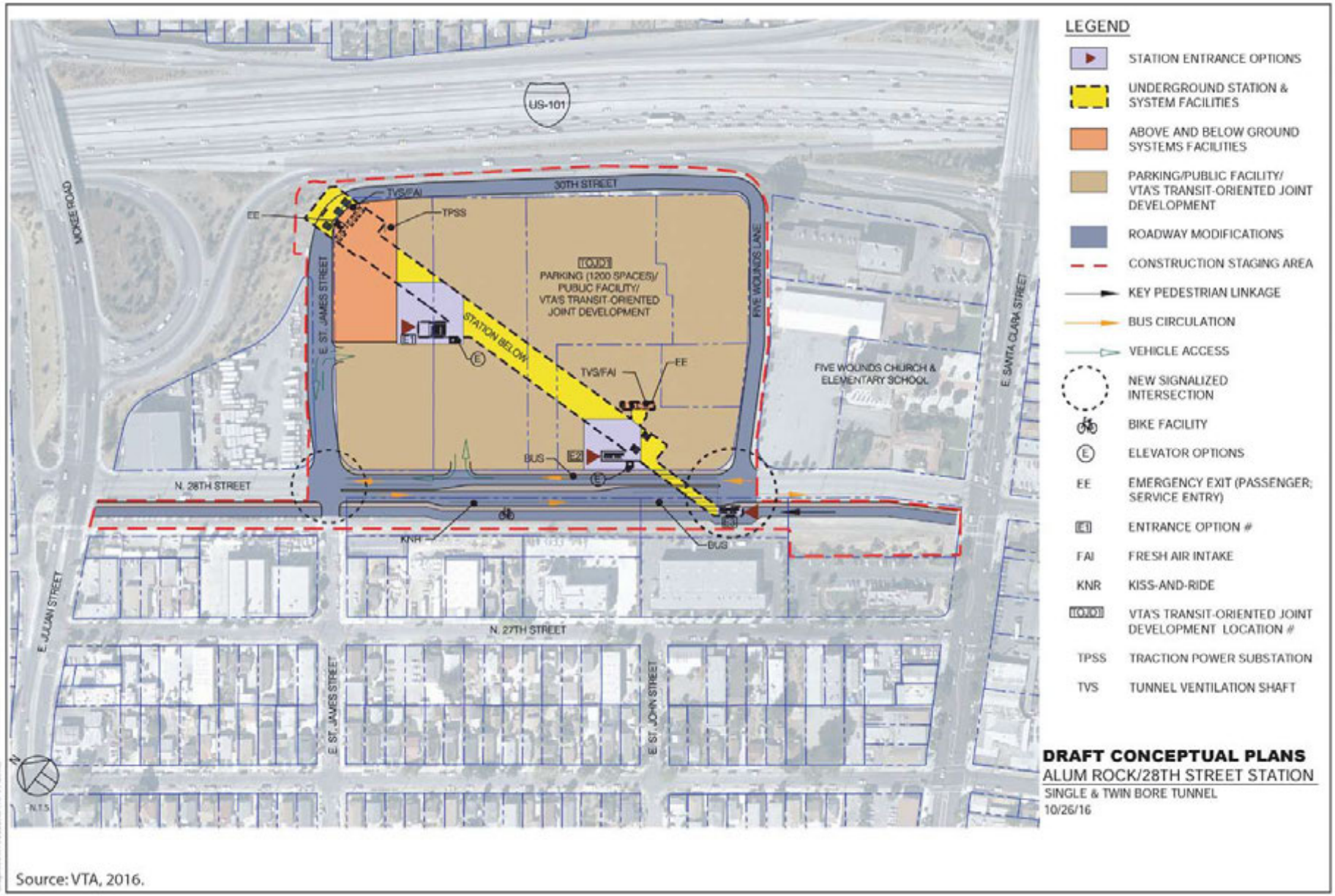


Figure 2
Alum Rock/28th Street Station and Transit-Oriented Joint Development

Diridon Station

There are two station location options for the Diridon Station: the South Option and the North Option, both of which would be located in the general area of the Diridon Caltrain Station and both of which would consist of an underground boarding platform level, a mezzanine level, and entrances at street level portals. Under either the North or South option, Diridon Station would be generally located underground between Los Gatos Creek (to the east) and the Diridon Caltrain Station (to the west) and south of/parallel to West Santa Clara Street (see Figure 3). The South Option would be located midway between Santa Clara Street and Stover Street. The North Option would be located adjacent to, and just south of, Santa Clara Street. For purposes of analyzing traffic impacts, however, there would be no difference between the North and South options. The existing VTA bus transit center would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A KNR facility would be located along Cahill Street. No PNR facilities would be provided.

Access to the station campus would be provided from West Santa Clara Street at Cahill and Autumn Streets from the north. Access from the south would be from West San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center.

The Transit-Oriented Joint Development component of Diridon Station would be located adjacent to the station and would consist of replacing mostly parking lots with up to 640,000 s.f. of office space and 72,000 s.f. of retail space. Up to three levels of underground parking for the office component of the Project would be provided on-site and would include 400 parking spaces or the number of spaces in accordance with City standards at the time that site planning is finalized.

The Transit-Oriented Joint Development proposed for Diridon Station is within the Downtown Core Area covered by the San Jose Downtown Strategy 2000, as shown on Figure 3. The office and retail uses proposed at Diridon Station are fully consistent with the City of San Jose's Downtown Strategy 2000. The site is also within the area covered by the City of San Jose's Diridon Station Area Plan and is also fully consistent with that plan. Both the Downtown Strategy 2000 and the Diridon Station Area Plan are discussed further in the next section of this chapter.

Santa Clara Station

Santa Clara Station would be located at grade just northeast of the Caltrain tracks and the Santa Clara Caltrain Station (between Coleman Avenue and El Camino Real), at the western end of Brokaw Road (see Figure 4). Kiss-and-ride facilities and bus/shuttle loading areas would be provided along Brokaw Road, which would be widened.. An approximately 240-foot-long pedestrian tunnel would connect from the Santa Clara BART Station to the Santa Clara Caltrain Station plaza, and an approximately 175-foot-long pedestrian tunnel would connect from the BART station to a new BART plaza on Brokaw Road.

The PNR demand at the Santa Clara Station would be accommodated in an approximately 500-space parking structure located north of Brokaw Road and east of the Caltrain tracks. Vehicular access to the parking structure would be provided from Brokaw Road and Coleman Avenue. Pedestrian access from the parking structure to the Santa Clara BART Station would be provided through a pedestrian tunnel described above from Brokaw Road to the station.

The Transit-Oriented Joint Development component of the Santa Clara Station includes replacing industrial uses currently operating on the site with a maximum of 500,000 s.f. of office space, 220 dwelling units, and 30,000 s.f. of retail space. One level of underground parking along with surface and garage parking for the office, residential, and retail uses would be provided on site and would include 2,200 parking spaces or the number of spaces in accordance with City standards at the time that site planning is finalized.

LEGEND

= Diridon and Downtown Stations

= Study Intersection

= Downtown Strategy Project Area

= Diridon Station Area Plan

Figure 3
Downtown and Diridon Stations and the Boundaries of the Downtown Core Area and the Diridon Station Area Plan

NORTH
Not to Scale

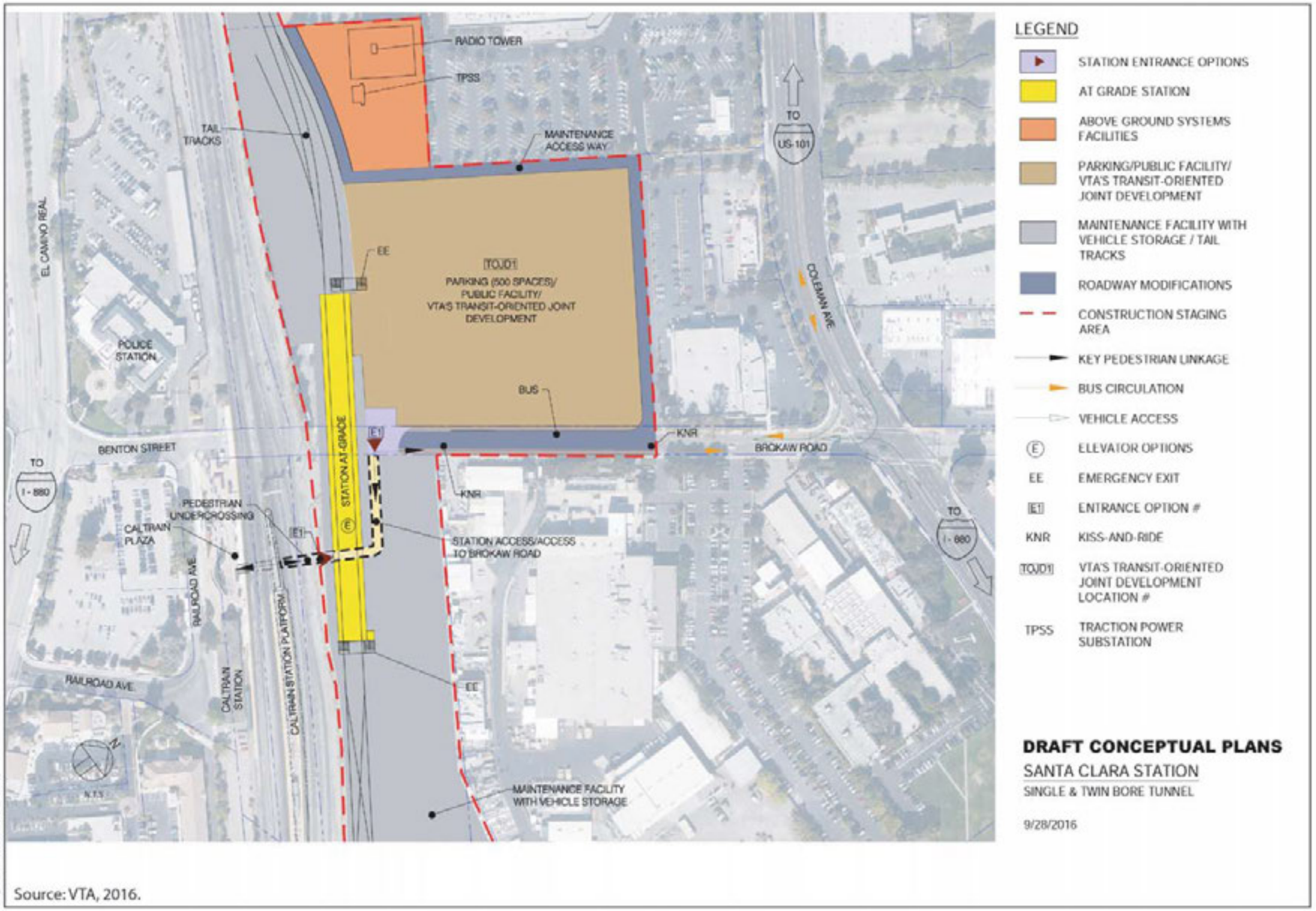


Figure 4
Santa Clara Station and Transit-Oriented Joint Development

San Jose Downtown Strategy 2000 and Diridon Station Area Plan

As mentioned above, both the Downtown San Jose Station and the Diridon Station are located within the Downtown Core Area as defined by the San Jose Downtown Strategy 2000 Environmental Impact Report (City of San Jose, *Strategy 2000: San Jose Greater Downtown Strategy Plan for Development Program Environmental Impact Report),* and the office and retail uses proposed for the Transit-Oriented Joint Development at these stations are fully consistent with that EIR. The *Downtown Strategy Plan 2000* is a long-range conceptual program for revitalizing downtown San Jose by allowing high density infill development and replacement of underutilized uses (City of San Jose, 2001). That EIR included analysis of 164 intersections in the Downtown Core Area, the surrounding neighborhoods, and corridors leading to the Core Area. A total of 46 directional freeway segments, parking facilities, and transit, bicycle, and pedestrian facilities were also analyzed. Therefore, the potential for traffic impacts associated with these Transit-Oriented Joint Development sites has already been analyzed and appropriate mitigation strategies for any impacts have been identified as part of that EIR.

Because of the location of the proposed Transit-Oriented Joint Developments near the Downtown San Jose and Diridon Stations within the Downtown Core Area, City of San Jose staff have concluded that these developments are exempt from the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and will not require preparation of a comprehensive Transportation Impact Analysis (TIA). Based on guidance from City of San Jose staff [3], analysis of the proposed Transit-Oriented Joint Development at these two stations was environmentally cleared at a project level in the San Jose Downtown Strategy 2000 EIR, and therefore is not included in this TIA.

The San Jose Public Works Department has requested that a traffic operations study be prepared at a future date prior to construction of the Project in order to identify potential operational issues that could occur as a result of the Transit-Oriented Joint Development at the Downtown San Jose and Diridon Stations.[4] Site planning and design for the Transit-Oriented Joint Developments at these stations are still in a very preliminary stage; therefore, a detailed traffic operations analysis of intersection queuing, site access, and on-site circulation at these locations will be prepared and submitted to the City of San Jose Public Works Department for their review at a future date when detailed site plans are available.

Diridon Station is also within the area covered by the Diridon Station Area Plan (DSAP). The DSAP is a 35-year land use plan developed by the City of San Jose that focuses on the intensification of land uses in the Diridon Station area and expansion of the Diridon Station to serve as a transit hub for existing and planned transit systems, including the BART service covered by this TIA. The office and retail uses proposed by VTA for the Diridon Station Transit-Oriented Joint Development exemplify the intensification of land uses envisioned by the DSAP.

The DSAP includes a shift in approved development growth from the traditional Downtown Core as identified by the approved Strategy 2000 to the Diridon Station Area, west of SR 87. Though the DSAP consists of the reallocation of land uses, the total planned development growth within the Downtown area remains as identified with the approved Strategy 2000 EIR. However, a small amount of retail space and over half of the residential units proposed by the DSAP are outside of the Downtown area . An EIR was prepared for the DSAP (City of San Jose, *Diridon Station Area Plan Integrated Final Program Environmental Impact Report,* August 2014) in order to identify any intersection or freeway impacts under “DSAP Buildout plus Strategy 2000” project conditions and to develop appropriate mitigation measures for any impacts. Because the office and retail Transit-Oriented Joint Development proposed for Diridon Station is consistent with the DSAP, it is also covered by that EIR.

[3] Email from Mr. Alex Wong, San Jose Department of Public Works, Development Services Division, dated October 1, 2015, to Mr. Brian Jackson and Mr. At van den Hout of Hexagon Transportation Consultants.
[4] See Appendix G, Signed Workscope for the Phase II Project from City of San Jose Department of Public Works, Development Services Division.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed Project. However, as discussed above, the Transit-Oriented Joint Development portions of the Project proposed for the San Jose Downtown and Diridon BART Stations are covered by the EIR prepared by the City of San Jose for its Downtown Strategy 2000, and therefore need not be analyzed as part of this TIA. Also, based on guidance from San Jose staff and VTA's *TIA Guidelines*, the small retail uses at two ventilation structures, one on 13th Street and one on Stockton Avenue, fall below the trip generation threshold for which a TIA is required. This TIA will therefore analyze only the Alum Rock/28th Street and Santa Clara Stations.

The combined impacts of the BART transit service and the Transit-Oriented Joint Development at the Alum Rock and Santa Clara Stations were evaluated following the standards and methodologies set forth by the Cities of San Jose and Santa Clara, the Congestion Management Program (CMP), and the California Environmental Quality Act (CEQA). The traffic analysis is based on peak-hour levels of service for signalized intersections and freeway segments. The study also includes an evaluation of project impacts on pedestrian and bicycle facilities as well as transit services in the study areas. An evaluation of parking for the TOJD portion of the Project is also included.

The study area and study intersections for the Alum Rock/28th Street and Santa Clara BART Stations and associated Transit-Oriented Joint Development are shown on Figures 5 and 6.

All intersections near the Alum Rock/28th Street and Santa Clara stations that were included in the "BART Extension Only TIA" are also included in this TIA, although the number and order of those intersections has been changed. Additional intersections that may experience trips related to the Transit-Oriented Joint Development component of the project have been added to this TIA. Note that the numbering for the Santa Clara Station intersections begins at #28, because the numbering sequence from Alum Rock/28th Street Station has been continued.

Tables presenting the intersections that are included in the "BART Extension Only TIA," in this "BART Extension with TOJD TIA," and in the SEIS/SEIR are included in Appendix A. The study intersections for the Alum Rock/28th Street and Santa Clara BART Stations and TOJD sites are listed below.

Alum Rock/28th Street Station

Intersections

(1) 21st Street and East Julian Street
(2) 24th Street and East Julian Street
(3) North 28th Street and East Julian Street
(4) US 101 and East Julian Street
(5) US 101 and McKee Road
(6) 33rd Street and McKee Road
(7) King Road and McKee Road
(8) Jackson Avenue and McKee Road
(9) 17th Street and East Santa Clara Street
(10) 21st Street and East Santa Clara Street
(11) 24th Street and East Santa Clara Street (CSJ Protected)
(12) 26th Street and East Santa Clara Street
(13) North 28th Street and East Santa Clara Street
(14) US 101 and East Santa Clara Street *
(15) US 101 and Alum Rock Avenue *
(16) 33rd Street and Alum Rock Avenue
(17) King Road and Alum Rock Avenue *
(18) Jackson Avenue and Alum Rock Avenue *
(19) I-680 S and Alum Rock Avenue (West) *
(20) I-680 N and Alum Rock Avenue (East) *
(21) 24th Street and San Antonio Street
(22) King Road and East San Antonio Street
(23) Jackson Avenue and East San Antonio Street

(24) 24th Street and East William Street
(25) McLaughlin Avenue and I-280 SB Ramp *
(26) McLaughlin Avenue and Story Road
(27) King Road and Mabury Road

Congestion Management Program (CMP) intersections are denoted with an asterisk (*)

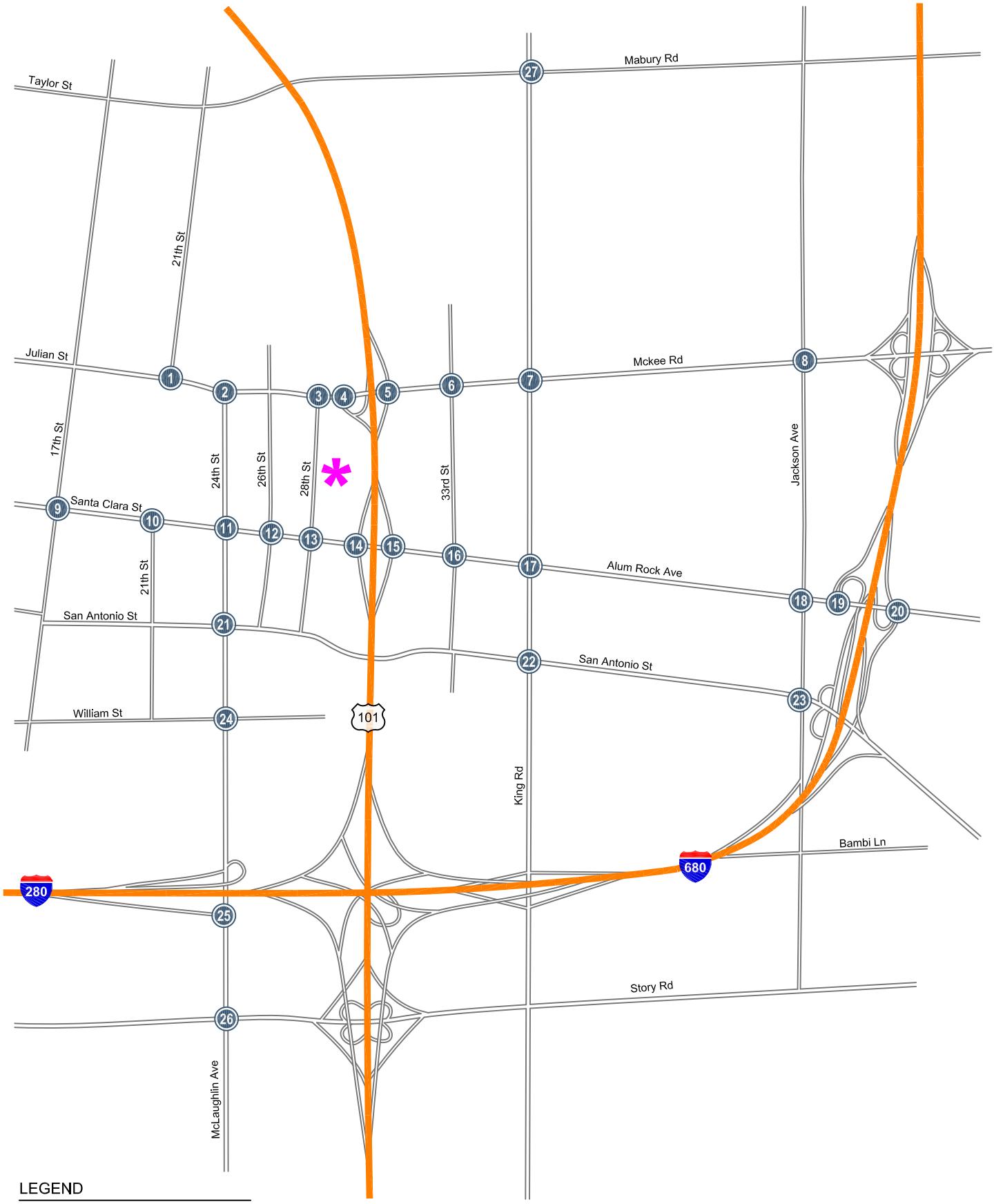
Santa Clara Station

Intersections

(28) Scott Boulevard and Central Expressway *
(29) Lafayette Street and Central Expressway *
(30) De La Cruz Boulevard and Central Expressway *
(31) De La Cruz Boulevard and Martin Avenue
(32) De La Cruz Boulevard and Reed Street
(33) Coleman Avenue and Brokaw Road
(34) Coleman Avenue and Aviation Avenue
(35) Coleman Avenue and Newhall Drive
(36) Coleman Avenue and I-880 S *
(37) Coleman Avenue and I-880 N *
(38) Coleman Avenue and Hedding Street
(39) Coleman Avenue and Taylor Street
(40) SR 87 and Taylor Street
(41) San Tomas Expressway and El Camino Real *
(42) Scott Boulevard and El Camino Real *
(43) Lincoln Street and El Camino Real *
(44) Monroe Street and El Camino Real *
(45) Lafayette Street and Reed Street
(46) Lafayette Street and El Camino Real *
(47) Lafayette Street and Lewis Street
(48) Lafayette Street and Harrison Street (unsignalized)
(49) Lafayette Street and Benton Street
(50) Lafayette Street and Homestead Road
(51) Lafayette Street and Market Street
(52) El Camino Real and Benton Street
(53) El Camino Real and Railroad Avenue
(54) El Camino Real and The Alameda *
(55) The Alameda and Newhall Street
(56) The Alameda and I-880 (North) *
(57) The Alameda and I-880 (South) *
(58) The Alameda and Hedding Street *
(59) The Alameda and Taylor Street-Naglee Avenue *
(60) Homestead Road and Lincoln Street-Winchester Boulevard
(61) Homestead Road and Monroe Street
(62) US 101 NB Off-ramp and Trimble Road

Congestion Management Program (CMP) intersections are denoted with an asterisk (*)

In summary, this study includes the analysis of a total of 62 intersections, of which 27 are in the vicinity of the Alum Rock/28th Street Station and 35 are in the vicinity of the Santa Clara Station. All study intersections are located within the Cities of San Jose and Santa Clara. One of the San Jose intersections (24th Street and E. Santa Clara Street, near the Alum Rock/28th Street Station) is designated as a protected intersection, under the City's Level of Service Policy, as discussed below in the section on level of service standards. A total of 22 of the study intersections have been designated as Congestion Management Program (CMP) intersections, 15 near the Alum Rock/28th Street Station and seven near the Santa Clara Station.



LEGEND

= Site Location

= Study Intersection

Figure 5

Alum Rock/28th Street BART Station Location and Study Intersections

NORTH
Not to Scale

LEGEND

= Site Location

= Study Intersection

Figure 6
Santa Clara BART Station Location and Study Intersections

NORTH
Not to Scale

Freeway Segments

All freeway segments that were included in the "BART ExtensionTIA" are also included in this TIA. The 32 freeway segments (64 directional segments) included in this study are as follows:

- **US 101**: 10 segments (20 directional segments)
- **I-280:** 6 segments (12 directional segments)
- **I-680**: 4 segments (8 directional segments)
- **I-880**: 7 segments (14 directional segments)
- **SR 87**: 5 segments (10 directional segments)

Study Time Periods

Traffic conditions at the study intersections and freeway segments were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is typically one hour between 7:00 and 9:00 AM, and the PM peak hour is typically one hour between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Study Scenarios

Traffic conditions were evaluated for the scenarios described below.

2015 Existing Conditions. Traffic conditions were evaluated for Existing Conditions. 2015 Existing Conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from manual turning movement traffic counts conducted in 2014 and 2015. The new counts within the City of San Jose have been reviewed and approved by the City of San Jose for use in this traffic study [5]. The new count data are included in Appendix B. For the freeway segments, 2015 Existing Conditions are based on data from the 2014 CMP Annual Monitoring Report.

2025 Background Conditions. 2025 Background traffic is defined as the conditions in the year 2025 just prior to completion of the proposed Project. 2025 Background traffic volumes at the study intersections were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI) dated July 22, 2015, and was provided by the City of Santa Clara in the C*ity of Santa Clara Approved and Pending Project List for Traffic Impact Analysis,* dated July 15, 2015. Both the San Jose ATI and Santa Clara Project List are included in Appendix C For the freeway segments, 2025 Background Conditions were developed using VTA's countywide Travel Demand Forecasting Model.

2015 and 2025 Project Conditions.

2015 Existing Plus Project Conditions. At the study intersections, 2015 Existing Plus Project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the Project. For the study freeway segments, projected freeway volumes for the 2015 Existing Plus Project Conditions were developed by adding to existing freeway volumes the additional traffic generated by the Project. This scenario is presented for informational purposes only, in order to disclose the traffic conditions that could be expected to occur if the

[5] Email from Mr. Alex Wong, San Jose Department of Public Works, Development Services Division, dated October 1, 2015, to Mr. Brian Jackson and Mr. At van den Hout of Hexagon Transportation Consultants. See also: Signed workscope for the Phase II Project from City of San Jose Department of Public Works, Development Services Division (Appendix G).

Phase II Extension were completed and operating and all the proposed Transit-Oriented Joint Development sites were also completed and fully occupied today.

2025 Background Plus Project Conditions. At the study intersections, 2025 Background Plus Project Conditions peak hour traffic volumes were estimated by adding to 2025 Background traffic volumes the additional traffic generated by the Project. 2025 Background Plus Project Conditions were compared to 2025 Background Conditions in order to determine potential project impacts according to the Cities of San Jose and Santa Clara and Congestion Management Program Level of Service standards.

For the study freeway segments, 2025 Background Plus Project Conditions were developed using VTA's countywide Travel Demand Forecasting Model. The CMP criteria for significant impacts on freeways were used to determine potential project impacts on the freeway segments under Background Plus Project Conditions.

2035 Cumulative Plus Project Conditions [6]. Traffic conditions for the Year 2035 scenario were developed using VTA's countywide Travel Demand Forecasting Model, which estimates traffic volumes and transit ridership levels associated with long-term (Year 2035) cumulative conditions. This scenario evaluates traffic conditions in the year 2035 with the BART Phase I Project (Milpitas and Berryessa Stations), the addition of planned improvements identified in the Metropolitan Transportation Commission's *2040 Regional Transportation Plan*, VTA's *Valley Transportation Plan 2040*, and the list of planned roadway improvements provided by the Cities of San Jose and Santa Clara, plus the proposed Project. Model output was used to develop the projected volumes for both the study intersections and freeway segments under the Cumulative Plus Project scenario. Appropriate significant impact criteria were used from the Cities of San Jose and Santa Clara and the Congestion Management Program to determine if there would be any project impacts under this scenario,

Methodology

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

Data Requirements

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

- existing traffic volumes
- existing and planned lane configurations
- signal timing and phasing (for signalized intersections only)
- traffic volumes, average speed and density (for freeway segments under Existing Conditions)
- traffic from approved but not yet completed developments

VTA Travel Demand Forecasting Model

This section describes the travel demand forecasting model used in this study to develop the following:

- The trip distribution and trip assignment for Project trips, for use in the 2015 Existing Plus Project, 2025 Background Plus Project, and 2035 Cumulative Plus Project scenarios,

[6] In the SEIS/SEIR that has been prepared for the Phase II Extension Project, the traffic scenarios for the year 2035 are called "2035 Forecast Year." In accordance with the City of San Jose's *TIA Handbook* and VTA's *TIA Guidelines,* however, the term "Cumulative" is used throughout this TIA and the "BART Extension TIA" when referring to 2035 conditions

- The freeway volumes used in the 2025 Background, 2025 Background Plus Project, and 2035 Cumulative Plus Project scenarios, and
- The traffic volumes at the study intersections in the 2035 Cumulative No Project and the 2035 Cumulative Plus Project scenarios.

The model chosen for use in the analysis is the VTA's 2012 PD Phase II, December 2014 Travel Demand Forecasting Model, hereafter referred to as the VTA Model. The VTA Model was developed as an extension and refinement of the Metropolitan Transportation Commission's Regional Model (MTC Model). The VTA Model relies extensively upon MTC Model structure, coding conventions, and calculation procedures. This was done to ensure consistency between the two modeling systems. The VTA Model expands on the MTC Model structure in order to provide significantly more detail and forecasting precision within and surrounding Santa Clara County.

The VTA Model also uses demographic projections that are consistent with those prepared by the Association of Bay Area Governments (ABAG). The travel forecasts developed for this project were based on ABAG *Projections 2013.* The ABAG land use and demographic projections include, among other variables, number of households, total population, employed residents and number of jobs. Table 1 shows these land use variables for Santa Clara County for the years 2015, 2025, and 2035.

Table 1
ABAG Projections for Santa Clara County

	Year		
	2015	2025	2035
Households	640,400	711,200	781,800
Population	1,852,700	2,061,100	2,269,700
Employed Residents	905,700	1,007,700	1,109,400
Jobs	1,006,600	1,107,000	1,198,800

Source: ABAG Projections 2013

The VTA Model uses 2,654 traffic zones to represent 14 counties. These include all nine Bay Area Counties plus Santa Cruz, Monterey, San Benito, San Joaquin, and Merced Counties. Santa Clara County has been subdivided into 1,490 traffic zones in order to provide the best possible representation of travel demand for transportation planning purposes. Network features are coded "as they are or will be" based on the best available GIS mapping information.

The VTA Model represents all motorized modes of travel used within the Bay Area, including nearly 100 individual transit operators. The VTA Model also provides estimates of the change in non-motorized travel for user-defined analysis scenarios. The VTA Model's projections of roadway traffic demand include several modal stratifications, including: Single occupant autos, 2-person carpools, 3+ person carpools and trucks. Roadway traffic forecasts are available for AM and PM peak one-hour and four-hour periods, midday and night periods.

Turn-Movement Adjustments for the 2035 Cumulative Scenario

Adjustments were made to the forecasted volumes to account for the coarse turn-movements produced by the VTA Model. Although the VTA Model used for this analysis was updated to include all of the study intersections, the general regional roadway network used by the VTA Model does not represent all minor streets. The lack of coding of these minor facilities causes the VTA Model to over-assign traffic volumes to those facilities that are represented in the network. This results in inaccurate forecasted turn-movement volumes that require adjustments to calibrate them with actual travel patterns and use of proper facilities. The adjustment process begins by comparing and adjusting base model forecasts (year 2015 forecasts representing existing conditions) with existing traffic counts. By adjusting the base model forecasts with existing volumes, model projections are calibrated with actual travel patterns and use of proper facilities. Once the base model forecasts are calibrated,

future model forecasts are developed for the 2035 Cumulative study scenario. These are all considered "raw" model volume forecasts which on their own do not represent future volume conditions, but are simply used to forecast growth and travel pattern changes expected in the future.

To obtain the final traffic volume forecasts, raw model volume forecasts in conjunction with existing count data are used. Future traffic volume forecasts are developed by adding to the existing traffic count data the projected growth between the base (year 2015) and the future (year 2035) model volume forecasts. The adjustment process is outlined below:

Existing Count + (2035 Future Forecast - 2015 Forecast)

It should be noted that as a conservative approach, it was assumed in this analysis that, unless a major change in the roadway network or existing land use is projected for the future conditions scenario, all future model forecast volumes would be no less than the existing traffic counts.

Traffic Volume Components for Study Intersections

Traffic volumes for the study intersections under all scenarios were derived based on existing turn-movement volumes, standard trip generation rates, project trip assignment from the VTA Model, traffic from approved but not yet completed developments provided by the Cities of San Jose and Santa Clara (for 2025 Background scenarios), and model forecasts obtained from the VTA Model (for the 2035 Cumulative scenarios). All traffic volume components utilized in the analysis of the proposed Project are summarized below (and described in more detail in the following chapters) and included in Appendix C.

2015 Existing Conditions. New turning-movement counts were conducted in the fall of 2014 and spring of 2015 at all of the study intersections. However, due to non-typical conditions at two of the study intersections in the fall of 2014, 2013 counts were utilized at two locations: 24th Street and East Santa Clara Street near the Alum Rock/28th Street Station and Lafayette Street and Reed Street near the Santa Clara Station [7].

2025 Background Conditions. 2025 Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The list of approved projects were provided by the Cities of San Jose and Santa Clara. These volumes represent traffic conditions in the year 2025 with the BART Phase I stations open, but without the proposed BART Phase II Project stations

2015 Existing Plus Project Conditions. Existing Plus Project conditions were estimated for informational purposes by adding the additional traffic generated by the Project to the existing traffic volumes. The Phase II net project trips include new BART Station trips, the projected change in traffic as BART users switch from passenger vehicles to BART, and trips associated with the Transit-Oriented Joint Development sites. The Phase II net project trips were assigned to the study intersections by the VTA Travel Demand Forecasting Model using the 2015 transportation network assumptions.

2025 Background Plus Project Conditions. 2025 Background Plus Project conditions traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the Project. These volumes represent traffic conditions in the year 2025 plus the addition of the proposed Phase II net project trips, including new Phase II BART Station trips, the projected change in background traffic as BART users switch from passenger vehicles to BART, and trips associated with the Transit-Oriented Joint Development sites. The Phase II net project trips were assigned to the study intersections by the VTA Travel Demand Forecasting Model using the 2025 transportation network assumptions.

2035 Cumulative Conditions. Traffic volumes for 2035 Cumulative No Project conditions and 2035 Cumulative Plus Project conditions were obtained from the VTA Model. 2035 Cumulative Plus Project volumes represent traffic conditions in the year 2035 plus the addition of the proposed Phase II net project trips, including new Phase II BART Station trips, the projected change in background traffic as BART users switch from passenger vehicles to BART, and trips associated with the Transit-Oriented Joint Development sites. The Phase II net project trips were assigned to the study intersections by the VTA Travel Demand Forecasting Model using the 2035 transportation network assumptions.

[7] At these two intersections, construction was underway at the time of the counts in Fall 2014, so the counts did not represent typical conditions. The Cities requested that earlier counts be used instead.

Intersection Analysis Methodologies and Level of Service Standards

The Valley Transportation Authority (VTA), which is the Congestion Management Agency of Santa Clara County, requires new developments projected to generate 100 or more net peak hour trips to complete a Transportation Impact Analysis (TIA). The TIA includes an evaluation of traffic conditions with the proposed Project on the surrounding transportation network, and identifies potential impacts on the transportation network directly associated with the proposed Project. Traffic conditions are 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 transportation facilities included in this analysis and the analysis methods are described below.

Signalized Intersections

All of the signalized study intersections are located within the Cities of San Jose and Santa Clara and are therefore subject to their corresponding City's Level of Service standards. Both cities' level of service methodology is based on the *Highway Capacity Manual* (HCM) method for signalized intersections. Signalized intersection operations are evaluated using the 2000 HCM Operations Method and TRAFFIX software. The method evaluates intersection level of service (LOS) on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service software, the City of San Jose and City of Santa Clara methodologies employ the CMP default values for the analysis parameters.

The City of San Jose level of service standard for signalized intersections is LOS D or better. The City of Santa Clara level of service standard is LOS D or better at all city-controlled intersections and LOS E or better at all expressway and CMP intersections. The only difference between the San Jose/Santa Clara and CMP intersection analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better. The correlation between average delay and level of service is shown in Table 2.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

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

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

City of San Jose Protected Intersection Policy

One of the intersections that is analyzed in this study, 24th Street and East Santa Clara Street near the Alum Rock/28th Street Station, is identified as a Protected Intersection in the City of San Jose's Transportation Level of Service (LOS) Policy, Council Policy 5-3. Protected Intersections consist of locations (there are a total of 25 in the City of San Jose) that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 25 Protected Intersections have been disclosed and overridden in previous EIRs.

Intersection Operations

The analysis of intersection level of service is often supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high-demand turning-movements at signalized intersections. Vehicle queues are estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Avg. # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles 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 signalized intersections.

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

Unsignalized Intersection

One unsignalized intersection is being analyzed. The unsignalized study intersection, Lafayette Street and Harrison Street, is located in the City of Santa Clara and has two-way stop control. The City of Santa Clara does not have a level of service standard for unsignalized intersections. Therefore, the analysis of the unsignalized study intersection is presented for informational purposes only.

The unsignalized study intersection was analyzed using TRAFFIX software, which is based on the Highway Capacity Manual (HCM) 2000 method. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the 2000 HCM methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 3.

Signal Warrant

The level of service analysis at the unsignalized intersection is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is typically assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic*

Control Devices for Streets and Highways (CA MUTCD), Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect that a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Table 3
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with vey low delays occurring with favorable progression.	Up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression and high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

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

Freeway Segment Analysis Methodologies and Level of Service Standards

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

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

where:

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

The vehicle density on a segment is correlated to level of service as shown in Table 4.

The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a 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 four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 4
Freeway Segment Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

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

San Jose General Plan Transportation Policies

The Circulation Element of the Envision San Jose 2040 General Plan includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. San Jose's Transportation Goals, Policies and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian and transit travel while reducing motor vehicle trips to increase the City's share of travel by alternative transportation modes.
- Promote San Jose as a walking and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

This TIA also provides a qualitative assessment regarding whether the Phase II BART Extension and Transit-Oriented Joint Development Project would contribute to achieving these goals.

Santa Clara General Plan Transportation Policies

All new development projects in Santa Clara should encourage alternative modes of travel that reduce air pollution, consistent with the goals of the City's General Plan. It is the goal of the City's General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes, including biking and walking, to achieve Santa Clara's mobility goals and reduce vehicle miles traveled and greenhouse gas emissions. The City of Santa Clara General Plan aims to support a coordinated regional transit system that includes BART, Amtrak, ACE, Caltrain, VTA LRT and bus services, and High Speed Rail facilities. Transit stops should be provided at safe and convenient locations to maximize ridership, including locations near employment centers and high density residential developments.

Report Organization

The remainder of this report is divided into the following six chapters:

- Chapter 2, 2015 Existing Conditions, describes Existing Conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Existing lane configurations are provided for all study intersections, and the level of service for all intersections and freeway segments under Existing Conditions is presented.
- Chapter 3, 2025 Background Conditions, describes traffic operations under 2025 Background Conditions for both station areas.
- Chapter 4, 2015 and 2025 Project Conditions, describes the method used to estimate traffic associated with the proposed Project at the Alum Rock/28th Street and Santa Clara Stations. Intersection operations under both 2015 Existing Plus Project and 2025 Background Plus Project traffic conditions are presented and potential impacts are addressed. 2015 Existing Plus Project and 2025 Background Plus Project traffic conditions for all freeway segments are also analyzed.
- Chapter 5, Other Transportation Issues, discusses non-level of service issues associated with the Project, including vehicle queuing and storage at selected intersections and freeway off-ramps, freeway on-ramp meter analysis, signal warrant analysis for the unsignalized intersection, potential impacts on bicycle, pedestrian and transit facilities, site access, bus transit vehicle delay, vehicle miles traveled, and parking.
- Chapter 6, 2035 Cumulative Plus Project Conditions, presents traffic conditions and potential project impacts in the vicinity of the Alum Rock/28th Street Station and the Santa Clara Station under the Year 2035 Cumulative Plus Project Conditions.

2.
2015 Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the proposed Alum Rock/28th Street and Santa Clara BART Stations and associated Transit-Oriented Joint Development sites, including the roadway network, transit services, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections and freeway segments in the study area.

Existing Roadway Network

Regional access to the Alum Rock/28th Street and Santa Clara BART Stations and associated Transit-Oriented Joint Development sites is provided by US 101, I-280, I-680, I-880 and SR 87. These facilities are described below.

US 101 is a north-south freeway that extends northward through San Francisco and southward through Gilroy. Within the study area, US 101 is an eight-lane facility that includes two high-occupancy vehicle (HOV) lanes. During the peak commute hours, the mixed-flow lanes operate under stop-and-go conditions in the peak direction of travel—northbound in the AM and southbound in the PM. Within the HOV lane, traffic flows well, although volumes at certain locations are approaching capacity during the peak periods. US 101 would provide access to the Alum Rock/28th Street BART Station and Transit-Oriented Joint Development site via its full interchanges at East Santa Clara Street/Alum Rock Avenue and at McKee Road. US 101 would provide access to the Santa Clara BART Station and Transit-Oriented Joint Development site via its interchange at De La Cruz Boulevard.

Interstate 280 (I-280) is generally a north-south freeway that extends from I-80 in San Francisco to US 101 in San Jose. However, in San Jose, it is oriented in an east-west direction, and transitions to I-680 at US 101. In San Jose it is an eight-lane freeway with auxiliary lanes between some interchanges. The section of I-280 just north (west) of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the Alum Rock/28th Street Station and associated Transit-Oriented Joint Development site via a partial interchange at McLaughlin Avenue, just west of US 101.

Interstate 680 (I-680) is a north-south freeway that begins at US 101 in San Jose, where I-280 transitions to I-680, and ends at I-80 in Solano County. I-680 provides access to the Alum Rock/28th Street Station and associated Transit-Oriented Joint Development site via the Alum Rock Avenue and McKee Road interchanges. The section of I-680 near those interchanges is an eight-lane freeway, with four mixed-flow lanes in both directions.

Interstate 880 (I-880) extends in a north-south direction from its junction with I-280 near Downtown San Jose northward to I-80 in Oakland. I-880 transitions to SR 17, which extends southward to Santa Cruz, at I-280. Within the study area, I-880 has six mixed-flow lanes. Near the Santa Clara Station site, the peak direction of travel is northbound during the morning commute and southbound during the afternoon commute. I-880 provides access

to the Santa Clara Station and Transit-Oriented Joint Development site via interchanges with The Alameda and Coleman Avenue.

State Route 87 (SR 87) is primarily aligned in a north-south orientation and extends between SR 85 in south San Jose and US 101 near the San Jose International Airport. It is generally a six-lane freeway (two mixed-flow lanes plus one HOV lane in each direction) with auxiliary lanes near the I-280 interchange. A connection from SR 87 to the Santa Clara BART Station and associated Transit-Oriented Joint Development site is provided via a full interchange at Taylor Street.

Roadways providing local access to the Alum Rock/28th Street and Santa Clara BART Stations and Transit-Oriented Joint Development sites, as well as their configurations in the area of the sites, are described below:

Alum Rock/28th Street Station

North 28th Street is a two-lane north-south roadway that extends from East Julian Street southward to San Antonio Street. North 28th Street provides direct access to the Alum Rock/28th Street Station site via both East Julian Street and East Santa Clara Street.

24th Street is a two-lane north-south roadway that extends from East Julian Street southward to E. William Street, where it changes designation to ***McLaughlin Avenue***. It is called North 24th Street north of East Santa Clara Street and South 24th Street south of East Santa Clara Street. McLaughlin Avenue is a four-lane north-south roadway that begins at E. William Street and extends southward to Tuers Road, just south of Yerba Buena Road. McLaughlin Avenue provides a partial interchange with I-280.

King Road is a four-lane north-south roadway that extends southwards from Berryessa Road in the north (where it becomes Lundy Road) to Aborn Road (where it becomes Silver Creek Road). King Road provides an interchange with I-680.

Jackson Avenue is a four-lane north-south roadway that extends southwards from Berryessa Road, (where it changes designation to Flickinger Avenue) to Story Road. Jackson Avenue includes bike lanes between Alum Rock Avenue and San Antonio Street and between McKee Road and Mabury Road.

McKee Road is an east-west roadway with full freeway interchanges at I-680 and US 101. McKee Road extends from the foothills in East San Jose to North 28th Street (west of US 101). At North 28th Street, McKee Road becomes ***East Julian Street***, which traverses westward through Downtown San Jose. McKee Road has four travel lanes between US 101 and King Road. East of King Road, McKee Road widens to six lanes. East of Jackson Avenue, it narrows back to two lanes in each direction.

Alum Rock Avenue is an east-west roadway with a partial cloverleaf interchange at I-680 and a diamond interchange at US 101. Alum Rock Avenue extends from Alum Rock Park near the foothills in East San Jose to US 101. At US 101, Alum Rock Avenue becomes ***East Santa Clara Street***, which traverses westward through Downtown San Jose. Alum Rock Avenue consists of four travel lanes within the study area.

San Antonio Street is a two-lane east-west roadway that runs between San Jose State University and Capitol Expressway. It provides an overcrossing over US 101. At I-680, San Antonio Street merges into Capitol Expressway and traverses southward. San Antonio Street includes a bike lane between King Street and Jackson Street.

Santa Clara Station

El Camino Real (State Route 82) is a six-lane major arterial that is oriented in an east-west direction in the vicinity of the project, extending westward from The Alameda towards the City of Sunnyvale, and then continuing northward through the peninsula to Daly City, at the northern edge of San Mateo County.

Coleman Avenue is four- to six-lane roadway that is oriented in a north-south direction. Coleman Avenue begins at De La Cruz Boulevard in Santa Clara and extends southward into Downtown San Jose where it becomes North Market Street at its intersection with West Julian Street. Coleman Avenue would provide access to the Santa Clara Station site via its intersection with Brokaw Road.

Brokaw Road is a two-lane east-west roadway that runs from Martin Avenue westward to its termination point at the railroad lines. Direct access to the proposed Santa Clara Station and Transit-Oriented Joint Development site is provided via Brokaw Road.

De La Cruz Boulevard is a six-lane arterial that extends from US 101 to El Camino Real. North of US 101, De La Cruz Boulevard becomes Trimble Road. The 3-way intersection of De La Cruz Boulevard and Coleman Avenue is composed entirely of ramps, after which De La Cruz extends west over the railroad tracks and El Camino Real and then transitions to Lewis Street.

The Alameda begins as a two-lane north-south roadway at Lewis Street near the intersection of El Camino Real and De La Cruz Boulevard and then terminates at the Santa Clara University campus. South of the campus, The Alameda re-emerges and continues to El Camino Real, where it becomes a four-lane arterial. The Alameda continues towards downtown San Jose, where it changes designation to W. Santa Clara Street.

Lafayette Street is a four-lane roadway that is oriented in a north-south direction. Lafayette Street extends from SR 237 southward through the City of Santa Clara to Poplar Street, where it merges with Washington Street.

Benton Street is a two to four-lane roadway that is oriented in an east-west direction. Benton Street extends between the Santa Clara Caltrain Station, near El Camino Real, and Lawrence Expressway. West of Lawrence Expressway, Benton Street becomes a two-lane residential street.

Homestead Road is an east-west two to four-lane arterial that extends between Lafayette Street in Santa Clara and Foothill Expressway in Los Altos. In the vicinity of the project, Homestead Road is a two-lane roadway, but it widens to four lanes west of San Tomas Expressway. Homestead Road includes bike lanes in both directions for its entire length.

San Tomas Expressway is a six to eight-lane major arterial that is oriented in a north-south direction. There is one high-occupancy-vehicle lane along San Tomas Expressway (restricted hours only) in each direction of travel. Access to the proposed Santa Clara Station site from San Tomas Expressway is provided via El Camino Real.

Central Expressway is a six-lane major arterial that is oriented in an east-west direction. Central Expressway begins at De La Cruz Boulevard in Santa Clara and extends to San Antonio Road in Mountain View, and then becomes Alma Street where it enters Palo Alto. In the vicinity of the project, there is one high-occupancy-vehicle lane along Central Expressway (restricted hours only) in each direction of travel.

Hedding Street is a four-lane, east-west street identified as an On-Street Primary Bicycle Facility in the City of San Jose's General Plan. It begins at Winchester Boulevard as a transition from Pruneridge Avenue. Hedding extends eastward to US 101, where it changes designation to Berryessa Road. Access to the Santa Clara Station site from Hedding Street is provided by Coleman Avenue.

Taylor Street is a two to four-lane roadway that begins at The Alameda as a transition from Naglee Avenue and extends eastward into east San Jose. Taylor Street changes designation to Mabury Road at the US 101 overcrossing. Taylor Street has four lanes in the vicinity of the Santa Clara Station site and provides full access to SR 87. Access to the project site from Taylor Street is provided by Coleman Avenue.

Existing Pedestrian Facilities

Pedestrian facilities in the study areas consist primarily of sidewalks, crosswalks, pedestrian push buttons, and signal heads at intersections. With a few exceptions, sidewalks are found along virtually all previously described local roadways in the study areas and along the local residential streets and collectors near the station sites.

VTA is developing a Pedestrian Access to Transit Plan (anticipated adoption December 2016) to identify high-priority areas (Focus Areas) for pedestrian improvements. Several of the proposed BART stations fall within the Plan's Focus Areas. The Plan identifies specific infrastructure that could improve pedestrian comfort, safety, and convenience in these areas. Findings from field work conducted in the area are presented below.

Alum Rock/28th Street Station

Overall, the existing network of sidewalks has good connectivity and provides pedestrians with adequate routes to the surrounding land uses and transit services near the Alum Rock/28th Street Station campus. With the exception of the west side and most of the east side of North 28th Street, between McKee Road and East Santa Clara Street, and along some of the industrial areas north of the station site, sidewalks are found along all previously described local roadways in the Alum Rock/28th Street Station study area and along the local residential streets and collectors near the station site. Additionally, all signalized intersections in the vicinity of the Alum Rock/28th Street Station have marked crosswalks on all or most of the legs of the intersection, combined with pedestrian push buttons and pedestrian signal heads.

For pedestrians who may walk between the residential neighborhood east of US 101 and the Alum Rock/28th Street BART station or between the TOJD site and VTA bus routes along King Street, there are continuous sidewalks and crosswalks along Alum Rock Avenue, including pedestrian push buttons and signal heads for the crosswalks on the US 101 on-and off-ramps, at 33rd Street, and at King Road. There are also continuous sidewalks and crosswalks along McKee Road between 28th Street and King Road, including pedestrian push buttons and signal heads for the crosswalks on the US 101 on- and off-ramps, at 33rd Street, and at King Road.

However, although the pedestrian facilities in the vicinity of the Alum Rock/28th Street Station are minimally adequate as described above, the area is not an especially pedestrian-friendly environment at present. There are locations, such as the crosswalks near the US 101 on- and off-ramps, where walking is not as comfortable as it could be. The City of San Jose plans to improve the pedestrian environment in this area through its ongoing efforts to promote greater usage of alternative modes.

Santa Clara Station

Near the existing Santa Clara Transit Center (Caltrain Station), sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors, with the exception of the east side of Lafayette Street. Additionally, all signalized intersections in the vicinity of the Caltrain Station have marked crosswalks on all or most of the legs of the intersection, combined with pedestrian push buttons and pedestrian signal heads. However, there is less connectivity in the pedestrian facilities near the Santa Clara BART station campus, due to the Caltrain tracks, the nearby Mineta San Jose International Airport, and the fact that some of the nearby streets serving industrial land uses do not include sidewalks.

There is a continuous sidewalk along the east side of De La Cruz Boulevard that connects with the sidewalk along Coleman Avenue, leading to the intersection at Brokaw Road where the BART station would be located. However, the De La Cruz Boulevard overpass over El Camino Real and the Caltrain tracks and most portions of the interchange of De La Cruz Boulevard and Coleman Avenue do not include sidewalks. West of De La Cruz Boulevard, there is a bike and pedestrian bridge over the Caltrain tracks next to the Lafayette Street undercrossing. There is currently no convenient pedestrian access across the Caltrain tracks from the vicinity of the Santa Clara Caltrain Station to the site where the BART station and Transit-Oriented Joint Development project would be located. However, a pedestrian undercrossing from the Caltrain center platform to Brokaw Road is under construction and planned to be completed in mid-2017.

Existing Bicycle Facilities

There are several bicycle facilities near each of the station campuses. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element.. Streets may be rated as high caution (heavy traffic volumes with high traffic speeds), alert (moderate traffic volumes and speeds), and moderate (low traffic volumes and moderate to low traffic speeds).. With the exception of limited access highways, bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present.

In Santa Clara County, bicycle facilities are typically constructed and maintained by local jurisdictions. Bikeways that serve the stations fall within City of San Jose, the City of Santa Clara, and Santa Clara County jurisdictions, and are maintained by the agencies. .

The *Santa Clara Countywide Bicycle Plan*, adopted by VTA in August 2008, identifies various existing and/or planned cross county bicycle corridors in the vicinity of the proposed BART Stations. The purpose of the Cross County Bicycle Corridors, as described in the above document, is to provide continuous connections between Santa Clara County jurisdictions and to adjacent counties, and to serve the major regional trip-attractors in the County. The cross county bicycle corridors serving the station areas are discussed below.

Bicycle facilities in the area of each of the stations are presented in Figures 7 and 8 and described below.

Alum Rock/28th Street Station

The Alum Rock/28th Street Station site is moderately accessible by bicycle. The station site is surrounded by bicycle facilities, but none provide a direct connection to the site. Class II bike lanes are provided on Mabury Road, 21st Street, portions of San Antonio Street, and Jackson Avenue. There are no Class I bikeways that serve the station area. The streets near the station site, Santa Clara Street/Alum Rock Avenue and McKee Road, are identified as "high caution" roads in VTA's Bikeways Map (May 2016).

Access to the station site from the east is constrained by U.S. Highway 101 (U.S. 101); the closest freeway crossings to the site are at McKee Road and Alum Rock interchanges. Neither are designed well for bicyclists. Access from the west is constrained by Coyote Creek; bicyclists may cross Coyote Creek on Julian Street (identified as "Alert" in VTA's Bikeways Map), Santa Clara Street ("High Caution"), or San Antonio Street. None of these roads have bike lanes, and only San Antonio Street is designated as a Class III bike route. No nearby bicycle facilities connect from the north. From the south, there are bicycle lanes on 24th Street; however, these stop half a mile before the station, and bicyclists traveling on 24th Street must bike through an interchange with I-280.

VTA's 2008 Santa Clara Countywide Bicycle Plan identifies San Antonio Street as a Cross County Bicycle Corridor (CCBC). This is the closest CCBC to the Alum Rock/28th Street Station Site.

The Countywide Bicycle Plan identifies the interchange of Julian Street/McKee Road and U.S. 101, and Santa Clara Street over U.S. 101 as "Across Barrier Connections" needing bicycle improvements.

There are no nearby Bay Area Bikeshare stations.

The City of San Jose's planned Coyote Creek Trail will complete a Class I bikeway along Coyote Creek between Milpitas (Dixon Landing Road) and Coyote Lake in the South County. Currently, bicycle facilities along this corridor are missing between Montague Expressway and Tully Road and Anderson Lake County Park and Coyote Lake County Park. Coyote Creek runs west of the Alum Rock/28th Street Station.

Santa Clara Station

The existing Santa Clara Transit Center (Caltrain Station) is difficult to access by bicycle, particularly from the north, east, and south, and the proposed Santa Clara BART Station would also be difficult to access under existing conditions. A Class III bicycle route on Benton Street provides direct access to the existing Santa Clara Transit Center (Caltrain station), from the west. No other bicycle facilities directly serve the station. Within two-thirds of a mile of the station, Class II bikeways are provided on Monroe Street, Homestead Road, and portions of Coleman Avenue, the Alameda, Poplar Street, Market Street, and Bellomy Street, and a Class III bike route is provided on Park Avenue. Santa Clara University, located adjacent to the existing Santa Clara Transit Center, includes some disconnected Class I bikeways.

De La Cruz Avenue and Coleman Avenue are identified on VTA's Countywide Bicycle Map as "High Caution" streets. The section of El Camino Real adjacent to the Caltrain station is identified as an "Alert" street.

Bicycle access is constrained by the rail lines, the Mineta San Jose International Airport, I-880, U.S. 101, SR 87, and the Guadalupe River. Bicyclists wishing to access the station from these directions must travel through high-stress freeway interchanges and major roadway intersections. East of the station site is the Guadalupe River Trail system, extending between Alviso and South San Jose. Although the Guadalupe River Trail is a mile to the east, there are no low-stress connections to the trail from the Santa Clara Station. There is no wayfinding signage

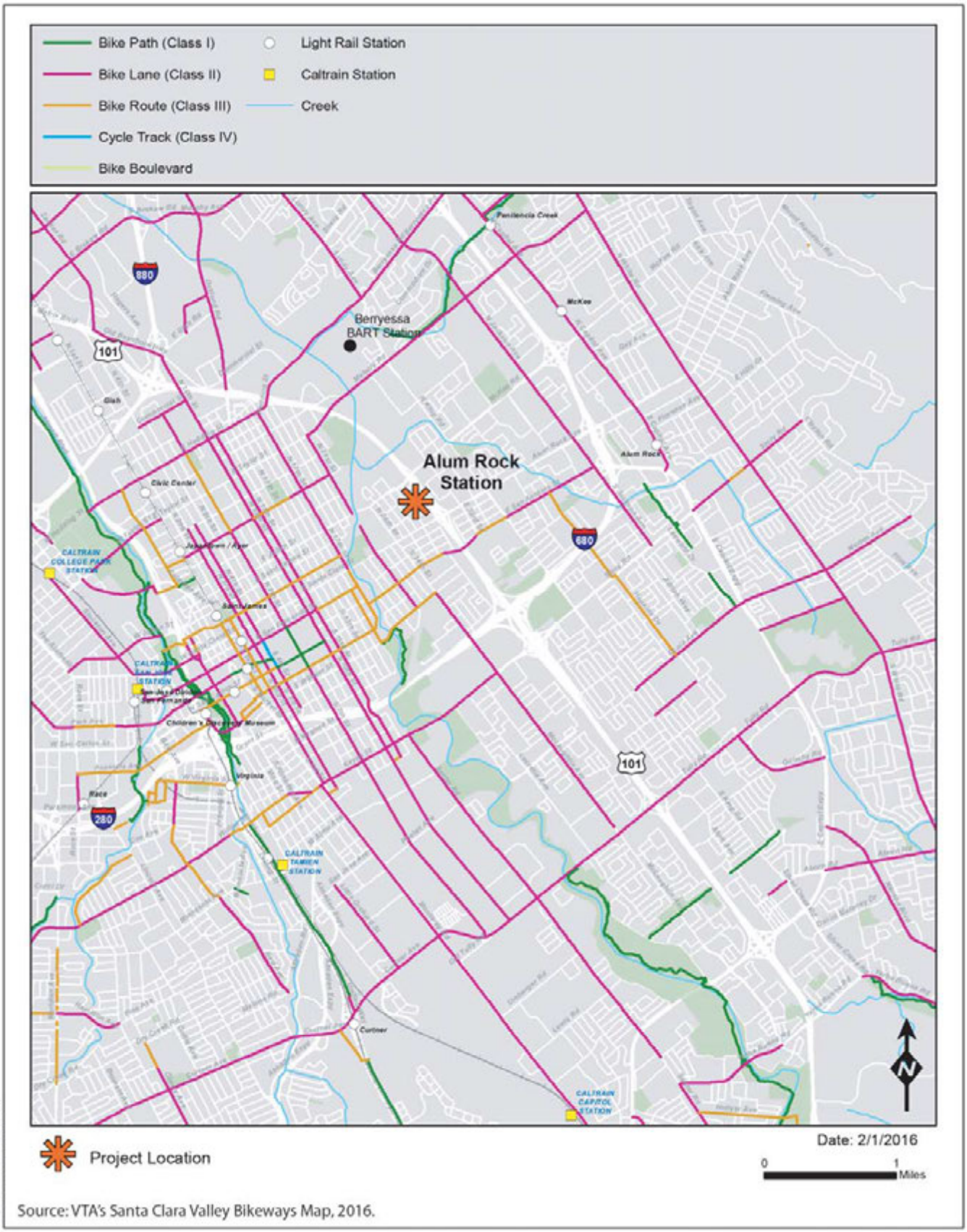


Figure 7
Existing Bicycle Facilities - Alum Rock/28th Street Station Area

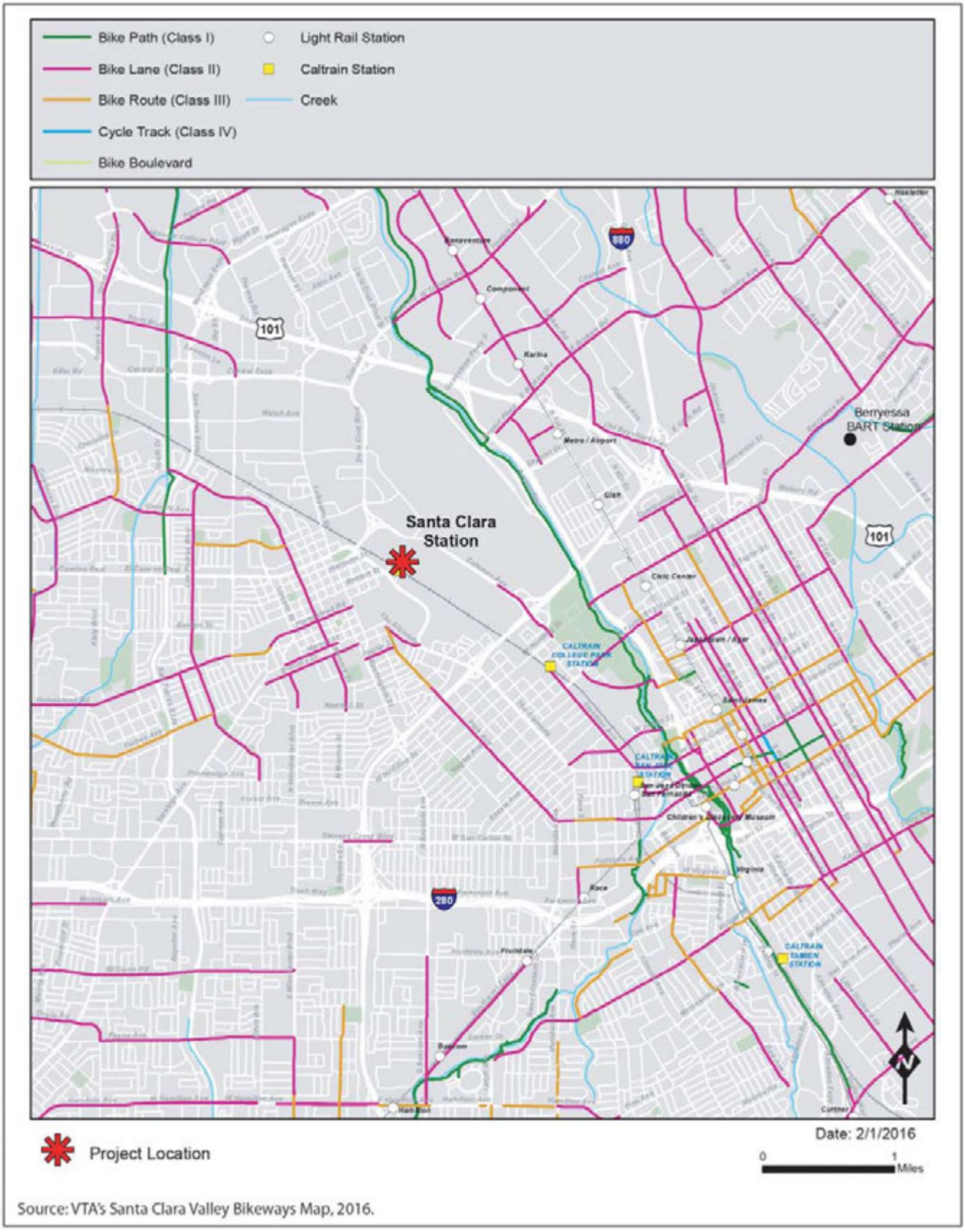


Figure 8
Existing Bicycle Facilities - Santa Clara Station Area

NORTH
Not to Scale

directing bicyclists to the Guadalupe River Trail from the Santa Clara Station. Further from the Santa Clara Station site, the San Tomas Aquinas Creek Trail is a Class I bike trail that is west of the San Tomas Expressway and extends north to SR 237, near the San Francisco Bay.

Within the vicinity of the station site, VTA's 2008 Santa Clara Countywide Bicycle Plan identifies the following streets or trails as "Cross County Bicycle Corridors": Coleman Avenue, Brokaw Road, El Camino Real/The Alameda, Benton Street, Monroe Street, Park Avenue, Hedding Street, Airport Boulevard, and the Guadalupe River Trail. The Countywide Bicycle Plan identifies the following locations as places where bicycle crossing improvements need to be made: The Alameda/880 Interchange, and the railroad crossing of De La Cruz/El Camino Real/Lewis Street. The Countywide Bicycle Plan identifies the need for a new bicycle/pedestrian bridge or undercrossing of the Caltrain Union Pacific Railroad tracks between De La Cruz Boulevard and Hedding Street. VTA is currently working on the design and construction of a bicycle/pedestrian undercrossing of the tracks at the Santa Clara Caltrain Station.

Bike lockers are provided at the existing Santa Clara Transit Center. There are no Bay Area Bikeshare Stations in the vicinity.

Existing Transit Services

Existing transit services in the station areas are provided by VTA, ACE, Amtrak, and Caltrain. The transit services are described below and shown on Figures 9 and 10.

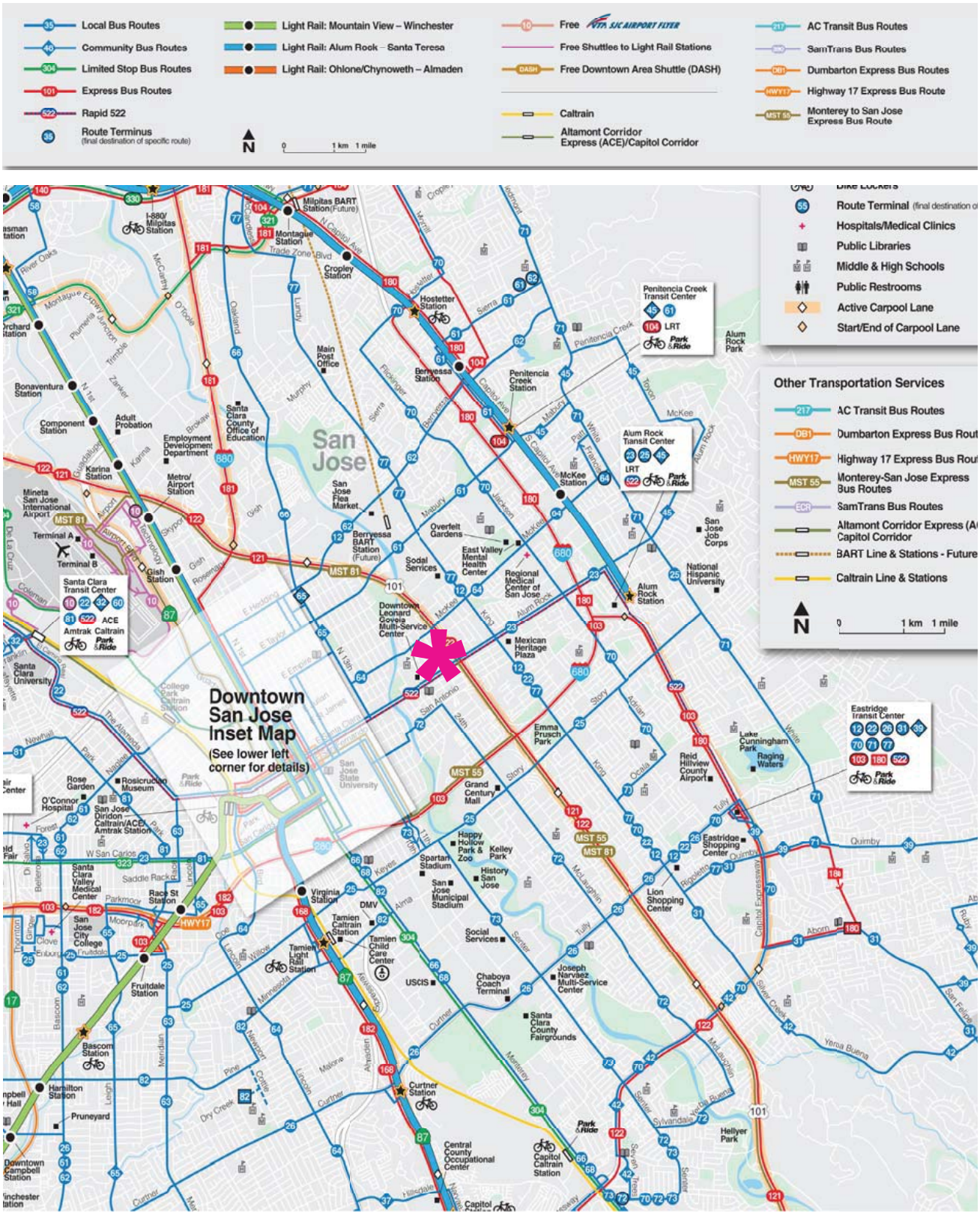
VTA Bus Service (Alum Rock/28th Street and Santa Clara Stations)

The station areas are served directly by several local bus routes. Table 5 presents the VTA bus lines, service terminus points, and headway times during commute hours for the Alum Rock/28th Street and Santa Clara BART Station/TOJD sites. The weekday hours of operation are approximate, and are based on the schedule point that is nearest to each project site.

Table 5
Existing Weekday VTA Bus Service

Bus Lines	Route Description	Commute Hour Headways (min)	Weekday Hours of Operation
VTA Bus Routes Near Alum Rock Station			
Local Route 12	San Jose Civic Center to Eastridge Transit Center	n.a.	weekends only
Local Route 22	Eastridge Transit Center to Palo Alto Transit Center	12	4:00am - 3:00am
Local Route 23	De Anza College to Alum Rock Transit Center	12	5:30am - 1:00am
Local Route 64	Almaden LRT Station to McKee & White	15	5:30am - 11:00pm
Local Route77	Eastridge Transit Center to Great Mall/Main Transit Center	15	6:00am - 9:30pm
Express Route 522	Eastridge Transit Center to Palo Alto Transit Center	15	5:00am- 10:30pm
VTA Bus Routes Near Santa Clara Station			
Shuttle Route 10	Santa Clara Transit Center to Metro Airport LRT Station	15	5:00am - 11:30pm
Local Route 22	Eastridge Transit Center to Palo Alto Transit Center	12	4:00am - 3:00am
Local Route 32	San Antonio Shopping Center to Santa Clara Transit Center	30	6:00am - 7:30pm
Local Route 60	Winchester Transit Center to Great America	15	6:00am - 10:30pm
Local Route 81	San Jose State University to Vallco	30	6:30am - 8:30pm
Express Route 304	South San Jose to Sunnyvale Transit Center	30	peak periods only
Express Route 522	Eastridge Transit Center to Palo Alto Transit Center	15	5:00am- 10:30pm

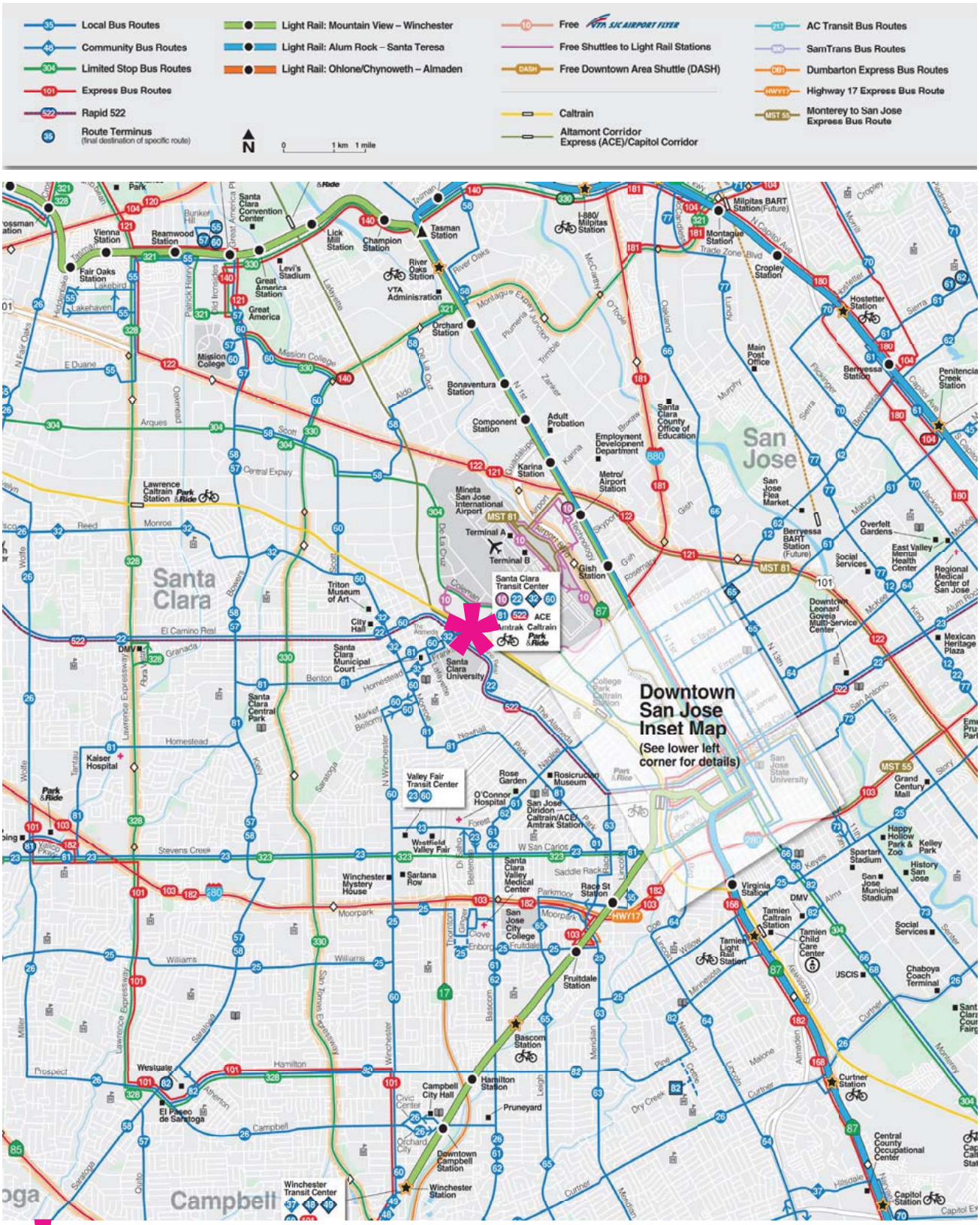
Source: VTA Santa Clara Valley Bus and Rail Map, October 2015



= Project Location

Effective January 2015

Figure 9
Existing Transit Services - Alum Rock Station Area



= Project Location

Effective January 2015

Figure 10
Existing Transit Services - Santa Clara Station Area

NORTH
Not to Scale

Near the Alum Rock/28th Street Station/TOJD site, Routes 22, 23, and 522 run along Santa Clara Street and Alum Rock Avenue. Route 64 runs along Julian Street and McKee Road just north of the project site. Approximately 0.65 miles away from the project site, Routes 12 and 77 provide service on King Road. Route 12 operates only on weekends and holidays, with 30 minute headways all day.

Near the Santa Clara Station/TOJD site, the Free Airport Flyer (Route 10) provides shuttle service from the Santa Clara Transit Center to the Metro Airport LRT Station via the San Jose International Airport with approximately 15-minute headways during the commute hours. Local routes 22, 32, 60, and 81 and Express route 522 all serve the Santa Clara Transit Center. Express route 304 serves Coleman Avenue and De La Cruz Boulevard and only operates in the northbound direction during the AM peak period and in the southbound direction during the PM peak period.

Caltrain Service (Santa Clara Station)

Caltrain operates a commuter rail service seven days a week between San Jose and San Francisco. During weekday commuting hours, Caltrain also serves the south county, including Gilroy, San Martin and Morgan Hill. In addition, there are numerous shuttle services between Caltrain stations and businesses in Silicon Valley and on the Peninsula.

The existing Santa Clara Caltrain/ACE Station (located at Railroad Avenue and El Camino Real) is located on the opposite side of the rail tracks near the proposed Santa Clara BART Station site. Caltrain provides limited stop and local service to the Santa Clara Station, with approximately 30-minute headways during commute hours. The Santa Clara Caltrain Station provides service to the Santa Clara area via connections with VTA bus lines 22, 32, 60, and 81, rapid bus route 522, shuttle bus route 10, and ACE/Amtrak connections.

ACE Service (Santa Clara Station)

The Altamont Commuter Express (ACE) provides commuter rail service between the Central Valley and Silicon Valley. Four trains are in operation during weekday commuting hours with westbound trains heading to San Jose in the morning and eastbound trains heading to Stockton in the evening. ACE Stations are located at the Santa Clara Transit Center and the Diridon Transit Center. Shuttle service from the stations to employment centers are provided by various public transit agencies.

Amtrak Capital Corridor Rail Service (Santa Clara Station)

Amtrak provides intercity passenger rail service between Auburn in Placer County and San Jose. There are seven round trips between Sacramento and San Jose on weekdays and weekends. An additional eight round trips operate only between Sacramento and Oakland. There is one round trip per day that serves Auburn. The trains share the Diridon Caltrain Station and the Santa Clara Caltrain Station facilities. The train stops at the Santa Clara Caltrain Station near the proposed BART Station/TOJD Development site. In addition, Amtrak provides a daily Coast Starlight line from Los Angeles to Seattle.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field. Figures 11 and 12 present existing lane configurations for the Alum Rock/28th Street and Santa Clara Stations study intersections.

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes at most study intersections were obtained from manual turning-movement counts conducted in the fall of 2014 and the spring of 2015. In general, the fall 2014 counts were conducted for the intersections that were also included in the “BART Extension Only TIA”. The spring 2015 counts were conducted for the intersections that were added to this TIA because they were expected to experience traffic related to the Transit-Oriented Joint Development portion of the project. However, at two intersections where counts were conducted in fall of 2014, 2013 counts were used because construction was underway at the time of the counts, and the 2014 volumes did not represent typical conditions. These two intersections are 24th Street and

E. Santa Clara Street (#3 near the Alum Rock28th Street site) and Lafayette Street and Reed Street (#45 near the Santa Clara site).

VTA provides existing PM peak hour traffic volumes for CMP-designated intersections. For all CMP-designated intersections in this study, counts were conducted only during the AM peak hour and volumes for the PM peak hour were obtained from the CMP database.

All new traffic counts for intersections within the City of San Jose are compared against historical count data for consistency and accuracy and incorporated into the City of San Jose's traffic volume database, if approved by the City. The purpose of the database is to provide consistent traffic volumes within similar timeframes and areas for all projects requiring traffic analysis. This ensures the base traffic conditions are the same for all projects. All new count data for intersections within the City of San Jose have been reviewed and approved by the City.[8]

Existing peak-hour traffic volumes are shown on Figures 13 and 14. New count data conducted for this TIA (spring 2015 counts) are included in Appendix B.

[8] Email from Mr. Alex Wong, San Jose Department of Public Works, Development Services Division, dated October 1, 2015, to Mr. Brian Jackson and Mr. At van den Hout of Hexagon Transportation Consultants. See also: Signed workscope (dated October 10, 2015) for the Phase II Project from City of San Jose Department of Public Works, Development Services Division (included as Appendix G).

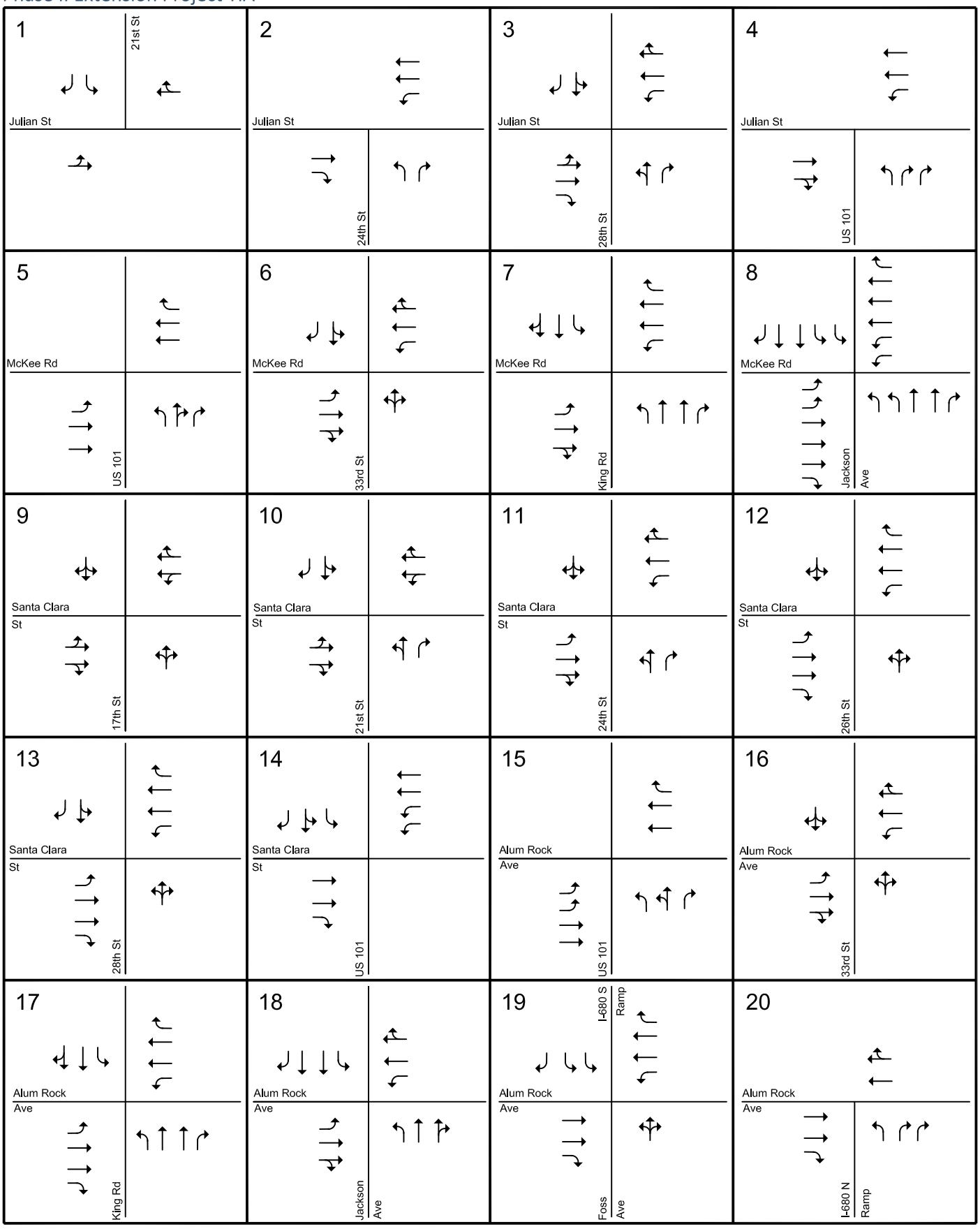


Figure 11
Existing Intersection Lane Configurations - Alum Rock/28th Street Station

NORTH
Not to Scale

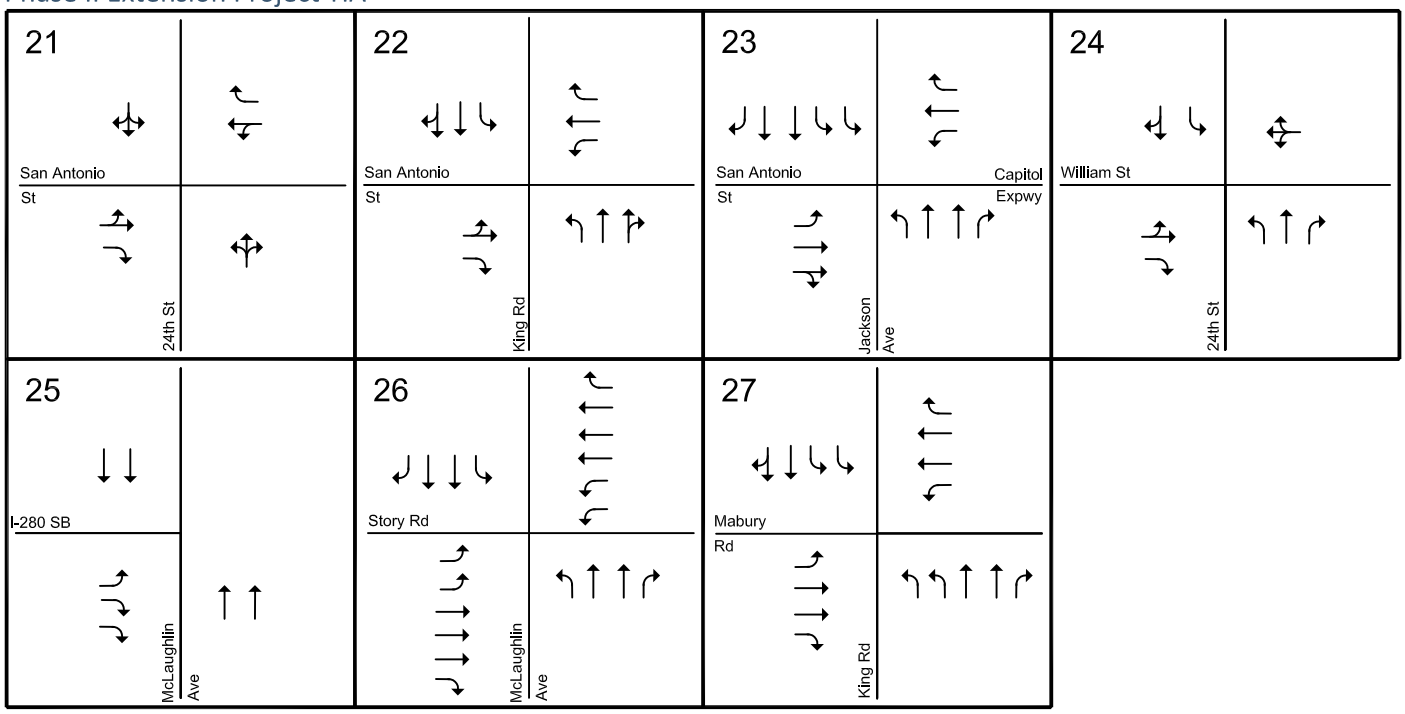


Figure 11
Existing Intersection Lane Configurations - Alum Rock/28th Street Station

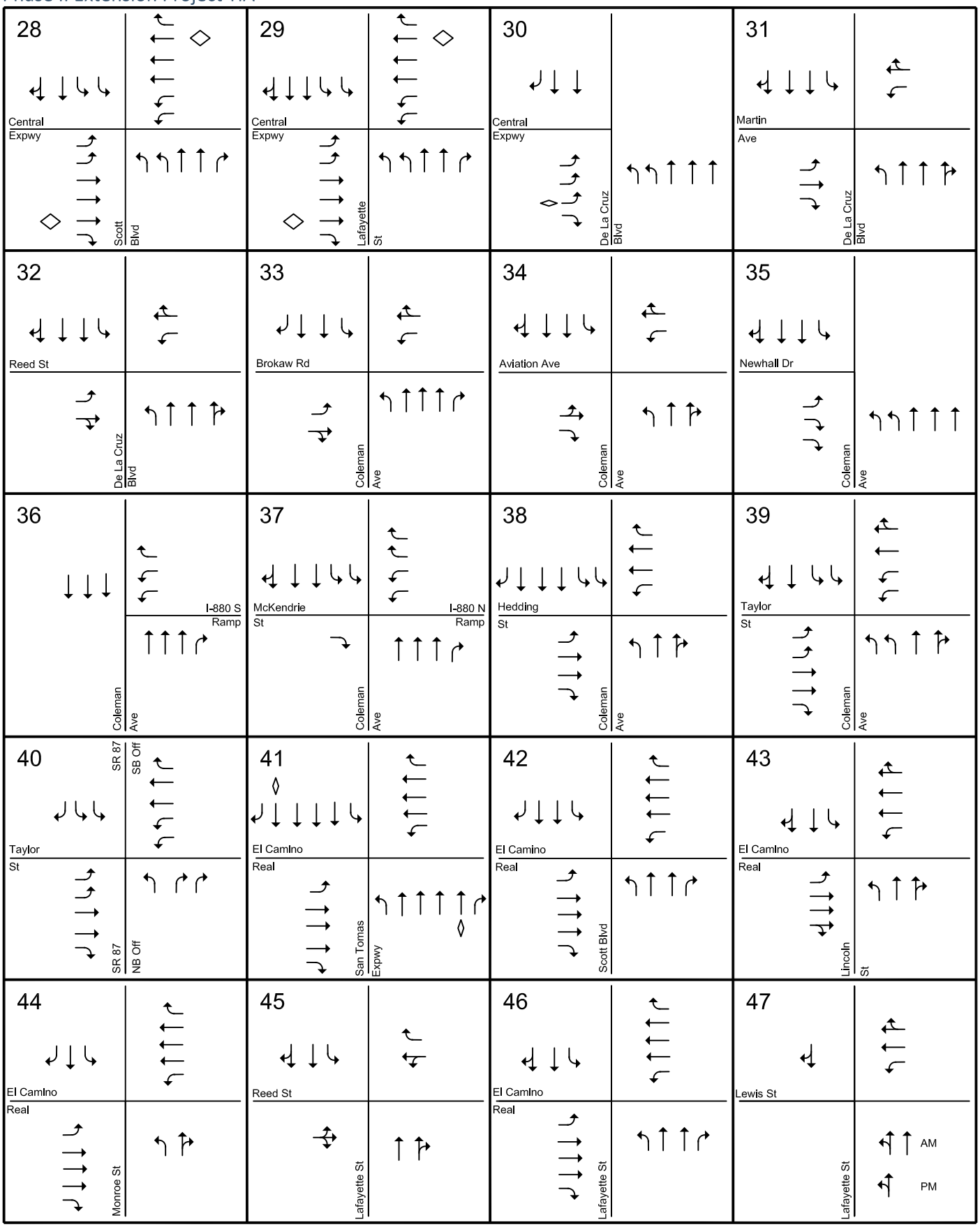


Figure 12
Existing Intersection Lane Configurations - Santa Clara Station

NORTH
Not to Scale

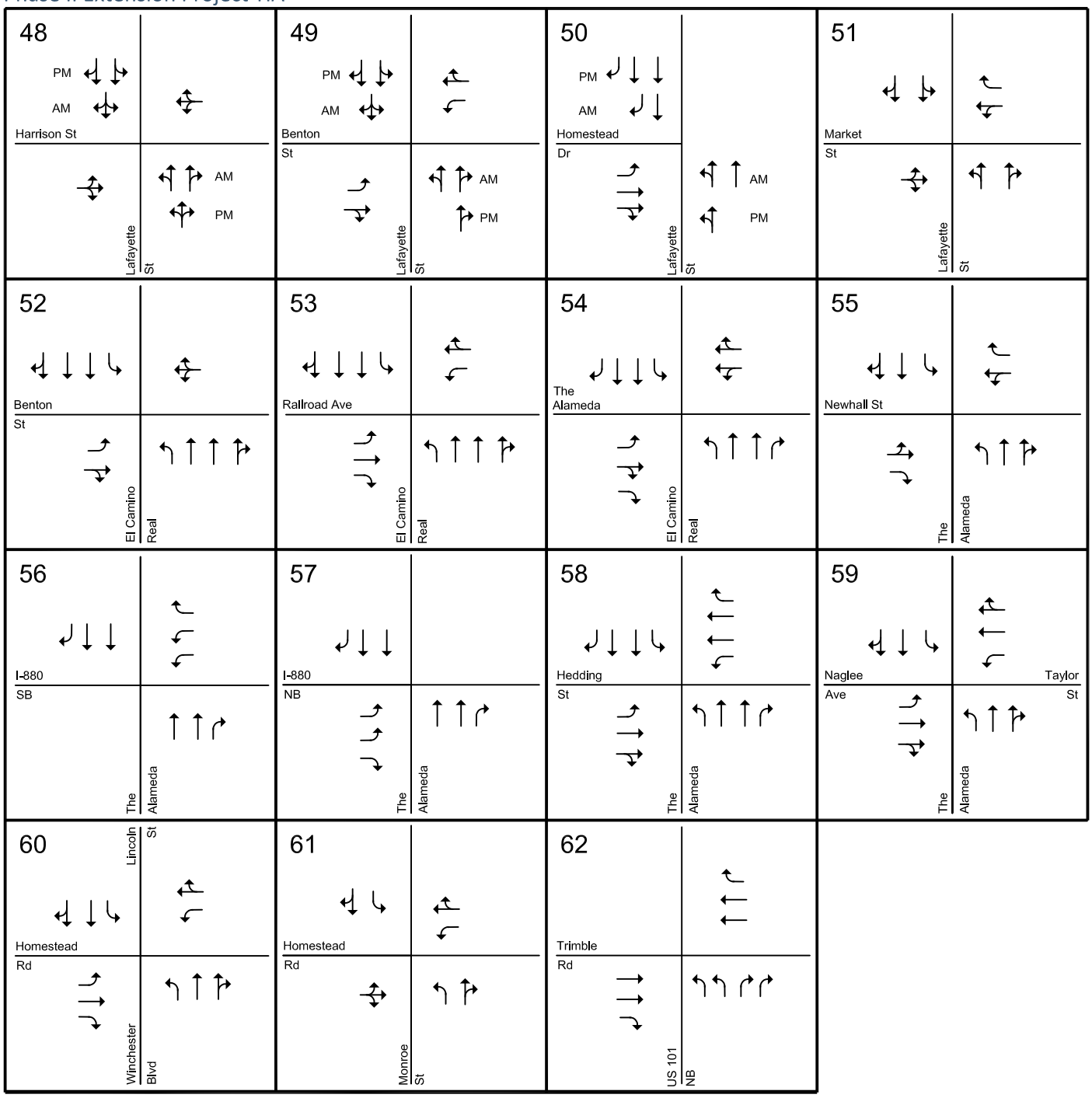
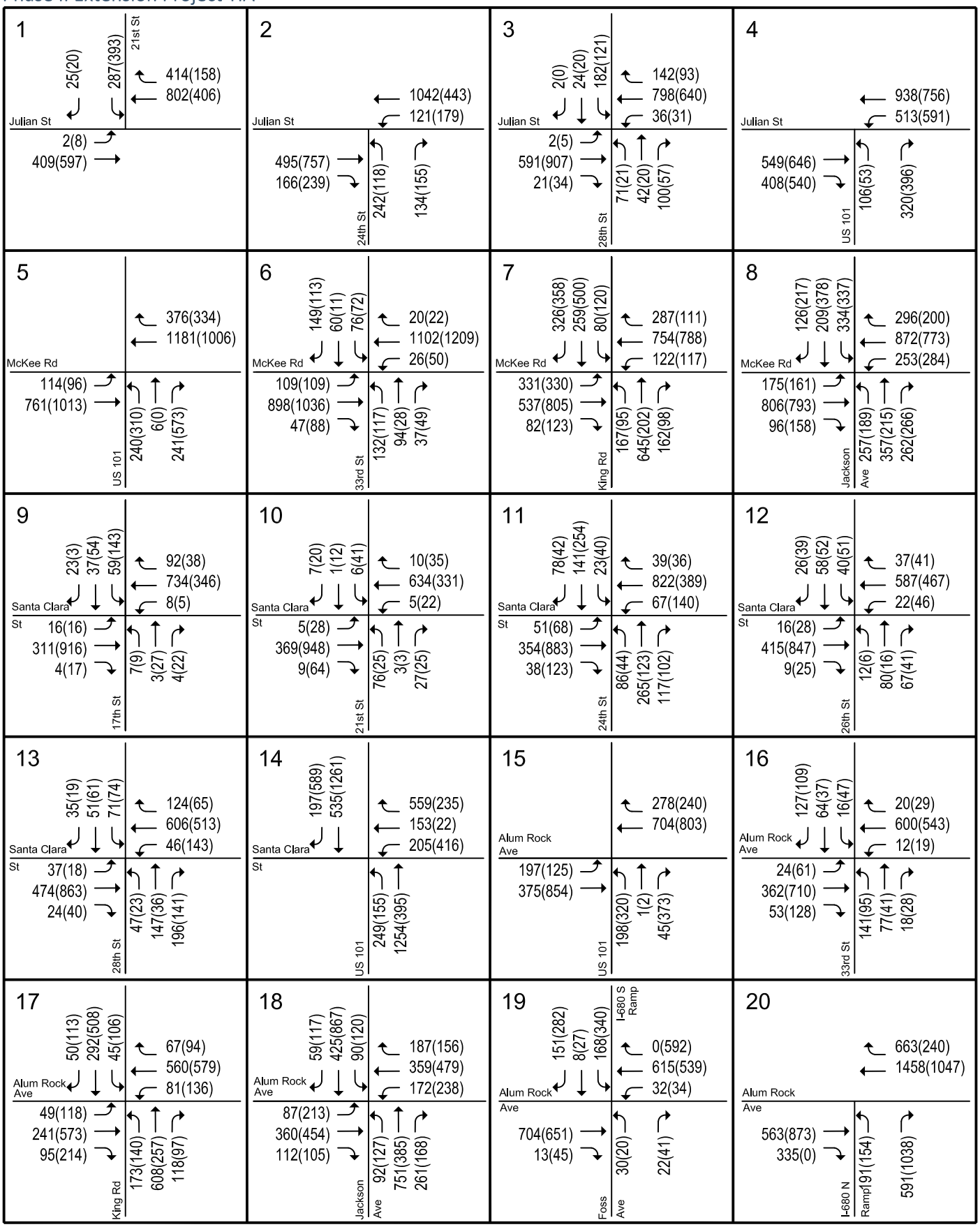


Figure 12
Existing Intersection Lane Configurations - Santa Clara Station

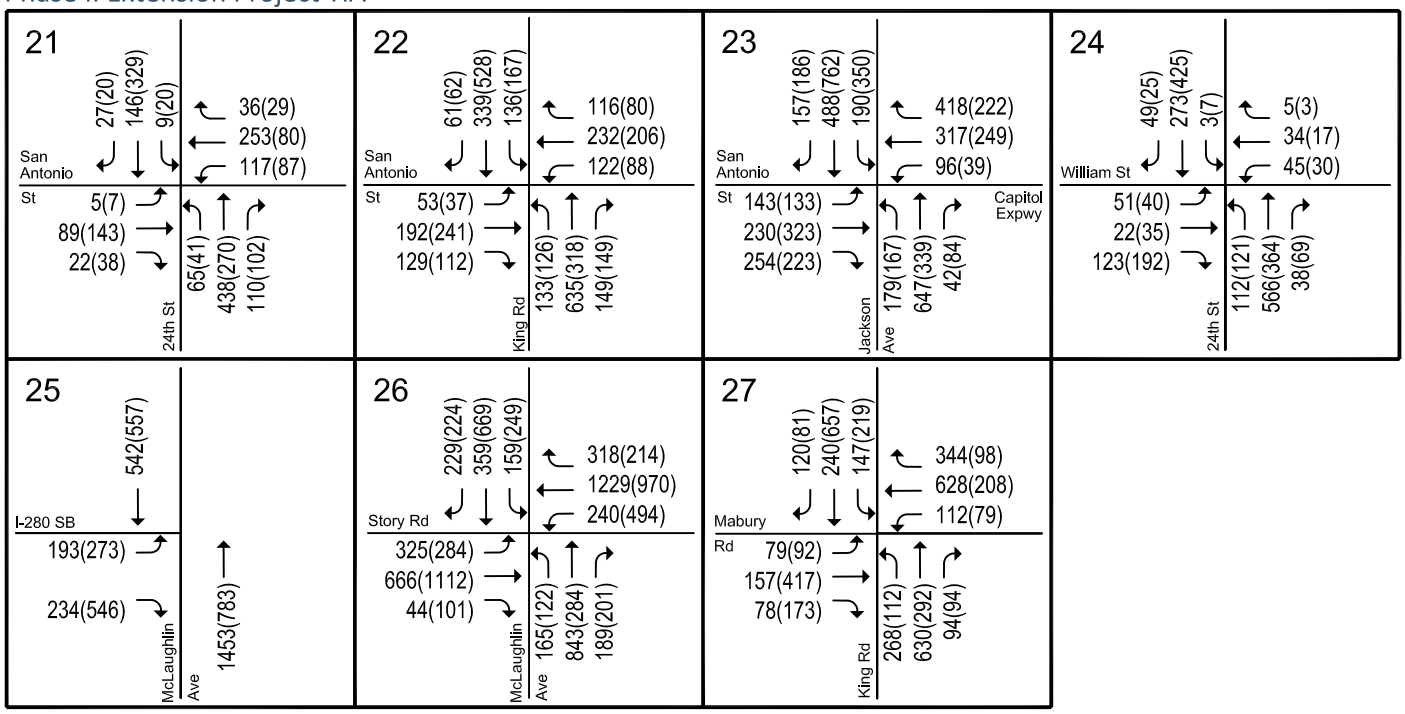
NORTH
Not to Scale



LEGEND

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

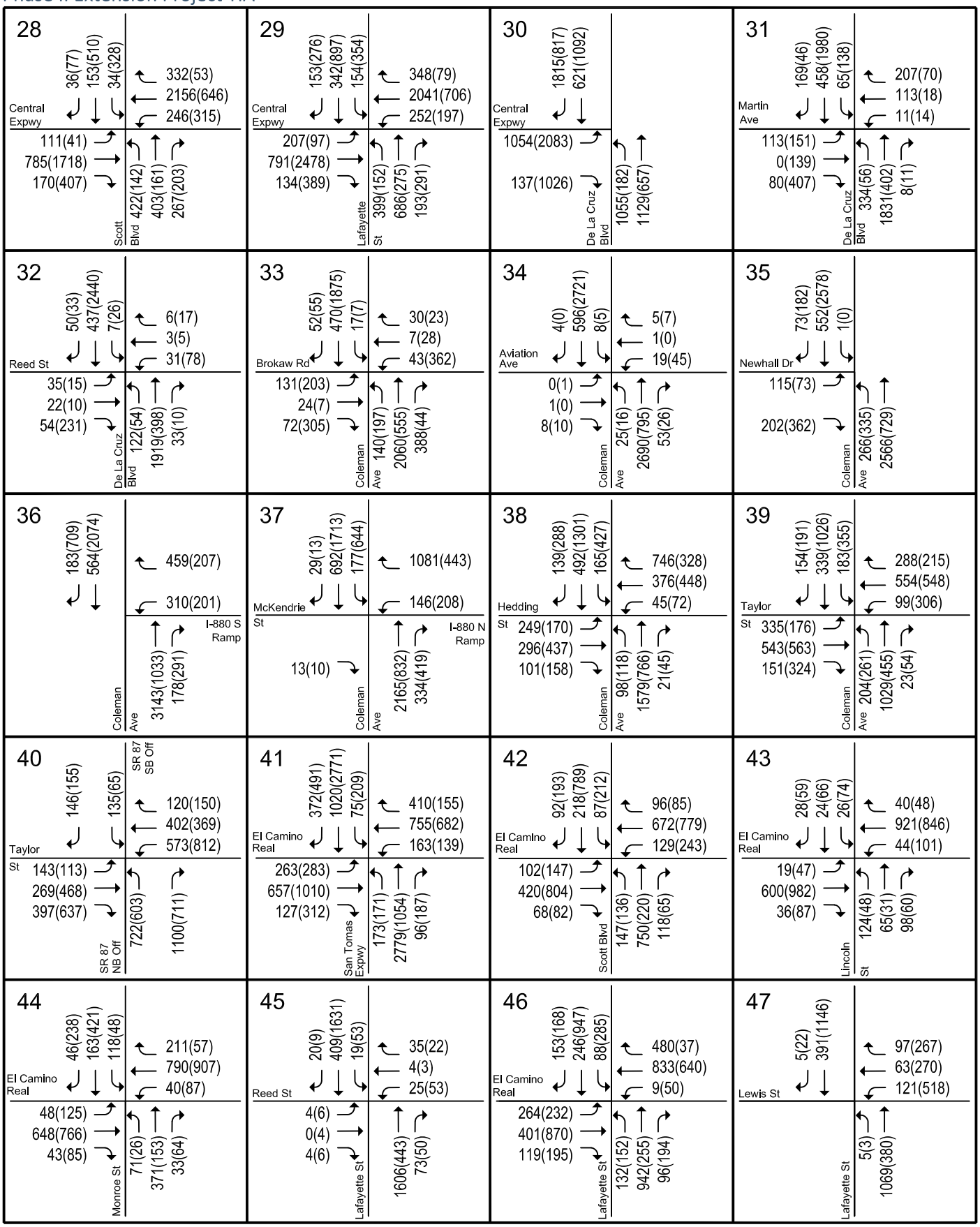
Figure 13
Existing Traffic Volumes - Alum Rock/28th Street Station



LEGEND

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

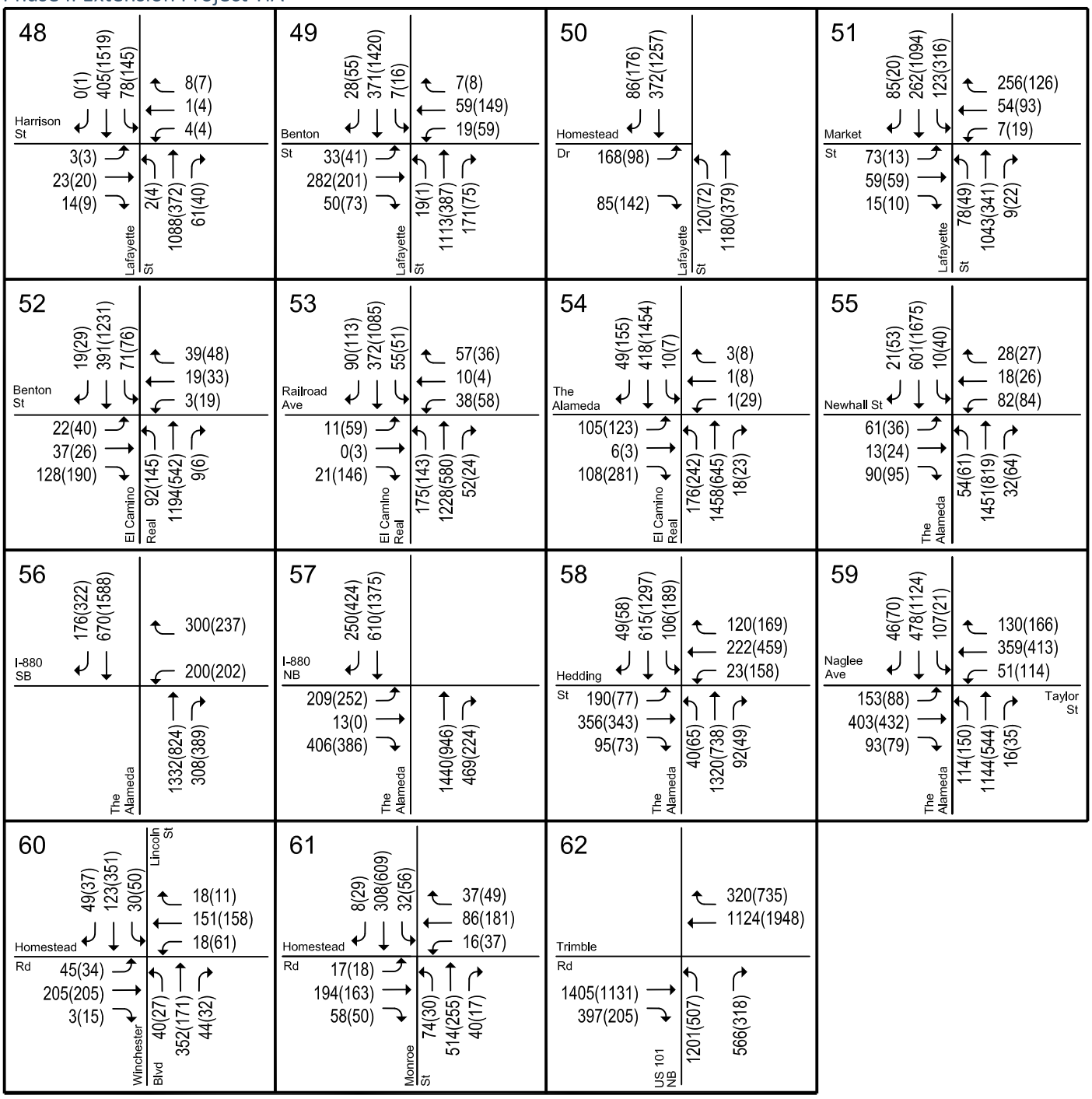
Figure 13
Existing Traffic Volumes - Alum Rock/28th Street Station



LEGEND

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

Figure 14
Existing Traffic Volumes - Santa Clara Station



LEGEND

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

Figure 14
Existing Traffic Volumes - Santa Clara Station

Intersection Levels of Service under 2015 Existing Conditions

Intersection levels of service under 2015 Existing Conditions were evaluated against City of San Jose, City of Santa Clara, and CMP standards. As described in Chapter 1, the traffic volumes analyzed for the 2015 Existing Conditions scenario do not include Project-generated trips. These level of service results are used as a basis of comparison with the 2015 Existing Plus Project scenario in Chapter 4. The intersection level of service calculation sheets are included in Appendix E.

Alum Rock/28th Street Station

The results of the level of service analysis under 2015 Existing Conditions for the Alum Rock/28th Street Station are summarized in Table 6. All of the study intersections in the vicinity of the Alum Rock/28th Street Station are located in the City of San Jose.

City of San Jose Level of Service Analysis

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, all of the study intersections in the vicinity of the Alum Rock/28th Street Station currently operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

CMP Level of Service Analysis

The results of the level of service analysis show that, measured against the CMP level of service standards, all of the CMP study intersections in the vicinity of the Alum Rock/28th Street Station currently operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic

Santa Clara Station

The results of the level of service analysis under 2015 Existing Conditions for the Santa Clara Station are summarized in Table 7. Of the 35 study intersections in the vicinity of the Santa Clara Station, 22 are located in the City of Santa Clara and 13 are located in the City of San Jose.

City of San Jose Level of Service Analysis

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, all of the study intersections in the vicinity of the Santa Clara Station that are located within San Jose currently operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic

City of Santa Clara Level of Service Analysis

The results of the level of service analysis show that, measured against the City of Santa Clara level of service standards, all except two of the study intersections in the vicinity of the Santa Clara Station that are located within Santa Clara currently operate at an acceptable level of service (LOS D or better at local intersections and LOS E or better at expressway and CMP intersections) during both the AM and PM peak hours of traffic. The following two intersections operate at unacceptable levels of service (LOS E or worse for local intersections and LOS F for expressways and CMP intersections) during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#33) Coleman Avenue and Brokaw Road (LOS F – PM peak hour)

The unsignalized intersection of Lafayette Street and Harrison Street (#48) has two-way stop control. The level of service shown for this intersection on Table 7, LOS E in the AM and LOS F in the PM peak hours, reflects the delay and the level of service for the stop-controlled approach with the highest delay, not the average of the entire intersection. Because the City of Santa Clara does not have a level of service standard for unsignalized intersections, this intersection cannot be said to operate at an unacceptable level of service. The level of service

Table 6
Existing Intersection Levels of Service – Alum Rock/28th Street Station Area

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay (sec.)	LOS
1	21st St & E. Julian St	AM	10/09/14	23.2	C
		PM	10/09/14	12.7	B
2	24th St & E. Julian St	AM	10/09/14	17.2	B
		PM	10/09/14	17.1	B
3	N. 28th St & E. Julian St	AM	04/09/15	27.2	C
		PM	04/09/15	14.2	B
4	US 101 SB ramps & E. Julian St	AM	10/09/14	23.1	C
		PM	10/09/14	26.8	C
5	US 101 NB ramps & McKee Rd	AM	10/09/14	22.1	C
		PM	10/09/14	26.9	C
6	33rd St & McKee Rd	AM	05/21/15	35.4	D
		PM	05/20/15	29.7	C
7	King Rd & McKee Rd	AM	10/09/14	46.8	D
		PM	10/08/14	47.2	D
8	Jackson Ave & McKee Rd	AM	05/21/15	39.3	D
		PM	05/20/15	39.9	D
9	17th St & E. Santa Clara St	AM	10/09/14	6.5	A
		PM	10/09/14	9.3	A
10	21st St & E. Santa Clara St	AM	10/09/14	5.7	A
		PM	10/09/14	4.6	A
11	24th St & E. Santa Clara St	AM	11/05/13	19.5	B
		PM	11/05/13	21.1	C
12	26th St. & E. Santa Clara St	AM	10/09/14	16.5	B
		PM	10/09/14	14.4	B
13	N. 28th St & E. Santa Clara St	AM	10/09/14	20.9	**C**
		PM	10/09/14	18.4	B
14	US 101 & E. Santa Clara St *	AM	10/09/14	11.5	B
		PM	09/09/14	16.2	B
15	US 101 & Alum Rock Ave *	AM	10/09/14	11.0	B
		PM	09/09/14	15.9	B
16	33rd St & Alum Rock Rd	AM	05/21/15	21.4	C
		PM	05/20/15	18.5	B
17	King Rd & Alum Rock Ave *	AM	05/19/15	30.1	C
		PM	09/16/14	34.4	C
18	Jackson Ave & Alum Rock Ave *	AM	05/21/15	37.8	D
		PM	09/30/14	43.0	D
19	I-680 S & Alum Rock Ave (West) *	AM	05/21/15	22.2	C
		PM	09/25/14	26.6	C
20	I-680 N & Alum Rock Ave (East) *	AM	05/21/15	20.9	C
		PM	09/25/14	26.3	C
21	24th St & San Antonio St	AM	10/09/14	16.0	B
		PM	10/09/14	12.6	B
22	King Rd & E. San Antonio St.	AM	05/21/15	32.7	C
		PM	05/20/15	33.8	C
23	Jackson Ave & E. San Antonio St/Capitol Expy	AM	05/21/15	35.7	D
		PM	05/20/15	34.7	C
24	24th St & E. William St.	AM	10/09/14	15.8	B
		PM	10/09/14	19.4	B
25	McLaughlin Ave & I-280 SB Ramp *	AM	10/09/14	9.5	A
		PM	09/24/14	14.5	B
26	McLaughlin Ave & Story Rd	AM	10/09/14	42.4	D
		PM	10/09/14	48.5	D
27	King Rd & Mabury Rd	AM	10/08/14	39.7	D
		PM	10/08/14	38.9	D

Notes:
* Denotes a CMP intersection
Bold indicates a substandard level of service (according to City of San Jose standards).

Table 7
Existing Intersection Levels of Service – Santa Clara Station Area

Study Number	Intersection	Location	Peak Hour	Count Date	Avg. Delay (sec.)	LOS
28	Scott Blvd & Central Expy *	Santa Clara	AM	05/21/15	43.8	D
			PM	10/02/14	64.1	E
29	Lafayette St & Central Expy *	Santa Clara	AM	05/21/15	53.7	D
			PM	09/24/14	71.1	E
30	De La Cruz Blvd & Central Expy *	Santa Clara	AM	10/08/14	**270.6**	**F**
			PM	10/02/14	**95.8**	**F**
31	De La Cruz Blvd & Martin Ave	Santa Clara	AM	10/08/14	34.9	C
			PM	10/08/14	30.7	C
32	De La Cruz Blvd & Reed St	Santa Clara	AM	10/08/14	11.1	B
			PM	10/08/14	18.1	B
33	Coleman Ave & Brokaw Rd	Santa Clara	AM	10/08/14	17.0	B
			PM	10/08/14	**88.0**	**F**
34	Coleman Ave & Aviation Ave	San Jose	AM	10/08/14	14.6	B
			PM	10/08/14	7.2	A
35	Coleman Ave & Newhall Dr	San Jose	AM	10/08/14	13.6	B
			PM	10/08/14	18.1	B
36	Coleman Ave & I-880 SB Ramps *	San Jose	AM	05/12/15	24.7	C
			PM	09/25/14	11.6	B
37	Coleman Ave & I-880 NB Ramps *	San Jose	AM	05/12/15	37.3	D
			PM	09/25/14	26.2	C
38	Coleman Ave & W. Hedding St	San Jose	AM	05/12/15	41.0	D
			PM	05/12/15	38.1	D
39	Coleman Ave & W. Taylor St	San Jose	AM	05/12/15	45.0	D
			PM	05/12/15	44.7	D
40	SR 87 & W. Taylor St	San Jose	AM	05/12/15	24.2	C
			PM	05/12/15	32.6	C
41	San Tomas Expy & El Camino Real *	Santa Clara	AM	10/08/14	66.1	E
			PM	09/23/14	79.7	E
42	Scott Blvd & El Camino Real *	Santa Clara	AM	10/08/14	33.8	C
			PM	09/17/14	37.7	D
43	Lincoln St & El Camino Real *	Santa Clara	AM	05/21/15	21.1	C
			PM	09/17/14	23.1	C
44	Monroe St & El Camino Real *	Santa Clara	AM	10/08/14	35.5	D
			PM	09/17/14	32.9	C
45	Lafayette St & Reed St	Santa Clara	AM	01/01/13	6.8	A
			PM	01/01/13	7.4	A
46	Lafayette St & El Camino Real *	Santa Clara	AM	10/08/14	40.8	D
			PM	09/17/14	41.3	D
47	Lafayette St & Lewis St	Santa Clara	AM	10/08/14	10.7	B
			PM	10/08/14	31.9	C
48	Lafayette St & Harrison St	Santa Clara	AM	10/08/14	48.9	E
	Unsignalized (1)		PM	10/08/14	176.9	F
49	Lafayette St & Benton St	Santa Clara	AM	10/08/14	17.1	B
			PM	10/08/14	15.7	B
50	Lafayette St & Homestead Rd	Santa Clara	AM	05/21/15	19.1	B
			PM	05/20/15	9.7	A
51	Lafayette St & Market St	Santa Clara	AM	05/21/15	16.6	B
			PM	05/20/15	24.6	C
52	El Camino Real & Benton St	Santa Clara	AM	10/08/14	12.8	B
			PM	10/08/14	15.4	B
53	El Camino Real & Railroad Ave	Santa Clara	AM	10/08/14	10.5	B
			PM	10/08/14	12.4	B
54	El Camino Real & The Alameda *	Santa Clara	AM	10/08/14	13.0	B
			PM	09/17/14	17.2	B
55	The Alameda & Newhall Dr	San Jose	AM	05/21/15	12.5	B
			PM	05/20/15	12.6	B
56	The Alameda & I-880 (South) *	San Jose	AM	05/07/15	19.2	B
			PM	09/25/14	14.6	B
57	The Alameda & I-880 (North) *	San Jose	AM	05/07/15	23.2	C
			PM	09/25/14	21.2	C
58	The Alameda & W. Hedding St *	San Jose	AM	05/21/15	37.2	D
			PM	09/30/14	38.0	D
59	The Alameda & W. Taylor St/Naglee Ave *	San Jose	AM	05/21/15	42.3	D
			PM	09/30/14	40.5	D
60	Homestead Rd & Lincoln St/Winchester Blvd	Santa Clara	AM	05/21/15	21.3	C
			PM	05/20/15	21.4	C
61	Homestead Rd & Monroe St	Santa Clara	AM	05/21/15	9.8	A
			PM	05/20/15	10.5	B
62	US 101 & Trimble	San Jose	AM	10/07/14	21.8	C
			PM	10/07/14	13.6	B

Notes:
* Denotes a CMP intersection

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

Bold indicates a substandard level of service (according to City of San Jose or City of Santa Clara standards).

is presented for informational purposes only. The peak-hour traffic signal warrant checks for this intersection are included in Chapter 5.

CMP Level of Service Analysis

The results of the level of service analysis show that, measured against the CMP level of service standards, all except one of the CMP study intersections in the vicinity of the Santa Clara Station currently operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic. The following CMP intersection operates at unacceptable levels of service (LOS F) during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)

Existing Freeway Segment Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2014 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The existing level of service for mixed-flow lanes and for High Occupancy Vehicle (HOV) lanes on all 64 directional freeway segments are summarized in Table 8.

The results show that:

- 16 of the 20 directional segments and 13 HOV segments on US 101 operate at an unacceptable LOS F during at least one peak hour.
- 10 of the 12 directional segments and 2 HOV segments on I-280 operate at an unacceptable LOS F during at least one peak hour.
- 7 of the 8 directional segments on I-680 operate at an unacceptable LOS F during at least one peak hour.
- 8 of the 10 directional segments and 3 HOV segments on SR 87 operate at an unacceptable LOS F during at least one peak hour.
- 12 of 14 directional segments on I-880 operate at an unacceptable LOS F during at least one peak hour.

In summary, of the 64 freeway segments that were analyzed, 53 directional mixed flow freeway segments and 18 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards.

Table 8
Existing Freeway Levels of Service

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Volume	Density	LOS	Avg. Speed	# of Lanes	Volume	Density	LOS
US 101	Tully to Story	NB	AM	25.0	3.0	5,400	**72**	**F**	15.0	1.0	1430	**95**	**F**
			PM	66.0	3.0	4,950	25	C	70.0	1.0	910	13	B
US 101	Story to I-280	NB	AM	22.0	3.0	5,220	**79**	**F**	19.0	1.0	1640	**86**	**F**
			PM	67.0	3.0	3,000	15	B	70.0	1.0	350	5	A
US 101	I-280 to Santa Clara	NB	AM	13.0	3.0	4,020	**103**	**F**	13.0	1.0	1330	**102**	**F**
			PM	66.0	3.0	4,560	23	C	70.0	1.0	700	10	A
US 101	Santa Clara to McKee	NB	AM	11.0	3.0	3,700	**112**	**F**	16.0	1.0	1480	**92**	**F**
			PM	66.0	3.0	3,960	20	C	70.0	1.0	1050	15	B
US 101	I-880 to Old Bayshore	NB	AM	14.0	3.0	4,200	**100**	**F**	19.0	1.0	1,600	**84**	**F**
			PM	67.0	3.0	3,600	18	B	70.0	1.0	420	6	A
US 101	Old Bayshore to First	NB	AM	12.0	3.0	3,930	**109**	**F**	13.0	1.0	1,360	**104**	**F**
			PM	66.0	3.0	3,960	20	C	70.0	1.0	560	8	A
US 101	First to SR 87	NB	AM	19.0	3.0	4,850	**85**	**F**	19.0	1.0	1,600	**84**	**F**
			PM	67.0	3.0	3,400	17	B	70.0	1.0	630	9	A
US 101	SR 87 to De La Cruz	NB	AM	12.0	3.0	3,860	**107**	**F**	14.0	1.0	1,400	**100**	**F**
			PM	66.0	3.0	4,160	21	C	70.0	1.0	420	6	A
US 101	De La Cruz to Montague	NB	AM	26.0	3.0	5,460	**70**	**F**	39.0	1.0	2,070	53	E
			PM	65.0	3.0	6,050	31	D	70.0	1.0	980	14	B
US 101	Montague to Great America	NB	AM	21.0	3.0	5,110	**81**	**F**	41.0	1.0	2,100	51	E
			PM	58.0	3.0	6,620	38	D	70.0	1.0	1,820	26	C
US 101	Great America to Montague	SB	AM	66.0	3.0	4,950	25	C	67.0	1.0	1,080	16	B
			PM	14.0	3.0	4,160	**99**	**F**	20.0	1.0	1,820	**91**	**F**
US 101	Montague to De La Cruz	SB	AM	66.0	3.0	5,310	27	D	67.0	1.0	940	14	B
			PM	13.0	3.0	4,060	**104**	**F**	40.0	1.0	2,520	**63**	**F**
US 101	De La Cruz to SR 87	SB	AM	62.0	3.0	6,510	35	D	67.0	1.0	610	9	A
			PM	18.0	3.0	4,700	**87**	**F**	50.0	1.0	2,400	48	E
US 101	SR 87 to First	SB	AM	67.0	3.0	2,600	13	B	67.0	1.0	410	6	A
			PM	16.0	3.0	4,520	**94**	**F**	30.0	1.0	2,340	**78**	**F**
US 101	First to Old Bayshore	SB	AM	67.0	3.0	3,400	17	B	67.0	1.0	410	6	A
			PM	6.0	3.0	2,650	**147**	**F**	20.0	1.0	1,820	**91**	**F**
US 101	Old Bayshore to I-880	SB	AM	67.0	3.0	2,400	12	B	67.0	1.0	540	8	A
			PM	8.0	3.0	3,030	**126**	**F**	30.0	1.0	2,160	**72**	**F**
US 101	McKee to Santa Clara	SB	AM	67.0	3.0	2,800	14	B	67.0	1.0	810	12	B
			PM	62.0	3.0	6,510	35	D	70.0	1.0	1400	20	C
US 101	Santa Clara to I-280	SB	AM	67.0	3.0	3,600	18	B	67.0	1.0	270	4	A
			PM	63.0	3.0	6,430	34	D	70.0	1.0	1960	28	D
US 101	I-280 to Story	SB	AM	67.0	3.0	3,200	16	B	67.0	1.0	470	7	A
			PM	54.0	3.0	6,650	41	D	70.0	1.0	1470	21	C
US 101	Story to Tully	SB	AM	66.0	3.0	3,960	20	C	67.0	1.0	470	7	A
			PM	45.0	3.0	6,480	48	E	70.0	1.0	1820	26	C
I-280	I-880 to Meridian	EB	AM	66.0	3.0	5,150	26	C	67.0	1.0	670	18	B
			PM	17.0	3.0	4,590	**90**	**F**	20.0	1.0	1,740	**30**	**F**
I-280	Meridian to Bird	EB	AM	61.0	4.0	8,790	36	D	---	---	---	---	---
			PM	21.0	4.0	6,810	**81**	**F**	---	---	---	---	---
I-280	Bird to SR 87	EB	AM	66.0	4.0	5,280	20	C	---	---	---	---	---
			PM	25.0	4.0	7,200	**72**	**F**	---	---	---	---	---
I-280	SR 87 to 10th	EB	AM	67.0	4.0	4,530	17	B	---	---	---	---	---
			PM	27.0	4.0	7,460	**69**	**F**	---	---	---	---	---
I-280	10th to McLaughlin	EB	AM	66.0	4.0	5,020	19	C	---	---	---	---	---
			PM	54.0	4.0	8,860	41	D	---	---	---	---	---
I-280	McLaughlin to US 101	EB	AM	66.0	4.0	5,810	22	C	---	---	---	---	---
			PM	54.0	4.0	8,860	41	D	---	---	---	---	---
I-680	US 101 to King	NB	AM	33.0	4.0	7,920	**60**	**F**	---	---	---	---	---
			PM	66.0	4.0	7,080	27	D	---	---	---	---	---
I-680	King to Capitol	NB	AM	20.0	4.0	6,560	**82**	**F**	---	---	---	---	---
			PM	47.0	4.0	8,650	46	D	---	---	---	---	---
I-680	Capitol to Alum Rock	NB	AM	18.0	4.0	6,270	**87**	**F**	---	---	---	---	---
			PM	65.0	4.0	7,800	30	D	---	---	---	---	---
I-680	Alum Rock to McKee	NB	AM	27.0	4.0	7,350	**68**	**F**	---	---	---	---	---
			PM	66.0	4.0	5,810	22	C	---	---	---	---	---

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.

Table 8, Continued
Existing Freeway Levels of Service

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Volume	Density	LOS	Avg. Speed	# of Lanes	Volume	Density	LOS
I-680	McKee to Alum Rock	SB	AM	63.0	4.0	8,570	34	D	---	---	---	---	---
			PM	47.0	4.0	8,650	46	D	---	---	---	---	---
I-680	Alum Rock to Capitol	SB	AM	23.0	4.0	7,090	**77**	**F**	---	---	---	---	---
			PM	65.0	4.0	7,540	29	D	---	---	---	---	---
I-680	Capitol to King	SB	AM	21.0	4.0	7,490	**81**	**F**	---	---	---	---	---
			PM	66.0	4.0	7,790	27	D	---	---	---	---	---
I-680	King to US 101	SB	AM	12.0	4.0	5,140	**107**	**F**	---	---	---	---	---
			PM	66.0	4.0	5,550	21	C	---	---	---	---	---
I-280	US 101 to McLaughlin	WB	AM	14.0	4.0	5,660	**101**	**F**	---	---	---	---	---
			PM	66.0	4.0	6,340	24	C	---	---	---	---	---
I-280	McLaughlin to 10th	WB	AM	19.0	4.0	6,390	**84**	**F**	---	---	---	---	---
			PM	65.0	4.0	7,540	29	D	---	---	---	---	---
I-280	10th to SR 87	WB	AM	21.0	4.0	6,720	**80**	**F**	---	---	---	---	---
			PM	65.0	4.0	7,800	30	D	---	---	---	---	---
I-280	SR 87 to Bird	WB	AM	20.0	4.0	6,640	**83**	**F**	---	---	---	---	---
			PM	62.0	4.0	8,680	35	D	---	---	---	---	---
I-280	Bird to Meridian	WB	AM	18.0	4.0	6,410	**89**	**F**	---	---	---	---	---
			PM	58.0	4.0	8,820	38	D	---	---	---	---	---
I-280	Meridian to I-880	WB	AM	14.0	3.0	4,760	**100**	**F**	26.0	1.0	1,820	**70**	**F**
			PM	66.0	3.0	4,720	21	C	70.0	1.0	1,330	19	C
SR 87	Curtner to Almaden Expressway	NB	AM	13.0	2.0	2,660	**102**	**F**	22.0	1.0	1,720	**78**	**F**
			PM	65.0	2.0	3,900	30	D	70.0	1.0	1,190	17	B
SR 87	Almaden Expressway to Alma	NB	AM	29.0	2.0	3,770	**65**	**F**	43.0	1.0	2,110	49	E
			PM	41.0	2.0	4,190	51	E	70.0	1.0	1,540	22	C
SR 87	Alma to I-280	NB	AM	33.0	2.0	3,960	**60**	**F**	61.0	1.0	2,200	36	D
			PM	66.0	2.0	3,440	26	C	70.0	1.0	420	6	A
SR 87	I-280 to Julian	NB	AM	16.0	2.0	2,980	**93**	**F**	30.0	1.0	1,920	**64**	**F**
			PM	67.0	2.0	2,400	18	B	70.0	1.0	630	9	A
SR 87	Julian to Coleman	NB	AM	14.0	2.0	2,800	**100**	**F**	32.0	1.0	1,960	**61**	**F**
			PM	67.0	2.0	2,130	16	B	70.0	1.0	490	7	A
SR 87	Coleman to Julian	SB	AM	66.0	2.0	3,540	27	D	67.0	1.0	670	10	A
			PM	32.0	2.0	3,910	**61**	**F**	50.0	1.0	2,200	44	D
SR 87	Julian to I-280	SB	AM	67.0	2.0	1,870	14	B	67.0	1.0	410	6	A
			PM	36.0	2.0	4,040	56	E	70.0	1.0	2,030	29	D
SR 87	I-280 to Alma	SB	AM	67.0	2.0	1,870	14	B	67.0	1.0	210	3	A
			PM	15.0	2.0	3,900	**95**	**F**	60.0	1.0	1,190	41	D
SR 87	Alma to Almaden Expressway	SB	AM	66.0	2.0	2,910	22	C	67.0	1.0	610	9	A
			PM	27.0	2.0	3,040	**69**	**F**	60.0	1.0	840	38	D
SR 87	Almaden Expressway to Curtner	SB	AM	66.0	2.0	2,640	20	C	67.0	1.0	410	6	A
			PM	36.0	2.0	4,040	56	E	70.0	1.0	1,960	28	D
I-880	I-280 to Stevens Creek	NB	AM	15.0	3.0	4,370	**97**	**F**	---	---	---	---	---
			PM	66.0	3.0	4,160	21	C	---	---	---	---	---
I-880	Stevens Creek to Bascom	NB	AM	20.0	3.0	4,920	**82**	**F**	---	---	---	---	---
			PM	16.0	3.0	4,420	**92**	**F**	---	---	---	---	---
I-880	Bascom to The Alameda	NB	AM	27.0	3.0	5,590	**69**	**F**	---	---	---	---	---
			PM	13.0	3.0	4,060	**104**	**F**	---	---	---	---	---
I-880	The Alameda to Coleman	NB	AM	31.0	3.0	5,860	**63**	**F**	---	---	---	---	---
			PM	15.0	3.0	4,320	**96**	**F**	---	---	---	---	---
I-880	Coleman to SR 87	NB	AM	22.0	3.0	5,150	**78**	**F**	---	---	---	---	---
			PM	24.0	3.0	5,330	**74**	**F**	---	---	---	---	---
I-880	SR 87 to First	NB	AM	48.0	3.0	6,480	45	D	---	---	---	---	---
			PM	22.0	3.0	5,220	**79**	**F**	---	---	---	---	---
I-880	First to US 101	NB	AM	36.0	3.0	6,160	57	E	---	---	---	---	---
			PM	51.0	3.0	6,580	43	D	---	---	---	---	---
I-880	US 101 to First	SB	AM	16.0	3.0	4,470	**93**	**F**	---	---	---	---	---
			PM	14.0	3.0	4,250	**101**	**F**	---	---	---	---	---
I-880	First to SR 87	SB	AM	25.0	3.0	5,480	**73**	**F**	---	---	---	---	---
			PM	14.0	3.0	4,160	**99**	**F**	---	---	---	---	---
I-880	SR 87 to Coleman	SB	AM	65.0	3.0	5,850	30	D	---	---	---	---	---
			PM	23.0	3.0	5,250	**76**	**F**	---	---	---	---	---
I-880	Coleman to The Alameda	SB	AM	66.0	3.0	5,310	27	D	---	---	---	---	---
			PM	23.0	3.0	5,250	**76**	**F**	---	---	---	---	---
I-880	The Alameda to Bascom	SB	AM	66.0	3.0	4,950	25	C	---	---	---	---	---
			PM	25.0	3.0	5,480	**73**	**F**	---	---	---	---	---
I-880	Bascom to Stevens Creek	SB	AM	50.0	3.0	6,600	44	D	---	---	---	---	---
			PM	30.0	3.0	5,760	**64**	**F**	---	---	---	---	---
I-880	Stevens Creek to I-280	SB	AM	66.0	3.0	3,960	20	C	---	---	---	---	---
			PM	65.0	3.0	5,850	30	D	---	---	---	---	---

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.

Observed 2015 Existing Traffic Conditions

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

AM and PM field observations revealed that overall the study intersections operate well, and the level of service calculations accurately reflect existing conditions. However, field observations revealed that some minor operational problems currently occur that may not be reflected in the intersection level of service calculations, as indicated below.

3. North 28th Street and East Julian Street/McKee Road

The intersection of 28th Street and East Julian Street/McKee Road on the south side of the broad median strip on McKee Road is very close to two other intersections. One, which is less than 50 feet north, is 28th Street and E. Julian Street on the north side of the median strip, and the other is US 101 SB Ramps and McKee Road, which is approximately 150 feet east of the intersection. This close proximity creates issues with drivers knowing which lanes to be in, as well understanding which signals apply to which intersection.

During the AM peak hour, vehicles turning right onto the US 101 southbound ramp from eastbound McKee Road spilled into the intersection, preventing northbound through movements and northbound right-turn movements from proceeding.

During the PM peak hour, similar queues from the US 101 southbound ramps were observed on eastbound McKee Road. This queue at the on-ramp prevents vehicles in the eastbound through movement from passing through the intersection, creating queues that extend from this intersection to the intersection of 26th Street and Julian Street.

7. King Road and McKee Road

During the AM peak hour, pedestrians utilizing the midblock crossing along McKee Road between King Road and 33rd Street can create a vehicle queue in the westbound direction that spills into the intersection due to the relatively high westbound volume.

During the PM peak hour, the eastbound left-turn volumes exceed the storage capacity for the single left-turn pocket. These left-turn queues fill up the shared left-turn center lane for the east and west bound traffic with eastbound left-turning vehicles queuing within the westbound left-turn pocket at the intersection of 34th Street and McKee Road.

8. Jackson Avenue and McKee Road

During the AM peak hour, there is a relatively high volume of westbound left-turning vehicles. These left-turning vehicles exceed the capacity of the dual left-turn lanes. When vehicles spill out of the left-turn pocket, westbound through vehicles back up behind the queue and some vehicles attempt to move to the adjacent through lane to get around the queue. However, all westbound left turning vehicles clear the intersection during the green phase.

13. North 28th Street and East Santa Clara Avenue

Field observations showed that under existing conditions there are no issues with the intersection operationally. The northbound and southbound movements at this intersection currently have very low volumes, and as such, signal operation permits northbound and southbound traffic to enter the intersection simultaneously.

18. Jackson Avenue and Alum Rock Avenue

During the AM peak hour, westbound through queues spill back and block vehicles turning right off of the I-680 SB off-ramp. Eastbound queues at the intersection of I-680 southbound off-ramp and Alum Rock Avenue spill back into this intersection. Issues caused by the I-680 southbound off-ramp and Alum Rock Avenue appear to be caused when a northbound left-turning vehicle approaches the intersection on Foss Ave. The green time for this

northbound movement is much longer than it takes for the single car to make it through the intersection which causes the signal to operate inefficiently. This could be caused by a broken loop detector that results in maxing out the green time. This inefficient signal operation causes queues in the south, east, and west bound directions.

28. Scott Boulevard and Central Expressway

During the AM peak hour, westbound traffic merging from Central Expressway onto Lawson Lane (which acts as the interchange between westbound Central Expressway and northbound San Tomas Expressway) creates queues that spill into this intersection.

During the PM peak hour, the eastbound queues along Central Expressway extend past the weaving section for vehicles merging onto eastbound Central Expressway from northbound San Tomas Expressway. This prevents vehicles from merging and creates a queue along the interchange from San Tomas Expressway.

29. Lafayette Street and Central Expressway

During the AM peak hour, the northbound through queue at the intersection spills back into the signalized intersection of Lafayette Street and Walsh Avenue. This queue prevents vehicles from entering the left-turn and right-turn pockets if queued further south than the Hitachi site driveway.

During the PM peak hour, this intersection is significantly influenced by the queues from the eastbound left-turn lanes at Central Expressway and De La Cruz Boulevard. The eastbound queue spilling into this intersection prevents eastbound through vehicles and southbound left-turning vehicles at Central Expressway and Lafayette Street from crossing the intersection.

30. De La Cruz Boulevard and Central Expressway

This intersection experiences relatively high volumes during both the AM and PM peak hours.

During the AM peak hour, northbound through and left-turn queues spill back through the intersection of De La Cruz Boulevard and Airport Technology Park Driveway. Other issues at this intersection during the AM peak hour stem from the nearby 101 southbound off-ramp and the 101 northbound on-ramp. The weaving section along De La Cruz Boulevard creates a bottleneck in the southbound direction along De La Cruz Boulevard as vehicles exiting the freeway attempt to merge into the southbound through lane, while a relatively high number of vehicles merge into this off-ramp lane to make a right turn at the intersection. These conflicting movements create queues that back up past the US101 southbound off-ramp and prevent vehicles from merging into the through lanes, as well as into the right-turn only lane. A relatively high number of eastbound left-turning vehicles attempt to quickly merge to the rightmost lane on northbound Trimble Road to enter onto the US 101 northbound on-ramp. This high volume merging over during this phase creates queues from the US101 northbound on-ramp that spill back into the intersection and prevent the northbound through movements in the middle lane from proceeding.

During the PM peak hour, eastbound left-turning movements create queues that spill back all the way to Lafayette Street and Central Expressway. The ramp metering and high number of volumes turning onto the US 101 southbound on-ramp create long queues that spill back into this intersection, preventing the eastbound left-turn and northbound through movements from clearing in one cycle. Past this on-ramp there is very little traffic, and vehicles drive at free-flow speed.

36. Coleman Avenue and I-880 Southbound Ramps

During the AM peak hour, northbound volumes are relatively high. These volumes don't create any queuing issues at the intersection. A majority of the westbound vehicles are turning right off of the I-880 southbound ramp. The maximum number of turning vehicles observed in a queue in the right-turn lane was five vehicles.

During the PM peak hour, it was noted that a majority of the right-turning vehicles from the I-880 southbound ramp continued to turn right onto Airport Road. Beyond this, no operational issues were observed.

37. Coleman Avenue/McKendrie Street and I-880 Northbound Ramps

No AM or PM operational issues were observed at this intersection. The current configuration of this intersection allows for right-turn only movements in the eastbound direction. According to the City database, this right turn is

granted a green time for their maneuvers. However, after observing numerous right-turning vehicles at this leg, the signal never changed to a green phase for this movement.

38. Coleman Avenue and Hedding Street

During the PM peak hour, the southbound queues at the intersection spill back to the intersection of Coleman Avenue and I-880 southbound ramps. This queue typically clears when the southbound movements have green lights. There is a high volume of southbound left-turns which exceed the capacity of the dual-left turning lanes.

39. Coleman Avenue and Taylor Street

During the AM peak hour, westbound through movement queues extend past the left-turning pockets, preventing vehicles from entering the pocket.

During the PM peak hour, southbound queues extend past the unsignalized intersection of Coleman Avenue and Emory Street.

40. SR 87 and Taylor Street

During the AM peak hour, the westbound left-turn movement from Taylor Street onto southbound SR 87 occasionally spills out of the left-turn pocket. As a result, it occasionally requires two signal cycles for all westbound left-turning vehicles to clear the intersection. Eastbound through traffic on Taylor Street received heavy volume from the SR 87 northbound off-ramp, and vehicle queues occasionally extend back to the off-ramp.

During the PM peak hour, the on-ramp to southbound SR 87 is metered. As a result of vehicle stacking on the on-ramp, vehicles turning left onto southbound SR 87 from westbound Taylor Street consistently block eastbound through traffic on Taylor Street. However, this situation does not last long, and eastbound traffic on Taylor Street is able to clear the intersection in one signal cycle.

41. San Tomas Expressway and El Camino Real

During the AM peak hour this intersection experiences relatively high volumes in the north, east, and west bound directions. Northbound through queues on San Tomas Expressway spill back to the intersection of San Tomas Expressway and Benton Street and do not clear in one cycle. Additionally, this northbound queue prevents vehicles from entering the northbound left-turn pocket. The eastbound and westbound left-turning vehicles exceed the storage spaces of the single left-turn pockets along El Camino Real.

During the PM peak hour this intersection experiences relatively high volumes in the south and east bound directions. Eastbound through queues on El Camino Real spill back to the unsignalized intersection of Buchanan Drive and El Camino Real, preventing vehicles in the westbound turn pocket from making the turn. This left-turn pocket has room for approximately six vehicles before interfering with through movements at this intersection. The southbound through queues along El Camino Real spill back to the signalized intersection of San Tomas Expressway and Cabrillo Avenue.

46. Lafayette Street and El Camino Real

During the AM peak hour, northbound Lafayette Street experiences relatively heavy traffic volumes. The northbound through queues spill back into the intersection of Lafayette Street and Lewis Street, preventing right-turning vehicles from westbound Lewis Street from merging into the northbound through lane.

During the PM peak hour, southbound Lafayette Street experiences relatively heavy traffic volumes. The southbound through traffic does not clear in one cycle, and the southbound queues from Lafayette Street and Lewis Street prevent a majority of the vehicles from passing through the intersection during the designated green time.

El Camino Real experiences relatively heavy volumes in the eastbound direction during the AM peak hour, and in the westbound direction during the PM peak hour. The volumes at this intersection are primarily through movements, and all of the vehicles clear the intersection in one signal cycle.

47. Lafayette Street and Lewis Street

During the AM peak hour, northbound queues from the intersection of Lafayette Street and El Camino Real spill into this intersection, preventing the northbound through vehicles on Lafayette from clearing in one cycle. In turn, the northbound queue at this intersection spills back into the intersection of Lafayette Street and Benton Street.

During the PM peak hour, southbound queues from the intersection of Lafayette Street and Benton Street spill back into this intersection. The queuing analysis for this intersection during the PM peak hour shows that the expected left-turn queue on westbound Lewis Street will queue a significant distance back, almost onto De La Cruz Boulevard. From numerous observations, however, this left-turn queue only ever extends as far as the interchange between De La Cruz Boulevard, Alviso Street, and Lewis Street (measured to be approximately 350 feet on Google Earth). It was observed that a high number of westbound vehicles on Lewis Street continue through the intersection and make a left-turn at the downstream intersection of Washington Street and Lewis Street.

59. The Alameda and Naglee Avenue/Taylor Street

During the AM peak hour, the westbound left-turn movements exceed the storage of the left-turn pocket.

During the PM peak hour, the westbound through movement queue blocks the left-turn pocket. There is a relatively high number of eastbound right-turns at this intersection, which when southbound through movements have the green light, queue back past the unsignalized intersection of Morse Street and Naglee Avenue. The southbound left-turn movements overflow the storage of the left-turn pocket and block vehicles in the east most through lane from continuing through to the intersection.

The remaining study intersections and transportation system were not observed to have any operational problems.

3.
2025 Background Conditions

This chapter presents 2025 Background traffic conditions, which are defined as conditions just prior to completion of the proposed Project. For this analysis, background conditions are represented by the year 2025 (opening day of the Phase II BART stations), without the Phase II Project. Traffic volumes for 2025 Background Conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine 2025 Background traffic volumes and the resulting traffic conditions at the study intersections and on the study freeway segments.

2025 Background Transportation Network

This scenario assumes that the Phase I Project (Milpitas and Berryessa BART Stations only) would be completed and in operation. It is also assumed that Bus Rapid Transit (BRT) service would be operating on the Santa Clara Street and Alum Rock Avenue corridor.

In addition, the following changes at eight study intersections would be constructed by the Year 2025, based on input from the Cities of Santa Clara and San Jose. These changes were incorporated into the lane geometry in the TRAFFIX software under the Background scenario:

Intersections Near Alum Rock/28th Street Station

- King Road and McKee Road (Study Intersection #7): Add a second eastbound left-turn lane on McKee Road.

Intersections Near Santa Clara Station

- Central Expressway and Scott Boulevard (#28): Convert existing through HOV lanes to mixed-flow lanes.
- Central Expressway and Lafayette Street (#29): Convert existing through HOV lanes to mixed-flow lanes.
- Central Expressway and De La Cruz Boulevard (#30): Convert existing eastbound HOV lane to mixed-flow lane.
- Coleman Avenue and Brokaw Road (#33): Widen Coleman Avenue to accommodate a third southbound through lane.
- Coleman Avenue and Hedding Street (#38): Add a second eastbound left-turn lane on Hedding Street.
- Coleman Avenue and Taylor Street (#39): Remove the free right-turn movement, add a westbound dedicated right-turn lane on Taylor Street.
- San Tomas Expressway and El Camino Real (#41): Add a second left-turn lane on both the eastbound and westbound approaches.

2025 Background Conditions Traffic Volumes at Study Intersections

2025 Background Conditions peak hour traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments in the City of San Jose was obtained from the City's Approved Trips Inventory (ATI) dated July 22, 2015. The ATI lists each approved project and the trips associated with the approved project for each intersection. The San Jose ATI is contained in Appendix C.

The added traffic from approved but not-yet-constructed developments in the City of Santa Clara was obtained from the City of Santa Clara's TRAFFIX network, which was updated with the current list of approved projects provided by City staff and dated July 15, 2015. Traffic generated by Phase 1 of the North San Jose Development Policy and approved projects within the City of Sunnyvale also were included in the background traffic volumes. The list of approved but not yet constructed projects in Santa Clara is included in Appendix C.

2025 Background Conditions traffic volumes are shown graphically on Figures 15 and 16 for intersections near the Alum Rock/28th Street and Santa Clara Stations, respectively. Traffic volumes for all components of traffic are tabulated in Appendix D.

Intersection Levels of Service under 2025 Background Conditions

Intersection levels of service under 2025 Background Conditions were evaluated against City of San Jose, City of Santa Clara, and CMP standards. As described in Chapter 1, the traffic volumes analyzed for the 2025 Background Conditions scenario do not include Project-generated trips. These level of service results are used as a basis of comparison with the 2025 Background Plus Project scenario in Chapter 4. The intersection level of service calculation sheets are included in Appendix E.

Alum Rock/28th Street Station

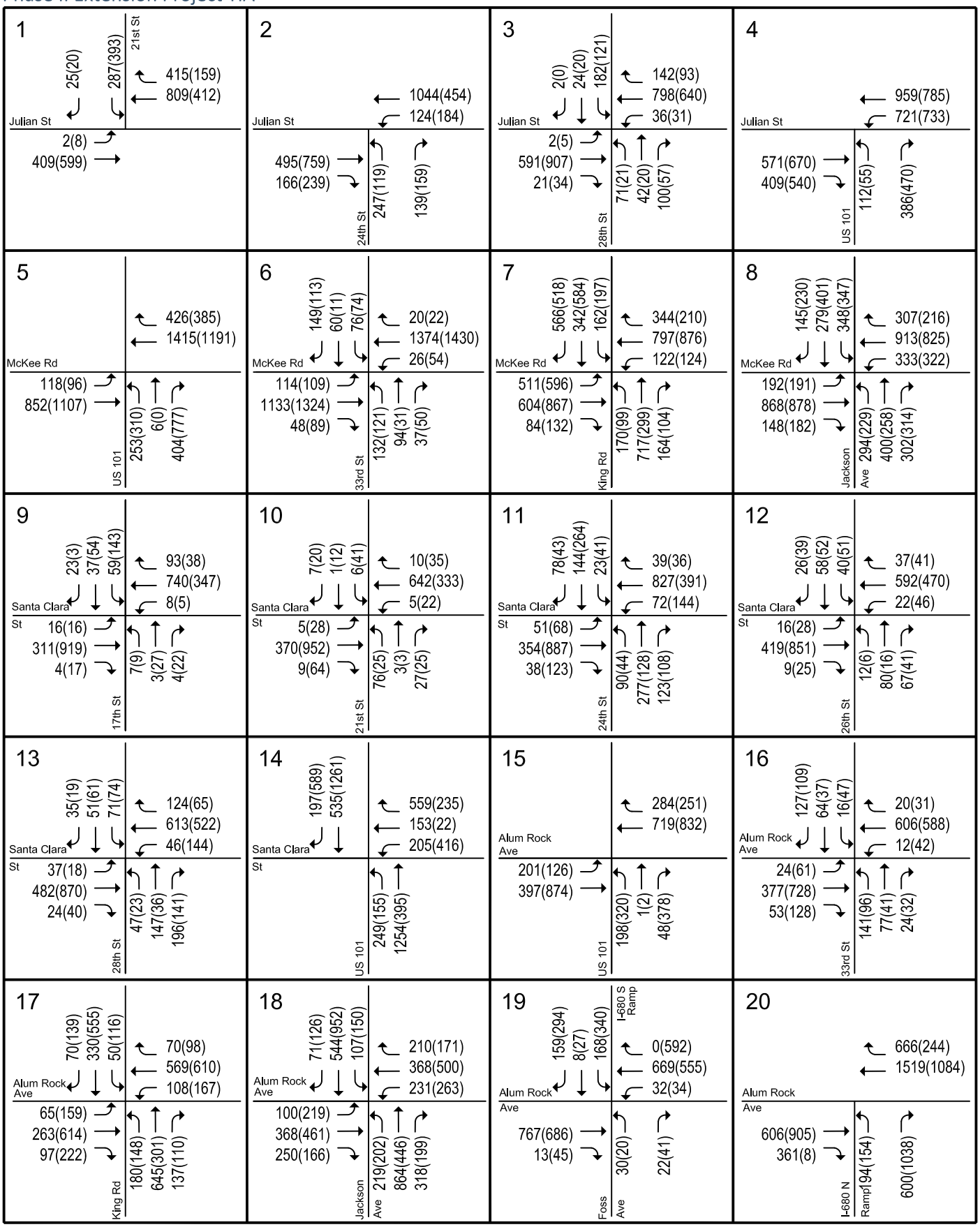
The results of the level of service analysis under 2025 Background Conditions for the Alum Rock/28th Street Station are summarized in Table 9. All of the 27 study intersections in the vicinity of the Alum Rock/28th Street Station are located in the City of San Jose.

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2025 Background Conditions show that, measured against the City of San Jose level of service policy, all of the study intersections in the vicinity of the Alum Rock/28th Street Station would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

CMP Level of Service Analysis

The results of the level of service analysis under 2025 Background Conditions show that, measured against the CMP level of service standards, all of the CMP study intersections in the vicinity of the Alum Rock/28th Street Station would operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic.

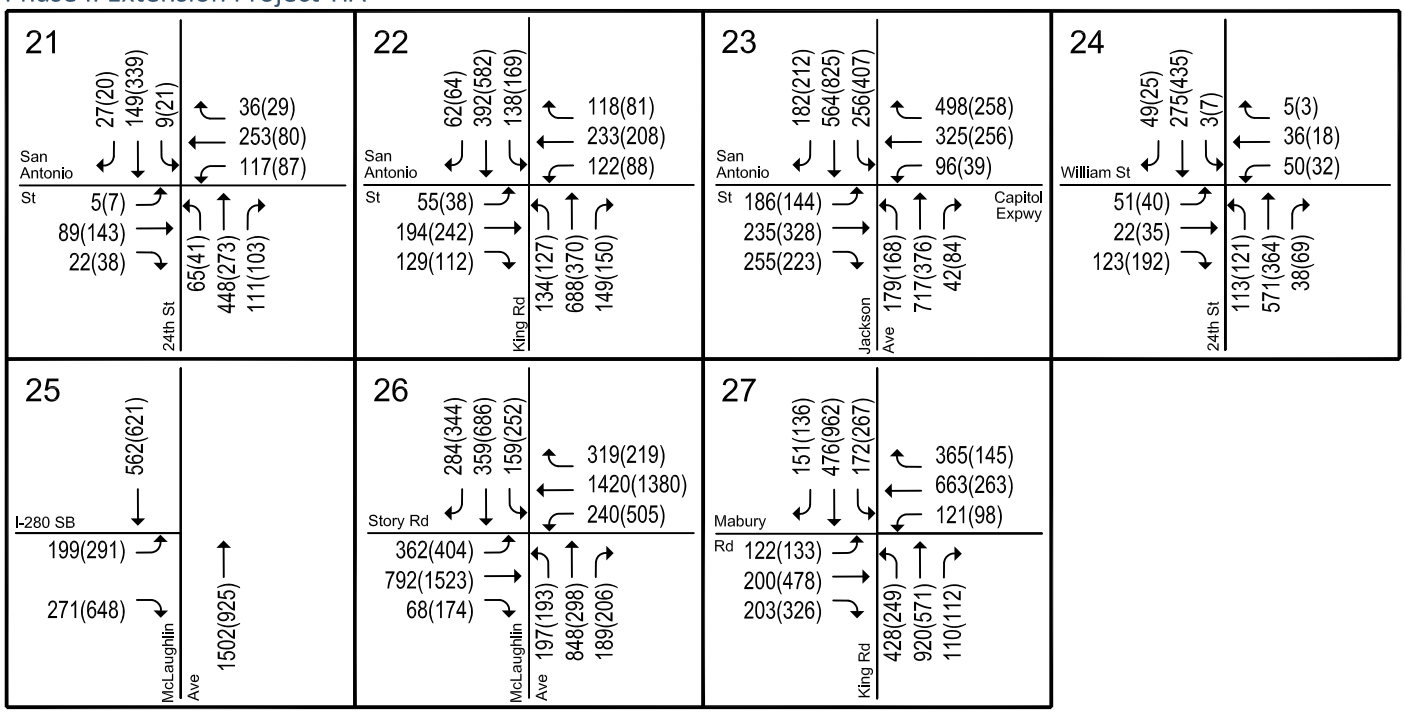


LEGEND

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

Figure 15

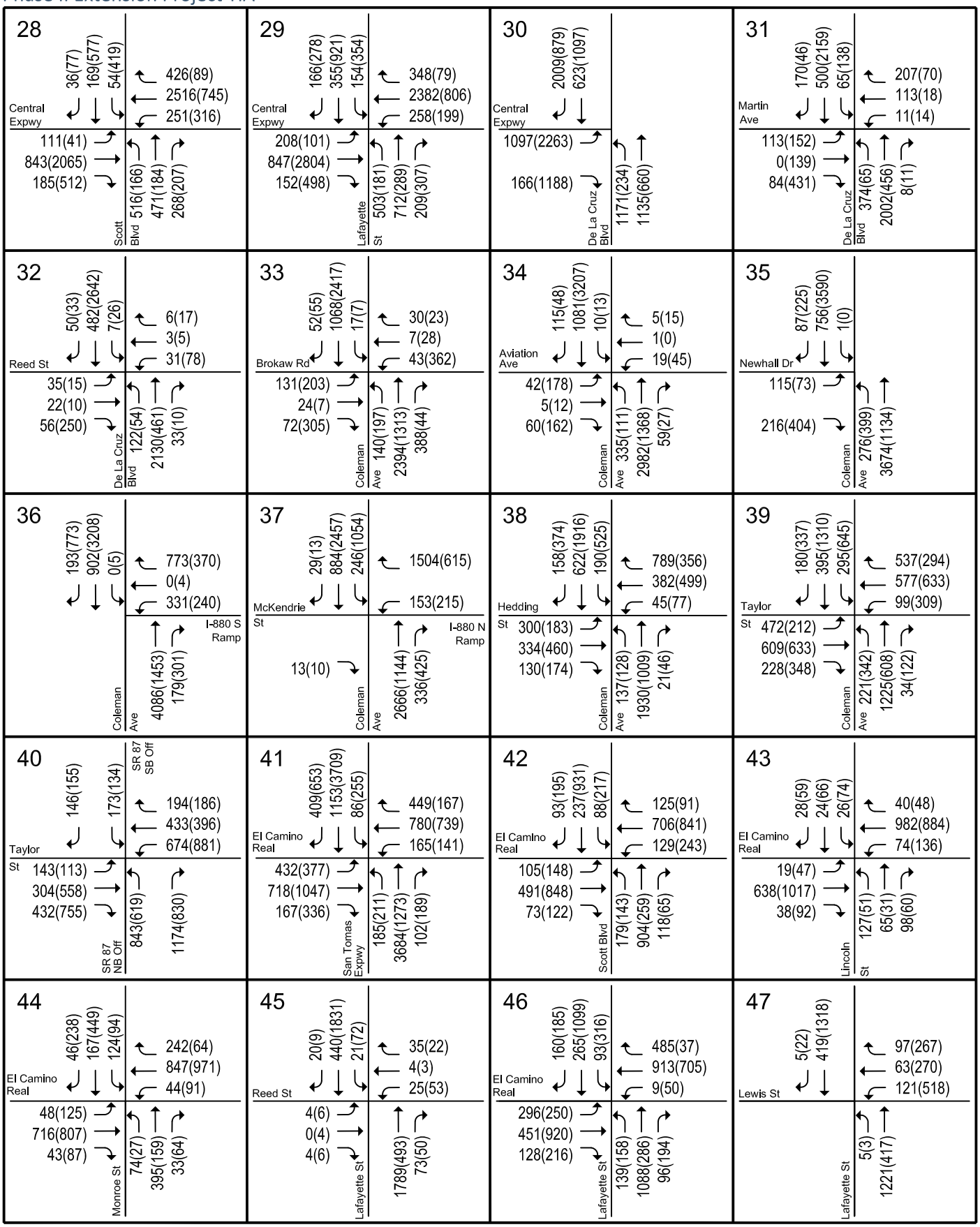
2025 Background Conditions Traffic Volumes - Alum Rock/28th Street Station



LEGEND

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

Figure 15
2025 Background Conditions Traffic Volumes - Alum Rock/28th Street Station

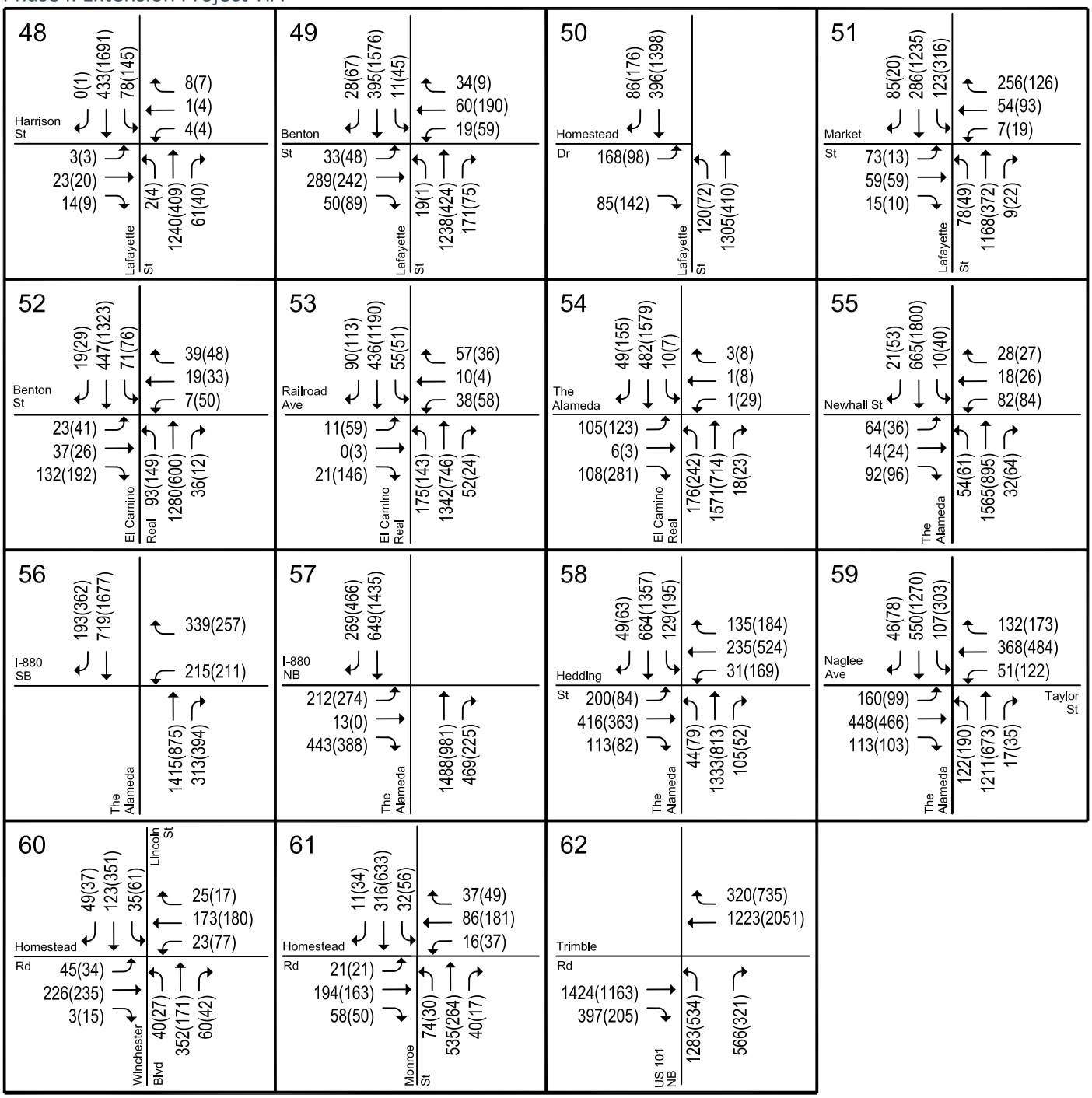


LEGEND

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

Figure 16

2025 Background Conditions Traffic Volumes - Santa Clara Station



LEGEND

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

Figure 16
2025 Background Conditions Traffic Volumes - Santa Clara Station

Santa Clara Station

The results of the level of service analysis under 2025 Background Conditions for the Santa Clara Station are summarized in Table 10. Of the 35 study intersections in the vicinity of the Santa Clara Station, 22 are located in the City of Santa Clara and 13 are located in the City of San Jose.

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2025 Background Conditions show that, measured against the City of San Jose level of service policy, all but three of the Santa Clara Station study intersections located within San Jose would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The following three intersections would operate at unacceptable levels of service (LOS E or worse) under 2025 Background Conditions during at least one peak hour:

(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour)
(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)
(#39) Coleman Avenue and Taylor Street (LOS E – AM and PM peak hours)

City of Santa Clara Level of Service Analysis

The results of the level of service analysis under 2025 Background Conditions show that, measured against the City of Santa Clara level of service standards, all except three of the Santa Clara Station study intersections located within Santa Clara would operate at an acceptable level of service (LOS D or better at local intersections and LOS E or better at expressway and CMP intersections) during both the AM and PM peak hours of traffic. The following three intersections would operate at unacceptable levels of service (LOS E or worse for local intersections and LOS F for expressways and CMP intersections) under 2025 Background Conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#33) Coleman Avenue and Brokaw Road (LOS E – PM peak hour)
(#41) San Tomas Expressway and El Camino Real * (LOS F – AM and PM peak hours)

The unsignalized intersection of Lafayette Street and Harrison Street (#48) has two-way stop control. The level of service shown for this intersection on Table 10, LOS F in both the AM and PM peak hours, reflects the delay and the level of service for the stop-controlled approach with the highest delay, not the average of the entire intersection. Because the City of Santa Clara does not have a level of service standard for unsignalized. intersections, this intersection cannot be said to operate at an unacceptable level of service. The level of service is presented for informational purposes only. The peak-hour traffic signal warrant checks for this intersection are included in Chapter 5.

CMP Level of Service Analysis

The results of the level of service analysis show that, measured against the CMP level of service standards, all except four of the CMP study intersections in the vicinity of Santa Clara Station would operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic. The following CMP intersections would operate at unacceptable levels of service (LOS F) under 2025 Background Conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour)
(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)
(#41) San Tomas Expressway and El Camino Real * (LOS F – AM and PM peak hours)

Table 9
2025 Background Conditions Intersection Levels of Service – Alum Rock/28th Street

Study Number	Intersection	Peak Hour	Count Date	2015 Existing Avg. Delay (sec.)	2015 Existing LOS	2025 Background Avg. Delay (sec.)	2025 Background LOS
1	21st St & E. Julian St	AM	10/09/14	23.2	C	23.8	C
		PM	10/09/14	12.7	B	12.7	B
2	24th St & E. Julian St	AM	10/09/14	17.2	B	17.5	B
		PM	10/09/14	17.1	B	17.4	B
3	N. 28th St & E. Julian St	AM	04/09/15	27.2	C	27.2	C
		PM	04/09/15	14.2	B	14.2	B
4	US 101 SB ramps & E. Julian St	AM	10/09/14	23.1	C	26.9	C
		PM	10/09/14	26.8	C	30.8	C
5	US 101 NB ramps & McKee Rd	AM	10/09/14	6.5	A	23.0	C
		PM	10/09/14	9.3	A	28.6	C
6	33rd St & McKee Rd	AM	05/21/15	5.7	A	34.0	C
		PM	05/20/15	4.6	A	28.7	C
7	King Rd & McKee Rd	AM	10/09/14	19.5	B	52.6	D
		PM	10/08/14	21.1	C	51.9	D
8	Jackson Ave & McKee Rd	AM	05/21/15	16.5	B	40.0	D
		PM	05/20/15	14.4	B	40.9	D
9	17th St & E. Santa Clara St	AM	10/09/14	6.5	A	17.1	B
		PM	10/09/14	9.3	A	19.8	B
10	21st St & E. Santa Clara St	AM	10/09/14	11.5	A	5.7	A
		PM	10/09/14	16.2	A	4.6	A
11	24th St & E. Santa Clara St	AM	11/05/13	11.0	B	19.7	B
		PM	11/05/13	15.9	C	21.4	C
12	26th St. & E. Santa Clara St	AM	10/09/14	21.4	B	16.5	B
		PM	10/09/14	18.5	B	14.4	B
13	N. 28th St & E. Santa Clara St	AM	10/09/14	20.9	C	20.9	C
		PM	10/09/14	18.4	B	18.4	B
14	US 101 & E. Santa Clara St *	AM	10/09/14	11.5	B	11.8	B
		PM	09/09/14	16.2	B	16.3	B
15	US 101 & Alum Rock Ave *	AM	10/09/14	11.0	B	11.0	B
		PM	09/09/14	15.9	B	15.9	B
16	33rd St & Alum Rock Rd	AM	05/21/15	21.4	C	21.4	C
		PM	05/20/15	18.5	B	18.7	B
17	King Rd & Alum Rock Ave *	AM	05/19/15	30.1	C	30.9	C
		PM	09/16/14	34.4	C	36.0	D
18	Jackson Ave & Alum Rock Ave *	AM	05/21/15	37.8	D	42.8	D
		PM	09/30/14	43.0	D	46.7	D
19	I-680 S & Alum Rock Ave (West) *	AM	05/21/15	22.2	C	21.7	C
		PM	09/25/14	26.6	C	26.5	C
20	I-680 N & Alum Rock Ave (East) *	AM	05/21/15	20.9	C	21.3	C
		PM	09/25/14	26.3	C	26.4	C
21	24th St & San Antonio St	AM	10/09/14	16.0	B	16.0	B
		PM	10/09/14	12.6	B	12.5	B
22	King Rd & E. San Antonio St.	AM	05/21/15	32.7	C	32.7	C
		PM	05/20/15	33.8	C	33.8	C
23	Jackson Ave & E. San Antonio St/Capitol Expy	AM	05/21/15	35.7	D	38.8	D
		PM	05/20/15	34.7	C	35.2	D
24	24th St & E. William St.	AM	10/09/14	15.8	B	15.9	B
		PM	10/09/14	19.4	B	19.4	B
25	McLaughlin Ave & I-280 SB Ramp *	AM	10/09/14	9.5	A	9.9	A
		PM	09/24/14	14.5	B	15.1	B
26	McLaughlin Ave & Story Rd	AM	10/09/14	42.4	D	43.2	D
		PM	10/09/14	48.5	D	52.2	D
27	King Rd & Mabury Rd	AM	10/08/14	39.7	D	43.2	D
		PM	10/08/14	38.9	D	42.3	D

Notes:
* Denotes a CMP intersection
Bold indicates a substandard level of service (according to City of San Jose standards).

Table 10
2025 Background Conditions Intersection Levels of Service – Santa Clara

Study Number	Intersection	Location	Peak Hour	Count Date	2015 Existing Avg. Delay (sec.)	2015 Existing LOS	2025 Background Avg. Delay (sec.)	2025 Background LOS
28	Scott Blvd & Central Expy *	Santa Clara	AM	05/21/15	43.8	D	42.9	D
			PM	10/02/14	64.1	E	75.5	E
29	Lafayette St & Central Expy *	Santa Clara	AM	05/21/15	53.7	D	51.3	D
			PM	09/24/14	71.1	E	68.7	E
30	De La Cruz Blvd & Central Expy *	Santa Clara	AM	10/08/14	**270.6**	**F**	**310.3**	**F**
			PM	10/02/14	**95.8**	**F**	**101.2**	**F**
31	De La Cruz Blvd & Martin Ave	Santa Clara	AM	10/08/14	34.9	C	34.8	C
			PM	10/08/14	30.7	C	31.8	C
32	De La Cruz Blvd & Reed St	Santa Clara	AM	10/08/14	11.1	B	10.7	B
			PM	10/08/14	18.1	B	19.0	B
33	Coleman Ave & Brokaw Rd	Santa Clara	AM	10/08/14	17.0	B	17.2	B
			PM	10/08/14	**88.0**	**F**	**57.9**	**E**
34	Coleman Ave & Aviation Ave	San Jose	AM	10/08/14	14.6	B	31.3	C
			PM	10/08/14	7.2	A	18.2	B
35	Coleman Ave & Newhall Dr	San Jose	AM	10/08/14	13.6	B	14.2	B
			PM	10/08/14	18.1	B	24.6	C
36	Coleman Ave & I-880 SB Ramps *	San Jose	AM	05/12/15	24.7	C	**107.9**	**F**
			PM	09/25/14	11.6	B	43.6	D
37	Coleman Ave & I-880 NB Ramps *	San Jose	AM	05/12/15	37.3	D	**85.8**	**F**
			PM	09/25/14	26.2	C	32.6	C
38	Coleman Ave & W. Hedding St	San Jose	AM	05/12/15	41.0	D	41.2	D
			PM	05/12/15	38.1	D	36.7	D
39	Coleman Ave & W. Taylor St	San Jose	AM	05/12/15	45.0	D	**60.0**	**E**
			PM	05/12/15	44.7	D	**63.7**	**E**
40	SR 87 & W. Taylor St	San Jose	AM	05/12/15	24.2	C	28.7	C
			PM	05/12/15	32.6	C	38.5	D
41	San Tomas Expy & El Camino Real *	Santa Clara	AM	10/08/14	66.1	E	**83.8**	**F**
			PM	09/23/14	79.7	E	**129.5**	**F**
42	Scott Blvd & El Camino Real *	Santa Clara	AM	10/08/14	33.8	C	34.1	C
			PM	09/17/14	37.7	D	38.4	D
43	Lincoln St & El Camino Real *	Santa Clara	AM	05/21/15	21.1	C	20.9	C
			PM	09/17/14	23.1	C	23.6	C
44	Monroe St & El Camino Real *	Santa Clara	AM	10/08/14	35.5	D	35.8	D
			PM	09/17/14	32.9	C	33.4	C
45	Lafayette St & Reed St	Santa Clara	AM	01/01/13	6.8	A	7.3	A
			PM	01/01/13	7.4	A	7.5	A
46	Lafayette St & El Camino Real *	Santa Clara	AM	10/08/14	40.8	D	43.0	D
			PM	09/17/14	41.3	D	43.0	D
47	Lafayette St & Lewis St	Santa Clara	AM	10/08/14	10.7	B	10.0	B
			PM	10/08/14	31.9	C	45.8	D
48	Lafayette St & Harrison St Unsignalized (3)	Santa Clara	AM	10/08/14	48.9	E	69.9	F
			PM	10/08/14	176.9	F	304.2	F
49	Lafayette St & Benton St	Santa Clara	AM	10/08/14	17.1	B	17.2	B
			PM	10/08/14	15.7	B	17.8	B
50	Lafayette St & Homestead Rd	Santa Clara	AM	05/21/15	19.1	B	26.6	C
			PM	05/20/15	9.7	A	9.3	A
51	Lafayette St & Market St	Santa Clara	AM	05/21/15	16.6	B	17.3	B
			PM	05/20/15	24.6	C	25.2	C
52	El Camino Real & Benton St	Santa Clara	AM	10/08/14	12.8	B	12.6	B
			PM	10/08/14	15.4	B	15.4	B
53	El Camino Real & Railroad Ave	Santa Clara	AM	10/08/14	10.5	B	10.5	B
			PM	10/08/14	12.4	B	12.4	B
54	El Camino Real & The Alameda *	Santa Clara	AM	10/08/14	13.0	B	13.0	B
			PM	09/17/14	17.2	B	17.0	B
55	The Alameda & Newhall Dr	San Jose	AM	05/21/15	12.5	B	12.4	B
			PM	05/20/15	12.6	B	12.6	B
56	The Alameda & I-880 (South) *	San Jose	AM	05/07/15	19.2	B	20.5	C
			PM	09/25/14	14.6	B	15.2	B
57	The Alameda & I-880 (North) *	San Jose	AM	05/07/15	23.2	C	24.4	C
			PM	09/25/14	21.2	C	21.1	C
58	The Alameda & W. Hedding St *	San Jose	AM	05/21/15	37.2	D	39.2	D
			PM	09/30/14	38.0	D	39.3	D
59	The Alameda & W. Taylor St/Naglee Ave *	San Jose	AM	05/21/15	42.3	D	42.7	D
			PM	09/30/14	40.5	D	46.7	D
60	Homestead Rd & Lincoln St/Winchester Blvd	Santa Clara	AM	05/21/15	21.3	C	21.5	C
			PM	05/20/15	21.4	C	21.6	C
61	Homestead Rd & Monroe St	Santa Clara	AM	05/21/15	9.8	A	9.9	A
			PM	05/20/15	10.5	B	10.5	B
62	US 101 & Trimble	San Jose	AM	10/07/14	21.8	C	22.8	C
			PM	10/07/14	13.6	B	13.1	B

Notes:

* Denotes a CMP intersection

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

Bold indicates a substandard level of service (according to City of San Jose or City of Santa Clara standards).

Freeway Levels of Service under 2025 Background Conditions

Traffic volumes for the study freeway segments for 2025 Background Conditions were projected by the VTA Travel Demand Forecasting Model. The 2025 Background Conditions level of service for mixed-flow lanes and for High Occupancy Vehicle (HOV) lanes on all 64 directional freeway segments are summarized in Table 11.

The results show that:

- 16 of the 20 mixed-flow directional segments and 11 HOV directional segments on US 101 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 10 of the 12 mixed-flow directional segments on I-280 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 6 of the 8 mixed flow directional segments on I-680 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 9 of the 10 mixed-flow directional segments and 1 HOV directional segment on SR 87 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 12 of 14 mixed-flow directional segments on I-880 are projected to operate at an unacceptable LOS F during at least one peak hour.

Table 11
2025 Background Conditions Freeway Levels of Service

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Volume	Density	LOS	Avg. Speed	# of Lanes	Volume	Density	LOS
US 101	Tully to Story	NB	AM	25.0	3.0	8,782	**117**	**F**	15.0	1.0	2031	**135**	**F**
			PM	66.0	3.0	7,569	38	D	70.0	1.0	1180	17	B
US 101	Story to I-280	NB	AM	22.0	3.0	5,098	**77**	**F**	19.0	1.0	1528	**80**	**F**
			PM	67.0	3.0	3,751	19	C	70.0	1.0	756	11	A
US 101	I-280 to Santa Clara	NB	AM	13.0	3.0	7,614	**195**	**F**	13.0	1.0	1761	**135**	**F**
			PM	66.0	3.0	5,428	27	D	70.0	1.0	808	12	B
US 101	Santa Clara to McKee	NB	AM	11.0	3.0	7,921	**240**	**F**	16.0	1.0	1527	**95**	**F**
			PM	66.0	3.0	5,340	27	D	70.0	1.0	719	10	A
US 101	I-880 to Old Bayshore	NB	AM	14.0	3.0	5,900	**140**	**F**	19.0	1.0	1794	**94**	**F**
			PM	67.0	3.0	3,747	19	C	70.0	1.0	627	9	A
US 101	Old Bayshore to First	NB	AM	12.0	3.0	6,255	**174**	**F**	13.0	1.0	1715	**132**	**F**
			PM	66.0	3.0	4,226	21	C	70.0	1.0	632	9	A
US 101	First to SR 87	NB	AM	19.0	3.0	6,824	**120**	**F**	19.0	1.0	1573	**83**	**F**
			PM	67.0	3.0	5,178	26	C	70.0	1.0	744	11	A
US 101	SR 87 to De La Cruz	NB	AM	12.0	3.0	6,658	**185**	**F**	14.0	1.0	1482	**106**	**F**
			PM	66.0	3.0	5,427	27	D	70.0	1.0	744	11	A
US 101	De La Cruz to Montague	NB	AM	26.0	3.0	6,349	**81**	**F**	39.0	1.0	2026	52	E
			PM	65.0	3.0	5,481	28	D	70.0	1.0	1201	17	B
US 101	Montague to Great America	NB	AM	21.0	3.0	6,722	**107**	**F**	41.0	1.0	1695	41	D
			PM	58.0	3.0	5,829	34	D	70.0	1.0	1260	18	B
US 101	Great America to Montague	SB	AM	66.0	3.0	6,100	31	D	67.0	1.0	1219	18	B
			PM	14.0	3.0	6,858	**163**	**F**	20.0	1.0	1760	**88**	**F**
US 101	Montague to De La Cruz	SB	AM	66.0	3.0	5,528	28	D	67.0	1.0	1133	17	B
			PM	13.0	3.0	6,306	**162**	**F**	40.0	1.0	1949	49	E
US 101	De La Cruz to SR 87	SB	AM	62.0	3.0	6,620	36	D	67.0	1.0	1051	16	B
			PM	18.0	3.0	8,087	**150**	**F**	50.0	1.0	2003	40	D
US 101	SR 87 to First	SB	AM	67.0	3.0	4,708	23	C	67.0	1.0	820	12	B
			PM	16.0	3.0	5,994	**125**	**F**	30.0	1.0	1762	**59**	**F**
US 101	First to Old Bayshore	SB	AM	67.0	3.0	3,513	17	B	67.0	1.0	588	9	A
			PM	6.0	3.0	4,844	**269**	**F**	20.0	1.0	1507	**75**	**F**
US 101	Old Bayshore to I-880	SB	AM	67.0	3.0	4,420	22	C	67.0	1.0	640	10	A
			PM	8.0	3.0	6,045	**252**	**F**	30.0	1.0	1730	58	E
US 101	McKee to Santa Clara	SB	AM	67.0	3.0	4,876	24	C	67.0	1.0	585	9	A
			PM	62.0	3.0	6,883	37	D	70.0	1.0	1557	22	C
US 101	Santa Clara to I-280	SB	AM	67.0	3.0	5,496	27	D	67.0	1.0	651	10	A
			PM	63.0	3.0	7,295	39	D	70.0	1.0	1671	24	C
US 101	I-280 to Story	SB	AM	67.0	3.0	3,586	18	B	67.0	1.0	572	9	A
			PM	54.0	3.0	5,048	31	D	70.0	1.0	1276	18	B
US 101	Story to Tully	SB	AM	66.0	4.0	8,175	31	D	67.0	1.0	851	13	B
			PM	45.0	4.0	10,019	56	E	70.0	1.0	1611	23	C
I-280	I-880 to Meridian	EB	AM	66.0	4.0	6,444	24	C	67.0	1.0	547	8	A
			PM	17.0	4.0	6,886	**101**	**F**	20.0	1.0	840	42	D
I-280	Meridian to Bird	EB	AM	61.0	4.0	8,651	35	D	---	---	---	---	---
			PM	21.0	4.0	9,367	**112**	**F**	---	---	---	---	---
I-280	Bird to SR 87	EB	AM	66.0	4.0	4,689	18	B	---	---	---	---	---
			PM	25.0	4.0	5,974	**60**	**F**	---	---	---	---	---
I-280	SR 87 to 10th	EB	AM	67.0	4.0	6,435	24	C	---	---	---	---	---
			PM	27.0	4.0	8,504	**79**	**F**	---	---	---	---	---
I-280	10th to McLaughlin	EB	AM	66.0	4.0	7,635	29	D	---	---	---	---	---
			PM	54.0	4.0	10,240	47	E	---	---	---	---	---
I-280	McLaughlin to US 101	EB	AM	66.0	4.0	5,653	21	C	---	---	---	---	---
			PM	54.0	4.0	6,816	32	D	---	---	---	---	---
I-680	US 101 to King	NB	AM	33.0	4.0	5,583	42	D	---	---	---	---	---
			PM	66.0	4.0	6,605	25	C	---	---	---	---	---
I-680	King to Capitol	NB	AM	20.0	5.0	7,726	**77**	**F**	55.0	1.0	423	8	A
			PM	47.0	5.0	9,745	41	D	55.0	1.0	386	7	A
I-680	Capitol to Alum Rock	NB	AM	18.0	4.0	6,243	**87**	**F**	55.0	1.0	423	8	A
			PM	65.0	4.0	6,450	25	C	55.0	1.0	386	7	A
I-680	Alum Rock to McKee	NB	AM	27.0	4.0	7,242	**67**	**F**	55.0	1.0	619	11	A
			PM	66.0	4.0	6,975	26	C	55.0	1.0	495	9	A

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
The average speed for future HOV lanes are assumed to be 55 MPH.
Bold indicates unacceptable LOS.

Table 11, Continued
2025 Background Conditions Freeway Levels of Service

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Volume	Density	LOS	Avg. Speed	# of Lanes	Volume	Density	LOS
I-680	McKee to Alum Rock	SB	AM	63.0	4.0	6,752	27	D	55.0	1.0	493	9	A
			PM	47.0	4.0	7,420	39	D	55.0	1.0	500	9	A
I-680	Alum Rock to Capitol	SB	AM	23.0	4.0	6,513	**71**	**F**	55.0	1.0	493	9	A
			PM	65.0	4.0	5,683	22	C	55.0	1.0	500	9	A
I-680	Capitol to King	SB	AM	21.0	4.0	9,578	**114**	**F**	55.0	1.0	356	6	A
			PM	66.0	4.0	7,710	29	D	55.0	1.0	223	4	A
I-680	King to US 101	SB	AM	12.0	4.0	6,605	**138**	**F**	---	---	---	---	---
			PM	66.0	4.0	5,330	20	C	---	---	---	---	---
I-280	US 101 to McLaughlin	WB	AM	14.0	4.0	6,605	**118**	**F**	---	---	---	---	---
			PM	66.0	4.0	5,330	20	C	---	---	---	---	---
I-280	McLaughlin to 10th	WB	AM	19.0	4.0	10,700	**141**	**F**	---	---	---	---	---
			PM	65.0	4.0	8,012	31	D	---	---	---	---	---
I-280	10th to SR 87	WB	AM	21.0	4.0	10,147	**121**	**F**	---	---	---	---	---
			PM	65.0	4.0	8,331	32	D	---	---	---	---	---
I-280	SR 87 to Bird	WB	AM	20.0	4.0	6,191	**77**	**F**	---	---	---	---	---
			PM	62.0	4.0	5,318	21	C	---	---	---	---	---
I-280	Bird to Meridian	WB	AM	18.0	4.0	9,752	**135**	**F**	---	---	---	---	---
			PM	58.0	4.0	8,914	38	D	---	---	---	---	---
I-280	Meridian to I-880	WB	AM	14.0	3.0	7,295	**174**	**F**	26.0	1.0	776	30	D
			PM	66.0	3.0	6,445	33	D	70.0	1.0	465	7	A
SR 87	Curtner to Almaden Expressway	NB	AM	13.0	2.0	3,772	**145**	**F**	22.0	1.0	1736	**79**	**F**
			PM	65.0	2.0	3,161	24	C	70.0	1.0	669	10	A
SR 87	Almaden Expressway to Alma	NB	AM	29.0	2.0	4,700	**81**	**F**	43.0	1.0	1993	46	D
			PM	41.0	2.0	3,890	47	E	70.0	1.0	731	10	A
SR 87	Alma to I-280	NB	AM	33.0	2.0	5,651	**86**	**F**	61.0	1.0	2015	33	D
			PM	66.0	2.0	4,362	33	D	70.0	1.0	797	11	A
SR 87	I-280 to Julian	NB	AM	16.0	2.0	3,320	**104**	**F**	30.0	1.0	1314	44	D
			PM	67.0	2.0	1,800	13	B	70.0	1.0	400	6	A
SR 87	Julian to Coleman	NB	AM	14.0	2.0	4,595	**164**	**F**	32.0	1.0	1547	48	E
			PM	67.0	2.0	2,767	21	C	70.0	1.0	527	8	A
SR 87	Coleman to Julian	SB	AM	66.0	2.0	2,284	17	B	67.0	1.0	229	3	A
			PM	32.0	2.0	4,013	**63**	**F**	50.0	1.0	1114	22	C
SR 87	Julian to I-280	SB	AM	67.0	2.0	2,675	20	C	67.0	1.0	293	4	A
			PM	36.0	2.0	4,616	**64**	**F**	70.0	1.0	1231	18	B
SR 87	I-280 to Alma	SB	AM	67.0	2.0	3,744	28	D	67.0	1.0	573	9	A
			PM	15.0	2.0	3,794	**126**	**F**	60.0	1.0	1757	29	D
SR 87	Alma to Almaden Expressway	SB	AM	66.0	2.0	3,736	28	D	67.0	1.0	560	8	A
			PM	27.0	2.0	4,425	**82**	**F**	60.0	1.0	1720	29	D
SR 87	Almaden Expressway to Curtner	SB	AM	66.0	2.0	2,866	22	C	67.0	1.0	499	7	A
			PM	36.0	2.0	3,480	48	E	70.0	1.0	1520	22	C
I-880	I-280 to Stevens Creek	NB	AM	15.0	3.0	5,213	**116**	**F**	55.0	1.0	647	12	B
			PM	66.0	3.0	4,764	24	C	55.0	1.0	815	15	B
I-880	Stevens Creek to Bascom	NB	AM	20.0	3.0	6,683	**111**	**F**	55.0	1.0	647	12	B
			PM	16.0	3.0	5,522	**115**	**F**	55.0	1.0	815	15	B
I-880	Bascom to The Alameda	NB	AM	27.0	3.0	6,124	**76**	**F**	55.0	1.0	695	13	B
			PM	13.0	3.0	6,092	**156**	**F**	55.0	1.0	919	17	B
I-880	The Alameda to Coleman	NB	AM	31.0	3.0	6,375	**69**	**F**	55.0	1.0	705	13	B
			PM	15.0	3.0	6,463	**144**	**F**	55.0	1.0	1096	20	C
I-880	Coleman to SR 87	NB	AM	22.0	3.0	6,116	**93**	**F**	55.0	1.0	813	15	B
			PM	24.0	3.0	6,350	**88**	**F**	55.0	1.0	1279	23	C
I-880	SR 87 to First	NB	AM	48.0	3.0	6,116	42	D	55.0	1.0	813	15	B
			PM	22.0	3.0	6,350	**96**	**F**	55.0	1.0	1279	23	C
I-880	First to US 101	NB	AM	36.0	3.0	5,750	53	E	55.0	1.0	641	12	B
			PM	51.0	3.0	6,921	45	D	55.0	1.0	1075	20	C
I-880	US 101 to First	SB	AM	16.0	3.0	6,211	**129**	**F**	55.0	1.0	1093	20	C
			PM	14.0	3.0	5,685	**135**	**F**	55.0	1.0	873	16	B
I-880	First to SR 87	SB	AM	25.0	3.0	5,741	**77**	**F**	55.0	1.0	1140	21	C
			PM	14.0	3.0	5,705	**136**	**F**	55.0	1.0	969	18	B
I-880	SR 87 to Coleman	SB	AM	65.0	3.0	5,741	29	D	55.0	1.0	1140	21	C
			PM	23.0	3.0	5,705	**83**	**F**	55.0	1.0	969	18	B
I-880	Coleman to The Alameda	SB	AM	66.0	3.0	6,345	32	D	55.0	1.0	912	17	B
			PM	23.0	3.0	6,731	**98**	**F**	55.0	1.0	869	16	B
I-880	The Alameda to Bascom	SB	AM	66.0	3.0	6,009	30	D	55.0	1.0	842	15	B
			PM	25.0	3.0	6,651	**89**	**F**	55.0	1.0	928	17	B
I-880	Bascom to Stevens Creek	SB	AM	50.0	3.0	5,835	39	D	55.0	1.0	842	15	B
			PM	30.0	3.0	6,638	**74**	**F**	55.0	1.0	944	17	B
I-880	Stevens Creek to I-280	SB	AM	66.0	3.0	4,496	23	C	55.0	1.0	734	13	B
			PM	65.0	3.0	4,825	25	C	55.0	1.0	860	16	B

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
The average speed for future HOV lanes are assumed to be 55 MPH.
Bold indicates unacceptable LOS.

4.
2015 and 2025 Project Conditions

This chapter describes traffic conditions with the inclusion of trips generated by the Project. This chapter includes the following:

- A discussion of the method by which Project traffic has been estimated;
- The Significant Impact Criteria used by the Cities of San Jose and Santa Clara and by the Congestion Management Program;
- For the study intersections, both 2015 Existing Plus Project and 2025 Background Plus Project scenarios are presented. For both the 2015 Existing Plus Project scenario and the 2025 Background Plus Project scenario, this analysis includes a determination regarding potential project impacts and identifies appropriate mitigation measures for impacted intersections.
- For the freeway segments, both 2015 Existing Plus Project and 2025 Background Plus Project freeway volumes from the VTA Travel Demand Forecasting Model are presented and potential project impacts are identified.

Project Trip Estimates

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

Trip Generation

The trip generation for the Project includes three separate components:

1. The additional trips generated by the Transit-Oriented Joint Development at each station, which are discussed in detail below.
2. The additional trips generated by BART patrons who access the BART stations by vehicle and use the Kiss and Ride or the Park and Ride facilities. These trips are referred to as the *station drive access trips*.
3. The reduction in trips on the roadway network as motorists switch from passenger vehicles to BART. The extension of BART would result in a shift in travel patterns, and this mode shift would result in the removal of some auto trips from the roadways.

The “BART Extension Only TIA” developed trip generation estimates for the last two components of the Project (station drive access trips and mode shift trips), which are incorporated into this TIA. For further information about

how these trip estimates were developed, the reader should refer to the "BART Extension Only TIA", included as Appendix G.

Trip Generation Rates

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation resulting from new development proposed within the Cities of San Jose and Santa Clara typically is estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 9th Edition (*2012).

As shown in Table 12, the ITE rates for offices, apartments, and retail space have been used for the land uses proposed at the Alum Rock/28th Street and Santa Clara Station Transit-Oriented Joint Development sites.

Transit Trip Reductions

The VTA *Congestion Management Program Transportation Impact Analysis Guidelines* (October 2014) allow a trip reduction for projects that are located within a 2,000 foot walk of a transit station. Since the TOJD sites examined in this TIA would be literally on top of or right next to a BART station, these sites clearly qualify for the transit trip reduction. The Santa Clara TOJD would not only be on top of the proposed BART station, it would also be just across the tracks from the Santa Clara Transit Center, which is served by Caltrain and numerous bus routes.

The *TIA Guidelines* allow the transit trip reduction for housing and employment near a BART station to be determined on a case-by-case basis, provided that source data and justification for the reduction is provided. However, in order to make this traffic analysis as conservative as possible, we have used the same trip reduction percentages as allowed for housing and employment near light rail transit, bus rapid transit, and Caltrain stations. As shown on Table 12, a 9% trip reduction was taken for the apartment units and a 6% trip reduction was taken for the office space at the Alum Rock/28th Street and Santa Clara Stations.

Mixed-Use Development Trip Reductions

A mixed-use development with complementary land uses such as residential and retail will generate and attract trips internally between the uses. Thus, the number of vehicle trips generated for each use may be reduced, since a portion of the trips would not require entering or exiting the site. The *TIA Guidelines* indicates a trip reduction of up to 15% is allowed for residential and retail mixed-use developments. The reduction is applied to the smaller of the two complimentary trip generators (retail use), and the same number of trips is then subtracted from the larger trip generator (residential use) to account for both trip ends. In addition, a 3% reduction from the office space trips was taken, because the Project includes both employment and employee-serving retail uses.

Pass-By Trip Reductions

A retail pass-by trip reduction of 25% (typical for Santa Clara County) also can be applied to the PM peak hour trip generation estimates for the proposed retail space. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels.

Total Transit-Oriented Joint Development Project Trips

Table 12 shows the project trip generation estimates for both the Alum Rock/28th Street and Santa Clara Station Transit-Oriented Joint Development sites. It is likely that the transit usage at these TOJD sites would be substantially greater than 9% for the housing residents and 6% for the office space employees (per the transit trip reductions used), and, therefore, these trip generation estimates should be viewed as conservative.

After applying the standard ITE trip generation rates and appropriate trip reductions, the proposed Alum Rock/28th Street Station TOJD site would generate 7,105 new daily vehicle trips, with 768 new trips occurring during the AM peak hour and 771 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE, the Alum Rock/28th Street Station TOJD site would produce 589 additional inbound trips

and 179 additional outbound trips during the AM peak hour, and 216 additional inbound trips and 555 additional outbound trips during the PM peak hour.

Table 12
Trip Generation Estimates for Alum Rock/28th Street and Santa Clara Station Joint Development Sites

Land Use	ITE Code	Size	Daily Trip Rates	Daily Trips	AM Peak Hour Pk-Hr Rate	AM Splits In	AM Splits Out	AM Trips In	AM Trips Out	AM Trips Total	PM Peak Hour Pk-Hr Rate	PM Splits In	PM Splits Out	PM Trips In	PM Trips Out	PM Trips Total
Alum Rock BART Station Transit-Oriented Joint Development Site																
Office Building[1]	710	500,000 s.f.	8.92	4,461	1.39	88%	12%	610	83	693	1.28	17%	83%	109	529	638
6% Transit Trip Reduction for Office [2]								(37)	(5)	(42)				(7)	(31)	(38)
3% Reduction for Employemnt and Employee-serving Retail [3]								(18)	(3)	(21)				(3)	(16)	(19)
Apartments[6]	220	275 units	6.51	1,790	0.50	20%	80%	28	110	138	0.61	65%	35%	110	59	169
9% Transit Trip Reduction for Residential [7]								(3)	(10)	(13)				(10)	(5)	(15)
15% Housing and Retail Internal Reduction [8]								(1)	(2)	(3)				(6)	(5)	(11)
Retail Space[4]	820	20,000 s.f.	42.70	854	0.96	62%	38%	12	7	19	3.71	48%	52%	36	38	74
15% Housing and Retail Internal Reduction [8]								(2)	(1)	(3)				(5)	(6)	(11)
25% Retail PM Pass-By Reduction [5]														(8)	(8)	(16)
Net Alum Rock Station TOJD Site Trips:				7,105				589	179	768				216	555	771
Santa Clara BART Station Transit-Oriented Joint Development Site																
Office Building[1]	710	500,000 s.f.	8.92	4,461	1.39	88%	12%	610	83	693	1.28	17%	83%	109	529	638
6% Transit Trip Reduction for Office [2]								(37)	(5)	(42)				(6)	(32)	(38)
3% Reduction for Employment and Employee-Serving Retail [3]								(18)	(3)	(21)				(3)	(16)	(19)
Apartments[4]	220	225 units	6.61	1,487	0.51	20%	80%	23	91	114	0.63	65%	35%	92	49	141
9% Transit Trip Reduction for Residential [5]								(2)	(8)	(10)				(8)	(5)	(13)
15% Housing and Retail Internal Reduction [6]								(2)	(2)	(4)				(9)	(8)	(17)
Retail Space[7]	820	30,000 s.f.	42.70	1,281	0.96	62%	38%	18	11	29	3.71	48%	52%	53	58	111
15% Housing and Retail Internal Reduction [6]								(2)	(2)	(4)				(8)	(9)	(17)
25% Retail PM Pass-By Reduction [8]														(11)	(12)	(23)
Net Santa Clara StationTOJD Site Trips:				7,229				590	165	755				209	554	763
Total Transit-Oriented Joint Development Project Trips:				**14,334**				**1,179**	**344**	**1,523**				**425**	**1,109**	**1,534**

Notes:
[1] Rate based on ITE Land Use Code 710 (General Office), fitted curve equation used.
[2] Transit trip reduction of 6% for office trips, based on VTA's October 2014 *TIA Guidelines*.
[3] Mixed-Use reduction of 3% for mix of employment and employment-serving retail, based on VTA's October 2014 *TIA Guidelines*.
[4] Rates based on ITE Land Use Code 220 (Apartment), fitted curve equation used.
[5] Transit trip reduction of 9% for residential trips, based on VTA's October 2014 *TIA Guidelines.*
[8] Internal capture reduction of 15% for mix of residential and retail uses (15% of smaller trip generator = retail use), based on VTA's October 2014 *TIA Guidelines.*
[7] Rates based on ITE Land Use Code 820 (Shopping Center), average rates used.
[8] A typical 25% pass-by trip reduction was applied to the retail component of the project during the PM peak hour.
Source for all trip generation rates: ITE *Trip Generation Manual, 9th Edition,* 2012.

The proposed Santa Clara Station Transit-Oriented Joint Development site would generate 7,229 new daily vehicle trips, with 755 new trips occurring during the AM peak hour and 763 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE, the Santa Clara Station TOJD site would produce 590 additional inbound trips and 165 additional outbound trips during the AM peak hour, and 209 additional inbound trips and 554 additional outbound trips during the PM peak hour.

BART Station Drive Access Trips and Transit-Oriented Joint Development Trips

In order to determine the total number of trips that would be generated by the Alum Rock/28th Street and Santa Clara Station sites, the trips projected to be generated by the Transit-Oriented Joint Development were added to the station drive access trips (people driving to or from the stations to park or to drop off or pick up someone). This sum includes all the trips that would be generated by the Alum Rock/28th Street and Santa Clara BART Stations (i.e, by their KNR and PNR facilities and by their TOJD uses), as shown in Table 13. However, the total site-generated trips shown in Table 13 do *not* include the reduction in trips on the roadway network due to the mode shift resulting from the Phase II BART Extension.

Table 13
Total Site-Generated Trips – Alum Rock/28th Street and Santa Clara Stations

Station	Daily Trips	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Alum Rock Station							
Kiss and Ride Trips [1]	407	40	40	80	47	47	94
Park and Ride Trips [1]	2,632	354	12	366	32	276	308
Joint Development Trips	7,105	589	179	768	216	255	771
Total Site-Generated Trips	10,144	983	231	1,214	295	578	1,173
Santa Clara Station							
Kiss and Ride Trips [1]	110	11	11	22	13	13	26
Park and Ride Trips [1]	455	61	2	63	6	48	54
Joint Development Trips	7,229	590	165	755	209	554	763
Total Site-Generated Trips	7,794	662	178	840	228	615	843

Notes:
[1] The number of Kiss and Ride and Park and Ride trips is taken from Year 2025 Conditions in the "Phase II BART Extension Only Transportation Impact Analysis" (Hexagon Transportation Consultants, Inc).

The total of the Station Drive Access trips and the Transit-Oriented Joint Development trips at the Alum Rock/28th Street Station would be 1,214 trips in the AM peak hour and 1,173 trips in the PM peak hour. The total of the Station Drive Access trips and the Transit-Oriented Joint Development trips at the Santa Clara Station would be 840 trips in the AM peak hour and 843 trips in the PM peak hour.

VTA and the Cities will work to maximize multimodal access to the BART stations and the Transit-Oriented Joint Development land uses. Through various efforts such as Access Plans for the station areas, Transportation Demand Management (TDM) Plans for the Joint Development, improving the bike and pedestrian facilities in the vicinity of the stations, and offering “unbundled” parking for the residential uses, the number of vehicle trips generated by the Project would be reduced. Therefore, the estimates of vehicle trips for the Project in this TIA should be regarded as conservative.

Trip Distribution and Assignment

Distribution patterns and assignment of all three components of the Phase II Extension and Transit-Oriented Joint Development Project were obtained from the VTA Model for both 2015 and 2025. That is, the VTA Model has estimated volumes for each turning movement at all study intersections related to the following:

1. The trips going to and from the station campuses for the Transit-Oriented Joint Development land uses (this is a positive number, representing additional trips at a given intersection),
2. The trips going to and from the station campuses for the PNR and KNR Facilities (this is a positive number, representing additional trips at a given intersection);
3. The trips that would be removed from the roadway network due to the mode shift from passenger vehicles to BART (this is a negative number, representing fewer trips at a given intersection).

At some locations, particularly for those movements leading directly to the station campuses, the number of vehicles accessing the station is larger than the number of vehicles shifted from the roadway network to transit modes, and the Project results in a net increase in traffic volumes. At other locations, particularly for those movements either not leading to the station campuses or leading to freeways, the number of vehicles shifted from the roadway network to transit modes is greater than the number of vehicles using that movement to access the station, and the Project results in a net decrease in traffic volumes.

The distribution and assignment calculated by the VTA Model for Project trips is slightly different under Existing (2015) and Background (2025) conditions. This is because the model incorporates changes to the following areas in its forecasts for 2025:

- The number of households and employment, based on ABAG projections;
- The roadway network as of 2025, based on improvements identified by the Cities of San Jose and Santa Clara, in MTC's Regional Transportation Plan for the Bay Area, and VTA's *Valley Transportation Plan 2040*.
- Transit service improvements planned to be in effect by 2025, including bus rapid transit projects, light rail transit (LRT) extensions, and Caltrain service upgrades.

For details on the 2025 model assumptions regarding improvements to the roadway network, bicycle and pedestrian facilities and transit services, please refer to the "BART Extension Only TIA" (Appendix G).

Because of these differences in 2015 and 2025 model assumptions, the trip assignment of the Project trips at the study intersections can be different in 2015 and 2025. Figures 17 and 18 show the trip assignment for only the Transit-Oriented Joint Development component of the Project at the Alum Rock/28th Street and Santa Clara Stations in 2015. Figures 19 and 20 show total project trip assignment for all three components of the Phase II Extension and Transit-Oriented Joint Development Project at the Alum Rock/28th Street and Santa Clara Stations in 2015.

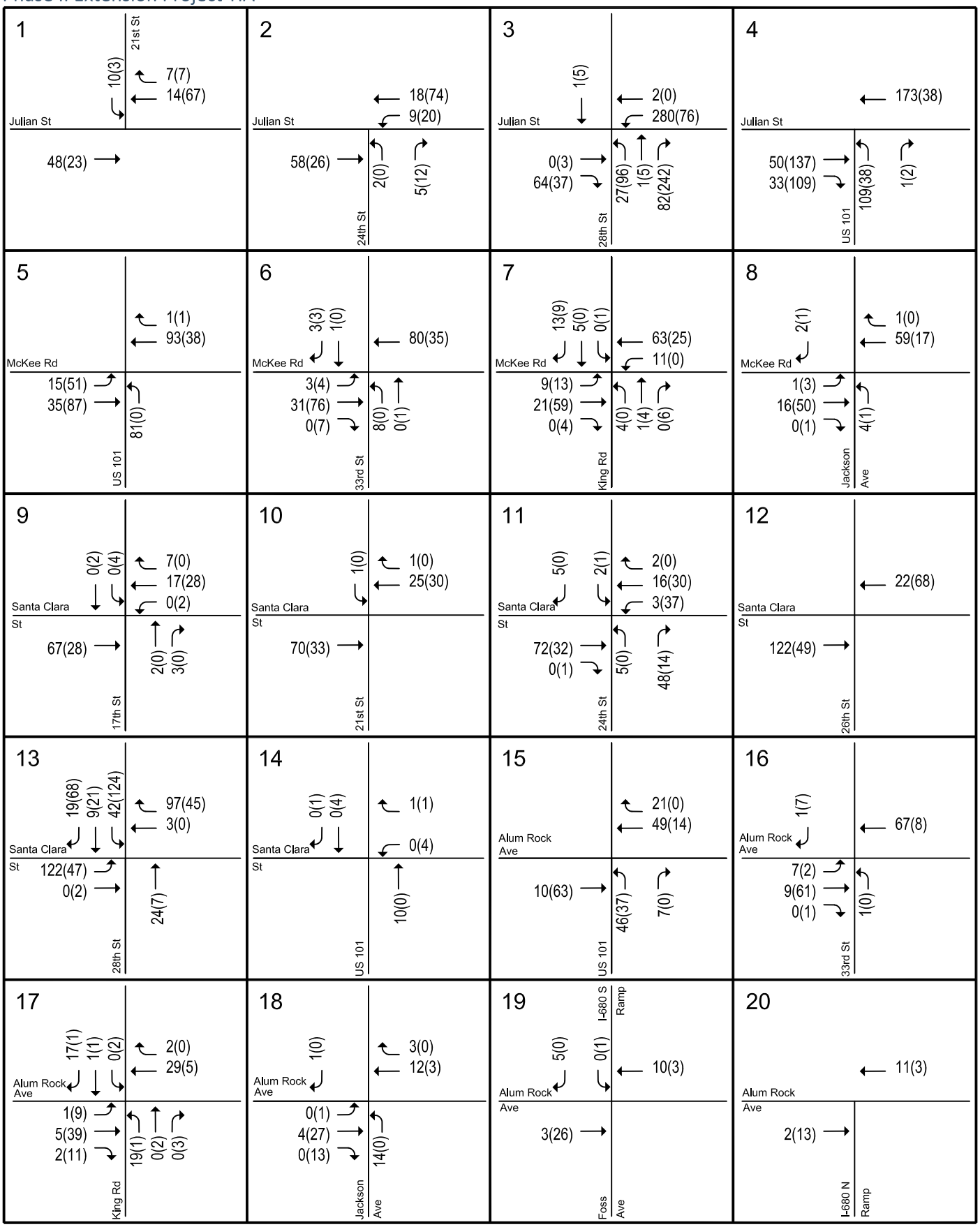
Figures 21 and 22 show the trip assignment for only the Transit-Oriented Joint Development component of the project at the Alum Rock/28th Street and Santa Clara Stations in 2025. Figures 23 and 24 show the total project trip assignment for all three components of the Project at the Alum Rock/28th Street and Santa Clara Stations in 2025.

In the table of all traffic volume components included as Appendix D, trips related to the Transit-Oriented Joint Development component of the Project are shown separately for each turning movement at all the study intersections, and correspond to the volumes shown on Figures 17-18 (for 2015) and Figures 21-22 (for 2025). The volumes related to the station drive access trips and the mode shift trips are combined and shown as "BART" trips for each turning movement at all the study intersections. The sum of all three project components is also shown in Appendix C and corresponds to the volumes shown on Figures 19-20 (for 2015) and Figures 23-24 (for 2025).

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Impacts of the Project are based on 2025 Background traffic conditions with the proposed Project compared to 2025 Background traffic conditions without the proposed Project. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose, City of Santa Clara, and VTA's Congestion Management Program (CMP) Level of Service standards. The LOS Policies of these cities and the CMP are the adopted thresholds for CEQA purposes. Project impacts on CMP study intersections and freeway segments were analyzed according to the CMP methodology.

As described in Chapter 1, the City of San Jose level of service standard for signalized intersections is LOS D or better. The City of Santa Clara level of service standard is LOS D or better at all city-controlled intersections and LOS E or better at all expressway and CMP intersections. The CMP level of service standard for CMP signalized intersections is LOS E or better.

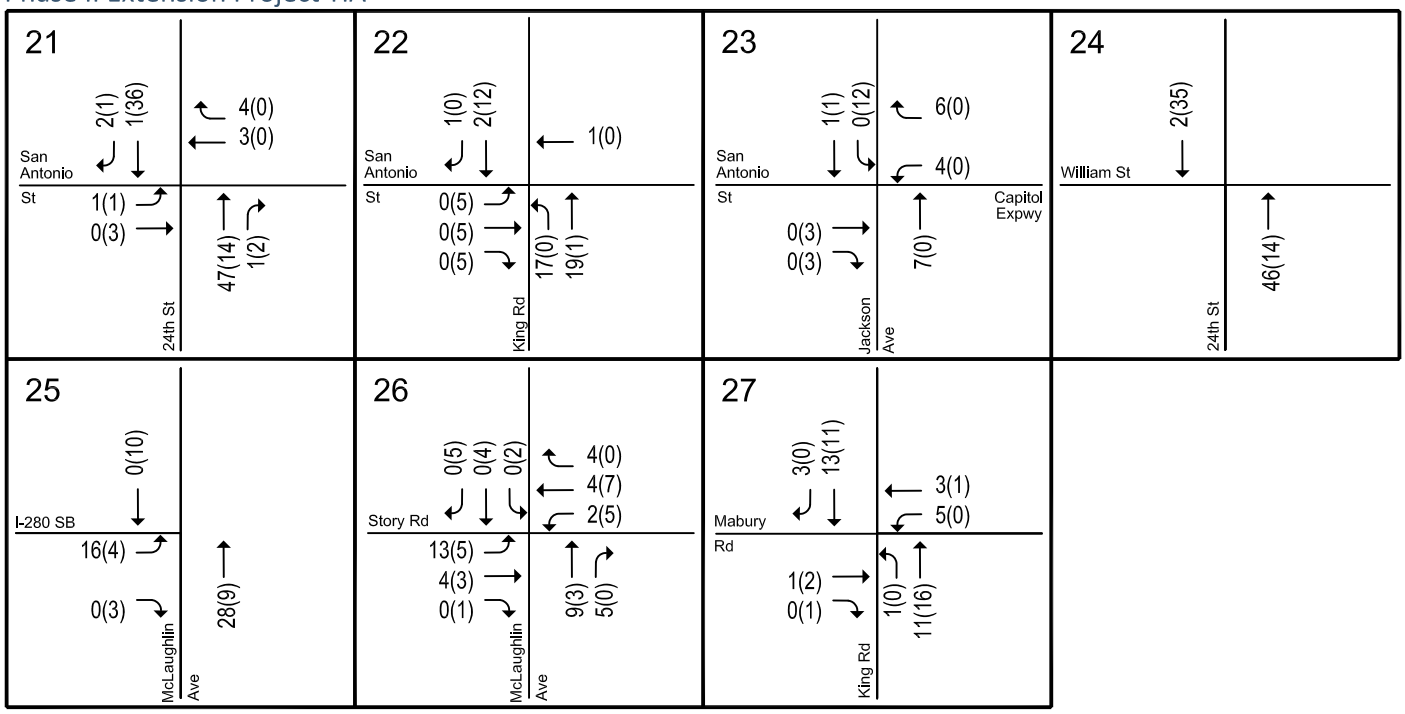


LEGEND

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

Figure 17

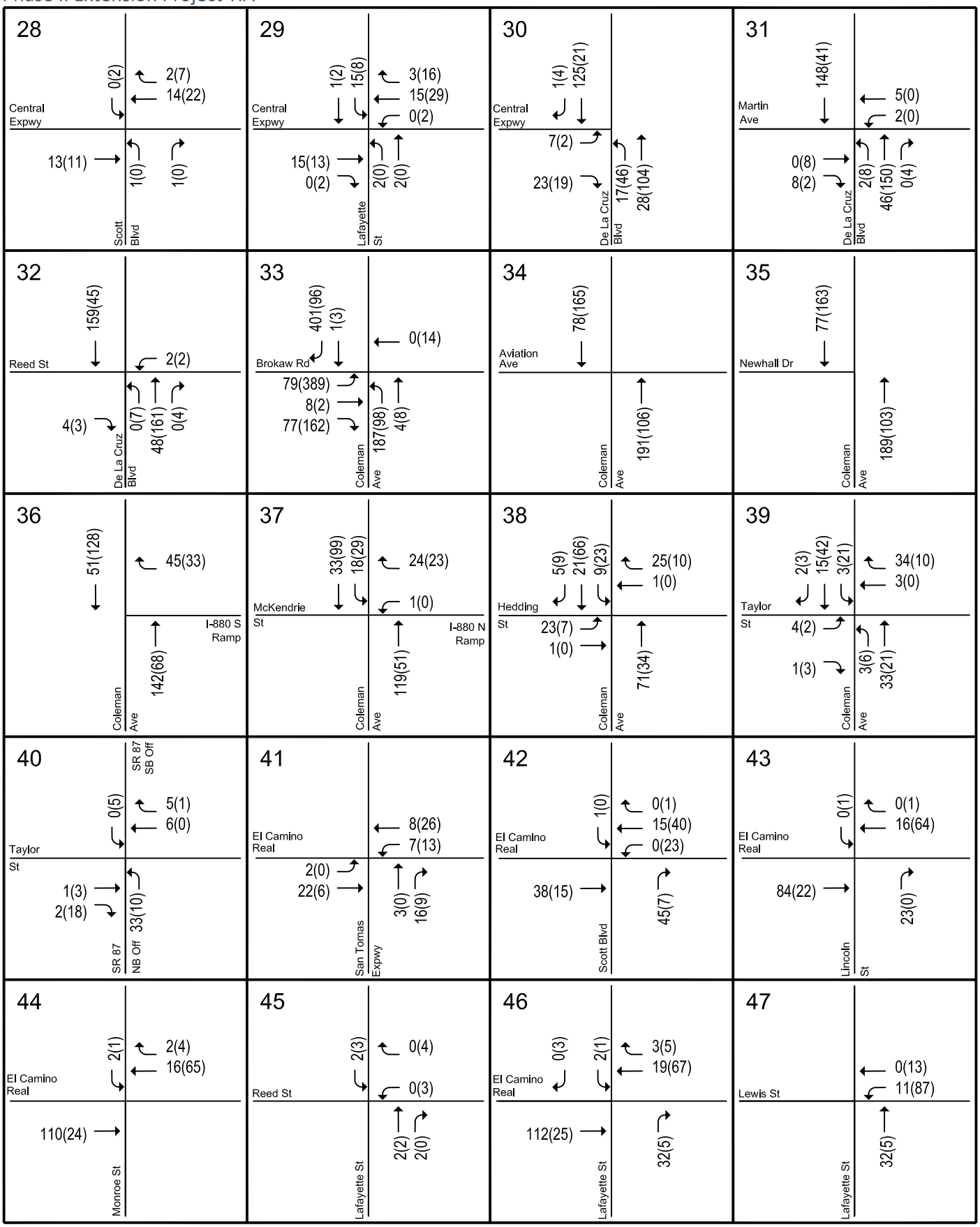
Transit-Oriented Joint Development Trips in 2015 - Alum Rock/28th Street Station



LEGEND

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

Figure 17
Transit-Oriented Joint Development Trips in 2015 - Alum Rock/28th Street Station

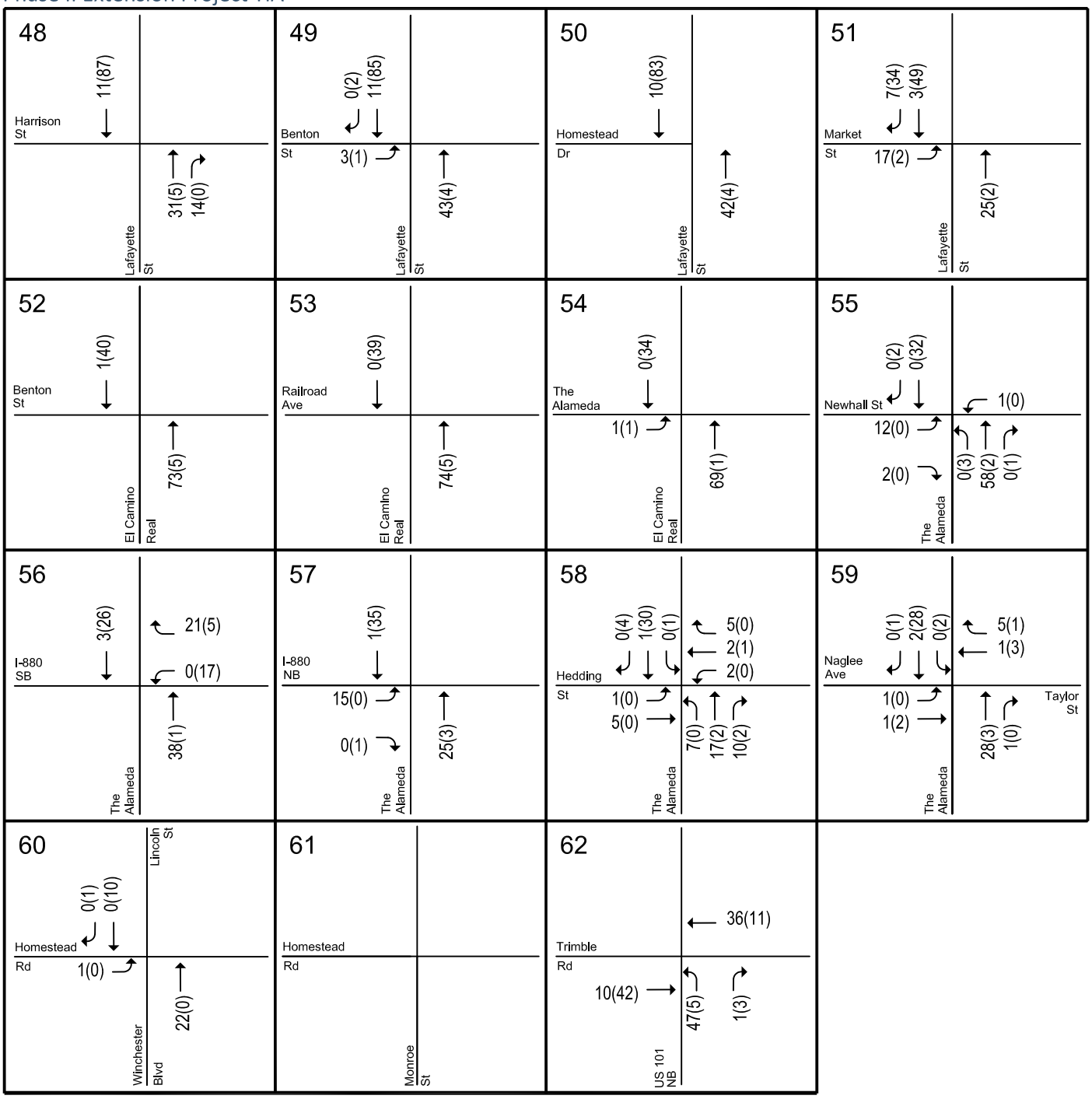


LEGEND

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

Figure 18

Transit-Oriented Joint Development Trips in 2015 - Santa Clara Station

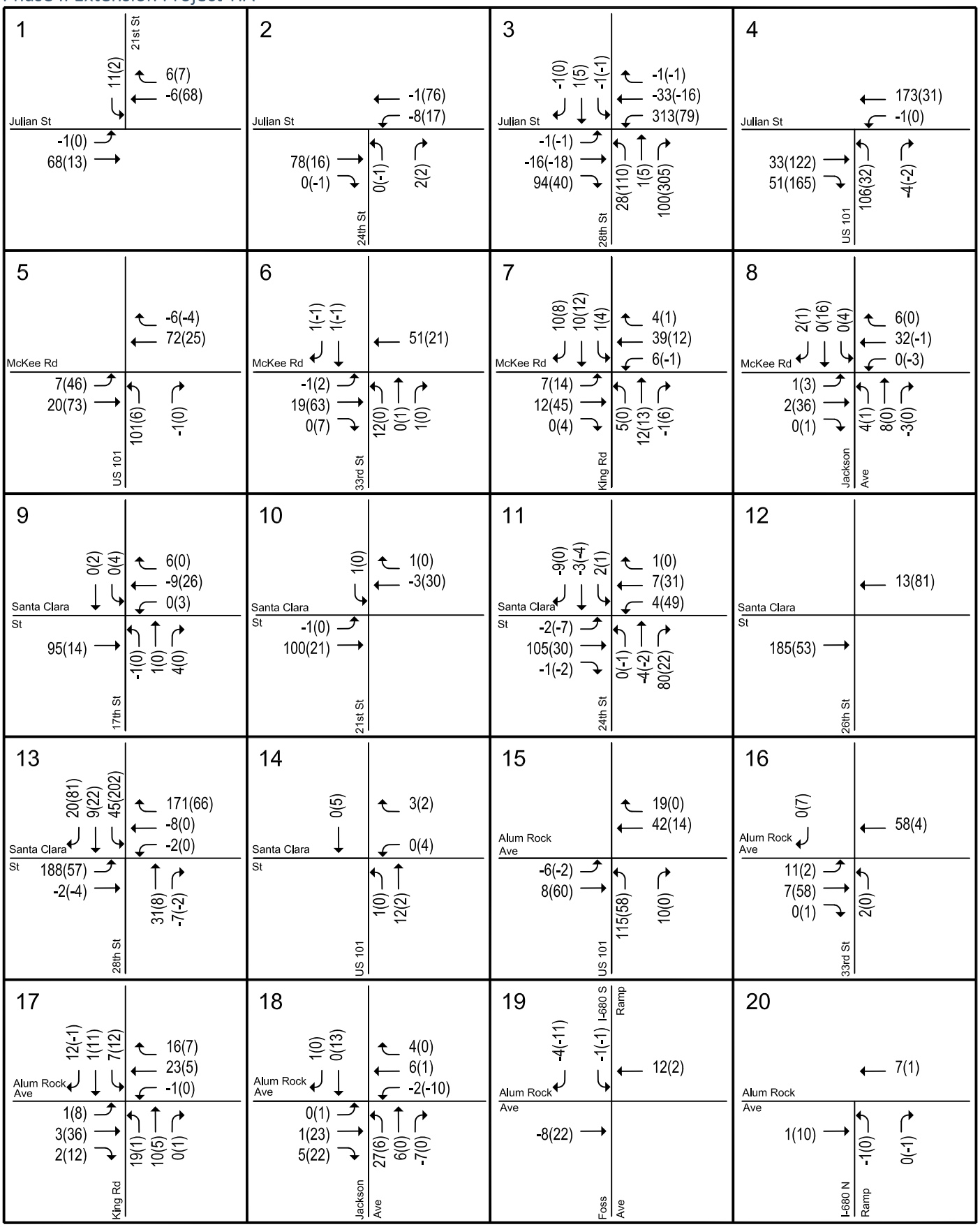


LEGEND

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

Figure 18
Transit-Oriented Joint Development Trips in 2015 - Santa Clara Station

NORTH
Not to Scale

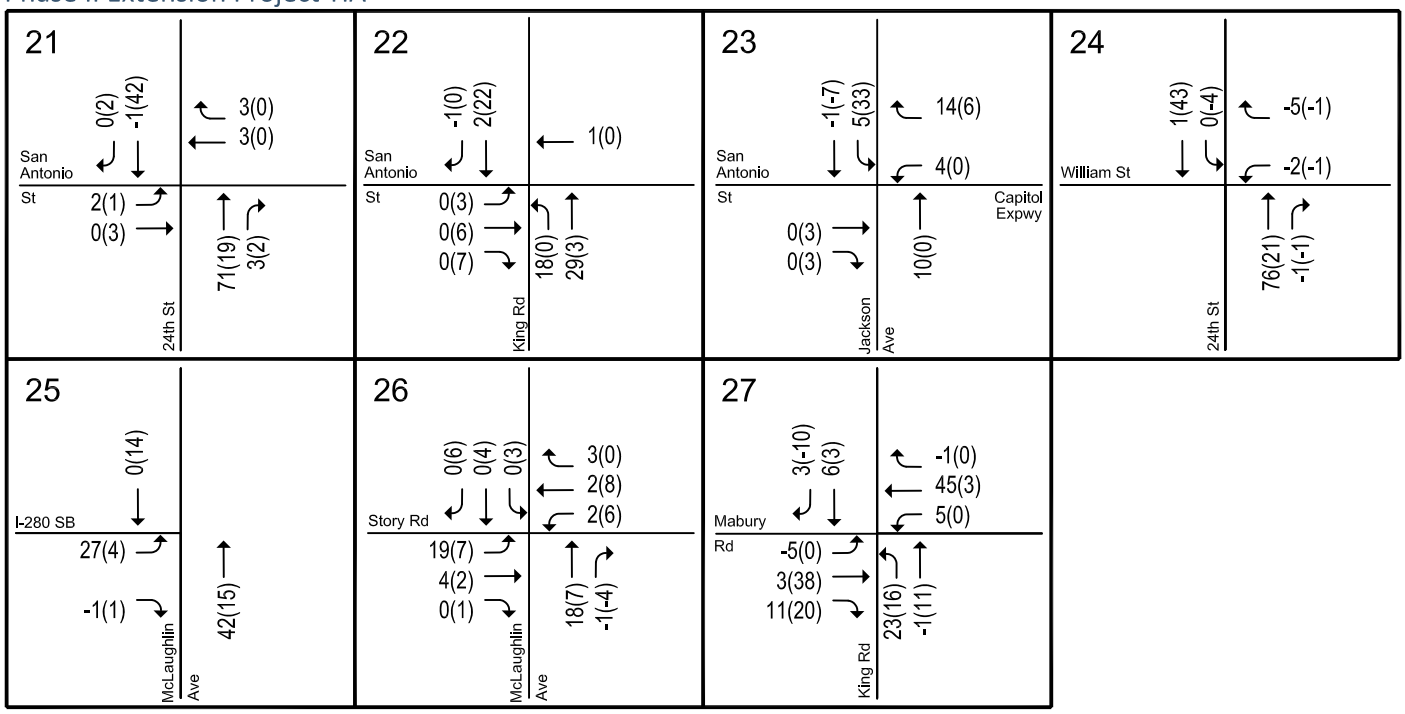


LEGEND

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

Figure 19

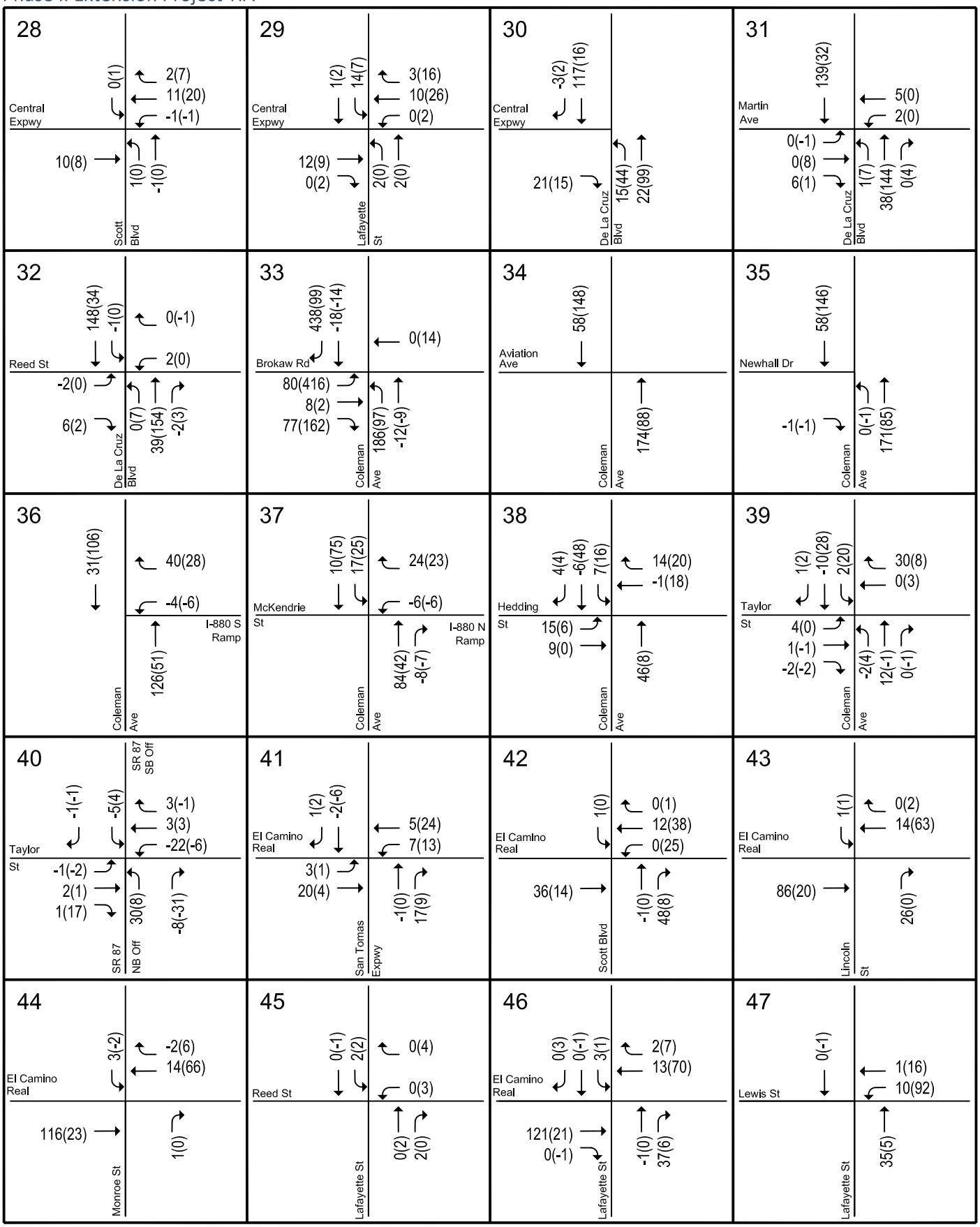
Total BART and Transit-Oriented Joint Development Trips in 2015 - Alum Rock/28th Street Station



LEGEND

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

Figure 19
Total BART and Transit-Oriented Joint Development Trips in 2015 - Alum Rock/28th Street Station

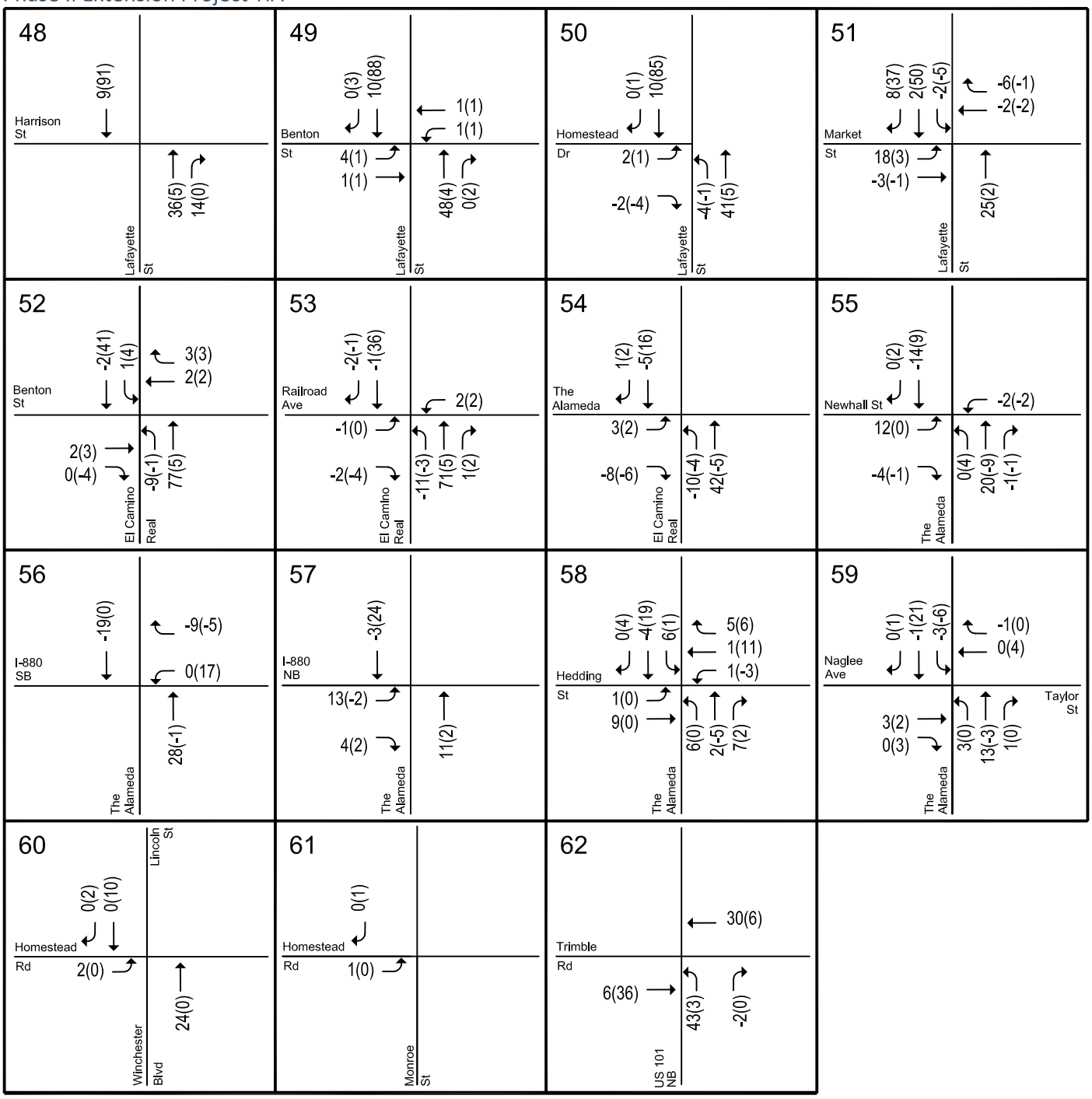


LEGEND

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

Figure 20

Total BART and Transit-Oriented Joint Development Trips in 2015 - Santa Clara Station

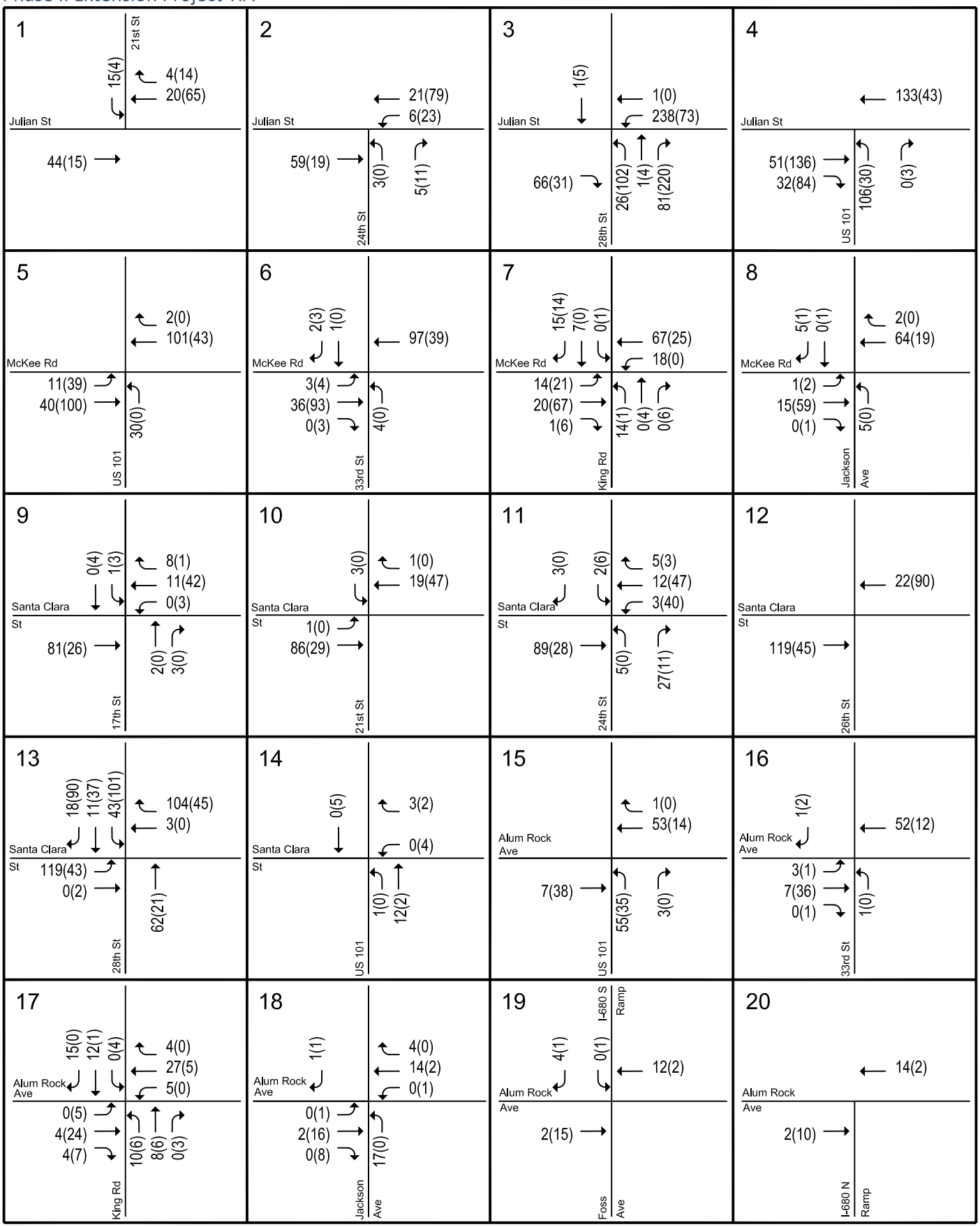


LEGEND

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

Figure 20

Total BART and Transit-Oriented Joint Development Trips in 2015 - Santa Clara Station

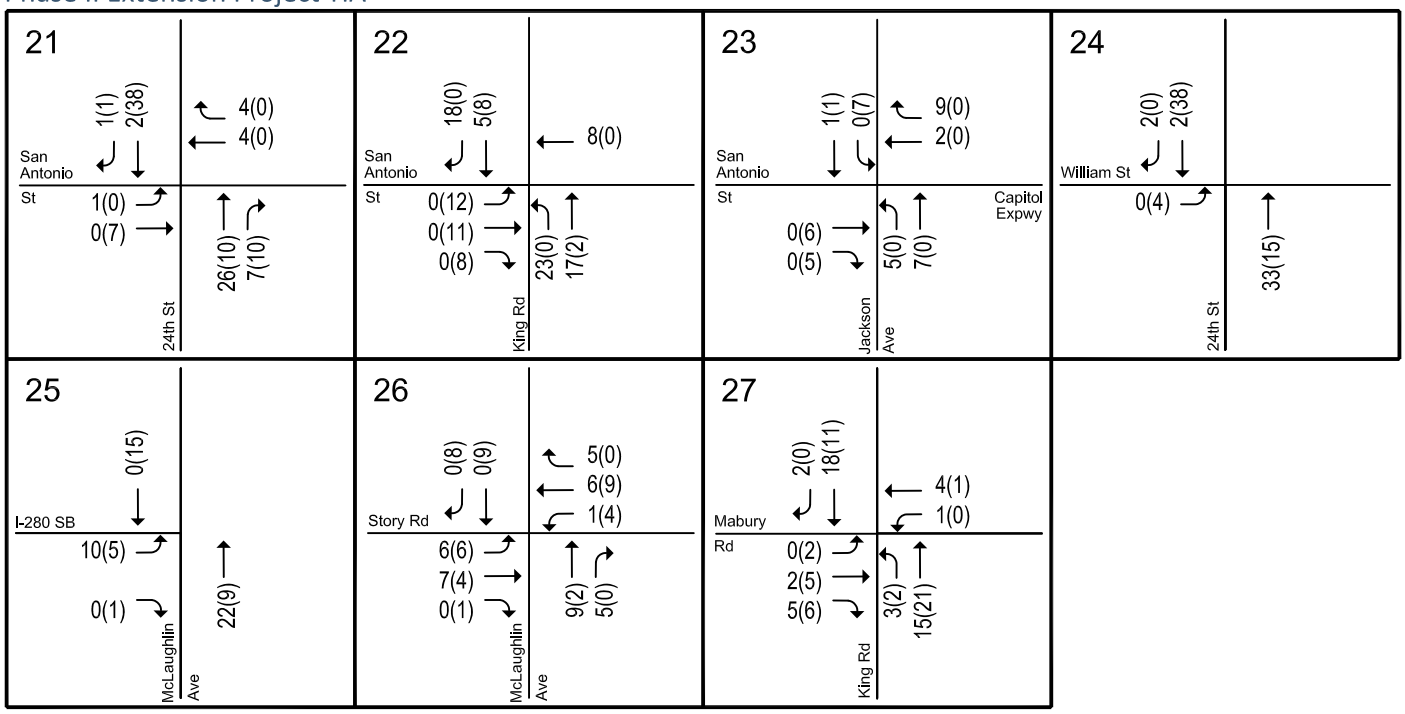


LEGEND

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

Figure 21

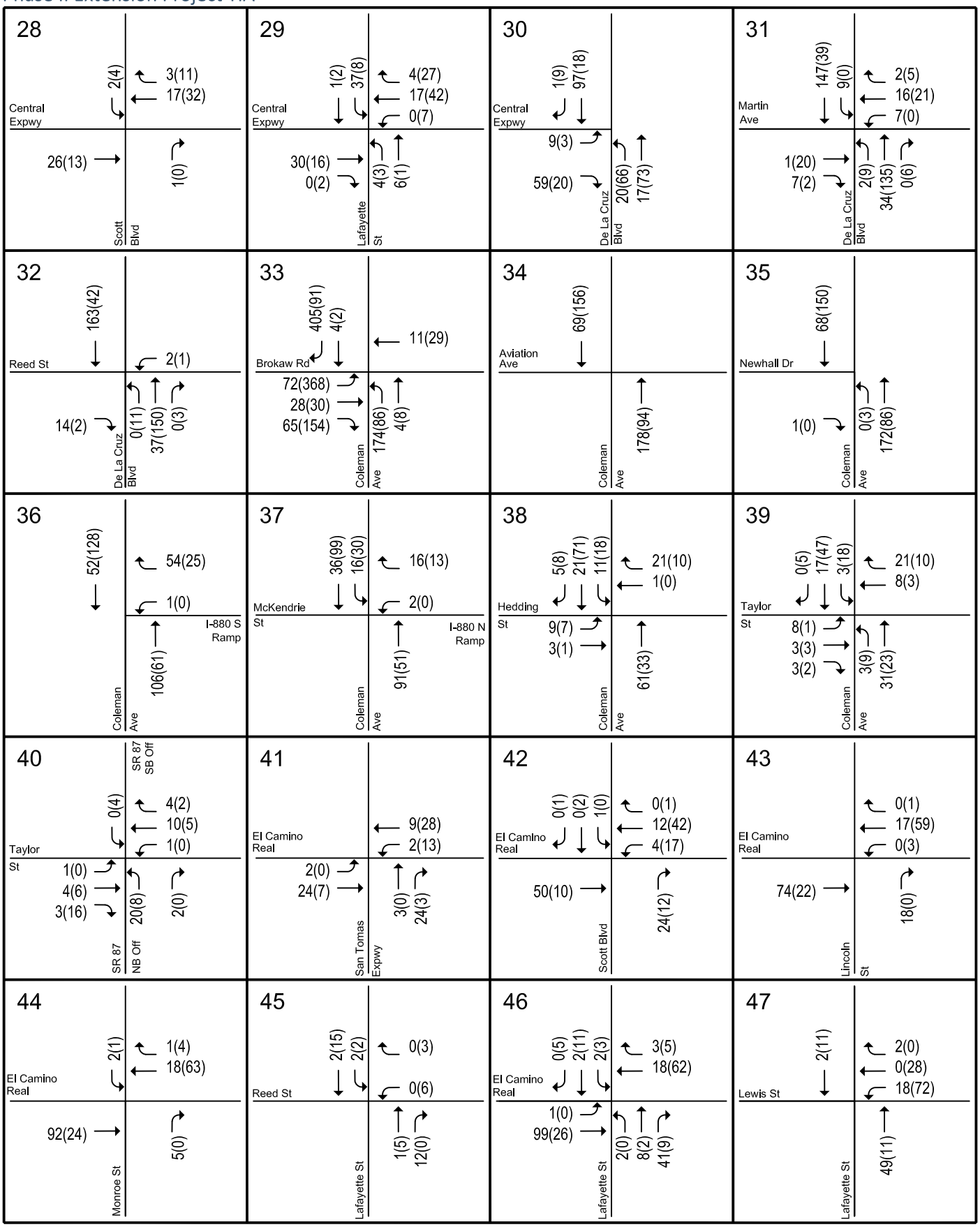
Transit-Oriented Joint Development Trips in 2025 - Alum Rock/28th Street Station



LEGEND

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

Figure 21
Transit-Oriented Joint Development Trips in 2025 - Alum Rock/28th Street Station

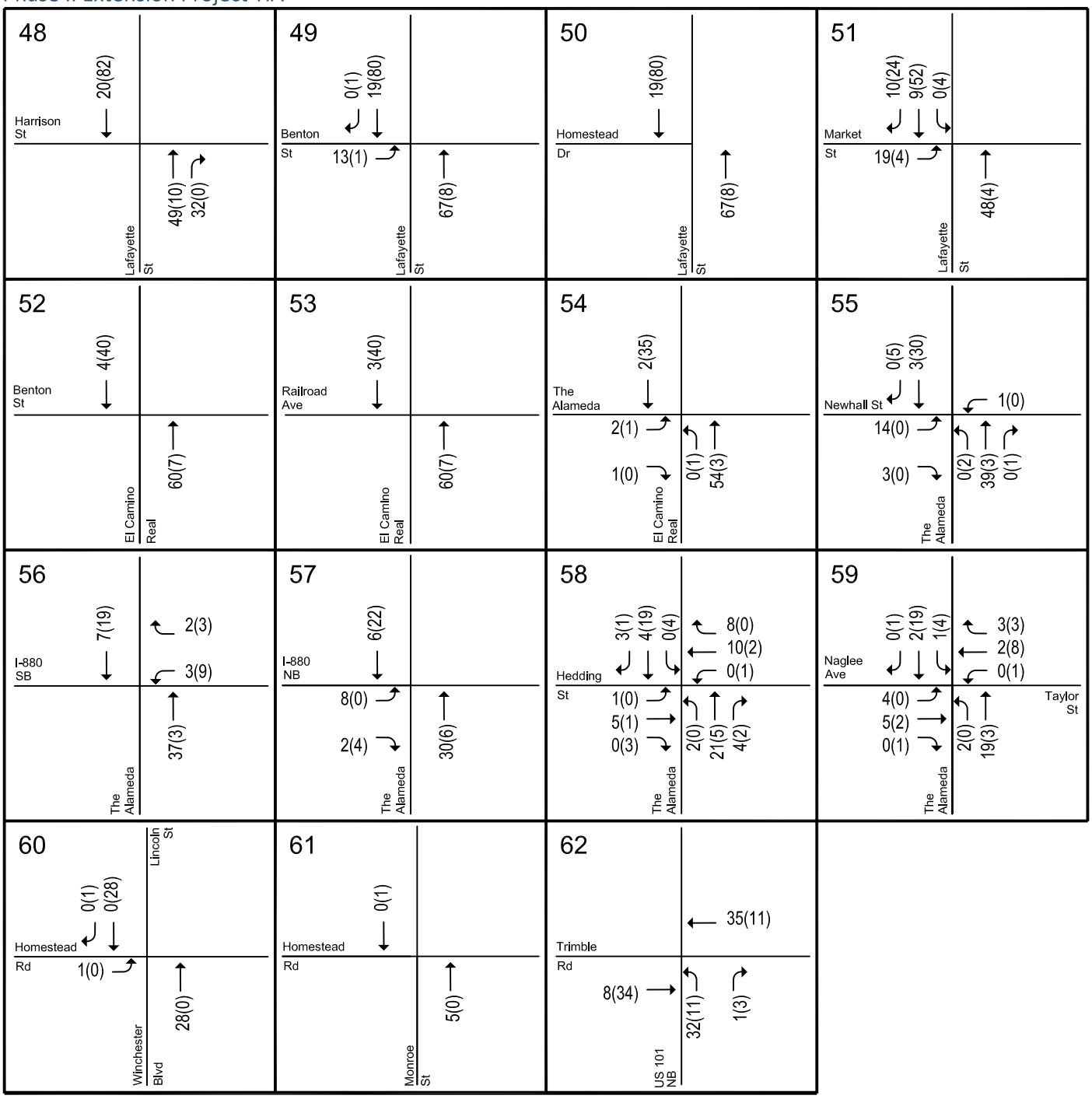


LEGEND

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

Figure 22

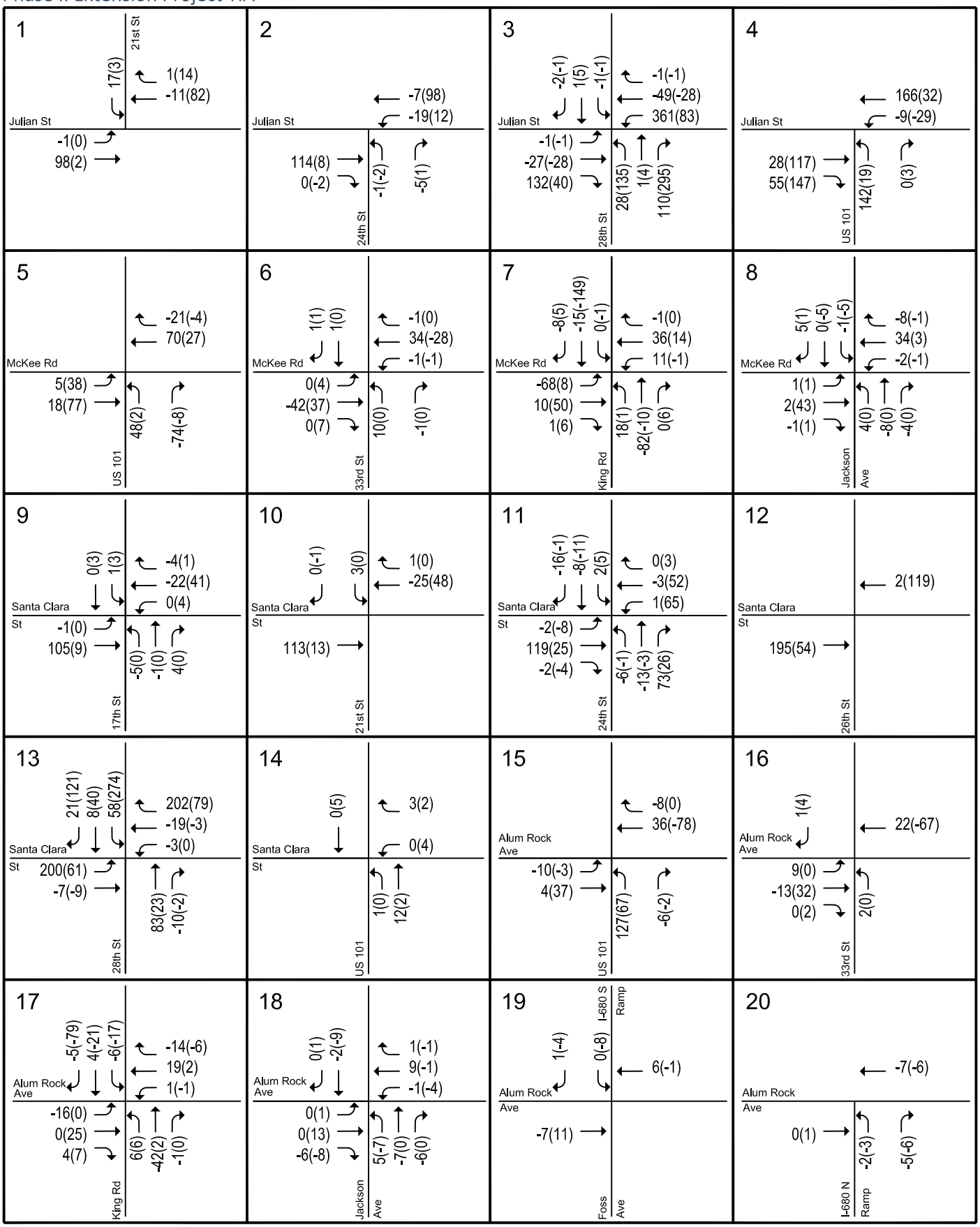
Transit-Oriented Joint Development Trips in 2025 - Santa Clara Station



LEGEND

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

Figure 22
Transit-Oriented Joint Development Trips in 2025 - Santa Clara Station

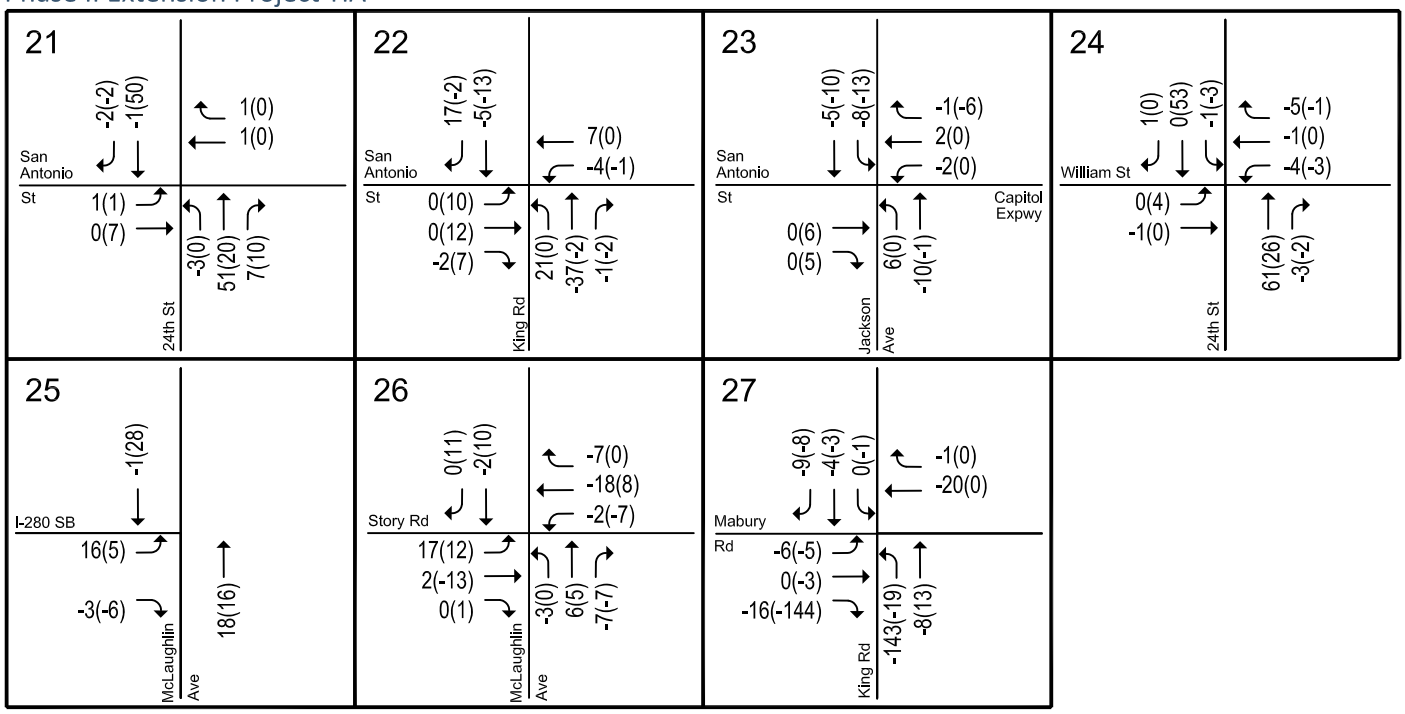


LEGEND

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

Figure 23

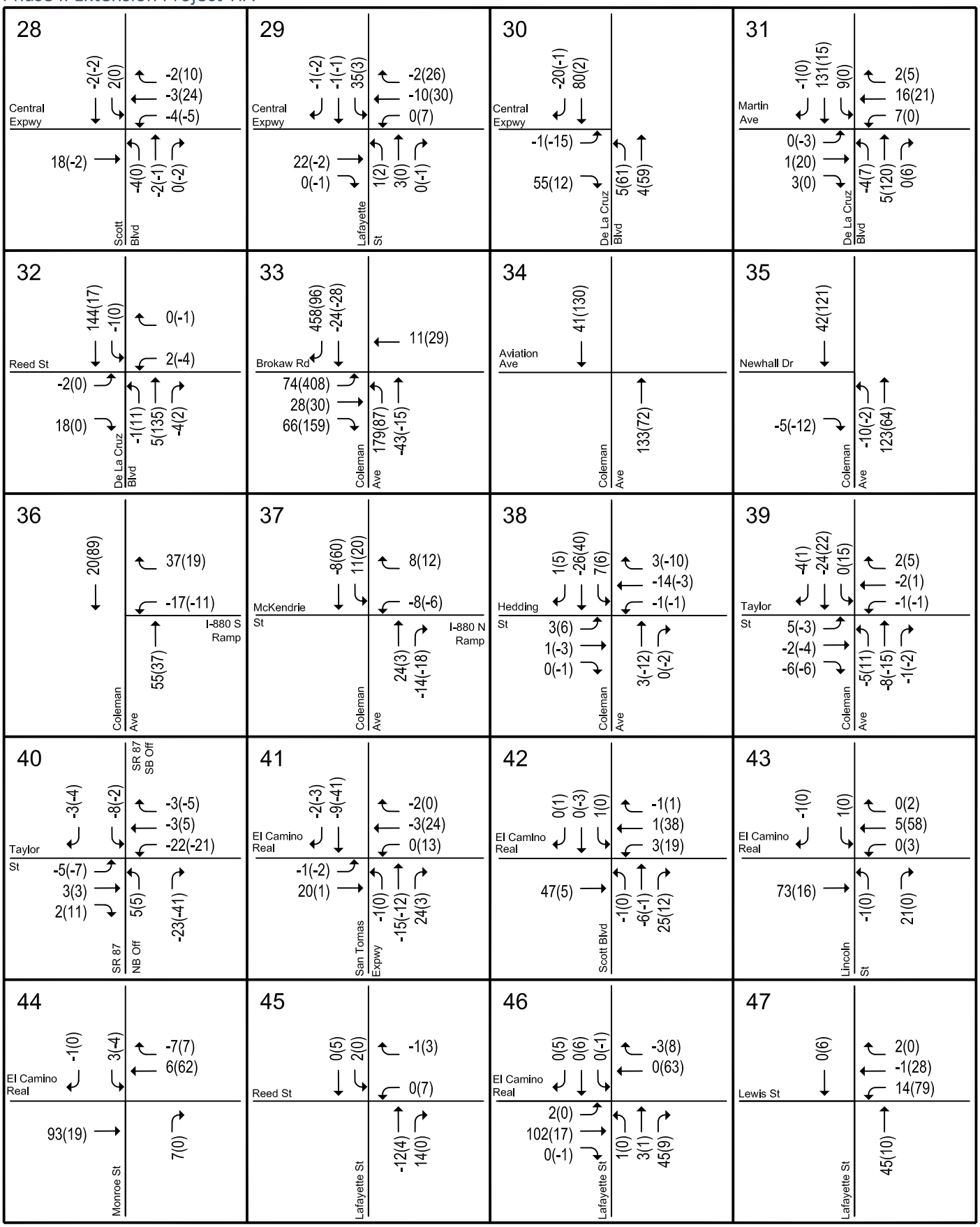
Total BART and Transit-Oriented Joint Development Trips in 2025 - Alum Rock/28th Street Station



LEGEND

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

Figure 23
Total BART and Transit-Oriented Joint Development Trips in 2025 - Alum Rock/28th Street Station

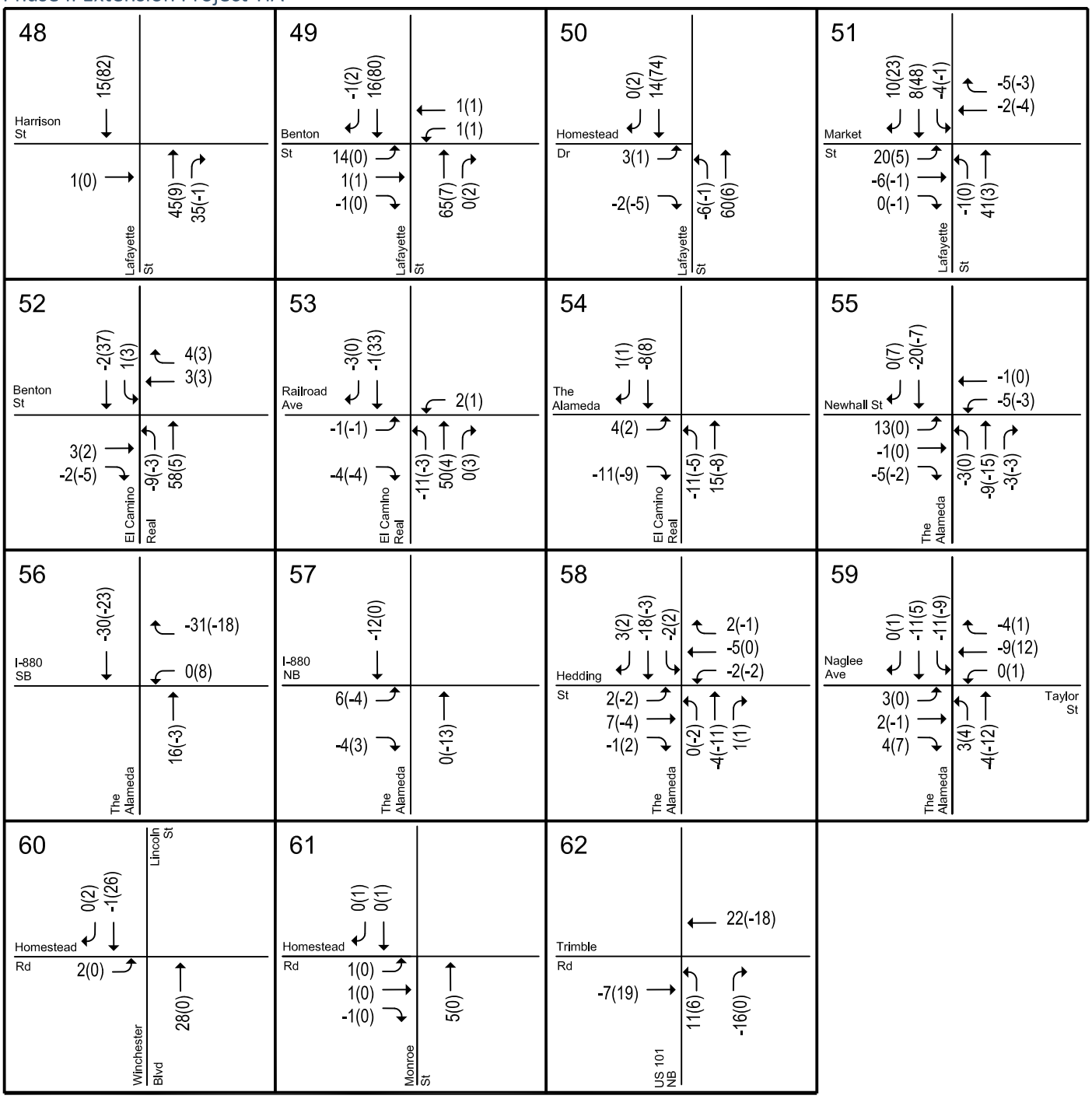


LEGEND

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

Figure 24

Total BART and Transit-Oriented Joint Development Trips in 2025 - Santa Clara Station



LEGEND

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

Figure 24

Total BART and Transit-Oriented Joint Development Trips in 2025 - Santa Clara Station

City of San Jose Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable LOS D or better under 2025 Background Conditions to an unacceptable LOS E or F under 2025 Background Plus Project Conditions. **or**
2. The level of service at the intersection is an unacceptable LOS E or F under 2025 Background Conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the critical volume-to-capacity ratio (V/C) to increase by one percent (.01) or more under 2025 Background Plus Project Conditions, **or**
3. The level of service at a designated City of San Jose Protected Intersection is an unacceptable LOS E or F under 2025 Background Conditions and the addition of project trips causes the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more under 2025 Background Plus Project Conditions.

An exception to rule #2 above applies when the addition of project-generated traffic reduces the amount of average control delay for critical movements (i.e. the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by one percent (0.01) or more.

City of Santa Clara Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway and CMP intersections) under 2025 Background Conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under 2025 Background Plus Project Conditions, **or**.
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under 2025 Background Conditions and the addition of project traffic causes both the average critical delay at the intersection to increase by four or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more under 2025 Background Plus Project Conditions.

An exception to rule #2 above applies when the addition of project-generated traffic reduces the amount of average control delay for critical movements (i.e., the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by one percent (0.01) or more.

CMP Definition of Significant Intersection Impacts

The Project is said to create a significant impact on traffic conditions at a CMP intersection if, for either peak hour

1. The level of service at a CMP-designated intersection degrades from an acceptable LOS E or better under 2025 Background Conditions to an unacceptable LOS F under 2025 Background Plus Project Conditions, **or**.
2. The level of service at a CMP-designated intersection is an unacceptable LOS F under 2025 Background Conditions and the addition of project traffic causes both the critical-movement delay at the intersection to increase by four or more seconds *and* the critical volume-to-capacity ratio (V/C) to increase by 0.01 or more under 2025 Background Plus Project Conditions.

An exception to rule #2 above applies when the addition of project-generated traffic reduces the amount of average control delay for critical movements (i.e. the change in average control delay for critical movements is

negative). In this case, the threshold of significance is an increase in the critical V/C value by one percent (0.01) or more.

CMP Definition of Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant impact on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on a freeway segment degrades from an acceptable LOS E or better under 2025 Background Conditions to an unacceptable LOS F under 2025 Background Plus Project Conditions, **or**.
2. The level of service on a freeway segment is operating at an unacceptable LOS F under 2025 Background Conditions **and** the amount of project traffic added to that segment under the 2025 Background Plus Project Conditions constitutes at least one percent of capacity on that segment.

For all significant impact criteria listed above (City of San Jose, City of Santa Clara, and CMP), a significant impact is considered mitigated when 2025 Background Plus Project Mitigated Conditions intersection operations are compared against 2025 Background Conditions and no significant adverse impact criteria are triggered.

2015 Existing Plus Project Conditions Intersection Levels of Service

This section evaluates the level of service of the study intersections under the 2015 Existing Plus Project scenario. In the following section, the 2015 Existing Plus Project Conditions are evaluated relative to 2015 Existing Conditions in order to determine potential project impacts on the future transportation network.

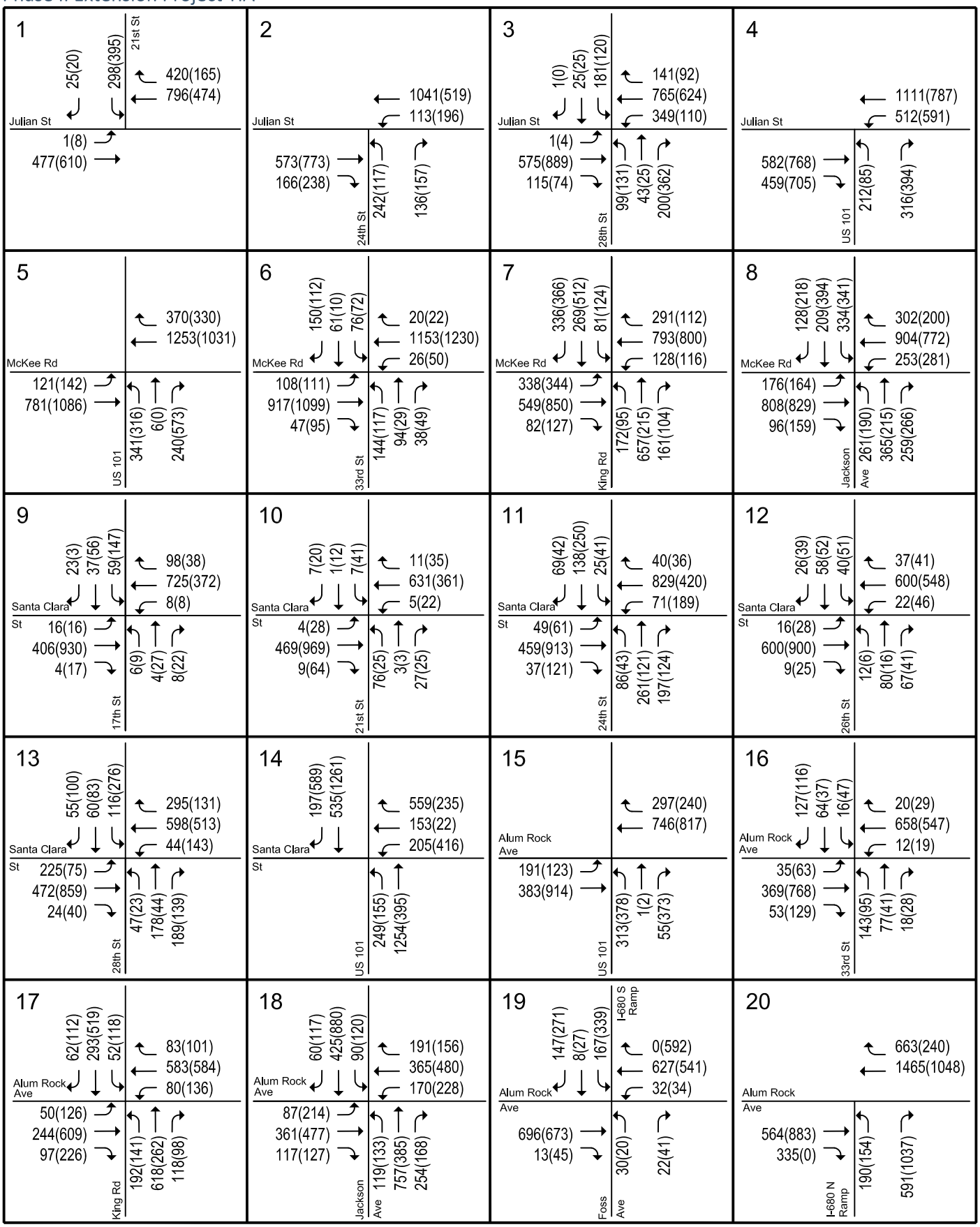
The extension of BART to the Alum Rock/28th Street and Santa Clara Stations is not expected to open until 2025 and the Transit-Oriented Joint Development at those two stations would not be completed until 2025 or later. Therefore, it is extremely unlikely that the 2015 Existing Plus Project Conditions would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied between now and the year 2025. Additionally, numerous improvements to the transportation network (such as lane geometry changes at the study intersections) are projected to occur by 2025. The Existing (2015) Plus Project scenario is included in this TIA for informational purposes only, in accordance with VTA's *TIA Guidelines* and CEQA requirements.

Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under Existing Plus Project Conditions would be the same as the existing transportation network.

2015 Existing Plus Project Conditions Traffic Volumes

The Project trips were added to existing traffic volumes to obtain Existing Plus Project Conditions traffic volumes. These Project trips include trips related to the Transit-Oriented Joint Development land uses, station drive access trips, and the shift in travel patterns as people switch from passenger vehicles to BART. 2015 Existing Plus Project Conditions traffic volumes are presented graphically in Figures 25 and 26 for the Alum Rock/28th Street and Santa Clara Stations, respectively. Traffic volumes for all components of traffic are tabulated in Appendix D.

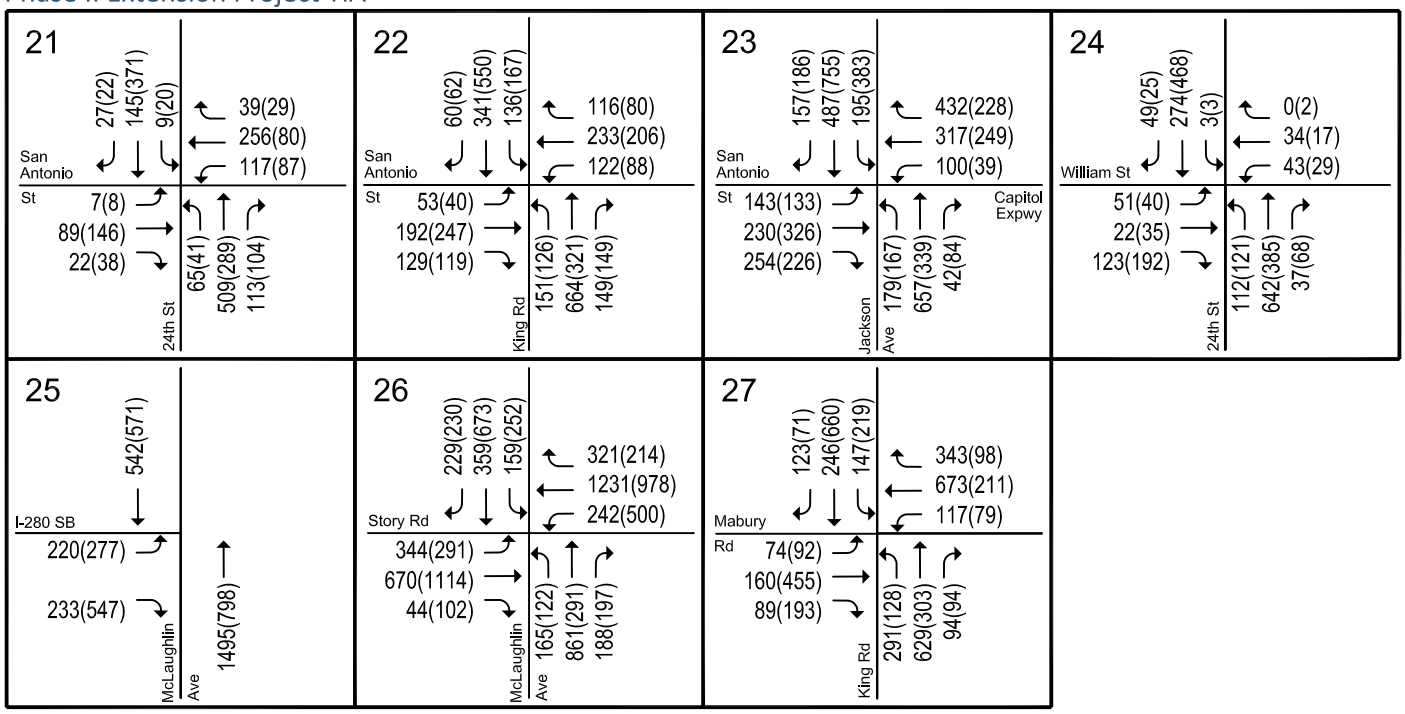


LEGEND

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

Figure 25

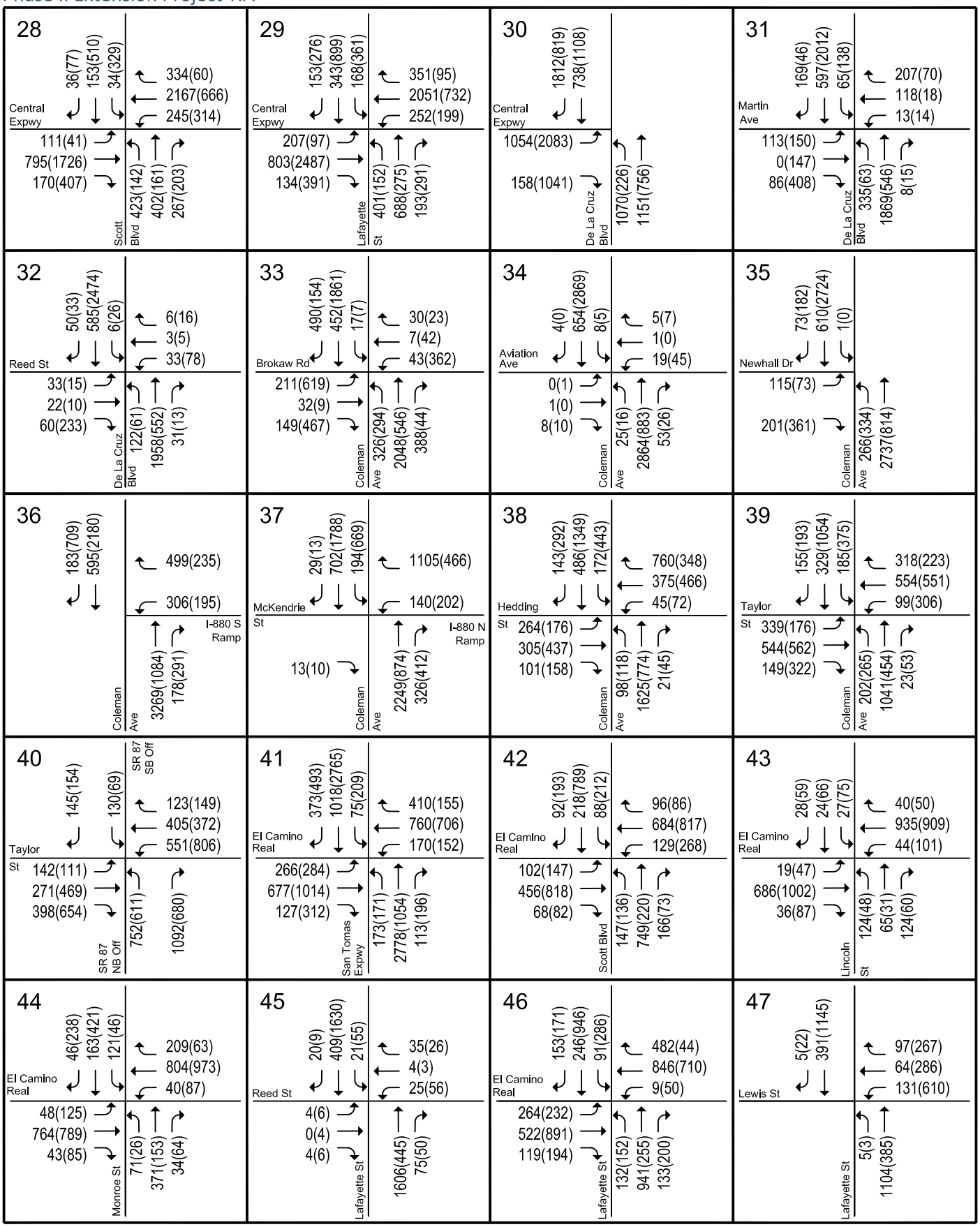
2015 Existing Plus Project Conditions Traffic Volumes - Alum Rock/28th Street Station



LEGEND

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

Figure 25
2015 Existing Plus Project Conditions Traffic Volumes - Alum Rock/28th Street Station

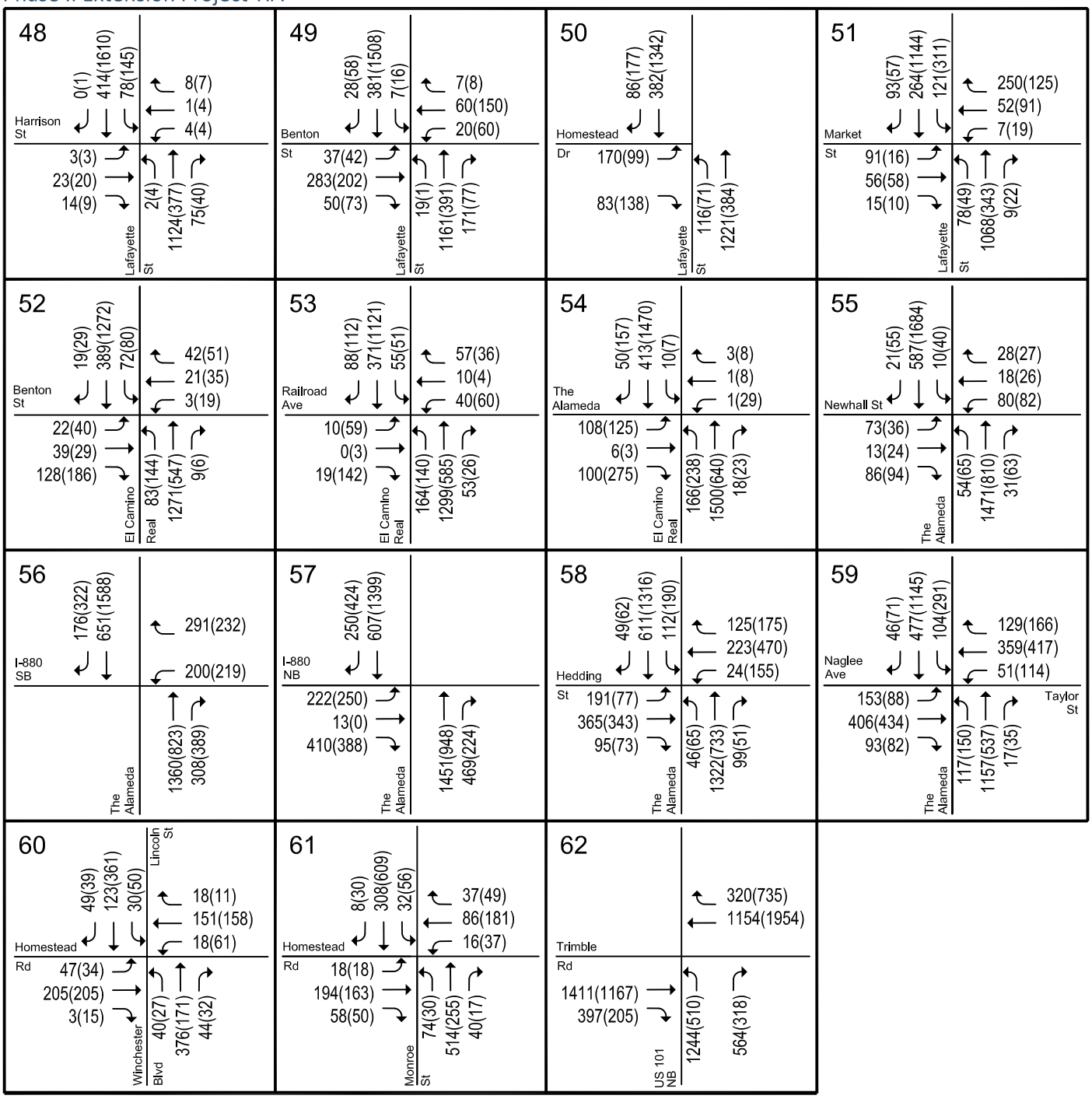


LEGEND

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

Figure 26

2015 Existing Plus Project Conditions Traffic Volumes - Santa Clara Station



LEGEND

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

Figure 26
2015 Existing Plus Project Conditions Traffic Volumes - Santa Clara Station

Intersection Levels of Service Under 2015 Existing Plus Project Conditions

Intersection levels of service under 2015 Existing Plus Project Conditions were evaluated against City of San Jose, City of Santa Clara, and CMP level of service standards. The results of the intersection level of service analysis under 2015 Existing Plus Project Conditions are summarized in Tables 14 and 15. The intersection level of service calculation sheets are included in Appendix E.

The determination of whether an intersection operates at an acceptable or unacceptable level of service (in accordance with the appropriate level of service standard) is a first step in determining whether or not a project would have a significant impact. For intersections that would operate at an unacceptable level of service under 2015 Existing Plus Project Conditions, the next step is to evaluate those intersections in relation to the 2015 Existing Conditions and apply the appropriate significant impact criteria (see the next section of this chapter).

Alum Rock/28th Street Station

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2015 Existing Plus Project Conditions show that, measured against the City of San Jose level of service standards, all 27 of the study intersections in the vicinity of the Alum Rock/28th Street Station would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

CMP Level of Service Analysis

The results of the level of service analysis under 2015 Existing Plus Project Conditions show that, measured against the CMP standards, all of the study CMP intersections in the vicinity of the Alum Rock/28th Street Station would operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic.

Santa Clara Station

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2015 Existing Plus Project Conditions show that, measured against the City of San Jose level of service policy, all of the 13 Santa Clara Station study intersections located within San Jose would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

City of Santa Clara Level of Service Analysis

The results of the level of service analysis under 2015 Existing Plus Project Conditions show that, measured against the City of Santa Clara level of service standards, all except two of the 22 Santa Clara Station study intersections located within Santa Clara would operate at an acceptable level of service (LOS D or better at local intersections and LOS E or better at expressway and CMP intersections) during both the AM and PM peak hours of traffic. The following two intersections would operate at unacceptable levels of service (LOS E or worse for local intersections and LOS F for expressways and CMP intersections) during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#33) Coleman Avenue and Brokaw Road (LOS F – PM peak hour)

The unsignalized intersection of Lafayette Street and Harrison Street (#48) has two-way stop control. The level of service shown for this intersection on Table 15, LOS F in the AM and PM peak hours, reflects the delay and the level of service for the stop-controlled approach with the highest delay, not the average of the entire intersection. Because the City of Santa Clara does not have a level of service standard for unsignalized intersections, this intersection cannot be said to operate at an unacceptable level of service. The level of service is presented for informational purposes only. The peak-hour traffic signal warrant checks for this intersection are included in Chapter 5.

CMP Level of Service Analysis

The results of the level of service analysis under 2015 Existing Plus Project Conditions show that, measured against the CMP level of service standards, all except one of the CMP study intersections in the vicinity of the Santa Clara Station would operate at an acceptable level of service (LOS E or better during both the AM and PM peak hours of traffic. The following CMP intersection would operate at unacceptable levels of service (LOS F) during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)

Intersection Impacts under 2015 Existing Plus Project Conditions

This section evaluates whether the Project would result in a significant impact on the study intersections under the 2015 Existing Plus Project scenario, based on the significant impact criteria of the City of San Jose, the City of Santa Clara, and the CMP. To determine whether the Project would have an impact under 2015 Existing Plus Project Conditions, a comparison is made between 2015 Existing Conditions and 2015 Existing Plus Project Conditions, and the appropriate significant impact criteria are applied. Even though the significant impact criteria for the City of San Jose, the City of Santa Clara, and the CMP, as presented above, specify the comparison of 2025 Background and 2025 Background Plus Project Conditions, the same methodology and criteria can be applied to a comparison of 2015 Existing and 2015 Existing Plus Project Conditions. This comparison has been made, significant impacts identified, and mitigation measures presented for the 2015 Existing Plus Project scenario for informational purposes only.

Alum Rock/28th Street Station

City of San Jose Impact Analysis

Based on the significant impact criteria of the City of San Jose, the Project would not result in any significant impacts to the intersections in the vicinity of the Alum Rock/28th Street Station under the 2015 Existing Plus Project scenario.

CMP Impact Analysis

Based on the significant impact criteria of the Congestion Management Program, the Project would not result in any significant impacts to the CMP intersections in the vicinity of the Alum Rock/28th Street Station under the 2015 Existing Plus Project scenario.

Santa Clara Station

City of San Jose Impact Analysis

Based on the significant impact criteria of the City of San Jose, the Project would not result in any significant impacts to the San Jose intersections in the vicinity of the Santa Clara Station under the 2015 Existing Plus Project scenario.

City of Santa Clara Impact Analysis

When measured against the City of Santa Clara significant impact criteria, the Project would potentially cause a significant impact at the following Santa Clara intersection near Santa Clara Station under 2015 Existing Plus Project Conditions:

(#33) Coleman Avenue and Brokaw Road

Mitigation measures for this intersection have been proposed as follows:

Coleman Avenue and Brokaw Road: Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the

eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn "right on red." With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the impact would be mitigated to a *less than significant level.*

This mitigation measure is presented in Figure 30, in the section below concerning 2025 Background Plus Project intersection impacts and mitigation measures.

When measured against the City of Santa Clara significant impact criteria, the Project is not projected to cause an impact at the intersection of De La Cruz Boulevard and Central Expressway because the average delay under 2015 Existing Plus Project Conditions, when compared to 2015 Existing Conditions, would decrease by 5.5 seconds in the AM peak hour and increase by only 0.6 seconds in the PM peak hour.

CMP Impact Analysis

Based on the significant impact criteria of the Congestion Management Program, the Project would not result in any significant impacts to the CMP intersections in the vicinity of the Santa Clara Station under the 2015 Existing Plus Project scenario.

Table 14
2015 and 2025 Project Conditions Intersection Levels of Service – Alum Rock/28th Street Station

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec.)	Existing LOS	Existing Plus Project Avg. Delay (sec.)	Existing Plus Project LOS	Background Avg. Delay (sec.)	Background LOS	Background Plus Project Avg. Delay (sec.)	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay (sec.)	Background Plus Project Incr. In Crit. V/C
1	21st St & E. Julian St	AM	10/09/14	23.2	C	23.7	C	23.8	C	24.0	C	1.3	0.005
		PM	10/09/14	12.7	B	13	B	12.7	B	13.0	B	0.7	0.039
2	24th St & E. Julian St	AM	10/09/14	17.2	B	16.7	B	17.5	B	16.5	B	-1.5	0.053
		PM	10/09/14	17.1	B	17.3	B	17.4	B	17.2	B	0.8	0.011
3	N. 28th St & E. Julian St	AM	04/09/15	27.2	C	28.7	C	27.2	C	29.7	C	24.8	0.140
		PM	04/09/15	14.2	B	27.8	C	14.2	B	27.8	C	16.7	0.174
4	US 101 SB ramps & E. Julian St	AM	10/09/14	23.1	C	27.2	C	26.9	C	35.2	D	13.3	0.105
		PM	10/09/14	26.8	C	30.9	C	30.8	C	35.7	D	5.6	0.070
5	US 101 NB ramps & McKee Rd	AM	10/09/14	22.1	C	25.8	C	23.0	C	24.2	C	2.7	0.052
		PM	10/09/14	26.9	C	28.3	C	28.6	C	29.7	C	2.2	0.028
6	33rd St & McKee Rd	AM	05/21/15	35.4	D	35.7	D	34.0	C	34.6	C	0.6	0.016
		PM	05/20/15	29.7	C	29.5	C	28.7	C	29.0	C	0.4	-0.005
7	King Rd & McKee Rd	AM	10/09/14	46.8	D	47.5	D	52.6	D	52.3	D	-0.6	-0.007
		PM	10/08/14	47.2	D	47.7	D	51.9	D	51.7	D	1.5	0.008
8	Jackson Ave & McKee Rd	AM	05/21/15	39.3	D	39.3	D	40.0	D	40.0	D	-0.1	-0.003
		PM	05/20/15	39.9	D	39.9	D	40.9	D	40.8	D	-0.2	0.006
9	17th St & E. Santa Clara St	AM	10/09/14	6.5	A	6.4	A	17.1	B	18.4	B	1.4	0.024
		PM	10/09/14	9.3	A	9.4	A	19.8	B	20.5	C	0.7	0.020
10	21st St & E. Santa Clara St	AM	10/09/14	5.7	A	5.6	A	5.7	A	5.7	A	0.1	-0.007
		PM	10/09/14	4.6	A	4.5	A	4.6	A	4.5	A	0.0	0.004
11	24th St & E. Santa Clara St	AM	11/05/13	19.5	B	19.6	B	19.7	B	19.7	B	-0.4	-0.014
		PM	11/05/13	21.1	C	22.2	C	21.4	C	22.8	C	2.1	0.044
12	26th St. & E. Santa Clara St	AM	10/09/14	16.5	B	16.5	B	16.5	B	16.5	B	0.0	0.001
		PM	10/09/14	14.4	B	13.9	B	14.4	B	13.8	B	-0.3	0.016
13	N. 28th St & E. Santa Clara St	AM	10/09/14	20.9	C	23.9	C	20.9	C	24.6	C	7.3	0.204
		PM	10/09/14	18.4	B	21.3	C	18.4	B	22.3	C	5.0	0.150
14	US 101 & E. Santa Clara St *	AM	10/09/14	11.5	B	10.9	B	11.8	B	11.0	B	-0.3	0.025
		PM	09/09/14	16.2	B	16.5	B	16.3	B	16.0	B	1.1	0.131
15	US 101 & Alum Rock Ave *	AM	10/09/14	11	B	12.2	B	11.0	B	12.2	B	1.1	0.049
		PM	09/09/14	15.9	B	15.9	B	15.9	B	16.1	B	-0.1	-0.026
16	33rd St & Alum Rock Rd	AM	05/21/15	21.4	C	21.2	C	21.4	C	21.5	C	0.2	0.013
		PM	05/20/15	18.5	B	18.4	B	18.7	B	18.7	B	0.0	0.013
17	King Rd & Alum Rock Ave *	AM	05/19/15	30.1	C	30.5	C	30.9	C	31.9	C	4.5	0.013
		PM	09/16/14	34.4	C	34.5	C	36.0	D	35.5	D	0.1	-0.020
18	Jackson Ave & Alum Rock Ave *	AM	05/21/15	37.8	D	38.3	D	42.8	D	42.7	D	-0.2	-0.006
		PM	09/30/14	43	D	43.2	D	46.7	D	46.4	D	-0.5	-0.008
19	I-680 S & Alum Rock Ave (West) *	AM	05/21/15	22.2	C	22.1	C	21.7	C	21.8	C	0.1	-0.001
		PM	09/25/14	26.6	C	26.2	C	26.5	C	26.4	C	-0.2	0.001
20	I-680 N & Alum Rock Ave (East) *	AM	05/21/15	20.9	C	20.9	C	21.3	C	21.1	C	-0.2	-0.004
		PM	09/25/14	26.3	C	26.3	C	26.4	C	26.3	C	-0.1	-0.004
21	24th St & San Antonio St	AM	10/09/14	16	B	16.5	B	16.0	B	16.4	B	0.4	0.034
		PM	10/09/14	12.6	B	12.4	B	12.5	B	12.3	B	-0.3	0.018
22	King Rd & E. San Antonio St.	AM	05/21/15	32.7	C	32.9	C	32.7	C	33.0	C	0.2	-0.008
		PM	05/20/15	33.8	C	33.6	C	33.8	C	34.1	C	0.3	0.013
23	Jackson Ave & E. San Antonio St/Capitol Ex	AM	05/21/15	35.7	D	35.9	D	38.8	D	38.8	D	-0.3	-0.006
		PM	05/20/15	34.7	C	34.8	C	35.2	D	35.1	D	-0.1	-0.007
24	24th St & E. William St.	AM	10/09/14	15.8	B	15.3	B	15.9	B	15.4	B	-0.3	0.035
		PM	10/09/14	19.4	B	19	B	19.4	B	19.0	B	-0.4	0.033
25	McLaughlin Ave & I-280 SB Ramp *	AM	10/09/14	9.5	A	10.1	B	9.9	A	10.2	B	0.6	0.015
		PM	09/24/14	14.5	B	14.5	B	15.1	B	15.0	B	0.0	0.002
26	McLaughlin Ave & Story Rd	AM	10/09/14	42.4	D	42.8	D	43.2	D	43.4	D	0.4	0.004
		PM	10/09/14	48.5	D	48.7	D	52.2	D	52.5	D	0.3	0.002
27	King Rd & Mabury Rd	AM	10/08/14	39.7	D	39.7	D	43.2	D	41.8	D	-6.3	-0.016
		PM	10/08/14	38.9	D	39.4	D	42.3	D	40.5	D	-3.4	-0.077

Notes:
* Denotes a CMP intersection
Bold indicates a substandard level of service (according to City of San Jose standards)

Table 15
2015 and 2025 Project Conditions Intersection Levels of Service –Santa Clara Station

Study Number	Intersection	Location	Peak Hour	Count Date	Existing Avg. Delay (sec.)	Existing LOS	Existing Plus Project Avg. Delay (sec.)	Existing Plus Project LOS	Background Avg. Delay (sec.)	Background LOS	Background Plus Project Avg. Delay (sec.)	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay (sec.)	Background Plus Project Incr. In Crit. V/C
28	Scott Blvd & Central Expy *	Santa Clara	AM	05/21/15	43.8	D	43.8	D	42.9	D	42.7	D	-0.2	-0.002
			PM	10/02/14	**64.1**	**E**	**64.9**	**E**	**75.5**	**E**	**72.9**	**E**	**-4.6**	**0.098**
29	Lafayette St & Central Expy *	Santa Clara	AM	05/21/15	53.7	D	53.9	D	51.3	D	51.6	D	0.7	0.009
			PM	09/24/14	**71.1**	**E**	**71.4**	**E**	**68.7**	**E**	**68.4**	**E**	**-0.3**	**0.002**
30	De La Cruz Blvd & Central Expy *	Santa Clara	AM	10/08/14	**270.6**	**F**	**265.1**	**F**	**310.3**	**F**	**300.7**	**F**	**-4.6**	**-0.011**
			PM	10/02/14	**95.8**	**F**	**96.4**	**F**	**101.2**	**F**	**102.8**	**F**	**2.4**	**0.007**
31	De La Cruz Blvd & Martin Ave	Santa Clara	AM	10/08/14	34.9	C	35.5	D	34.8	C	36.2	D	1.4	0.018
			PM	10/08/14	30.7	C	30.8	C	31.8	C	32.1	C	0.4	0.003
32	De La Cruz Blvd & Reed St	Santa Clara	AM	10/08/14	11.1	B	11.2	B	10.7	B	11.4	B	1.1	0.010
			PM	10/08/14	18.1	B	18.2	B	19.0	B	18.9	B	0.3	0.010
33	Coleman Ave & Brokaw Rd	Santa Clara	AM	10/08/14	17	B	21.8	C	17.2	B	23.0	C	4.2	0.047
			PM	10/08/14	**88**	**F**	**157.9**	**F**	**57.9**	**E**	**113.7**	**F**	**72.0**	**0.173**
	With Mitigation										*48.3*	*D*		
34	Coleman Ave & Aviation Ave	San Jose	AM	10/08/14	14.6	B	20.4	C	31.3	C	40.3	D	13.7	0.038
			PM	10/08/14	7.2	A	7.3	A	18.2	B	18.6	B	0.6	0.025
35	Coleman Ave & Newhall Dr	San Jose	AM	10/08/14	13.6	B	13.5	B	14.2	B	14.5	B	0.6	0.023
			PM	10/08/14	18.1	B	18.0	B	24.6	C	26.5	C	2.8	0.022
36	Coleman Ave & I-880 SB Ramps *	San Jose	AM	05/12/15	24.7	C	27.7	C	**107.9**	**F**	**119.8**	**F**	**14.5**	**0.032**
	With Mitigation										*44.8*	*D*		
			PM	09/25/14	11.6	B	12.4	B	43.6	D	48.6	D	13.7	0.035
37	Coleman Ave & I-880 NB Ramps *	San Jose	AM	05/12/15	37.3	D	39.2	D	**85.8**	**F**	**89.8**	**F**	**4.7**	**0.011**
			PM	09/25/14	26.2	C	26.6	C	32.6	C	33.0	C	-0.3	0.000
38	Coleman Ave & W. Hedding St	San Jose	AM	05/12/15	41	D	42.2	D	41.2	D	41.4	D	0.0	0.000
			PM	05/12/15	38.1	D	38.5	D	36.7	D	36.7	D	0.2	0.011
39	Coleman Ave & W. Taylor St	San Jose	AM	05/12/15	45	D	45.4	D	**60.0**	**E**	**60.2**	**E**	**0.2**	**0.000**
			PM	05/12/15	44.7	D	45.1	D	**63.7**	**E**	**64.8**	**E**	**1.9**	**0.007**
40	SR 87 & W. Taylor St	San Jose	AM	05/12/15	24.2	C	24.4	C	28.7	C	28.5	C	-0.6	-0.004
			PM	05/12/15	32.6	C	32.6	C	38.5	D	37.8	D	-0.6	-0.004
41	San Tomas Expy & El Camino Real *	Santa Clara	AM	10/08/14	**66.1**	**E**	**66.2**	**E**	**83.8**	**F**	**82.8**	**F**	**-1.3**	**-0.004**
			PM	09/23/14	**79.7**	**E**	**79.5**	**E**	**129.5**	**F**	**126.8**	**F**	**-4.9**	**-0.003**
42	Scott Blvd & El Camino Real *	Santa Clara	AM	10/08/14	33.8	C	33.6	C	34.1	C	34.1	C	0.1	-0.001
			PM	09/17/14	37.7	D	37.9	D	38.4	D	38.6	D	0.7	0.012
43	Lincoln St & El Camino Real *	Santa Clara	AM	05/21/15	21.1	C	21.0	C	20.9	C	20.8	C	-0.1	0.000
			PM	09/17/14	23.1	C	22.7	C	23.6	C	23.3	C	0.0	0.005
44	Monroe St & El Camino Real *	Santa Clara	AM	10/08/14	35.5	D	35.8	D	35.8	D	36.2	D	0.2	0.007
			PM	09/17/14	32.9	C	32.8	C	33.4	C	33.2	C	-0.1	0.012
45	Lafayette St & Reed St	Santa Clara	AM	01/01/13	6.8	A	6.8	A	7.3	A	7.3	A	0.1	0.002
			PM	01/01/13	7.4	A	7.5	A	7.5	A	7.7	A	0.2	0.006
46	Lafayette St & El Camino Real *	Santa Clara	AM	10/08/14	40.8	D	40.2	D	43.0	D	42.4	D	0.0	0.000
			PM	09/17/14	41.3	D	41.6	D	43.0	D	43.4	D	1.0	0.015
47	Lafayette St & Lewis St	Santa Clara	AM	10/08/14	10.7	B	11.0	B	10.0	B	10.4	B	0.6	0.021
			PM	10/08/14	31.9	C	34.6	C	45.8	D	52.0	D	7.0	0.025
48	Lafayette St & Harrison St	Santa Clara	AM	10/08/14	48.9	E	54.5	F	69.9	F	90.0	F	--	--
	Unsignalized (3)		PM	10/08/14	176.9	F	226.3	F	304.2	F	382.4	F	--	--
49	Lafayette St & Benton St	Santa Clara	AM	10/08/14	17.1	B	17.0	B	17.2	B	17.2	B	-0.1	0.019
			PM	10/08/14	15.7	B	15.6	B	17.8	B	17.9	B	0.1	0.025
50	Lafayette St & Homestead Rd	Santa Clara	AM	05/21/15	19.1	B	20.8	C	26.6	C	32.8	C	8.4	0.034
			PM	05/20/15	9.7	A	9.3	A	9.3	A	9.0	A	-0.3	0.022
51	Lafayette St & Market St	Santa Clara	AM	05/21/15	16.6	B	16.8	B	17.3	B	17.8	B	0.6	0.027
			PM	05/20/15	24.6	C	24.5	C	25.2	C	25.2	C	-0.2	0.019
52	El Camino Real & Benton St	Santa Clara	AM	10/08/14	12.8	B	12.6	B	12.6	B	12.5	B	-0.1	0.013
			PM	10/08/14	15.4	B	15.3	B	15.4	B	15.2	B	-0.3	0.004
53	El Camino Real & Railroad Ave	Santa Clara	AM	10/08/14	10.5	B	10.4	B	10.5	B	10.5	B	0.0	0.011
			PM	10/08/14	12.4	B	12.3	B	12.4	B	12.3	B	-0.2	0.005
54	El Camino Real & The Alameda *	Santa Clara	AM	10/08/14	13	B	12.9	B	13.0	B	13.0	B	0.1	0.005
			PM	09/17/14	17.2	B	17.2	B	17.0	B	17.0	B	-0.1	0.000
55	The Alameda & Newhall Dr	San Jose	AM	05/21/15	12.5	B	12.6	B	12.4	B	12.4	B	-0.2	-0.007
			PM	05/20/15	12.6	B	12.6	B	12.6	B	12.5	B	-0.1	-0.002
56	The Alameda & I-880 (South) *	San Jose	AM	05/07/15	19.2	B	18.8	B	20.5	C	19.3	B	-1.7	-0.014
			PM	09/25/14	14.6	B	14.6	B	15.2	B	14.6	B	-1.0	-0.017
57	The Alameda & I-880 (North) *	San Jose	AM	05/07/15	23.2	C	23.0	C	24.4	C	24.3	C	-0.1	-0.002
			PM	09/25/14	21.2	C	21.2	C	21.1	C	21.2	C	0.1	0.002
58	The Alameda & W. Hedding St *	San Jose	AM	05/21/15	37.2	D	37.7	D	39.2	D	39.2	D	0.1	0.000
			PM	09/30/14	38	D	37.9	D	39.3	D	39.2	D	-0.3	-0.004
59	The Alameda & W. Taylor St/Naglee Ave *	San Jose	AM	05/21/15	42.3	D	42.3	D	42.7	D	42.3	D	-0.8	-0.010
			PM	09/30/14	40.5	D	43.4	D	46.7	D	47.0	D	0.6	0.008
60	Homestead Rd & Lincoln St/Winchester Blvd	Santa Clara	AM	05/21/15	21.3	C	21.2	C	21.5	C	21.4	C	-0.3	0.008
			PM	05/20/15	21.4	C	21.4	C	21.6	C	21.6	C	-0.2	0.008
61	Homestead Rd & Monroe St	Santa Clara	AM	05/21/15	9.8	A	9.8	A	9.9	A	9.9	A	0.0	0.004
			PM	05/20/15	10.5	B	10.5	B	10.5	B	10.5	B	0.0	0.001
62	US 101 & Trimble	San Jose	AM	10/07/14	21.8	C	22.6	C	22.8	C	23.1	C	0.1	0.002
			PM	10/07/14	13.6	B	13.6	B	13.1	B	13.1	B	0.0	-0.003

Notes:
* Denotes a CMP intersection

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

Bold indicates a substandard level of service (according to City of San Jose or City of Santa Clara standards).

Bold indicates a significant impact (according to the City of San Jose or City of Santa Clara standards)

2025 Background Plus Project Conditions Intersection Levels of Service

This section evaluates the level of service of the study intersections under the 2025 Background Plus Project scenario. In the following section, the 2025 Background Plus Project Conditions are evaluated relative to 2025 Background Conditions in order to determine potential project impacts on the future transportation network.

Transportation Network Under 2025 Background Plus Project Conditions

It is assumed in this analysis that the transportation network under 2025 Background Plus Project Conditions would be the same as the background transportation network.

2025 Background Plus Project Conditions Traffic Volumes

The Project trips were added to background traffic volumes to obtain 2025 Background Plus Project Conditions traffic volumes. These Project trips include trips related to the Transit-Oriented Joint Development land uses, BART station drive access trips, and the shift in travel patterns as people switch from passenger vehicles to BART. 2025 Background Plus Project Conditions traffic volumes are presented graphically in Figures 27 and 28 for the Alum Rock/28th Street and Santa Clara Stations, respectively. Traffic volumes for all components of traffic are tabulated in Appendix D.

Intersection Levels of Service Under 2025 Background Plus Project Conditions

Intersection levels of service were evaluated against City of San Jose, City of Santa Clara, and CMP level of service standards and significant impact criteria. The results of the intersection level of service analysis under 2025 Background Plus Project Conditions are summarized in Tables 14 and 15 above. The intersection level of service calculation sheets are included in Appendix E.

The determination of whether an intersection operates at an acceptable or unacceptable level of service (in accordance with the appropriate level of service standard) is a first step in determining whether or not a project would have a significant impact. For intersections that would operate at an unacceptable level of service under 2025 Background Plus Project Conditions, the next step is to evaluate those intersections in relation to the 2025 Background Conditions and apply the appropriate significant impact criteria (see the next section of this chapter).

Alum Rock/28th Street Station

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2025 Background Plus Project Conditions show that, measured against the City of San Jose level of service standards, all 27 of the study intersections in the vicinity of the Alum Rock/28th Street Station would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

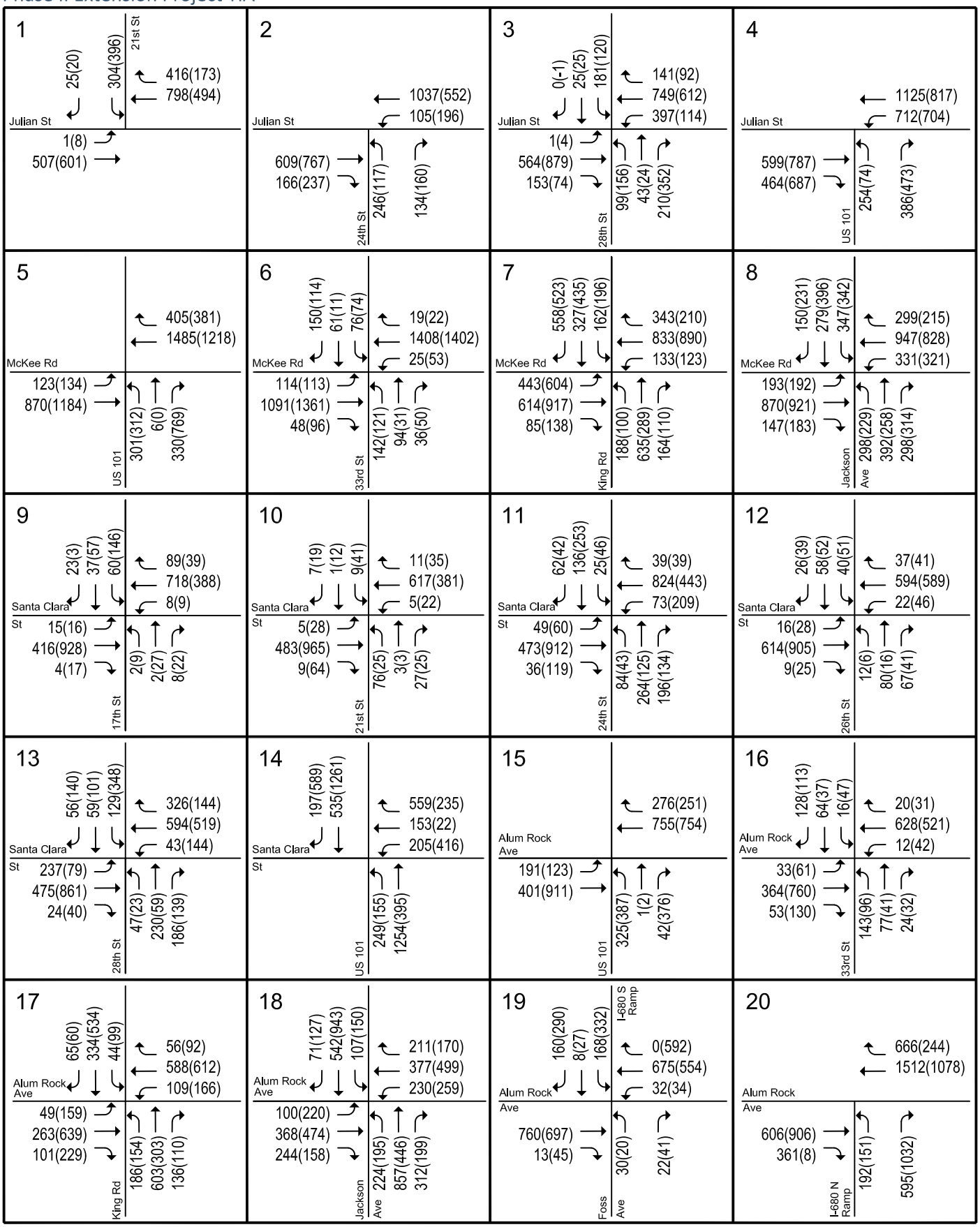
CMP Level of Service Analysis

The results of the level of service analysis under 2025 Background Plus Project Conditions show that, measured against the CMP standards, all of the study CMP intersections in the vicinity of the Alum Rock/28th Street Station would operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic.

Santa Clara Station

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2025 Background Plus Project Conditions show that, measured against the City of San Jose level of service policy, all but three of the Santa Clara Station study intersections that are located within San Jose would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The following three intersections would operate at unacceptable levels of service (LOS E or F) under 2025 Background Plus Project Conditions during at least one peak hour:

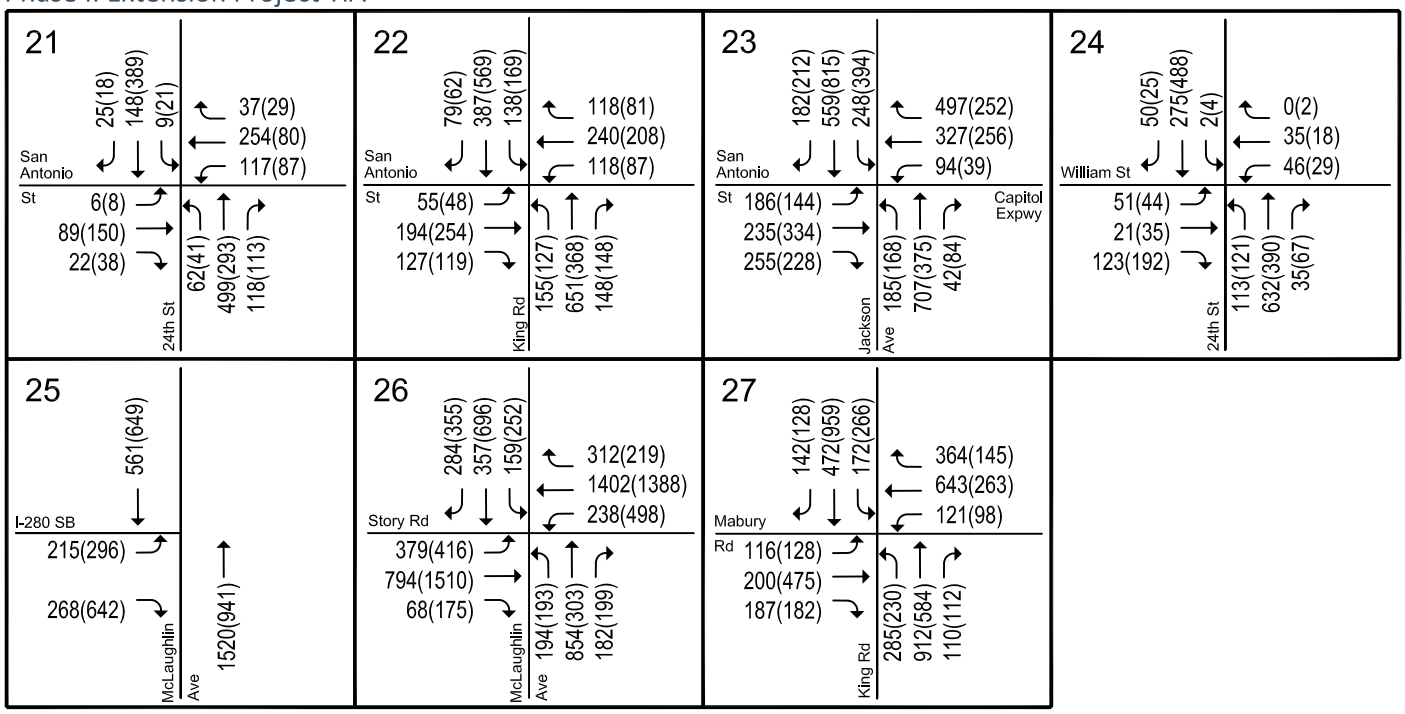


LEGEND

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

Figure 27

2025 Background Plus Project Conditions Traffic Volumes - Alum Rock/28th Street Station

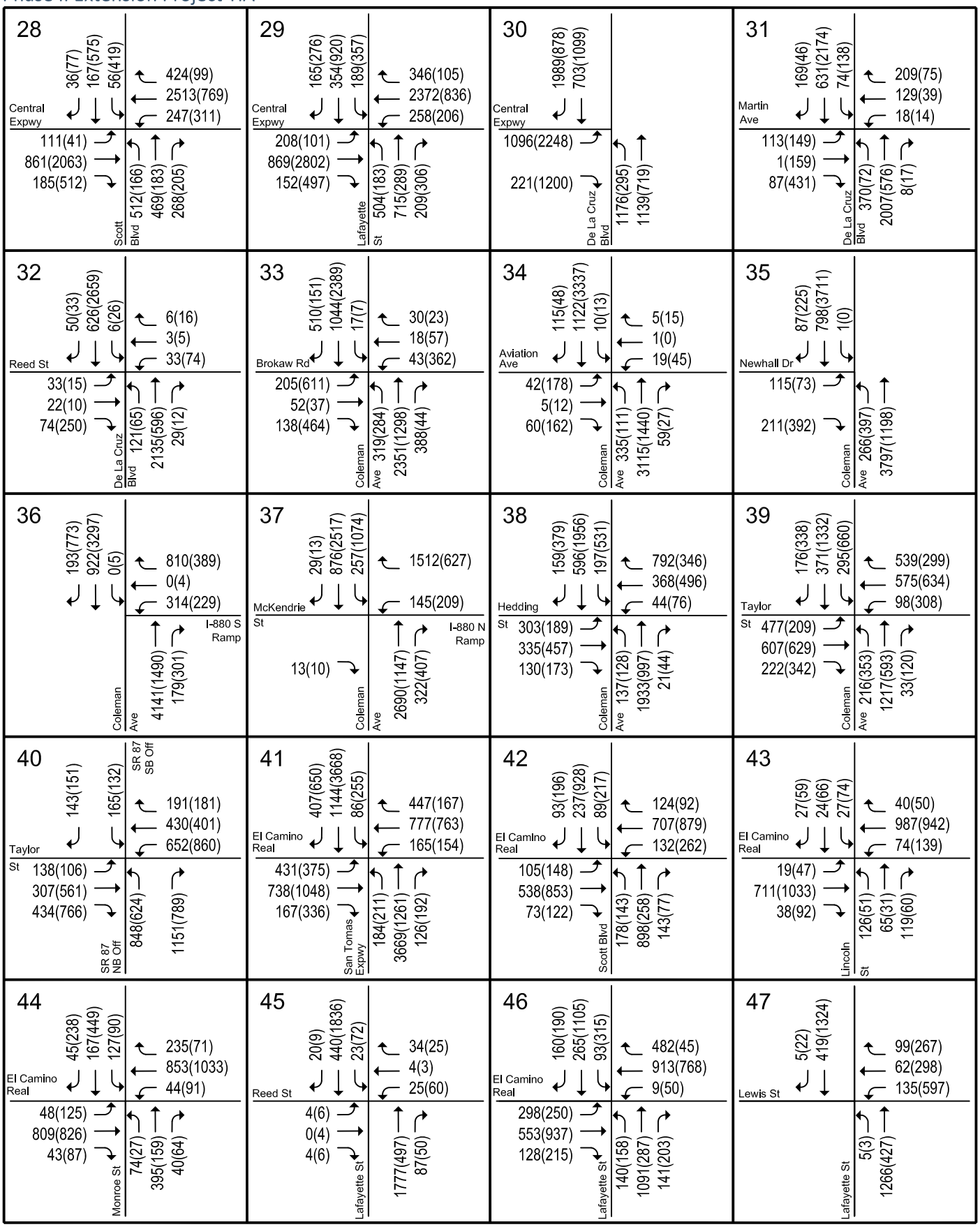


LEGEND

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

Figure 27
2025 Background Plus Project Conditions Traffic Volumes - Alum Rock/28th Street Station

NORTH
Not to Scale

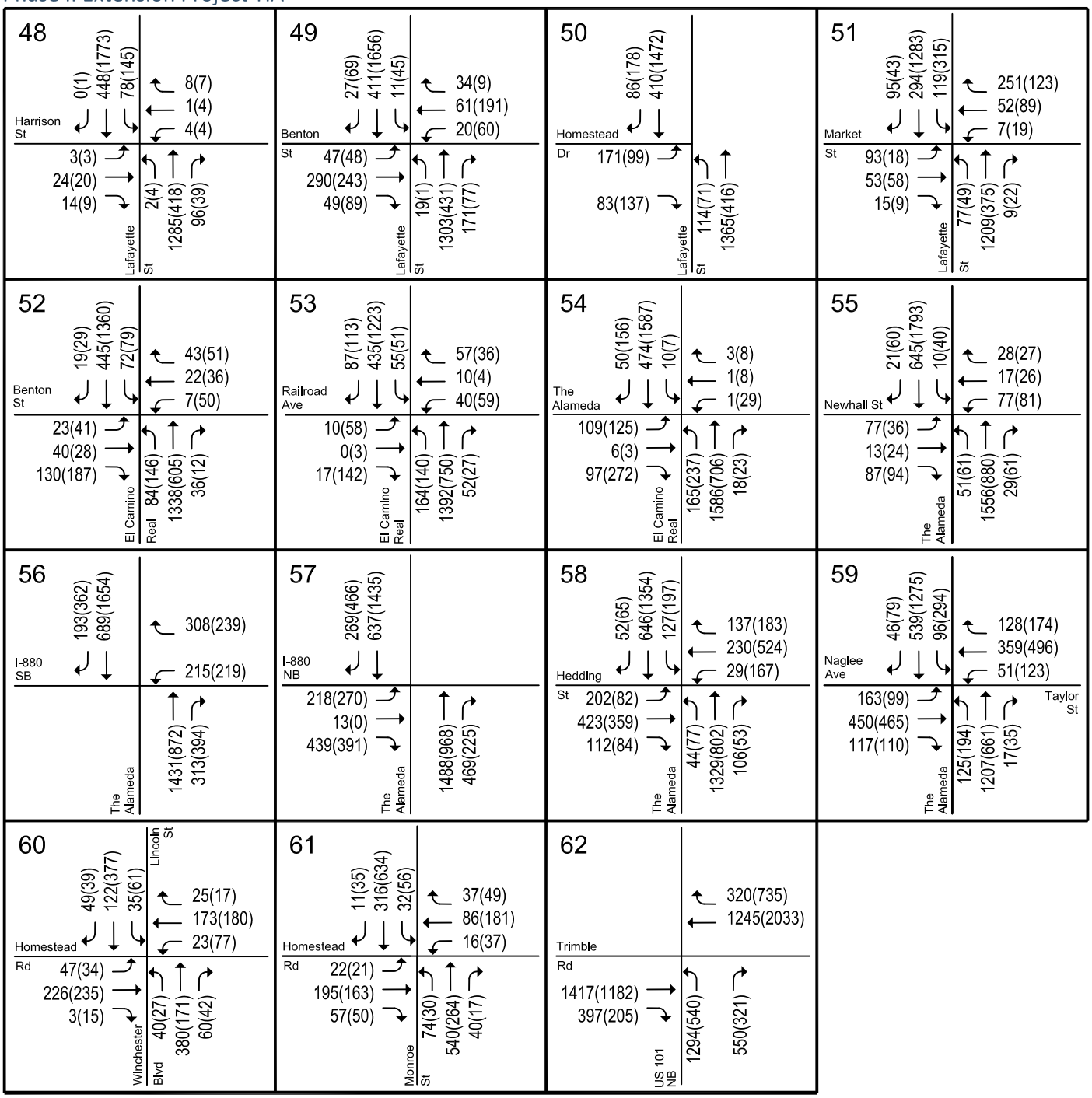


LEGEND

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

Figure 28

2025 Background Plus Project Conditions Traffic Volumes - Santa Clara Station



LEGEND

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

Figure 28
2025 Background Plus Project Conditions Traffic Volumes - Santa Clara Station

NORTH
Not to Scale

(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour)
(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)
(#39) Coleman Avenue and Taylor Street (LOS E – AM and PM peak hours)

City of Santa Clara Level of Service Analysis

The results of the level of service analysis under 2025 Background Plus Project Conditions show that, measured against the City of Santa Clara level of service standards, all except three of the Santa Clara Station study intersections located within Santa Clara would operate at an acceptable level of service (LOS D or better at local intersections and LOS E or better at expressway and CMP intersections) during both the AM and PM peak hours of traffic. The following three intersections would operate at unacceptable levels of service (LOS E or worse for local intersections and LOS F for expressways and CMP intersections) under 2025 Background Plus Conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#33) Coleman Avenue and Brokaw Road (LOS F – PM peak hour)
(#41) San Tomas Expressway and El Camino Real * (LOS F – AM and PM peak hours)

The unsignalized intersection of Lafayette Street and Harrison Street (#48) has two-way stop control. The level of service shown for this intersection on Table 14, LOS F in both the AM and PM peak hours, reflects the delay and the level of service for the stop-controlled approach with the highest delay, not the average of the entire intersection. Because the City of Santa Clara does not have a level of service standard for unsignalized intersections, this intersection cannot be said to operate at an unacceptable level of service. The level of service is presented for informational purposes only. The peak-hour traffic signal warrant checks for this intersection are included in Chapter 5.

CMP Level of Service Analysis

The results of the level of service analysis under 2025 Background Plus Project Conditions show that, measured against the CMP level of service standards, all except four of the CMP study intersections in the vicinity of the Santa Clara Station would operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic. The following CMP intersections would operate at unacceptable levels of service (LOS F) under background conditions during at least one peak hour:

(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour)
(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)
(#41) San Tomas Expressway and El Camino Real * (LOS F – AM and PM peak hours)

Intersection Impacts and Proposed Mitigation Measures

Alum Rock/28th Street Station

City of San Jose Impact Analysis

Based on the significant impact criteria of the City of San Jose, the Project would not result in any significant impacts to the intersections in the vicinity of the Alum Rock/28th Street Station under the 2025 Background Plus Project scenario.

CMP Impact Analysis

Based on the significant impact criteria of the Congestion Management Program, the Project would not result in any significant impacts to the CMP intersections in the vicinity of the Alum Rock/28th Street Station under the 2025 Background Plus Project scenario.

Santa Clara Station

City of San Jose Impact Analysis

When measured against the City of San Jose significant impact criteria, the Project would potentially cause a significant impact at the following two San Jose intersections near Santa Clara Station:

(#36) Coleman Avenue and I-880 Southbound Ramps *
(#37) Coleman Avenue and I-880 Northbound Ramps *

Mitigation measures for this intersection have been proposed as follows:

Coleman Avenue and I-880 Southbound Ramps *: Convert the second (center) left-turn lane on the I-880 off-ramp (the intersection's westbound approach) to a shared left/right-turn lane. Replace the lane control signs and revise the pavement markings on the off-ramp to reflect the new lane usage.

This mitigation measure is presented in Figure 29. With implementation of this mitigation measure, the intersection would operate at LOS D under 2025 Background Plus Project Mitigated Conditions, and the impact would be mitigated to a *less-than–significant level*.

Coleman Avenue and I-880 Northbound Ramps *: Currently, only right turns are permitted from McKendrie Street, which is the eastbound approach to this intersection. With the proposed mitigation, that right turn movement would still be permitted, but the signal controls would be modified so that all motorists would turn "right on red" and the pedestrian crosswalk across McKendrie would function in the same way that a crosswalk at a stop sign functions.

Convert the signal control for the eastbound approach (McKendrie Street) from a 3-section signal head to a single-section constant red beacon. Remove the pedestrian signals and push buttons on the eastbound leg (McKendrie Street). Reprogram the signal controller to eliminate the eastbound vehicle movement and existing pedestrian crossing.

Due to concerns expressed by City of San Jose staff, the proposed mitigation measure would cause additional impacts to other users of the roadway; therefore this mitigation measure will not be implemented, and VTA will work with the City of San Jose to provide other multi-modal access improvements in the area. The impact would remain *significant and unavoidable*.

State Congestion Management law requires a local jurisdiction to prepare a deficiency plan (now referred to as 'Multimodal Improvement Plan' in the Santa Clara County CMP maintained by VTA) when roadway level of service standards are not maintained on the designated CMP system [California Government Code Section 65098.4]. VTA maintains guidelines for the development of Multimodal Improvement Plans which were developed in consultation with Member Agencies (i.e., the 15 cites of Santa Clara County and the County of Santa Clara) and last adopted by the VTA Board in September 2010. According to these guidelines, Multimodal Improvement Plans are prepared by Member Agencies in response to the transportation impacts of land use plans and development projects. The impact to this intersection is a result of the TOJD component of the Project and not due to the BART extension; however, VTA's guidelines do not address a situation where a land use project that is led by VTA contributes to an impact on a CMP facility. With this in mind, VTA commits to work with the City of San Jose and Caltrans in the preparation of a Multimodal Improvement Plan for identified Project impacts to CMP intersections

City of Santa Clara Impact Analysis

When measured against the City of Santa Clara significant impact criteria, the Project would potentially cause a significant impact at the following Santa Clara intersection near Santa Clara Station:

(#33) Coleman Avenue and Brokaw Road

Mitigation measures for this intersection has been proposed as follows:

Coleman Avenue and Brokaw Road: Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn "right on red."

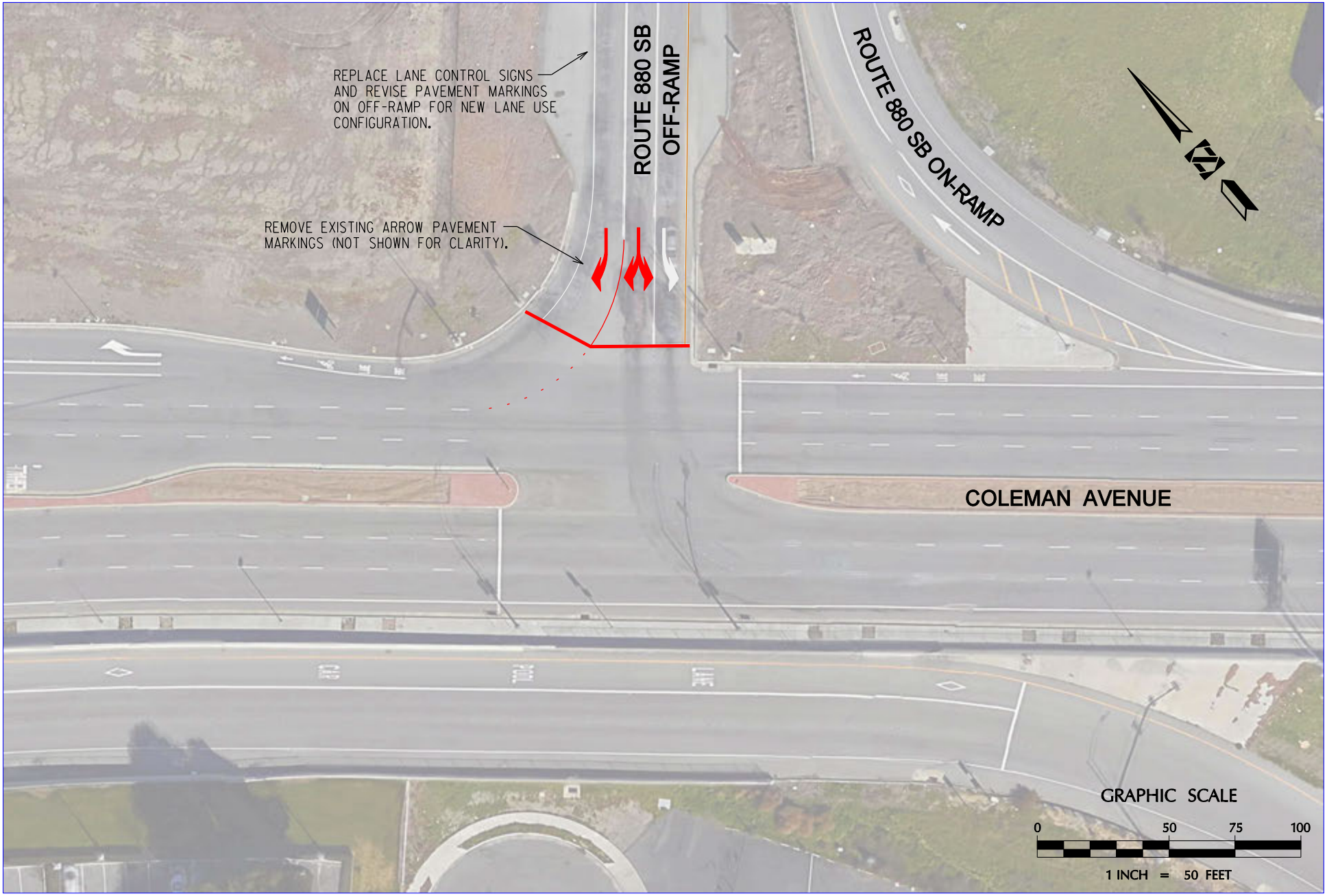
This mitigation measure is presented in Figure 30. With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the intersection would operate at LOS D under 2025 Background Plus Project Mitigated Conditions; therefore, the impact would be mitigated to a *less-than–significant level*.

CMP Impact Analysis

When measured against the CMP significant impact criteria, the Project would potentially cause a significant impact at the following two CMP intersections near Santa Clara Station:

(#36) Coleman Avenue and I-880 Southbound Ramps *
(#37) Coleman Avenue and I-880 Northbound Ramps *

The same mitigation strategy discussed above under the City of San Jose would also mitigate the impact at Coleman Avenue and I-880 Southbound Ramps to a *less-than-significant level* under CMP standards. The impact at Coleman Avenue and I-880 Northbound Ramps would be *significant and unavoidable*. As noted above, VTA will work with the City of San Jose to provide other multi-modal access improvements in the area.



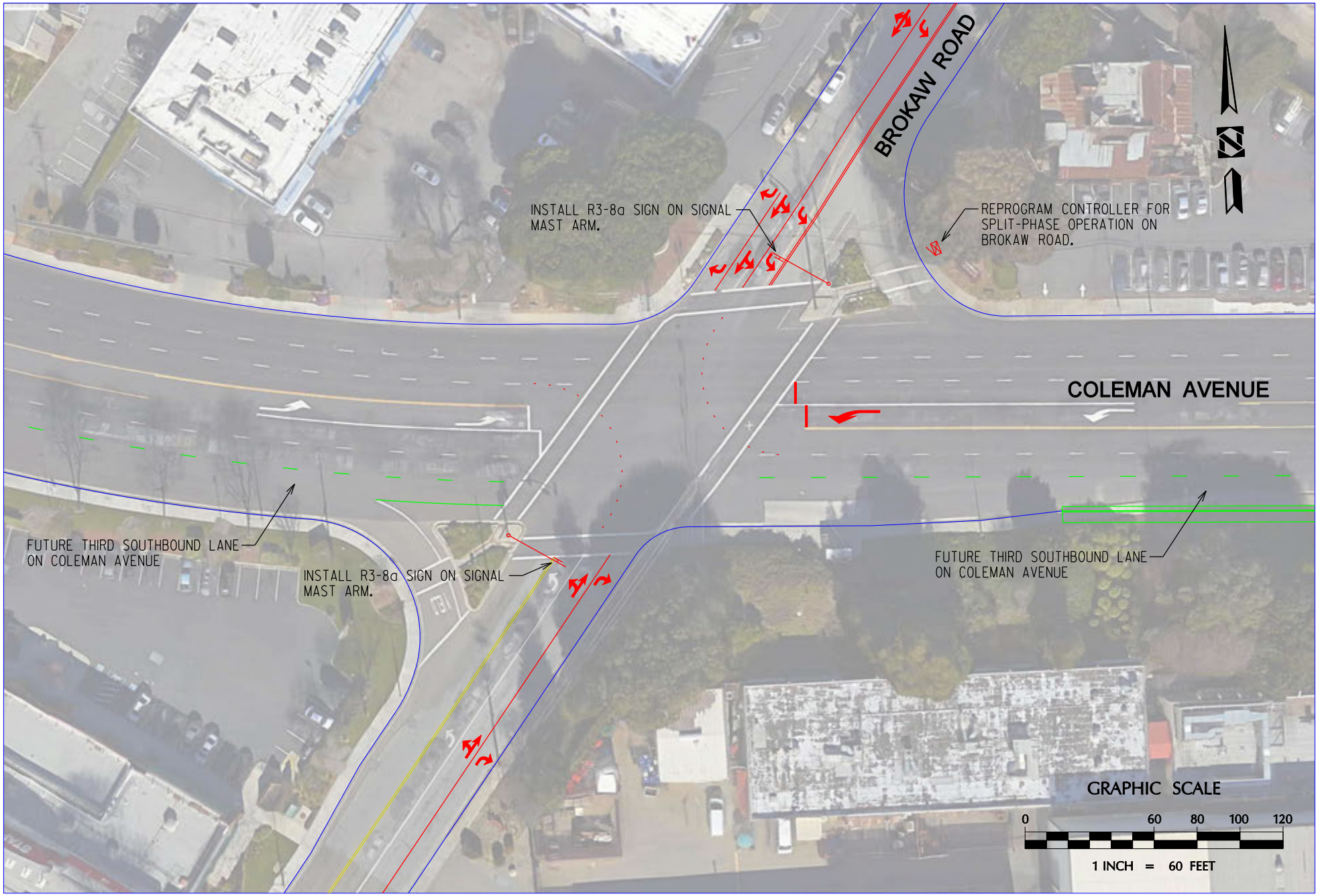
Hexagon Transportation Consultants, Inc.
4 North Second Street, Suite 400
San Jose, California 95113
Phone: (408) 971–6100 / www.hextrans.com

Figure 29

PROPOSED MITIGATION FOR COLEMAN AVENUE AND I-880 SOUTHBOUND OFF-RAMP

DESIGNED BY: M. POWELL

DATE: 10/30/2015



Hexagon Transportation Consultants, Inc.
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San Jose, California 95113
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Figure 30

PROPOSED MITIGATION FOR COLEMAN AVENUE AND BROKAW ROAD

DESIGNED BY: M. POWELL

DATE: 10/30/2015

Freeway Segment Level of Service Analysis

2015 Existing Plus Project Freeway Segment Analysis

Traffic volumes on the study freeway segments for the 2015 Existing Plus Project scenario were estimated by adding project trips to the Existing (Year 2015) freeway segment volumes obtained from the 2014 CMP Annual Monitoring Report. Table 16 presents the results of the freeway segment analysis for 2015 Existing Plus Project Conditions.

The results of this freeway segment analysis show that there are four freeway segments that were operating at LOS F under 2015 Existing Conditions which would continue to operate at LOS F under 2015 Existing Plus Project Conditions and on which the Project would cause significant increases in traffic volumes (one percent or more of freeway capacity). Based on the CMP definition of significant freeway impacts, the Project would therefore result in a significant impact on the following four segments under 2015 Existing Plus Project Conditions:

US 101, Northbound, Tully Road to Story Road: AM peak hour for mixed-flow lanes
US 101, Northbound, Story Road to I-280: AM peak hour for mixed-flow and HOV lanes
US 101, Northbound, I-280 to Santa Clara Street: AM peak hour for mixed-flow and HOV lanes
US 101, Northbound, Santa Clara Street to McKee Road: AM peak hour for mixed-flow lanes

These freeway segments are located in the vicinity of the Alum Rock/28th Street Station. Caltrans has no plans to widen these freeway segments beyond what is already assumed in the table (three mixed-flow lanes and one HOV lane), so no mitigation measures are feasible. The Project would result in an impact on these segments under 2015 Existing Plus Project Conditions that would be *significant and unavoidable*. However, under 2025 Background Plus Project Conditions and 2035 Cumulative Plus Project conditions, these segments would not be significantly impacted because by that time a sufficient mode shift from passenger cars to BART is expected to more than offset the station access trips and TOJD trips. Because the impact only occurs under 2015 Existing conditions and the BART Extension with TOJD would not be built until 2025, no mitigation is proposed.

2025 Background Plus Project Freeway Segment Analysis

Traffic volumes on the study freeway segments with the Project were estimated by adding project trips to the Year 2025 freeway segment volumes obtained from the VTA Travel Demand Forecasting Model.

The results of the freeway segment analysis show that the Project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments under the 2025 Background Plus Project Conditions that were operating at LOS F under the 2025 Background Conditions, and none of the study freeway segments currently operating at LOS E or better under the 2025 Background Conditions would worsen to LOS F under 2025 Background Plus Project Conditions (see Table 17). In fact, many freeway segments would experience a decrease in volume because the reduced number of trips on the freeway (due to the mode shift from passenger vehicles to BART) more than offsets the trips that would be generated by the Transit-Oriented Joint Development component of the Project. Therefore, based on CMP freeway impact criteria, the Project would not cause a significant impact to any of the study freeway segments under the 2025 Background Plus Project Conditions.

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Table 16
2015 Existing Plus Project Conditions Freeway Segment Levels of Service

				2015 Existing Plus Project												Net Project Trips							
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane				HOV Lane			
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	BART Volume	JD Volume	Total Volume	% of Capacity	BART Volume	JD Volume	Total Volume	% of Capacity
US 101	Tully to Story	NB	AM	25.0	3.0	6,900	5,419	**72**	**F**	15.0	1.0	1,650	1,425	**95**	**F**	**19**	**86**	**105**	**1.52**	-5	21	16	0.97
			PM	66.0	3.0	6,900	4,959	25	C	70.0	1.0	1,650	910	13	B	9	23	32	0.46	0	6	6	0.36
US 101	Story to I-280	NB	AM	22.0	3.0	6,900	5,277	**80**	**F**	19.0	1.0	1,650	1,637	**86**	**F**	**57**	**82**	**139**	**2.01**	**-3**	**21**	**18**	**1.09**
			PM	67.0	3.0	6,900	3,018	15	B	70.0	1.0	1,650	350	5	A	18	23	41	0.59	0	6	6	0.36
US 101	I-280 to Santa Clara	NB	AM	13.0	3.0	6,900	4,086	**105**	**F**	13.0	1.0	1,650	1,324	**102**	**F**	**66**	**120**	**186**	**2.70**	**-6**	**30**	**24**	**1.45**
			PM	66.0	3.0	6,900	4,575	23	C	70.0	1.0	1,650	700	10	A	15	37	52	0.75	0	9	9	0.55
US 101	Santa Clara to McKee	NB	AM	11.0	3.0	6,900	3,697	**112**	**F**	16.0	1.0	1,650	1,465	**92**	**F**	**-3**	**95**	**92**	**1.33**	-15	24	9	0.55
			PM	66.0	3.0	6,900	3,958	20	C	70.0	1.0	1,650	1,047	15	B	-2	9	7	0.10	-3	2	-1	-0.06
US 101	I-880 to Old Bayshore	NB	AM	14.0	3.0	6,900	4,193	**100**	**F**	19.0	1.0	1,650	1,591	**84**	**F**	-7	10	3	0.04	-9	2	-7	-0.42
			PM	67.0	3.0	6,900	3,598	18	B	70.0	1.0	1,650	417	6	A	-2	1	-1	-0.01	-3	0	-3	-0.18
US 101	Old Bayshore to First	NB	AM	12.0	3.0	6,900	3,921	**109**	**F**	13.0	1.0	1,650	1,351	**104**	**F**	-9	24	15	0.22	-9	6	-3	-0.18
			PM	66.0	3.0	6,900	3,954	20	C	70.0	1.0	1,650	557	8	A	-6	29	23	0.33	-3	7	4	0.24
US 101	First to SR 87	NB	AM	19.0	3.0	6,900	4,837	**85**	**F**	19.0	1.0	1,650	1,591	**84**	**F**	-13	32	19	0.28	-9	8	-1	-0.06
			PM	67.0	3.0	6,900	3,392	17	B	70.0	1.0	1,650	627	9	A	-8	26	18	0.26	-3	7	4	0.24
US 101	SR 87 to De La Cruz	NB	AM	12.0	3.0	6,900	3,842	**107**	**F**	14.0	1.0	1,650	1,392	**99**	**F**	-18	6	-12	-0.17	-8	1	-7	-0.42
			PM	66.0	3.0	6,900	4,147	21	C	70.0	1.0	1,650	417	6	A	-13	22	9	0.13	-3	5	2	0.12
US 101	De La Cruz to Montague	NB	AM	26.0	3.0	6,900	5,448	**70**	**F**	39.0	1.0	1,650	2,054	53	E	-12	10	-2	-0.03	-16	3	-13	-0.79
			PM	65.0	3.0	6,900	6,042	31	D	70.0	1.0	1,650	971	14	B	-8	42	34	0.49	-9	10	1	0.06
US 101	Montague to Great America	NB	AM	21.0	3.0	6,900	5,099	**81**	**F**	41.0	1.0	1,650	2,086	51	E	-11	9	-2	-0.03	-14	2	-12	-0.73
			PM	58.0	3.0	6,900	6,618	38	D	70.0	1.0	1,650	1,811	26	C	-2	42	40	0.58	-9	10	1	0.06
US 101	Great America to Montague	SB	AM	66.0	3.0	6,900	4,941	25	C	67.0	1.0	1,650	1,063	16	B	-9	66	57	0.83	-17	16	-1	-0.06
			PM	14.0	3.0	6,900	4,153	**99**	**F**	20.0	1.0	1,650	1,813	**91**	**F**	-7	14	7	0.10	-7	4	-3	-0.18
US 101	Montague to De La Cruz	SB	AM	66.0	3.0	6,900	5,295	27	D	67.0	1.0	1,650	923	14	B	-15	74	59	0.86	-17	19	2	0.12
			PM	13.0	3.0	6,900	4,052	**104**	**F**	40.0	1.0	1,650	2,511	**63**	**F**	-8	17	9	0.13	-9	4	-5	-0.30
US 101	De La Cruz to SR 87	SB	AM	62.0	3.0	6,900	6,483	35	D	67.0	1.0	1,650	599	9	A	-27	56	29	0.42	-11	14	3	0.18
			PM	18.0	3.0	6,900	4,689	**87**	**F**	50.0	1.0	1,650	2,392	48	E	-11	40	29	0.42	-8	10	2	0.12
US 101	SR 87 to First	SB	AM	67.0	3.0	6,900	2,589	13	B	67.0	1.0	1,650	399	6	A	-11	56	45	0.65	-11	14	3	0.18
			PM	16.0	3.0	6,900	4,511	**94**	**F**	30.0	1.0	1,650	2,334	**78**	**F**	-9	34	25	0.36	-6	9	3	0.18
US 101	First to Old Bayshore	SB	AM	67.0	3.0	6,900	3,392	17	B	67.0	1.0	1,650	399	6	A	-8	56	48	0.70	-11	14	3	0.18
			PM	6.0	3.0	6,900	2,643	**147**	**F**	20.0	1.0	1,650	1,815	**91**	**F**	-7	28	21	0.30	-5	7	2	0.12
US 101	Old Bayshore to I-880	SB	AM	67.0	3.0	6,900	2,389	12	B	67.0	1.0	1,650	529	8	A	-11	65	54	0.78	-11	16	5	0.30
			PM	8.0	3.0	6,900	3,021	**126**	**F**	30.0	1.0	1,650	2,154	**72**	**F**	-9	35	26	0.38	-6	9	3	0.18
US 101	McKee to Santa Clara	SB	AM	67.0	3.0	6,900	2,808	14	B	67.0	1.0	1,650	807	12	B	8	35	43	0.62	-3	9	6	0.36
			PM	62.0	3.0	6,900	6,557	35	D	70.0	1.0	1,650	1,393	20	C	47	95	142	2.06	-7	24	17	1.03
US 101	Santa Clara to I-280	SB	AM	67.0	3.0	6,900	3,608	18	B	67.0	1.0	1,650	267	4	A	8	55	63	0.91	-3	14	11	0.67
			PM	63.0	3.0	6,900	6,539	35	D	70.0	1.0	1,650	1,964	28	D	109	148	257	3.72	4	37	41	2.48
US 101	I-280 to Story	SB	AM	67.0	3.0	6,900	3,213	16	B	67.0	1.0	1,650	467	7	A	13	22	35	0.51	-3	6	3	0.18
			PM	54.0	3.0	6,900	6,706	41	D	70.0	1.0	1,650	1,477	21	C	56	73	129	1.87	7	18	25	1.52
US 101	Story to Tully	SB	AM	66.0	3.0	6,900	3,958	20	C	67.0	1.0	1,650	467	7	A	-2	22	20	0.29	-3	5	2	0.12
			PM	45.0	3.0	6,900	6,497	48	E	70.0	1.0	1,650	1,824	26	C	17	83	100	1.45	4	21	25	1.52

Table 16, Continued
2015 Existing Plus Project Conditions Freeway Segment Levels of Service

				2015 Existing Plus Project												Net Project Trips							
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane				HOV Lane			
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	BART Volume	JD Volume	Total Volume	% of Capacity	BART Volume	JD Volume	Total Volume	% of Capacity
I-280	I-880 to Meridian	EB	AM	66.0	3.0	6,900	5,135	26	C	67.0	1.0	1,650	669	18	B	-15	18	3	0.04	-1	4	3	0.18
			PM	17.0	3.0	6,900	4,579	**90**	**F**	20.0	1.0	1,650	1,739	**30**	**F**	-11	12	1	0.01	-1	3	2	0.12
I-280	Meridian to Bird	EB	AM	61.0	4.0	9,200	8,785	36	D	---	---	---	---	---	---	-5	40	35	0.38	---	---	---	---
			PM	21.0	4.0	9,200	6,795	**81**	**F**	---	---	---	---	---	---	-15	17	2	0.02	---	---	---	---
I-280	Bird to SR 87	EB	AM	66.0	4.0	9,200	5,275	20	C	---	---	---	---	---	---	-5	22	17	0.18	---	---	---	---
			PM	25.0	4.0	9,200	7,188	**72**	**F**	---	---	---	---	---	---	-12	14	2	0.02	---	---	---	---
I-280	SR 87 to 10th	EB	AM	67.0	4.0	9,200	4,520	17	B	---	---	---	---	---	---	-10	30	20	0.22	---	---	---	---
			PM	27.0	4.0	9,200	7,439	**69**	**F**	---	---	---	---	---	---	-21	29	8	0.09	---	---	---	---
I-280	10th to McLaughlin	EB	AM	66.0	4.0	9,200	4,978	19	C	---	---	---	---	---	---	-42	23	-19	-0.21	---	---	---	---
			PM	54.0	4.0	9,200	8,804	41	D	---	---	---	---	---	---	-56	24	-32	-0.35	---	---	---	---
I-280	McLaughlin to US 101	EB	AM	66.0	4.0	9,200	5,758	22	C	---	---	---	---	---	---	-52	8	-44	-0.48	---	---	---	---
			PM	54.0	4.0	9,200	8,809	41	D	---	---	---	---	---	---	-51	9	-42	-0.46	---	---	---	---
I-680	US 101 to King	NB	AM	33.0	4.0	9,200	7,866	**60**	**F**	---	---	---	---	---	---	-54	6	-48	-0.52	---	---	---	---
			PM	66.0	4.0	9,200	7,030	27	D	---	---	---	---	---	---	-50	6	-44	-0.48	---	---	---	---
I-680	King to Capitol	NB	AM	20.0	4.0	9,200	6,450	**81**	**F**	---	---	---	---	---	---	-110	4	-106	-1.15	---	---	---	---
			PM	47.0	4.0	9,200	8,592	46	D	---	---	---	---	---	---	-58	13	-45	-0.49	---	---	---	---
I-680	Capitol to Alum Rock	NB	AM	18.0	4.0	9,200	6,133	**85**	**F**	---	---	---	---	---	---	-137	6	-131	-1.42	---	---	---	---
			PM	65.0	4.0	9,200	7,726	30	D	---	---	---	---	---	---	-74	0	-74	-0.80	---	---	---	---
I-680	Alum Rock to McKee	NB	AM	27.0	4.0	9,200	7,190	**67**	**F**	---	---	---	---	---	---	-160	6	-154	-1.67	---	---	---	---
			PM	66.0	4.0	9,200	5,730	22	C	---	---	---	---	---	---	-80	13	-67	-0.73	---	---	---	---
I-680	McKee to Alum Rock	SB	AM	63.0	4.0	9,200	8,477	34	D	---	---	---	---	---	---	-93	13	-80	-0.87	---	---	---	---
			PM	47.0	4.0	9,200	8,492	45	D	---	---	---	---	---	---	-158	0	-158	-1.72	---	---	---	---
I-680	Alum Rock to Capitol	SB	AM	23.0	4.0	9,200	7,016	**76**	**F**	---	---	---	---	---	---	-74	10	-64	-0.70	---	---	---	---
			PM	65.0	4.0	9,200	7,431	29	D	---	---	---	---	---	---	-109	0	-109	-1.18	---	---	---	---
I-680	Capitol to King	SB	AM	21.0	4.0	9,200	7,415	**89**	**F**	---	---	---	---	---	---	-75	31	-44	-0.48	---	---	---	---
			PM	66.0	4.0	9,200	7,680	30	D	---	---	---	---	---	---	-110	2	-108	-1.17	---	---	---	---
I-680	King to US 101	SB	AM	12.0	4.0	9,200	5,077	**106**	**F**	---	---	---	---	---	---	-63	5	-58	-0.63	---	---	---	---
			PM	66.0	4.0	9,200	5,500	21	C	---	---	---	---	---	---	-50	0	-50	-0.54	---	---	---	---
I-280	US 101 to McLaughlin	WB	AM	14.0	4.0	9,200	5,597	**100**	**F**	---	---	---	---	---	---	-63	5	-58	-0.63	---	---	---	---
			PM	66.0	4.0	9,200	6,290	24	C	---	---	---	---	---	---	-50	0	-50	-0.54	---	---	---	---
I-280	McLaughlin to 10th	WB	AM	19.0	4.0	9,200	6,315	**83**	**F**	---	---	---	---	---	---	-75	34	-41	-0.45	---	---	---	---
			PM	65.0	4.0	9,200	7,530	29	D	---	---	---	---	---	---	-10	90	80	0.87	---	---	---	---
I-280	10th to SR 87	WB	AM	21.0	4.0	9,200	6,669	**79**	**F**	---	---	---	---	---	---	-51	32	-19	-0.21	---	---	---	---
			PM	65.0	4.0	9,200	7,782	30	D	---	---	---	---	---	---	-18	75	57	0.62	---	---	---	---
I-280	SR 87 to Bird	WB	AM	20.0	4.0	9,200	6,621	**83**	**F**	---	---	---	---	---	---	-19	15	-4	-0.04	---	---	---	---
			PM	62.0	4.0	9,200	8,670	35	D	---	---	---	---	---	---	-10	59	49	0.53	---	---	---	---
I-280	Bird to Meridian	WB	AM	18.0	4.0	9,200	6,391	**89**	**F**	---	---	---	---	---	---	-19	16	-3	-0.03	---	---	---	---
			PM	58.0	4.0	9,200	8,820	38	D	---	---	---	---	---	---	0	60	60	0.65	---	---	---	---
I-280	Meridian to I-880	WB	AM	14.0	3.0	6,900	4,748	**100**	**F**	26.0	1.0	1,650	1,816	**70**	**F**	-12	10	-2	-0.03	-4	3	-1	-0.06
			PM	66.0	3.0	6,900	4,710	21	C	70.0	1.0	1,650	1,331	19	C	-10	32	22	0.32	1	8	9	0.55
SR 87	Curtner to Almaden Expressway	NB	AM	13.0	2.0	4,400	2,657	**102**	**F**	22.0	1.0	1,650	1,719	**78**	**F**	-3	26	23	0.52	-1	7	6	0.36
			PM	65.0	2.0	4,400	3,902	30	D	70.0	1.0	1,650	1,190	17	B	2	4	6	0.14	0	1	1	0.06
SR 87	Almaden Expressway to Alma	NB	AM	29.0	2.0	4,400	3,767	**65**	**F**	43.0	1.0	1,650	2,109	49	E	-3	30	27	0.61	-1	8	7	0.42
			PM	41.0	2.0	4,400	4,193	51	E	70.0	1.0	1,650	1,540	22	C	3	6	9	0.20	0	2	2	0.12
SR 87	Alma to I-280	NB	AM	33.0	2.0	4,400	3,957	**60**	**F**	61.0	1.0	1,650	2,198	36	D	-3	30	27	0.61	-2	8	6	0.36
			PM	66.0	2.0	4,400	3,443	26	C	70.0	1.0	1,650	420	6	A	3	6	9	0.20	0	2	2	0.12
SR 87	I-280 to Julian	NB	AM	16.0	2.0	4,400	2,976	**93**	**F**	30.0	1.0	1,650	1,913	**64**	**F**	-4	9	5	0.11	-7	2	-5	-0.30
			PM	67.0	2.0	4,400	2,397	18	B	70.0	1.0	1,650	628	9	A	-3	0	-3	-0.07	-2	0	-2	-0.12
SR 87	Julian to Coleman	NB	AM	14.0	2.0	4,400	2,786	**100**	**F**	32.0	1.0	1,650	1,942	**61**	**F**	-14	34	20	0.45	-18	8	-10	-0.61
			PM	67.0	2.0	4,400	2,097	16	B	70.0	1.0	1,650	466	7	A	-33	6	-27	-0.61	-24	2	-22	-1.33

Table 16, Continued
2015 Existing Plus Project Conditions Freeway Segment Levels of Service

				2015 Existing Plus Project												Net Project Trips							
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane				HOV Lane			
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	BART Volume	JD Volume	Total Volume	% of Capacity	BART Volume	JD Volume	Total Volume	% of Capacity
SR 87	Coleman to Julian	SB	AM	66.0	2.0	4,400	3,514	27	D	67.0	1.0	1,650	654	10	A	-26	1	-25	-0.57	-16	0	-16	-0.97
			PM	32.0	2.0	4,400	3,901	**61**	**F**	50.0	1.0	1,650	2,189	44	D	-9	16	7	0.16	-11	4	-7	-0.42
SR 87	Julian to I-280	SB	AM	67.0	2.0	4,400	1,863	14	B	67.0	1.0	1,650	403	6	A	-7	6	-1	-0.02	-7	2	-5	-0.30
			PM	36.0	2.0	4,400	4,035	56	E	70.0	1.0	1,650	2,022	29	D	-5	22	17	0.39	-8	6	-2	-0.12
SR 87	I-280 to Alma	SB	AM	67.0	2.0	4,400	1,877	14	B	67.0	1.0	1,650	207	3	A	7	6	13	0.30	-3	1	-2	-0.12
			PM	15.0	2.0	4,400	3,899	**95**	**F**	60.0	1.0	1,650	1,194	41	D	-1	14	13	0.30	4	3	7	0.42
SR 87	Alma to Almaden Expressway	SB	AM	66.0	2.0	4,400	2,915	22	C	67.0	1.0	1,650	606	9	A	5	7	12	0.27	-4	2	-2	-0.12
			PM	27.0	2.0	4,400	3,037	**69**	**F**	60.0	1.0	1,650	844	38	D	-3	19	16	0.36	4	5	9	0.55
SR 87	Almaden Expressway to Curtner	SB	AM	66.0	2.0	4,400	2,643	20	C	67.0	1.0	1,650	407	6	A	3	6	9	0.20	-3	1	-2	-0.12
			PM	36.0	2.0	4,400	4,040	56	E	70.0	1.0	1,650	1,965	28	D	0	17	17	0.39	5	4	9	0.55
I-880	I-280 to Stevens Creek	NB	AM	15.0	3.0	6,900	4,364	**97**	**F**	---	---	---	---	---	---	-6	59	53	0.77	---	---	---	---
			PM	66.0	3.0	6,900	4,152	21	C	---	---	---	---	---	---	-8	15	7	0.10	---	---	---	---
I-880	Stevens Creek to Bascom	NB	AM	20.0	3.0	6,900	4,907	**82**	**F**	---	---	---	---	---	---	-13	71	58	0.84	---	---	---	---
			PM	16.0	3.0	6,900	4,408	**92**	**F**	---	---	---	---	---	---	-12	17	5	0.07	---	---	---	---
I-880	Bascom to The Alameda	NB	AM	27.0	3.0	6,900	5,571	**69**	**F**	---	---	---	---	---	---	-19	57	38	0.55	---	---	---	---
			PM	13.0	3.0	6,900	4,045	**104**	**F**	---	---	---	---	---	---	-15	22	7	0.10	---	---	---	---
I-880	The Alameda to Coleman	NB	AM	31.0	3.0	6,900	5,816	**63**	**F**	---	---	---	---	---	---	-44	45	1	0.01	---	---	---	---
			PM	15.0	3.0	6,900	4,287	**95**	**F**	---	---	---	---	---	---	-33	29	-4	-0.06	---	---	---	---
I-880	Coleman to SR 87	NB	AM	22.0	3.0	6,900	5,105	**77**	**F**	---	---	---	---	---	---	-45	40	-5	-0.07	---	---	---	---
			PM	24.0	3.0	6,900	5,289	**73**	**F**	---	---	---	---	---	---	-41	38	-3	-0.04	---	---	---	---
I-880	SR 87 to First	NB	AM	48.0	3.0	6,900	6,435	45	D	---	---	---	---	---	---	-45	40	-5	-0.07	---	---	---	---
			PM	22.0	3.0	6,900	5,179	**78**	**F**	---	---	---	---	---	---	-41	38	-3	-0.04	---	---	---	---
I-880	First to US 101	NB	AM	36.0	3.0	6,900	6,106	57	E	---	---	---	---	---	---	-54	37	-17	-0.25	---	---	---	---
			PM	51.0	3.0	6,900	6,519	43	D	---	---	---	---	---	---	-61	30	-31	-0.45	---	---	---	---
I-880	US 101 to First	SB	AM	16.0	3.0	6,900	4,405	**92**	**F**	---	---	---	---	---	---	-65	56	-9	-0.13	---	---	---	---
			PM	14.0	3.0	6,900	4,171	**99**	**F**	---	---	---	---	---	---	-79	26	-53	-0.77	---	---	---	---
I-880	First to SR 87	SB	AM	25.0	3.0	6,900	5,439	**73**	**F**	---	---	---	---	---	---	-41	61	20	0.29	---	---	---	---
			PM	14.0	3.0	6,900	4,096	**98**	**F**	---	---	---	---	---	---	-64	33	-31	-0.45	---	---	---	---
I-880	SR 87 to Coleman	SB	AM	65.0	3.0	6,900	5,809	30	D	---	---	---	---	---	---	-41	61	20	0.29	---	---	---	---
			PM	23.0	3.0	6,900	5,186	**75**	**F**	---	---	---	---	---	---	-64	33	-31	-0.45	---	---	---	---
I-880	Coleman to The Alameda	SB	AM	66.0	3.0	6,900	5,261	27	D	---	---	---	---	---	---	-49	38	-11	-0.16	---	---	---	---
			PM	23.0	3.0	6,900	5,219	**76**	**F**	---	---	---	---	---	---	-31	33	2	0.03	---	---	---	---
I-880	The Alameda to Bascom	SB	AM	66.0	3.0	6,900	4,927	25	C	---	---	---	---	---	---	-23	18	-5	-0.07	---	---	---	---
			PM	25.0	3.0	6,900	5,459	**73**	**F**	---	---	---	---	---	---	-21	20	-1	-0.01	---	---	---	---
I-880	Bascom to Stevens Creek	SB	AM	50.0	3.0	6,900	6,583	44	D	---	---	---	---	---	---	-17	17	0	0.00	---	---	---	---
			PM	30.0	3.0	6,900	5,745	**64**	**F**	---	---	---	---	---	---	-15	58	43	0.62	---	---	---	---
I-880	Stevens Creek to I-280	SB	AM	66.0	3.0	6,900	3,946	20	C	---	---	---	---	---	---	-14	14	0	0.00	---	---	---	---
			PM	65.0	3.0	6,900	5,841	30	D	---	---	---	---	---	---	-9	48	39	0.57	---	---	---	---

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

Table 17
2025 Background Plus Project Conditions Freeway Segment Levels of Service

				2025 Phase II Project Conditions												Net Project Trips							
				Mixed-Flow Lane						HOV / Express Lane						Mixed-Flow Lane				HOV / Express Lane			
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Capacity	Project Volume	Density	LOS	Avg. Speed	# of Lanes	Capacity	Project Volume	Density	LOS	BART Volume	JD Volume	Total Volume	% of Capacity	BART Volume	JD Volume	Total Volume	% of Capacity
US 101	Tully to Story	NB	AM	25.0	3.0	6,900	8,759	**117**	**F**	15.0	1.0	1,650	1,993	**133**	**F**	-100	77	-23	-0.33	-52	14	-38	-2.30
			PM	66.0	3.0	6,900	7,568	38	D	70.0	1.0	1,650	1,163	17	B	-22	21	-1	-0.01	-21	4	-17	-1.03
US 101	Story to I-280	NB	AM	22.0	3.0	6,900	5,147	**78**	**F**	19.0	1.0	1,650	1,497	**79**	**F**	-28	77	49	0.71	-45	14	-31	-1.88
			PM	67.0	3.0	6,900	3,763	19	C	70.0	1.0	1,650	752	11	A	-11	23	12	0.17	-8	4	-4	-0.24
US 101	I-280 to Santa Clara	NB	AM	13.0	3.0	6,900	7,650	**196**	**F**	13.0	1.0	1,650	1,730	**133**	**F**	-70	106	36	0.52	-50	19	-31	-1.88
			PM	66.0	3.0	6,900	5,436	27	D	70.0	1.0	1,650	805	12	B	-27	35	8	0.12	-9	6	-3	-0.18
US 101	Santa Clara to McKee	NB	AM	11.0	3.0	6,900	7,824	**237**	**F**	16.0	1.0	1,650	1,493	**93**	**F**	-156	59	-97	-1.41	-44	10	-34	-2.06
			PM	66.0	3.0	6,900	5,291	27	D	70.0	1.0	1,650	711	10	A	-58	9	-49	-0.71	-9	1	-8	-0.48
US 101	I-880 to Old Bayshore	NB	AM	14.0	3.0	6,900	5,870	**140**	**F**	19.0	1.0	1,650	1,742	**92**	**F**	-45	15	-30	-0.43	-55	3	-52	-3.15
			PM	67.0	3.0	6,900	3,738	19	C	70.0	1.0	1,650	621	9	A	-11	2	-9	-0.13	-6	0	-6	-0.36
US 101	Old Bayshore to First	NB	AM	12.0	3.0	6,900	6,224	**173**	**F**	13.0	1.0	1,650	1,666	**128**	**F**	-55	24	-31	-0.45	-53	4	-49	-2.97
			PM	66.0	3.0	6,900	4,237	21	C	70.0	1.0	1,650	631	9	A	-16	27	11	0.16	-6	5	-1	-0.06
US 101	First to SR 87	NB	AM	19.0	3.0	6,900	6,784	**119**	**F**	19.0	1.0	1,650	1,530	**81**	**F**	-72	32	-40	-0.58	-49	6	-43	-2.61
			PM	67.0	3.0	6,900	5,186	26	C	70.0	1.0	1,650	739	11	A	-23	31	8	0.12	-10	5	-5	-0.30
US 101	SR 87 to De La Cruz	NB	AM	12.0	3.0	6,900	6,597	**183**	**F**	14.0	1.0	1,650	1,438	**103**	**F**	-70	9	-61	-0.88	-45	1	-44	-2.67
			PM	66.0	3.0	6,900	5,418	27	D	70.0	1.0	1,650	738	11	A	-31	22	-9	-0.13	-10	4	-6	-0.36
US 101	De La Cruz to Montague	NB	AM	26.0	3.0	6,900	6,303	**81**	**F**	39.0	1.0	1,650	1,966	50	E	-57	11	-46	-0.67	-62	2	-60	-3.64
			PM	65.0	3.0	6,900	5,488	28	D	70.0	1.0	1,650	1,183	17	B	-24	31	7	0.10	-23	5	-18	-1.09
US 101	Montague to Great America	NB	AM	21.0	3.0	6,900	6,673	**106**	**F**	41.0	1.0	1,650	1,641	40	D	-56	7	-49	-0.71	-55	1	-54	-3.27
			PM	58.0	3.0	6,900	5,835	34	D	70.0	1.0	1,650	1,239	18	B	-26	32	6	0.09	-27	6	-21	-1.27
US 101	Great America to Montague	SB	AM	66.0	3.0	6,900	6,134	31	D	67.0	1.0	1,650	1,206	18	B	-28	62	34	0.49	-24	11	-13	-0.79
			PM	14.0	3.0	6,900	6,836	**163**	**F**	20.0	1.0	1,650	1,740	**87**	**F**	-35	13	-22	-0.32	-22	2	-20	-1.21
US 101	Montague to De La Cruz	SB	AM	66.0	3.0	6,900	5,573	28	D	67.0	1.0	1,650	1,123	17	B	-26	71	45	0.65	-23	13	-10	-0.61
			PM	13.0	3.0	6,900	6,292	**161**	**F**	40.0	1.0	1,650	1,928	48	E	-30	16	-14	-0.20	-24	3	-21	-1.27
US 101	De La Cruz to SR 87	SB	AM	62.0	3.0	6,900	6,644	36	D	67.0	1.0	1,650	1,042	16	B	-31	55	24	0.35	-19	10	-9	-0.55
			PM	18.0	3.0	6,900	8,077	**150**	**F**	50.0	1.0	1,650	1,983	40	D	-47	37	-10	-0.14	-26	6	-20	-1.21
US 101	SR 87 to First	SB	AM	67.0	3.0	6,900	4,741	24	C	67.0	1.0	1,650	817	12	B	-22	55	33	0.48	-13	10	-3	-0.18
			PM	16.0	3.0	6,900	5,998	**125**	**F**	30.0	1.0	1,650	1,745	58	E	-28	32	4	0.06	-23	6	-17	-1.03
US 101	First to Old Bayshore	SB	AM	67.0	3.0	6,900	3,549	18	B	67.0	1.0	1,650	587	9	A	-18	54	36	0.52	-10	9	-1	-0.06
			PM	6.0	3.0	6,900	4,852	**270**	**F**	20.0	1.0	1,650	1,492	**75**	**F**	-21	29	8	0.12	-20	5	-15	-0.91
US 101	Old Bayshore to I-880	SB	AM	67.0	3.0	6,900	4,470	22	C	67.0	1.0	1,650	642	10	A	-20	70	50	0.72	-10	12	2	0.12
			PM	8.0	3.0	6,900	6,042	**252**	**F**	30.0	1.0	1,650	1,712	57	E	-38	35	-3	-0.04	-24	6	-18	-1.09
US 101	McKee to Santa Clara	SB	AM	67.0	3.0	6,900	4,883	24	C	67.0	1.0	1,650	581	9	A	-20	27	7	0.10	-9	5	-4	-0.24
			PM	62.0	3.0	6,900	6,952	37	D	70.0	1.0	1,650	1,550	22	C	-9	78	69	1.00	-21	14	-7	-0.42
US 101	Santa Clara to I-280	SB	AM	67.0	3.0	6,900	5,528	28	D	67.0	1.0	1,650	652	10	A	-26	58	32	0.46	-9	10	1	0.06
			PM	63.0	3.0	6,900	7,502	40	D	70.0	1.0	1,650	1,669	24	C	71	136	207	3.00	-26	24	-2	-0.12
US 101	I-280 to Story	SB	AM	67.0	3.0	6,900	3,599	18	B	67.0	1.0	1,650	569	8	A	-9	22	13	0.19	-7	4	-3	-0.18
			PM	54.0	3.0	6,900	5,106	32	D	70.0	1.0	1,650	1,266	18	B	-5	63	58	0.84	-21	11	-10	-0.61
US 101	Story to Tully	SB	AM	66.0	4.0	9,200	8,164	31	D	67.0	1.0	1,650	845	13	B	-33	22	-11	-0.12	-10	4	-6	-0.36
			PM	45.0	4.0	9,200	10,053	56	E	70.0	1.0	1,650	1,596	23	C	-37	71	34	0.37	-28	13	-15	-0.91
I-280	I-880 to Meridian	EB	AM	66.0	4.0	9,200	6,420	24	C	67.0	1.0	1,650	517	8	A	-42	18	-24	-0.26	-33	3	-30	-1.82
			PM	17.0	4.0	9,200	6,856	**101**	**F**	20.0	1.0	1,650	826	41	D	-40	10	-30	-0.33	-16	2	-14	-0.85

Table 17, Continued
2025 Background Plus Project Conditions Freeway Segment Levels of Service

				2025 Phase II Project Conditions												Net Project Trips							
				Mixed-Flow Lane						HOV / Express Lane						Mixed-Flow Lane				HOV / Express Lane			
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Capacity	Project Volume	Density	LOS	Avg. Speed	# of Lanes	Capacity	Project Volume	Density	LOS	BART Volume	JD Volume	Total Volume	% of Capacity	BART Volume	JD Volume	Total Volume	% of Capacity
I-280	Meridian to Bird	EB	AM	61.0	4.0	9,200	8,609	35	D	---	---	---	---	---	---	-76	34	-42	-0.46	---	---	---	---
			PM	21.0	4.0	9,200	9,326	**111**	**F**	---	---	---	---	---	---	-56	15	-41	-0.45	---	---	---	---
I-280	Bird to SR 87	EB	AM	66.0	4.0	9,200	4,656	18	B	---	---	---	---	---	---	-53	20	-33	-0.36	---	---	---	---
			PM	25.0	4.0	9,200	5,945	**59**	**F**	---	---	---	---	---	---	-42	13	-29	-0.32	---	---	---	---
I-280	SR 87 to 10th	EB	AM	67.0	4.0	9,200	6,382	24	C	---	---	---	---	---	---	-87	34	-53	-0.58	---	---	---	---
			PM	27.0	4.0	9,200	8,458	**78**	**F**	---	---	---	---	---	---	-72	26	-46	-0.50	---	---	---	---
I-280	10th to McLaughlin	EB	AM	66.0	4.0	9,200	7,529	29	D	---	---	---	---	---	---	-133	27	-106	-1.15	---	---	---	---
			PM	54.0	4.0	9,200	10,130	47	E	---	---	---	---	---	---	-134	24	-110	-1.20	---	---	---	---
I-280	McLaughlin to US 101	EB	AM	66.0	4.0	9,200	5,542	21	C	---	---	---	---	---	---	-129	18	-111	-1.21	---	---	---	---
			PM	54.0	4.0	9,200	6,724	31	D	---	---	---	---	---	---	-103	11	-92	-1.00	---	---	---	---
I-680	US 101 to King	NB	AM	33.0	4.0	9,200	5,470	41	D	---	---	---	---	---	---	-124	11	-113	-1.23	---	---	---	---
			PM	66.0	4.0	9,200	6,515	25	C	---	---	---	---	---	---	-96	6	-90	-0.98	---	---	---	---
I-680	King to Capitol	NB	AM	20.0	5.0	11,500	7,623	**76**	**F**	55.0	1.0	1,650	415	8	A	-106	3	-103	-0.90	-8	0	-8	-0.48
			PM	47.0	5.0	11,500	9,666	41	D	55.0	1.0	1,650	365	7	A	-89	10	-79	-0.69	-21	2	-19	-1.15
I-680	Capitol to Alum Rock	NB	AM	18.0	4.0	9,200	6,137	**85**	**F**	55.0	1.0	1,650	415	8	A	-108	2	-106	-1.15	-8	0	-8	-0.48
			PM	65.0	4.0	9,200	6,391	25	C	55.0	1.0	1,650	365	7	A	-59	0	-59	-0.64	-21	0	-21	-1.27
I-680	Alum Rock to McKee	NB	AM	27.0	4.0	9,200	7,121	**66**	**F**	55.0	1.0	1,650	609	11	A	-123	2	-121	-1.32	-10	0	-10	-0.61
			PM	66.0	4.0	9,200	6,921	26	C	55.0	1.0	1,650	472	9	A	-59	5	-54	-0.59	-24	1	-23	-1.39
I-680	McKee to Alum Rock	SB	AM	63.0	4.0	9,200	6,679	27	D	55.0	1.0	1,650	462	8	A	-77	4	-73	-0.79	-32	1	-31	-1.88
			PM	47.0	4.0	9,200	7,321	39	D	55.0	1.0	1,650	493	9	A	-100	1	-99	-1.08	-7	0	-7	-0.42
I-680	Alum Rock to Capitol	SB	AM	23.0	4.0	9,200	6,430	**70**	**F**	55.0	1.0	1,650	461	8	A	-86	3	-83	-0.90	-32	0	-32	-1.94
			PM	65.0	4.0	9,200	5,600	22	C	55.0	1.0	1,650	493	9	A	-83	0	-83	-0.90	-7	0	-7	-0.42
I-680	Capitol to King	SB	AM	21.0	4.0	9,200	9,458	**113**	**F**	55.0	1.0	1,650	327	6	A	-134	14	-120	-1.30	-31	2	-29	-1.76
			PM	66.0	4.0	9,200	7,622	29	D	55.0	1.0	1,650	219	4	A	-91	3	-88	-0.96	-4	0	-4	-0.24
I-680	King to US 101	SB	AM	12.0	4.0	9,200	6,445	**134**	**F**	---	---	---	---	---	---	-166	6	-160	-1.74	---	---	---	---
			PM	66.0	4.0	9,200	5,224	20	C	---	---	---	---	---	---	-106	0	-106	-1.15	---	---	---	---
I-280	US 101 to McLaughlin	WB	AM	14.0	4.0	9,200	6,445	**115**	**F**	---	---	---	---	---	---	-166	6	-160	-1.74	---	---	---	---
			PM	66.0	4.0	9,200	5,224	20	C	---	---	---	---	---	---	-106	0	-106	-1.15	---	---	---	---
I-280	McLaughlin to 10th	WB	AM	19.0	4.0	9,200	10,475	**138**	**F**	---	---	---	---	---	---	-257	32	-225	-2.45	---	---	---	---
			PM	65.0	4.0	9,200	8,046	31	D	---	---	---	---	---	---	-43	77	34	0.37	---	---	---	---
I-280	10th to SR 87	WB	AM	21.0	4.0	9,200	9,988	**119**	**F**	---	---	---	---	---	---	-191	32	-159	-1.73	---	---	---	---
			PM	65.0	4.0	9,200	8,368	32	D	---	---	---	---	---	---	-32	69	37	0.40	---	---	---	---
I-280	SR 87 to Bird	WB	AM	20.0	4.0	9,200	6,109	**76**	**F**	---	---	---	---	---	---	-96	14	-82	-0.89	---	---	---	---
			PM	62.0	4.0	9,200	5,371	22	C	---	---	---	---	---	---	0	53	53	0.58	---	---	---	---
I-280	Bird to Meridian	WB	AM	18.0	4.0	9,200	9,649	**134**	**F**	---	---	---	---	---	---	-121	18	-103	-1.12	---	---	---	---
			PM	58.0	4.0	9,200	8,959	39	D	---	---	---	---	---	---	-10	55	45	0.49	---	---	---	---
I-280	Meridian to I-880	WB	AM	14.0	3.0	6,900	7,219	**172**	**F**	26.0	1.0	1,650	756	29	D	-90	14	-76	-1.10	-23	3	-20	-1.21
			PM	66.0	3.0	6,900	6,499	33	D	70.0	1.0	1,650	445	6	A	20	34	54	0.78	-26	6	-20	-1.21
SR 87	Curtner to Almaden Expressway	NB	AM	13.0	2.0	4,400	3,766	**145**	**F**	22.0	1.0	1,650	1,713	**78**	**F**	-26	20	-6	-0.14	-27	4	-23	-1.39
			PM	65.0	2.0	4,400	3,161	24	C	70.0	1.0	1,650	665	10	A	-4	4	0	0.00	-5	1	-4	-0.24
SR 87	Almaden Expressway to Alma	NB	AM	29.0	2.0	4,400	4,693	**81**	**F**	43.0	1.0	1,650	1,962	46	D	-30	23	-7	-0.16	-35	4	-31	-1.88
			PM	41.0	2.0	4,400	3,889	47	E	70.0	1.0	1,650	727	10	A	-6	5	-1	-0.02	-5	1	-4	-0.24
SR 87	Alma to I-280	NB	AM	33.0	2.0	4,400	5,636	**85**	**F**	61.0	1.0	1,650	1,986	33	D	-38	23	-15	-0.34	-33	4	-29	-1.76
			PM	66.0	2.0	4,400	4,360	33	D	70.0	1.0	1,650	791	11	A	-7	5	-2	-0.05	-7	1	-6	-0.36
SR 87	I-280 to Julian	NB	AM	16.0	2.0	4,400	3,309	**103**	**F**	30.0	1.0	1,650	1,295	43	D	-19	8	-11	-0.25	-20	1	-19	-1.15
			PM	67.0	2.0	4,400	1,794	13	B	70.0	1.0	1,650	396	6	A	-6	0	-6	-0.14	-4	0	-4	-0.24
SR 87	Julian to Coleman	NB	AM	14.0	2.0	4,400	4,570	**163**	**F**	32.0	1.0	1,650	1,521	48	E	-51	26	-25	-0.57	-30	4	-26	-1.58
			PM	67.0	2.0	4,400	2,725	20	C	70.0	1.0	1,650	521	7	A	-47	5	-42	-0.95	-7	1	-6	-0.36
SR 87	Coleman to Julian	SB	AM	66.0	2.0	4,400	2,256	17	B	67.0	1.0	1,650	225	3	A	-31	3	-28	-0.64	-4	0	-4	-0.24
			PM	32.0	2.0	4,400	4,001	**63**	**F**	50.0	1.0	1,650	1,089	22	C	-26	14	-12	-0.27	-27	2	-25	-1.52

Table 17, Continued
2025 Background Plus Project Conditions Freeway Segment Levels of Service

				2025 Phase II Project Conditions												Net Project Trips							
				Mixed-Flow Lane						HOV / Express Lane						Mixed-Flow Lane				HOV / Express Lane			
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Capacity	Project Volume	Density	LOS	Avg. Speed	# of Lanes	Capacity	Project Volume	Density	LOS	BART Volume	JD Volume	Total Volume	% of Capacity	BART Volume	JD Volume	Total Volume	% of Capacity
SR 87	Julian to I-280	SB	AM	67.0	2.0	4,400	2,669	20	C	67.0	1.0	1,650	290	4	A	-15	9	-6	-0.14	-5	2	-3	-0.18
			PM	36.0	2.0	4,400	4,611	**64**	**F**	70.0	1.0	1,650	1,212	17	B	-23	18	-5	-0.11	-22	3	-19	-1.15
SR 87	I-280 to Alma	SB	AM	67.0	2.0	4,400	3,748	28	D	67.0	1.0	1,650	556	8	A	-2	6	4	0.09	-18	1	-17	-1.03
			PM	15.0	2.0	4,400	3,793	**126**	**F**	60.0	1.0	1,650	1,735	29	D	-8	7	-1	-0.02	-23	1	-22	-1.33
SR 87	Alma to Almaden Expressway	SB	AM	66.0	2.0	4,400	3,740	28	D	67.0	1.0	1,650	543	8	A	-3	7	4	0.09	-18	1	-17	-1.03
			PM	27.0	2.0	4,400	4,427	**82**	**F**	60.0	1.0	1,650	1,700	28	D	-12	14	2	0.05	-23	3	-20	-1.21
SR 87	Almaden Expressway to Curtner	SB	AM	66.0	2.0	4,400	2,869	22	C	67.0	1.0	1,650	483	7	A	-1	4	3	0.07	-17	1	-16	-0.97
			PM	36.0	2.0	4,400	3,484	48	E	70.0	1.0	1,650	1,503	21	C	-9	13	4	0.09	-19	2	-17	-1.03
I-880	I-280 to Stevens Creek	NB	AM	15.0	3.0	6,900	5,207	**116**	**F**	55.0	1.0	1,650	620	11	A	-54	48	-6	-0.09	-36	9	-27	-1.64
			PM	66.0	3.0	6,900	4,739	24	C	55.0	1.0	1,650	798	15	B	-34	9	-25	-0.36	-19	2	-17	-1.03
I-880	Stevens Creek to Bascom	NB	AM	20.0	3.0	6,900	6,663	**111**	**F**	55.0	1.0	1,650	621	11	A	-77	57	-20	-0.29	-36	10	-26	-1.58
			PM	16.0	3.0	6,900	5,488	**114**	**F**	55.0	1.0	1,650	798	15	B	-44	10	-34	-0.49	-19	2	-17	-1.03
I-880	Bascom to The Alameda	NB	AM	27.0	3.0	6,900	6,085	**75**	**F**	55.0	1.0	1,650	665	12	B	-75	36	-39	-0.57	-36	6	-30	-1.82
			PM	13.0	3.0	6,900	6,051	**155**	**F**	55.0	1.0	1,650	900	16	B	-54	13	-41	-0.59	-21	2	-19	-1.15
I-880	The Alameda to Coleman	NB	AM	31.0	3.0	6,900	6,312	**68**	**F**	55.0	1.0	1,650	678	12	B	-95	32	-63	-0.91	-33	6	-27	-1.64
			PM	15.0	3.0	6,900	6,405	**142**	**F**	55.0	1.0	1,650	1,073	20	C	-73	15	-58	-0.84	-26	3	-23	-1.39
I-880	Coleman to SR 87	NB	AM	22.0	3.0	6,900	6,052	**92**	**F**	55.0	1.0	1,650	781	14	B	-95	31	-64	-0.93	-38	6	-32	-1.94
			PM	24.0	3.0	6,900	6,297	**87**	**F**	55.0	1.0	1,650	1,249	23	C	-84	31	-53	-0.77	-36	6	-30	-1.82
I-880	SR 87 to First	NB	AM	48.0	3.0	6,900	6,052	42	D	55.0	1.0	1,650	781	14	B	-95	31	-64	-0.93	-38	6	-32	-1.94
			PM	22.0	3.0	6,900	6,297	**95**	**F**	55.0	1.0	1,650	1,249	23	C	-84	31	-53	-0.77	-36	6	-30	-1.82
I-880	First to US 101	NB	AM	36.0	3.0	6,900	5,678	53	E	55.0	1.0	1,650	622	11	A	-101	29	-72	-1.04	-24	5	-19	-1.15
			PM	51.0	3.0	6,900	6,837	45	D	55.0	1.0	1,650	1,047	19	C	-109	25	-84	-1.22	-32	4	-28	-1.70
I-880	US 101 to First	SB	AM	16.0	3.0	6,900	6,155	**128**	**F**	55.0	1.0	1,650	1,034	19	C	-93	37	-56	-0.81	-66	7	-59	-3.58
			PM	14.0	3.0	6,900	5,573	**133**	**F**	55.0	1.0	1,650	715	13	B	-131	19	-112	-1.62	-161	3	-158	-9.58
I-880	First to SR 87	SB	AM	25.0	3.0	6,900	5,710	**76**	**F**	55.0	1.0	1,650	1,080	20	C	-79	48	-31	-0.45	-68	8	-60	-3.64
			PM	14.0	3.0	6,900	5,602	**133**	**F**	55.0	1.0	1,650	772	14	B	-124	21	-103	-1.49	-201	4	-197	-11.94
I-880	SR 87 to Coleman	SB	AM	65.0	3.0	6,900	5,710	29	D	55.0	1.0	1,650	1,080	20	C	-79	48	-31	-0.45	-68	8	-60	-3.64
			PM	23.0	3.0	6,900	5,602	**81**	**F**	55.0	1.0	1,650	772	14	B	-124	21	-103	-1.49	-201	4	-197	-11.94
I-880	Coleman to The Alameda	SB	AM	66.0	3.0	6,900	6,267	32	D	55.0	1.0	1,650	862	16	B	-89	11	-78	-1.13	-52	2	-50	-3.03
			PM	23.0	3.0	6,900	6,595	**96**	**F**	55.0	1.0	1,650	675	12	B	-151	15	-136	-1.97	-197	3	-194	-11.76
I-880	The Alameda to Bascom	SB	AM	66.0	3.0	6,900	5,956	30	D	55.0	1.0	1,650	795	14	B	-60	7	-53	-0.77	-48	1	-47	-2.85
			PM	25.0	3.0	6,900	6,554	**87**	**F**	55.0	1.0	1,650	710	13	B	-115	18	-97	-1.41	-221	3	-218	-13.21
I-880	Bascom to Stevens Creek	SB	AM	50.0	3.0	6,900	5,802	39	D	55.0	1.0	1,650	796	14	B	-45	12	-33	-0.48	-48	2	-46	-2.79
			PM	30.0	3.0	6,900	6,579	**73**	**F**	55.0	1.0	1,650	728	13	B	-107	48	-59	-0.86	-224	8	-216	-13.09
I-880	Stevens Creek to I-280	SB	AM	66.0	3.0	6,900	4,470	23	C	55.0	1.0	1,650	692	13	B	-36	10	-26	-0.38	-44	2	-42	-2.55
			PM	65.0	3.0	6,900	4,778	25	C	55.0	1.0	1,650	648	12	B	-84	37	-47	-0.68	-218	6	-212	-12.85
																			3.00%				0.12%

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
The average speed for future HOV lanes are assumed to be 55 MPH.
Bold indicates unacceptable LOS.

5. Other Transportation Topics

This chapter presents an analysis of other transportation topics associated with the Project, including:

- Intersection operations analysis – vehicle queuing and storage at selected intersections
- Freeway off-ramp operations analysis – vehicle queuing and storage at selected freeway ramps
- Freeway on-ramp meter analysis
- Unsignalized intersection analysis – Lafayette Street and Harrison Street
- Site access
- Bus transit vehicle delay
- Potential project impacts to bicycle and pedestrian facilities
- Vehicle Miles Traveled (VMT)
- Parking

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

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the Project would add left turns. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles 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 storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as

the "design queue length." The vehicle queue estimates and a tabulated summary of the findings are provided in Tables 18 and 19.

Table 18
Vehicle Queuing and Left-Turn Pocket Storage Analysis – AM Peak Hour

	N 28th St & E Julian St		US 101 SB Off-Ramp & E Julian St	US 101 NB Ramps & McKee Rd	N 28th St & E Santa Clara St		US 101 NB Ramps & Alum Rock Av	King Rd & E San Antonio St	McLaughlin Av & I-280 SB Off-Ramp
Measurement	NBL-T AM	WBL AM	NBL AM	NBL AM	SBL-T [3] AM	EBL AM	NBL-T AM	NBL AM	EBL AM
2015 Existing									
Cycle/Delay [1] (sec)	140	140	140	140	80	80	60	98	85
Volume (vphpl)	113	36	106	240	122	37	100	133	193
Avg. Queue (veh/ln.)	4.4	1.4	4.1	9.3	2.7	0.8	1.7	3.6	4.6
Avg. Queue [2] (ft./ln)	110	35	103	233	68	21	42	91	114
95th %. Queue (veh/ln.)	8	4	8	15	6	3	4	7	8
95th %. Queue (ft./ln)	200	100	200	375	150	75	100	175	200
Storage (ft./ ln.)	250	125	550	300	400	150	250	250	600
Adequate (Y/N)	Y	Y	Y	**N**	Y	Y	Y	Y	Y
2015 Existing Plus Project									
Cycle/Delay [1] (sec)	140	140	140	140	80	80	60	98	85
Volume (vphpl)	142	349	212	341	176	225	157	151	220
Avg. Queue (veh/ln.)	5.5	13.6	8.2	13.3	3.9	5.0	2.6	4.1	5.2
Avg. Queue [2] (ft./ln)	138	339	206	332	98	125	65	103	130
95th %. Queue (veh/ln.)	10	20	13	20	7	9	6	8	9
95th %. Queue (ft./ln)	250	500	325	500	175	225	150	200	225
Storage (ft./ ln.)	250	125	550	300	400	150	250	250	600
Adequate (Y/N)	Y	**N**	Y	**N**	Y	**N**	Y	Y	Y
2025 Background									
Cycle/Delay [1] (sec)	140	140	140	140	80	80	60	98	85
Volume (vphpl)	113	36	112	253	122	37	100	134	199
Avg. Queue (veh/ln.)	4.4	1.4	4.4	9.8	2.7	0.8	1.7	3.6	4.7
Avg. Queue [2] (ft./ln)	110	35	109	246	68	21	42	91	117
95th %. Queue (veh/ln.)	8	4	8	15	6	3	4	7	9
95th %. Queue (ft./ln)	200	100	200	375	150	75	100	175	225
Storage (ft./ ln.)	250	125	550	300	400	150	250	250	600
Adequate (Y/N)	Y	Y	Y	**N**	Y	Y	Y	Y	Y
2025 Background Plus Project									
Cycle/Delay [1] (sec)	140	140	140	140	80	80	60	98	85
Volume (vphpl)	142	397	254	301	188	237	163	155	215
Avg. Queue (veh/ln.)	5.5	15.4	9.9	11.7	4.2	5.3	2.7	4.2	5.1
Avg. Queue [2] (ft./ln)	138	386	247	293	104	132	68	105	127
95th %. Queue (veh/ln.)	10	22	15	18	8	9	6	8	9
95th %. Queue (ft./ln)	250	550	375	450	200	225	150	200	225
Storage (ft./ ln.)	250	125	550	300	400	150	250	250	600
Adequate (Y/N)	Y	**N**	Y	**N**	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued
[3] The SB approach at this intersection has a shared LT-Thru lane with 150 feet of striping. However, N 28th Street provides 400 feet of vehicle storage space for the SB LT-Thru movement between Santa Clara Street and 5 Wounds Lane.

Table 18, Continued
Vehicle Queuing and Left-Turn Pocket Storage Analysis – AM Peak Hour

Measurement	Lafayette St & Central Expwy SBL AM	Coleman Av & Brokaw Rd NBL [3] AM	Coleman Av & Brokaw Rd EBL AM
2015 Existing			
Cycle/Delay [1] (sec)	180	90	90
Volume (vphpl)	77	140	131
Avg. Queue (veh/ln.)	3.9	3.5	3.3
Avg. Queue [2] (ft./ln)	96	88	82
95th %. Queue (veh/ln.)	7	7	6
95th %. Queue (ft./ln)	175	175	150
Storage (ft./ ln.)	225	200+	250
Adequate (Y/N)	Y	Y	Y
2015 Existing Plus Project			
Cycle/Delay [1] (sec)	180	90	90
Volume (vphpl)	84	326	211
Avg. Queue (veh/ln.)	4.2	8.2	5.3
Avg. Queue [2] (ft./ln)	105	204	132
95th %. Queue (veh/ln.)	8	13	9
95th %. Queue (ft./ln)	200	325	225
Storage (ft./ ln.)	225	200+	250
Adequate (Y/N)	Y	Y [3]	Y
2025 Background			
Cycle/Delay [1] (sec)	180	90	90
Volume (vphpl)	77	140	131
Avg. Queue (veh/ln.)	3.9	3.5	3.3
Avg. Queue [2] (ft./ln)	96	88	82
95th %. Queue (veh/ln.)	7	7	6
95th %. Queue (ft./ln)	175	175	150
Storage (ft./ ln.)	225	200+	250
Adequate (Y/N)	Y	Y	Y
2025 Background Plus Project			
Cycle/Delay [1] (sec)	180	90	90
Volume (vphpl)	95	319	205
Avg. Queue (veh/ln.)	4.8	8.0	5.1
Avg. Queue [2] (ft./ln)	119	199	128
95th %. Queue (veh/ln.)	9	13	9
95th %. Queue (ft./ln)	225	325	225
Storage (ft./ ln.)	225	200+	250
Adequate (Y/N)	Y	Y [3]	Y

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued
[3] Although there is only about 200 feet of striping for the NB left-turn pocket, the two-way center left-turn lane provides additional overflow storage.

Table 19
Vehicle Queuing and Left-Turn Pocket Storage Analysis – PM Peak Hour

Measurement	N 28th St & E Julian St		US 101 SB Off-Ramp & E Julian St	US 101 NB Ramps & McKee Rd	24th St & E Santa Clara St	N 28th St & E Santa Clara St		US 101 NB Ramps & Alum Rock Av
	NBL-T PM	WBL PM	NBL PM	EBL PM	WBL PM	SBL-T [3] PM	EBL PM	NBL-T PM
2015 Existing								
Cycle/Delay [1] (sec)	140	140	146	146	80	80	80	70
Volume (vphpl)	41	31	53	96	140	135	18	161
Avg. Queue (veh/ln.)	1.6	1.2	2.1	3.9	3.1	3.0	0.4	3.1
Avg. Queue [2] (ft./ln)	40	30	54	97	78	75	10	78
95th %. Queue (veh/ln.)	4	3	5	7	6	6	2	6
95th %. Queue (ft./ln)	100	75	125	175	150	150	50	150
Storage (ft./ ln.)	250	125	550	175	250	400	150	250
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y
2015 Existing Plus Project								
Cycle/Delay [1] (sec)	140	140	146	146	80	80	80	70
Volume (vphpl)	156	110	85	142	189	359	75	190
Avg. Queue (veh/ln.)	6.1	4.3	3.4	5.8	4.2	8.0	1.7	3.7
Avg. Queue [2] (ft./ln)	152	107	86	144	105	199	42	92
95th %. Queue (veh/ln.)	10	8	7	10	8	13	4	7
95th %. Queue (ft./ln)	250	200	175	250	200	325	100	175
Storage (ft./ ln.)	250	125	550	175	250	400	150	250
Adequate (Y/N)	Y	**N**	Y	**N**	Y	Y	Y	Y
2025 Background								
Cycle/Delay [1] (sec)	140	140	146	146	80	80	80	70
Volume (vphpl)	41	31	55	96	144	135	18	161
Avg. Queue (veh/ln.)	1.6	1.2	2.2	3.9	3.2	3.0	0.4	3.1
Avg. Queue [2] (ft./ln)	40	30	56	97	80	75	10	78
95th %. Queue (veh/ln.)	4	3	5	7	6	6	2	6
95th %. Queue (ft./ln)	100	75	125	175	150	150	50	150
Storage (ft./ ln.)	250	125	550	175	250	400	150	250
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y
2025 Background Plus Project								
Cycle/Delay [1] (sec)	140	140	146	146	80	80	80	70
Volume (vphpl)	181	119	74	134	209	449	79	195
Avg. Queue (veh/ln.)	7.0	4.6	3.0	5.4	4.6	10.0	1.8	3.8
Avg. Queue [2] (ft./ln)	176	116	75	136	116	249	44	95
95th %. Queue (veh/ln.)	12	8	6	10	8	15	4	7
95th %. Queue (ft./ln)	300	200	150	250	200	375	100	175
Storage (ft./ ln.)	250	125	550	175	250	400	150	250
Adequate (Y/N)	**N**	**N**	Y	**N**	Y	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued
[3] The SB approach at this intersection has a shared LT-Thru lane with 150 feet of striping. However, N 28th Street provides 400 feet of vehicle storage space for the SB LT-Thru movement between Santa Clara Street and 5 Wounds Lane.

Table 19, Continued
Vehicle Queuing and Left-Turn Pocket Storage Analysis – PM Peak Hour

Measurement	De La Cruz Bl & Central Expwy NBL PM	Coleman Av & Brokaw Rd NBL [3] PM	Coleman Av & Brokaw Rd EBL PM	Coleman Av & I-880 NB Ramps SBL PM	San Tomas Expwy & El Camino Real WBL PM	Scott Bl & El Camino Real WBL PM
2015 Existing						
Cycle/Delay [1] (sec)	190	90	90	130	185	120
Volume (vphpl)	91	197	203	322	139	243
Avg. Queue (veh/ln.)	4.8	4.9	5.1	11.6	7.1	8.1
Avg. Queue [2] (ft./ln)	120	123	127	291	179	203
95th %. Queue (veh/ln.)	9	9	9	17	12	13
95th %. Queue (ft./ln)	225	225	225	425	300	325
Storage (ft./ ln.)	350	200+	250	450	325	375
Adequate (Y/N)	Y	Y [3]	Y	Y	Y	Y
2015 Existing Plus Project						
Cycle/Delay [1] (sec)	190	90	90	130	185	120
Volume (vphpl)	113	294	619	335	152	268
Avg. Queue (veh/ln.)	6.0	7.4	15.5	12.1	7.8	8.9
Avg. Queue [2] (ft./ln)	149	184	387	302	195	223
95th %. Queue (veh/ln.)	10	12	22	18	13	14
95th %. Queue (ft./ln)	250	300	550	450	325	350
Storage (ft./ ln.)	350	200+	250	450	325	375
Adequate (Y/N)	Y	Y [3]	**N**	Y	Y	Y
2025 Background						
Cycle/Delay [1] (sec)	190	90	90	130	185	120
Volume (vphpl)	117	197	203	500	141	243
Avg. Queue (veh/ln.)	6.2	4.9	5.1	18.1	7.2	8.1
Avg. Queue [2] (ft./ln)	154	123	127	451	181	203
95th %. Queue (veh/ln.)	11	9	9	25	12	13
95th %. Queue (ft./ln)	275	225	225	625	300	325
Storage (ft./ ln.)	350	200+	250	450	325	375
Adequate (Y/N)	Y	Y [3]	Y	**N**	Y	Y
2025 Background Plus Project						
Cycle/Delay [1] (sec)	190	90	90	130	185	120
Volume (vphpl)	148	284	611	510	154	262
Avg. Queue (veh/ln.)	7.8	7.1	15.3	18.4	7.9	8.7
Avg. Queue [2] (ft./ln)	195	178	382	460	198	218
95th %. Queue (veh/ln.)	13	12	22	26	13	14
95th %. Queue (ft./ln)	325	300	550	650	325	350
Storage (ft./ ln.)	350	200+	250	450	325	375
Adequate (Y/N)	Y	Y [3]	**N**	**N**	Y	Y

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued
[3] Although there is only about 200 feet of striping for the NB left-turn pocket, the two-way center left-turn lane provides additional overflow storage.

North 28th Street and Julian Street

The queuing analysis indicates that the existing storage capacity of the westbound left-turn pocket at the intersection of North 28th Street/Julian Street is adequate to serve the maximum vehicle queues that currently occur under 2015 Existing Conditions and would continue to occur under 2025 Background Conditions during the AM and PM peak hours of traffic. However, the maximum vehicle queues for this westbound left-turn pocket would exceed the existing vehicle storage capacity during both the AM and PM peak hours under 2015 Existing Plus Project and 2025 Background Plus Project Conditions. The westbound left-turn pocket provides approximately 125 feet of storage, for a capacity of only about 5 vehicles. Maximum vehicle queue lengths of 500 feet and 550 feet would occur during the AM peak hour under 2015 Existing Plus Project and 2025 Background Plus Project Conditions, respectively. A maximum vehicle queue length of 200 feet would occur during the PM peak hour under both 2015 Existing Plus Project and 2025 Background Plus Project Conditions. Extending the westbound left-turn pocket is not feasible, due to limited spacing between the US 101 southbound off-ramp and North 28th Street. There are no feasible improvements that could be implemented to increase the westbound left-turn pocket vehicle storage.

The queuing analysis also indicates that the maximum (95th percentile) vehicle queues for the northbound shared left-turn/through movement would exceed the existing vehicle storage capacity by two vehicles during the PM peak hour under 2025 Background Plus Project Conditions. However, a storage inadequacy of just two vehicles, based on the 95th percentile vehicle queue length, is not likely to cause any significant operational issues.

Overall Intersection Operations

The current configuration of the North 28th Street/Julian Street intersection is currently inefficient and problematic. There are multiple intersections within close proximity, most notably the US 101 southbound off-ramp/McKee Road intersection, which contribute to its poor operation. While this intersection would operate at an acceptable level of service C during the AM peak hours under 2025 Background Plus Project Conditions, and the Project does not cause a significant impact based on the City of San Jose significance criteria, as mentioned above, the high westbound left turn volumes would result in long queues that would extend far into the westbound through lanes of the upstream intersection of McKee Road and the US 101 southbound ramps. The North 28th Street/Julian Street intersection would require improvements to operate more efficiently with the addition of project-generated traffic.

US 101 Northbound Ramps and McKee Road

The queuing analysis indicates that the maximum vehicle queue for the northbound left-turn pocket (northbound off-ramp) at the US 101 Northbound Off-ramp/McKee Road intersection currently exceeds the existing vehicle storage capacity during the AM peak hour of traffic, and that this condition would continue to occur under 2015 Existing Plus Project, 2025 Background, and 2025 Background Plus Project Conditions. The northbound left-turn pocket provides about 300 feet of vehicle storage for a capacity of up to 12 vehicles. A maximum vehicle queue length of 450 feet would occur during the AM peak hour under 2025 Background Plus Project Conditions as a result of the Project. Converting the middle shared through/right-turn lane to a shared L-T-R lane would help provide additional vehicle storage to accommodate the estimated future left-turn volumes.

The queuing analysis indicates that the existing storage capacity of the eastbound left-turn pocket (left-turn onto the US 101 northbound on-ramp) is adequate to serve the maximum vehicle queues that currently occur and would continue to occur under 2025 Background Conditions during both the AM and PM peak hours of traffic. However, the maximum vehicle queues for this eastbound left-turn pocket would exceed the existing vehicle storage capacity during the PM peak hour under 2015 Existing Plus Project and 2025 Background Plus Project Conditions. The eastbound left-turn pocket provides approximately 175 feet of storage for a capacity of about 7 vehicles. A maximum vehicle queue length of 250 feet would occur during the PM peak hour under both 2015 Existing Plus Project and 2025 Background Plus Project Conditions. Extending this left-turn pocket is not feasible due to the presence of back-to-back left-turn pockets.

North 28th Street and Santa Clara Street

The queuing analysis indicates that the existing storage capacity of the eastbound left-turn pocket is adequate to serve the maximum vehicle queues that currently occur under 2015 Existing Conditions and would continue to

occur under 2025 Background Conditions during the AM and PM peak hours of traffic. The eastbound left-turn pocket provides approximately 150 feet of storage for a capacity of about 6 vehicles. A maximum vehicle queue length of 225 feet would occur during the AM peak hour under both 2015 Existing Plus Project and 2025 Background Plus Project Conditions. Extending the eastbound left-turn pocket is not feasible due to limited spacing between North 27th Street and North 28th Street. Adding a second eastbound left-turn pocket is not feasible without acquiring additional right-of-way. Therefore, there are no feasible improvements that could be implemented to increase the eastbound left-turn pocket vehicle storage.

Coleman Avenue and Brokaw Road

The queuing analysis indicates that the existing storage capacity of the eastbound left-turn pocket is adequate to serve the maximum vehicle queues that currently occur under 2015 Existing Conditions and would continue to occur under 2025 Background Conditions during the AM and PM peak hours of traffic. However, the maximum vehicle queues for this eastbound left-turn pocket would exceed the existing vehicle storage capacity during the PM peak hour under 2015 Existing Plus Project and 2025 Background Plus Project Conditions. The eastbound left-turn pocket provides approximately 250 feet of storage for a capacity of about 10 vehicles. A maximum vehicle queue length of 550 feet would occur during the PM peak hour under both 2015 Existing Plus Project and 2025 Background Plus Project Conditions. Based on the intersection level of service analysis, the Project would result in a significant impact at this intersection. The proposed mitigation includes adding a shared eastbound left-turn/through lane. With this improvement, the eastbound left-turn lane and shared left-turn/through lane together would provide adequate storage to accommodate the maximum vehicle queues that would occur under 2015 Existing Plus Project and 2025 Background Plus Project scenarios.

Coleman Avenue and I-880 Northbound Ramps

The queuing analysis indicates that the existing storage capacity of the southbound dual left-turn pocket (left-turn onto the I-880 northbound on-ramp) is adequate to serve the maximum vehicle queues that currently occur under 2015 Existing Conditions and that would occur under 2015 Existing Plus Project Conditions during both the AM and PM peak hours of traffic. However, the maximum vehicle queues for this southbound left-turn pocket would exceed the existing vehicle storage capacity during the PM peak hour under 2025 Background and 2025 Background Plus Project Conditions. The southbound left-turn pocket provides approximately 450 feet of storage per lane for a capacity of about 18 vehicles per lane. A maximum vehicle queue length of 625 feet per lane is estimated to occur during the PM peak hour under 2025 Background Conditions, and a maximum vehicle queue length of 650 feet per lane is estimated to occur during the PM peak hour under 2025 Background Plus Project Conditions. Extending the southbound left-turn pocket is not feasible because the I-880 overpass is not sufficiently wide to accommodate this improvement (narrows at this point). The existing bike lanes would need to be removed in order to extend this left-turn pocket, which is not consistent with VTA's policies to promote bicycling opportunities.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps that would experience increases in traffic as a result of the Transit-Oriented Joint Development at Alum Rock/28th Street and Santa Clara Stations was conducted to identify the effect the additional project traffic would have on the vehicle queues at the on-ramps during the AM and PM peak commute periods. In general, only the freeway on-ramps that would experience more than 10 additional trips per lane from the Project during one of the peak hours were analyzed. Those freeway on-ramps where the Project would add a substantial amount of traffic (more than 10 net peak hour trips per lane) were evaluated; each of these ramps is currently metered or is expected to be metered in the future. The freeway on-ramps that were evaluated are listed below:

- US 101 southbound on-ramp from McKee Road – PM peak hour
- US 101 southbound loop on-ramp from WB Santa Clara Street/Alum Rock Avenue – PM peak hour
- I-880 southbound diagonal on-ramp from southbound Coleman Avenue – PM peak hour

The I-880 southbound diagonal on-ramp from southbound Coleman Avenue is currently metered. The existing maximum vehicle queue that occurs at this metered on-ramp during the PM peak hour was measured in the field. The metering lights at both US 101 freeway on-ramps listed above – the US 101 southbound on-ramp from

McKee Road and the US 101 southbound loop on-ramp from westbound Santa Clara Street/Alum Rock Avenue – are not currently operating. Therefore, no measurable queues are currently experienced at these ramp locations. However, since the metering lights on these on-ramps likely will be operational in the future, and because the Project would add more than 10 net trips per lane to these on-ramps, the vehicle queues were estimated at these on-ramps for 2025 Background and 2025 Background Plus Project Conditions.

US 101 Southbound On-Ramp from McKee Road

The US 101 southbound on-ramp from McKee Road currently serves a high volume of PM peak hour traffic. Approved projects in the study area would increase the PM peak hour traffic volume by approximately 13 percent. Compared to 2025 Background Conditions, the Project would increase the traffic volume on the US 101 southbound on-ramp from McKee Road by just 9 percent under 2025 Background Plus Project Conditions.

US 101 Southbound Loop On-Ramp from Santa Clara Street/Alum Rock Avenue

The US 101 southbound on-ramp from Santa Clara Street currently serves a high volume of PM peak hour traffic. Approved projects in the study area would add almost zero traffic to this on-ramp. Compared to 2025 Background Conditions, the Project would increase the traffic volume on the US 101 southbound on-ramp from McKee Road by approximately 16 percent under 2025 Background Plus Project Conditions.

Table 20 shows the maximum vehicle queues at the metered on-ramps under 2015 Existing, 2015 Existing Plus Project, 2025 Background, and 2025 Background Plus Project Conditions for the PM peak hour of traffic. Note that none of the metered on-ramps in the vicinity of the Alum Rock/28th Street or Santa Clara Stations would experience substantial increases in trips as a result of the Project during the AM peak hour of traffic under Existing Plus Project or Background Plus Project Conditions. As shown in the table, both US 101 on-ramps that were evaluated are expected to experience overflow conditions in the future. Because the metering lights are not currently operating, there are no existing vehicle queues on these on-ramps. Therefore, future vehicle queuing estimates could not be calculated for these on-ramps, since there are no existing data available to calibrate the results. It can be assumed, however, that both US 101 southbound on-ramps would experience vehicle queuing issues in the future due to the high volume of traffic using these on-ramps. These on-ramps most likely would not provide adequate vehicle storage to accommodate the future vehicle queues that would occur. As a result, the vehicle queues would back up onto the roadways serving the on-ramps (e.g., McKee Road and Santa Clara Street/Alum Rock Avenue), which likely would result in significant operational issues.

I-880 Southbound Diagonal On-Ramp from Southbound Coleman Avenue

The I-880 southbound on-ramp from southbound Coleman Avenue currently has adequate storage space for the number of vehicles observed on that ramp during the PM peak hour. It is projected to have adequate storage space for the number of vehicles projected to use that ramp under 2015 Existing Plus Project Conditions and 2025 Background Plus Project Conditions.

Table 20
Vehicle Queuing and Storage at Metered Freeway On-Ramps

Freeway Ramp	Total Storage (vehicles)[1]	Total Storage (feet)	Volume and Queue Projections					
			2015 Existing	2015 Existing Plus Project	Change	2025 Background	2025 Background Plus Project	Change
US 101								
US 101 SB On-Ramp from McKee Rd	32	800						
PM Peak Hour Volume[2]			1131	1296	165	1273	1391	118
Projected Queue Length (in feet)[3]			---[4]	---[4]		*overflow*	*overflow*	
US 101 SB On-Ramp from WB Santa Clara St/Alum Rock Av	34	850						
PM Peak Hour Volume[2]			949	1113	164	955	1110	155
Projected Queue Length (in feet)[3]			---[4]	---[4]		*overflow*	*overflow*	
I-880								
I-880 SB Diagonal On-Ramp from SB Coleman Av	72	1800						
PM Peak Hour Volume[2]			709	738	29	773	790	17
Observed Queue / Projected Queue Length (in feet)[3]			*200*	*208*		*218*	*223*	

Notes:
[1] Total number of vehicles that can be stored within the ramp, assuming 25 feet per vehicle.
[2] Peak-hour ramp volume projections.
[3] Total length of queue (in feet), as calculated based on the ramp meter rate and projected traffic volumes.
[4] Currently, the ramp meter at these on-ramps is not operational during the PM peak hour, therefore, no measurable queues are currently experienced at these locations.

Site Access

Since the site plans are at a conceptual level of design, a comprehensive analysis of site access, including truck loading activities, pedestrian access, and on-site circulation, will be prepared during final design. However, a general evaluation of site access and traffic operations was completed for the roadways that would provide access to the Transit-Oriented Joint Development at Alum Rock/28th Street Station based on the conceptual design. The details of the evaluation are described below.

Alum Rock/28th Street Station

The site access evaluation for Alum Rock/28th Street Station is based on the station plans. Project-generated traffic would access the site via 5 Wounds Lane and E. St. James Street. Approximately one-half of project traffic would access the site via 5 Wounds Lane, and one-half would utilize E. St. James Street. 5 Wounds Lane would provide direct access to the residential parking structure and E. St. James Street would provide direct access to the BART Station parking structure. The office component of the Project would be accessible via either street. The traffic volumes that are estimated to occur at the N. 28th Street/5 Wounds Lane and N. 28th Street/E. St. James Street intersections under 2025 Background Plus Project Conditions are shown on the site plan (see Figure 31). Based on these traffic volumes, the intersection of N. 28th Street/5 Wounds Lane would operate at level of service B with 17.0 seconds of delay during the AM peak hour and level of service B with 19.0 seconds of delay during the PM peak hour. The intersection of N. 28th Street/E. St. James Street would operate at level of service C with 27.0 seconds of delays in the AM Peak hour and level of service C with 27.1 seconds of delay during the PM peak hour.

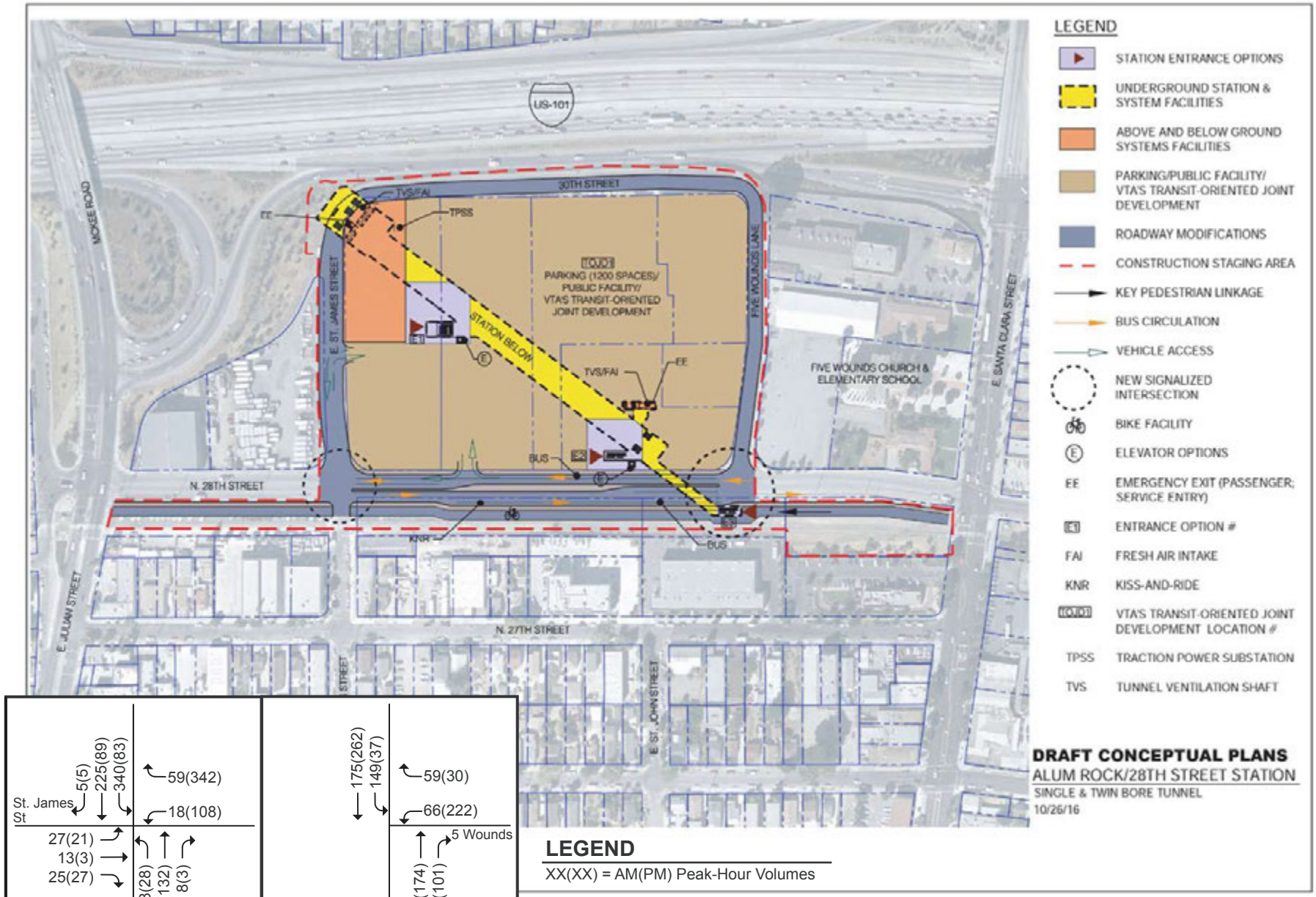


Figure 31
Alum Rock/28th Street Station Access

Queuing Analysis at the Alum Rock/28th Street Station Driveways

Left-turn vehicle queuing at the future signalized intersections of N 28th Street/E St. James Street and N 28th Street/5 Wounds Lane was evaluated based on projected traffic volumes under 2015 Existing Plus Project and 2025 Background Plus Project Conditions. These intersections will provide direct access to the Alum Rock/28th Street BART Station and Transit-Oriented Joint Development in the future.

The left-turn pocket storage shown in the table for these future intersections is based on the results of the queuing analysis. Specifically, the recommended left-turn pocket storage shown in the table is based on the maximum (95th percentile) queue that was calculated.

The vehicle queue estimates, and a tabulated summary of the findings are provided in Table 21.

Table 21
Vehicle Queuing and Left-Turn-Pocket Storage Analysis at the Future N. 28th Street Intersections

	N 28th St & St. James St				N 28th St & 5 Wounds Ln			
	SBL		WBL		SBL		WBL	
Measurement	AM	PM	AM	PM	AM	PM	AM	PM
2015 Existing Plus Project								
Cycle/Delay [1] (sec)	70	70	70	70	80	80	80	80
Volume (vphpl)	243	80	5	94	161	41	69	210
Avg. Queue (veh/ln.)	4.7	1.6	0.1	1.8	3.6	0.9	1.5	4.7
Avg. Queue [2] (ft./ln)	118	39	2	46	89	23	38	117
95th %. Queue (veh/ln.)	9	4	1	4	7	3	4	8
95th %. Queue (ft./ln)	225	100	25	100	175	75	100	200
Storage [3] (ft./ ln.)	275	275	175	175	200	200	250	250
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y
2025 Background Plus Project								
Cycle/Delay [1] (sec)	70	70	70	70	80	80	80	80
Volume (vphpl)	340	83	18	108	149	37	66	222
Avg. Queue (veh/ln.)	6.6	1.6	0.4	2.1	3.3	0.8	1.5	4.9
Avg. Queue [2] (ft./ln)	165	40	9	53	83	21	37	123
95th %. Queue (veh/ln.)	11	4	1	5	7	3	4	9
95th %. Queue (ft./ln)	275	100	25	125	175	75	100	225
Storage [3] (ft./ ln.)	275	275	175	175	200	200	250	250
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y
2035 Cumulative Plus Project								
Cycle/Delay[1] (sec)	70	70	70	70	80	80	80	80
Volume (vphpl)	361	89	22	194	127	55	29	254
Avg. Queue (veh/ln.)	7.0	1.7	0.4	3.8	2.8	1.2	0.6	5.6
Avg. Queue (ft./ln)	175	43	11	94	71	31	16	141
95th %. Queue (veh/ln.)	12	4	2	7	6	3	2	10
95th %. Queue (ft./ln)	300	100	50	175	150	75	50	250
Storage (ft./ ln.)	275	275	175	175	200	200	250	250
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on recommended cycle lengths for the future signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued
[3] Recommended lengths for future single left-turn pockets are shown.

Santa Clara Station

Vehicular access at Santa Clara Station would be provided via the intersection of Coleman Avenue and Brokaw Road. Intersection level of service, potential impacts, and proposed mitigation measures for this intersection were discussed in Chapter 4, in the sections on "2025 Background Plus Project Conditions Intersection Level of Service" and "Intersection Impacts and Proposed Mitigation Measures." In addition, the queuing analysis in an earlier section of this Chapter ("Intersection Operations Analysis") provides an analysis of the left-turn pocket storage at this intersection.

Transit Services

The Project consists of the 6-mile-long extension of the BART system from the Berryessa neighborhood in San Jose through downtown San Jose and west into Santa Clara and includes four new BART stations. Therefore, the Project *is* a transit project and represents a substantial improvement to the transit system in the study area. Additionally, the Project is being integrated with VTA's light rail and bus systems and would not adversely affect transit facilities or services within the Cities of San Jose or Santa Clara in the vicinity of the BART rail alignment, the proposed BART stations, or the Transit-Oriented Joint Development sites at the stations.

Alum Rock/28th Street Station

The City of San Jose's General Plan identifies the transit commute mode split target as "at least 20 percent" for the year 2040. Since the Project includes providing BART service to the neighborhood surrounding the Alum Rock/28th Street Station and constructing Transit-Oriented Joint Development on top of or next to the Alum Rock/28th Street Station, the Project would be expected to contribute to the attainment of that mode split target.

Santa Clara Station

The City of Santa Clara's General Plan identifies a Santa Clara Station Focus Area, which is based on the Santa Clara Station Area Plan. The Santa Clara Station Area Plan has been cooperatively developed by the City Of Santa Clara, City of San Jose, and VTA, and covers 432 acres of land surrounding the existing Santa Clara Transit Center and the Phase II BART station. The Santa Clara BART Station would be situated at the center of the Santa Clara Station Focus Area. Within the Santa Clara Station Focus Area, pedestrian and bicycle circulation have priority. High-density development, including a mix of office and residential uses, in close proximity to transit services is a goal for this planning area. Another goal of the Santa Clara Station Focus Area is to provide a link between the Santa Clara Caltrain Station and other transit options throughout the City of Santa Clara and beyond.

The City of Santa Clara General Plan aims to support a coordinated regional transit system that includes BART, Amtrak, ACE, Caltrain, VTA LRT and bus services, and High Speed Rail facilities. Transit stops should be provided at safe and convenient locations to maximize ridership, including locations near employment centers and high-density residential developments.

The proposed Project is consistent with the goals and policies of the San Jose and Santa Clara General Plans.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the vicinity of the rail alignment and proposed Alum Rock/28th Street and Santa Clara BART station areas. Crosswalks with pedestrian signal heads are located at all of the signalized intersections in the study areas. The overall network of sidewalks and crosswalks within the vicinity of the Project sites would provide good connectivity and provide pedestrians with safe routes between the Alum Rock/28th Street and Santa Clara Stations/TOJD sites and the surrounding land uses and transit services in the station areas.

Alum Rock/28th Street Station

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies

and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new projects.

The City of San Jose's General Plan identifies the bicycle commute mode split target as 15 percent or more for the year 2040. This level of bicycle mode share is a reasonable goal for the Project, particularly if BART and LRT services are utilized in combination with bicycle commuting. As part of the reconstruction of N. 28th Street, the Project would accommodate the 5 Wounds Trail between East Santa Clara and Julian Streets.

With the exception of the west side and most of the east side of N, 28th Street, between McKee Road and East Santa Clara Street, and along some of the industrial areas north of the station site, sidewalks are currently found along all previously described local roadways in the Alum Rock/28th Street Station study area and along the local residential streets and collectors near the station site. Additionally, all signalized intersections in the vicinity of the Alum Rock/28th Street Station have marked crosswalks on all or most of the legs of the intersection, combined with pedestrian push buttons and pedestrian signal heads.

For pedestrians who may walk between the residential neighborhood east of US 101 and the BART station or between the TOJD sites at the Alum Rock/28th Street Station and the VTA bus routes along King Road, there are continuous sidewalks and crosswalks along Alum Rock Avenue, including pedestrian push buttons and signal heads for the crosswalks on the US 101 on-and off-ramps, at 33rd Street, and at King Road. There are also continuous sidewalks and crosswalks along McKee Road between 28th Street and King Road, including pedestrian push buttons and signal heads for the crosswalks on the US 101 on- and off-ramps, at 33rd Street, and at King Road.

However, although the pedestrian facilities in the vicinity of the Alum Rock/28th Street Station are adequate as described above, the area is not an especially pedestrian-friendly environment at present. There are locations, such as the crosswalks near the US 101 on- and off-ramps, where walking is not as comfortable as it could be. The City of San Jose plans to improve the pedestrian environment in this area through its ongoing efforts to promote greater usage of alternative modes. With the proposed Project, a pedestrian connection along the south side of the Alum Rock/28th Street Station area at N. 28th Street from E. Santa Clara Street would be provided. This pedestrian connection, which would include amenities such as street trees, wide sidewalks, bicycle facilities, and pedestrian-scaled lighting, would link the station entrances with buses and BRT operating on E. Santa Clara Street/Alum Rock Avenue, enhancing connectivity of pedestrian facilities surrounding the station. Additionally, the Project would add sidewalks along both sides of N. 28th Street and around the perimeter of the project site. The Project would also provide crosswalks at the signalized intersections of N. 28th Street/E. St James Street and N. 28th Street/5 Wounds Lane, including pedestrian push buttons and signal heads.

In combination with planned pedestrian/bicycle improvements in the study area, the Project pedestrian/bicycle improvements would help enhance pedestrian/bicycle facilities in the area. Therefore, the Project would improve connectivity and would not have a negative effect on bicycle or pedestrian facilities in the vicinity of Alum Rock/28th Street Station, and no additional improvements are necessary.

Schools Near Alum Rock/28th Street Station

There are four schools located within an approximately one-half mile walk of Alum Rock/28th Street Station: 1) Cristo Rey San Jose Jesuit High School, located on the south side of 5 Wounds Lane adjacent to Five Wounds Portuguese National Church; 2) San Jose High School, located to the west on Julian Street and accessible via St. James Street; 3) Rocketship Discovery Prep (Grades K-5) located on Wooster Avenue north of Julian Street; and 4) Anne Darling Elementary School, just east of US 101 on the corner of McKee Avenue and 33rd Street.

VTA will work closely with these schools to implement a Safe Routes to Schools Program. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program will identify a focused area surrounding the schools, provide a map with the routes that children can take to school, and recommend improvements to routes if necessary.

Santa Clara Station

All new development projects in Santa Clara should encourage alternative modes of travel that reduce air pollution, consistent with the goals of the City's General Plan. It is the goal of the City's General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes, including biking and walking, to achieve Santa Clara's mobility goals and reduce vehicle miles traveled and greenhouse gas emissions.

Near Santa Clara Station, sidewalks are found along virtually all previously described local roadways in the study area, including both sides of Brokaw Road, and along the local residential streets and collectors, with the exception of portions of the east side of Lafayette Street between Reed Avenue and Central Expressway. Additionally, all signalized intersections in the vicinity of Santa Clara Station have marked crosswalks on all or most of the legs of the intersection, combined with pedestrian push buttons and pedestrian signal heads. However, there is less connectivity in the pedestrian facilities near the Santa Clara BART Station, due to the Caltrain tracks, the nearby Mineta San Jose International Airport, and the fact that some of the nearby streets serving industrial land uses do not include sidewalks.

There is a continuous sidewalk along the east side of De La Cruz Boulevard that connects with the sidewalk along Coleman Avenue, leading to the intersection at Brokaw Road where the Santa Clara BART Station would be located. However, the De La Cruz Boulevard overpass over El Camino Real and the Caltrain tracks and most portions of the interchange of De La Cruz Boulevard and Coleman Avenue do not include sidewalks. West of De La Cruz Boulevard, there is a bike and pedestrian bridge over the Caltrain tracks next to the Lafayette Street undercrossing. There is currently no convenient pedestrian access across the Caltrain tracks from the vicinity of the Santa Clara Caltrain Station on the west to the future Santa Clara BART Station on the east.

The Project would add sidewalks around the perimeter of the project site and bicycle facilities along both sides of Brokaw Road. An approximately 240-foot-long pedestrian tunnel will be constructed between the mezzanine level of the proposed Santa Clara BART Station and the existing Santa Clara Caltrain Station center platform. This pedestrian connection would link the BART station with other pedestrian and transit facilities to the west of the railroad tracks, enhancing connectivity of pedestrian facilities surrounding the station and transit services. Additionally, The Phase II Project will construct an approximately 175-foot-long pedestrian tunnel from the Santa Clara BART Station to a new BART plaza on Brokaw Road.

In combination with planned pedestrian/bicycle improvements in the study area, the Project's pedestrian/bicycle improvements would enhance pedestrian/bicycle facilities along Brokaw Road. Therefore, the project would improve connectivity and would not have a negative effect on bicycle or pedestrian facilities in the vicinity of the Santa Clara Station, and no additional improvements are necessary.

Unsignalized Intersection Analysis

One of the study intersections is unsignalized: Lafayette Street and Harrison Street. Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The Cities of San Jose and Santa Clara have not established significance thresholds for unsignalized intersections.

The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices (MUTCD 2014 Edition*, Part 4). This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and intersection safety. For this reason, the determination of appropriate improvements to unsignalized intersections is frequently based on professional judgment. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions and intersection location/spacing.

Signal Warrant

A peak hour signal warrant check (*MUTCD 2014 Edition*, Part 4, Warrant 3) was performed for the unsignalized study intersection of Lafayette Street and Harrison Street to determine whether signalization would be justified on the basis of Project peak hour traffic volumes. The analysis revealed that the peak hour volume warrant would not be satisfied at the unsignalized intersection during either the AM or PM peak hour of traffic under any of the traffic scenarios. The signal warrant worksheets are included in Appendix F.

Bus Transit Vehicle Delay

The increase in Project traffic on roadways where bus transit service is provided could result in increased congestion and affect transit operations. The increase in congestion delay could have a negative effect on ridership and may result in requiring additional buses to maintain the frequency of service of these routes. There are four transit corridors where the increase in Project traffic could affect bus travel times:

1. Julian Street / McKee Road Corridor (Alum Rock/28th Street Site)
2. Alum Rock Avenue / Santa Clara Street Corridor (Alum Rock/28th Street Site)
3. Coleman Avenue / Central Expressway Corridor (Santa Clara Site)
4. Alameda / El Camino Corridor (Santa Clara Site)

These transit corridors and the study intersections along these corridors are shown on Figure 32. The Julian / McKee corridor is served by VTA Route 64. In the Alum Rock / Santa Clara corridor, VTA operates Routes 22, 522, and future Route 523. Near the Santa Clara Station, Route 304 provides service along the Coleman / Central Expressway corridor only during peak periods and only in the peak direction: northbound in the morning peak and southbound during the afternoon peak. VTA bus routes 22 and 522 also serve the Alameda / El Camino Corridor.

In order to determine the potential Project impacts on the bus travel times on these routes, the intersection delay for the approaches in which the buses are traveling were obtained from the level of service calculation sheets at each study intersection that is part of the route. The sum of intersection delay that the buses would experience at each of the study intersections was calculated under 2025 Background and 2025 Background Plus Project Conditions for both the AM and PM peak hours. Table 22 below presents the delay that the buses would experience in each corridor under 2025 Background and 2025 Background Plus Project conditions.

The approximate one-way travel time estimated by the VTA travel demand forecasting model for the year 2025, from the beginning to the end of the route for the aforementioned bus lines that serve these corridors is as follows:

Route 64: 70 minutes (Julian / McKee Corridor)
Route 22: 135 minutes (Alum Rock / Santa Clara and Alameda / El Camino Corridor)
Route 522: 100 minutes (Alum Rock / Santa Clara and Alameda / El Camino Corridor)
Route 304: 85 minutes (Coleman / Central Corridor)
Route 523: 63 minutes (Alum Rock / Santa Clara Corridor)

As shown in Table 22, the additional Project traffic would have very little impact on transit travel time in corridors 1, 2, and 4. Bus travel time in these corridors would slightly increase or decrease with the Project. Travel time for buses would increase by a larger amount in the Coleman / Central Expressway corridor, where the Project would add a large amount of traffic. Mitigation measures have been proposed at the Coleman intersections, so the change in travel time for this corridor is presented both with and without the mitigation measures. Without the mitigation measures, the increased travel time for Route 304 would be about 35 seconds during the AM peak hour and 87 seconds during the PM peak hour. With the proposed mitigations at the Coleman intersections at Brokaw Road and at the I-880 southbound ramp, the bus travel time under 2025 Background Plus Project Mitigated Conditions would be shorter by 81 seconds in the morning peak hour and by 10 seconds in the afternoon peak hour compared to the intersection delay the buses would experience under 2025 Background Conditions.

Although there is no threshold of significance to determine if the Project would create a significant impact on transit operations, based on the travel time analysis presented above, the Project would not have an adverse

effect on transit operations or ridership of the bus routes that serve the corridors near the Alum Rock/28th Street and Santa Clara Stations.

Table 22
Bus Delay at Corridor Study Intersections

Transit Corridor	Intersection Delay in seconds (NB/EB)			Intersection Delay in seconds (SB/WB)		
	2025 Background	2025 Background Plus Project	Increase in Travel Time (sec)	2025 Background	2025 Background Plus Project	Increase in Travel Time (sec)
AM Peak Hour						
1. Julian / McKee	225	234	9	179	184	5
2. Alum Rock / Santa Clara	220	218	-2	182	187	5
3. Coleman / Central [1]	968	1003/887	35/-81	N.A.	N.A.	N.A.
4. Alameda / El Camino	323	321	-2	338	335	-3
PM Peak Hour						
1. Julian / McKee	198	215	18	161	173	12
2. Alum Rock / Santa Clara	223	226	3	236	237	1
3. Coleman / Central [1]	N.A.	N.A.	N.A.	751	838/741	87/-10
4. Alameda / El Camino	362	360	-2	347	339	-8

[1] VTA Route 304 (Coleman / Central corridor) operates only in the peak direction. There is no southbound service in the AM Peak Hour or northbound service in the PM Peak Hour. For the "Plus Project" scenarios in this corridor, mitigation measures have been proposed. XX/YY: XX is the bus delay without the mitigation measures and YY is the bus delay with the mitigation measures.

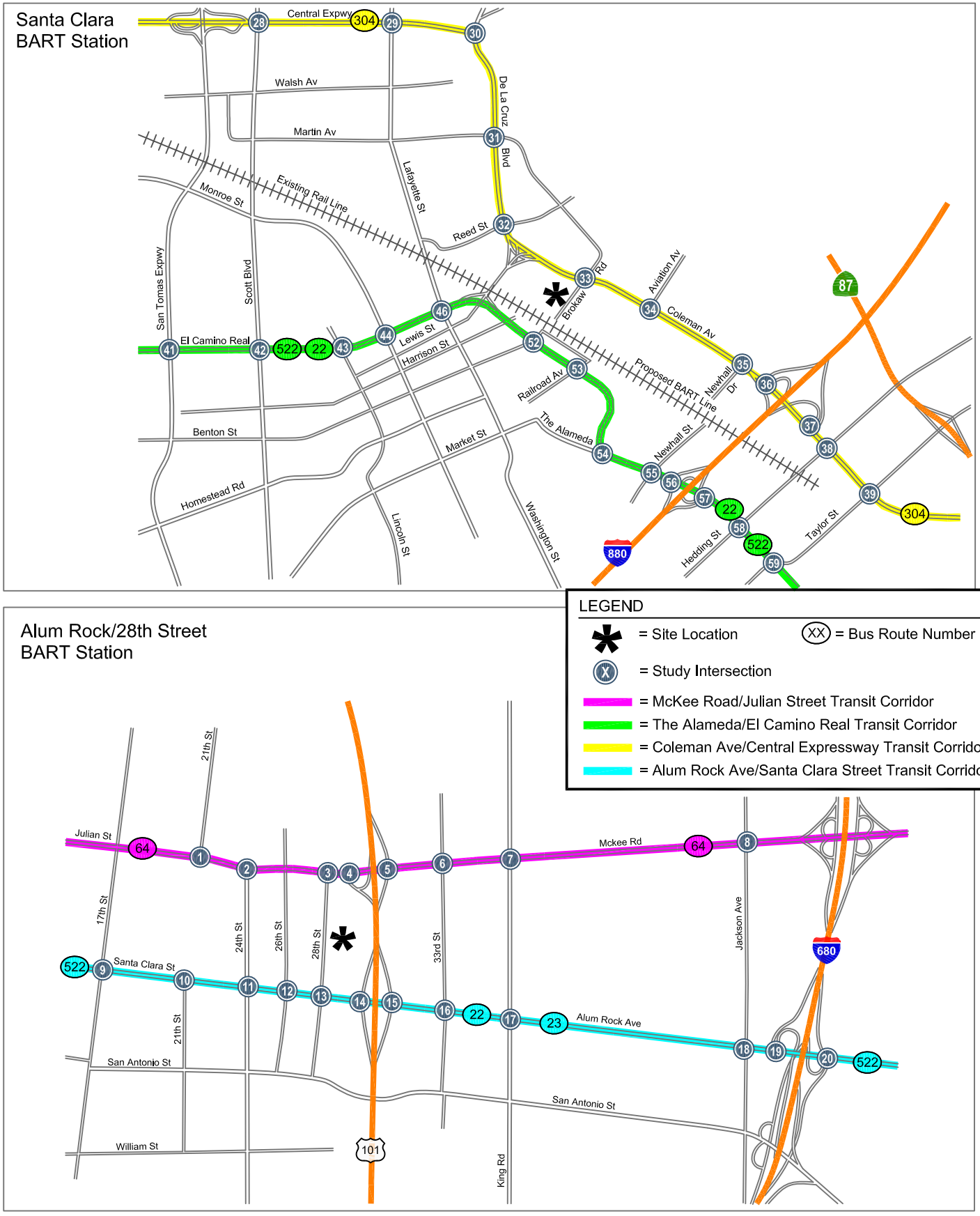


Figure 32
Transit Corridors Near the Transit-Oriented Joint Development Sites

NORTH
Not to Scale

Vehicle Miles Traveled

The preparation of Transportation Impact Analyses in the past has relied to a great extent on evaluation of Level of Service (LOS) at intersections and on freeways to determine whether a proposed project would have any significant traffic impacts. However, recent trends in the transportation planning field have expanded the range of metrics to be evaluated beyond Level of Service, in order to better capture the potential impacts of a project on other modes of transportation and on the greenhouse gases associated with vehicular travel.

Pursuant to Senate Bill 743, the Governor's Office of Planning and Research (OPR) released a *Draft of Updates to the CEQA Guidelines* in August 2014, which proposes Vehicle Miles Traveled (VMT) as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Draft of Updates* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment. For instance, a project that results in VMTs greater than the regional average for the land use type (e.g. residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 mile of an existing major transit stop, or results in a net decrease in VMTs compared to existing conditions.

The public comment period on OPR's *Draft of Updates* ended in November 2014, and on May 1, 2015 OPR released the *Summary of Feedback*. It is anticipated that further revisions to the *Draft of Updates* will be forthcoming prior to adoption of amendments to the CEQA Guidelines. The revised CEQA guidelines are still in draft form and it is anticipated that they will undergo further changes as a result of significant public input. Since OPR has not yet adopted new CEQA Guidelines for the alternative criteria to LOS, the adopted significance criteria for study intersections in the City of San Jose, the City of Santa Clara, and VTA's CMP still remain applicable to the scenarios in this TIA. However, examination of VMT and VMT Per Capita is consistent with the anticipated changes to the CEQA Guidelines.

For purposes of looking at the effect of the Project on travel associated with land use activities in Santa Clara County, Average Daily Vehicle Miles Traveled and Vehicle Miles Traveled Per Capita were analyzed under No Project and Plus Project conditions in 2015, 2025 and 2035.

Vehicle miles traveled (VMT) refers to the number of Santa Clara County-based vehicle trips multiplied by their trip distances. Santa Clara County trips are defined as trips with one or both "trip ends" in the County. The average daily weekday VMT's were calculated for 2015 Existing, 2025 Background, and 2035 Cumulative conditions, with and without the Project. VMT Per Capita is a common metric to analyze and compare travel characteristics between alternatives. The VMT Per Capita metric is represented by VMT as described above, divided by "day population". The day population is defined as the sum of the number of residents of the County plus the working population, or jobs, in the County. Mathematically, VMT Per Capita = Daily Trips x Distance / (Population + Jobs). The average daily VMT and VMT Per Capita are presented in Table 23.

Table 23
Average Daily VMT and VMT Per Capita for Santa Clara County-Based Trips

	2015 Existing		2025 Background		2035 Cumulative	
	No Project	Plus Project	No Project	Plus Project	No Project	Plus Project
Daily VMT	51,893,183	51,795,427	54,981,379	54,905,065	59,777,409	59,703,751
Households	640,435	640,935	711,241	711,741	781,011	781,511
Total Population	1,852,676	1,854,247	2,061,059	2,062,630	2,267,232	2,268,803
Total Jobs	1,010,252	1,013,652	1,110,668	1,114,068	1,231,164	1,234,564
VMT per Capita	**18.13**	**18.06**	**17.33**	**17.28**	**17.09**	**17.04**

Notes:
VMT Per Capita = Daily Trips x Distance / (Population + Jobs)

As shown in the table, Average Daily VMT and VMT Per Capita are projected to decrease under Plus Project conditions in all three forecast years. This result makes sense, since many travelers that would be making trips in automobiles under No Project conditions would shift to BART under Plus Project conditions, reducing the number of vehicles on the road and the resulting number of miles traveled. The shift to BART would result both from the general mode shift due to the Phase II extension (as described in the "BART Extension Only TIA") and from the Transit-Oriented Joint Development component of the Project. Since the TOJD sites would be literally on top of or next to the proposed BART stations, a larger percentage of the residents and employees who live and work there would likely use transit regularly than the average transit usage for these land uses in Santa Clara County. In addition, the average trip length would slightly decrease over time, which could be the result of a more balanced relationship between jobs and housing (or workers) in the region, and also possibly because the ABAG Projections are focused on developing growth areas near rail stations and along major transit corridors in an effort to increase transit use -- which would therefore reduce automobile travel. The Transit-Oriented Joint Development component of the Project is an example of the type of transit-oriented development envisioned by the ABAG Projections.

Parking Analysis

Revisions to the significance thresholds for CEQA that became effective on January 1, 2010, eliminated effects on parking. The revisions to the CEQA thresholds were based on the decision in *San Franciscans Upholding the Downtown Plan v. City & County of SF, 102 Cal.App.4th 65 (Sept. 30, 2002)*, in which the court ruled that parking deficits are an inconvenience to drivers but not a significant physical impact on the environment. As a result of this change to the State CEQA Guidelines, VTA adopted new significance thresholds that did not include the effects of parking on November 4, 2010.

Parking conditions evolve over time as people alter their modes and patterns of travel in response to changing land uses and transportation options. The availability of parking spaces is not part of the permanent physical environment subject to environmental review. Therefore, the loss of parking spaces by itself or the generation of parking demand by itself are not considered a direct significant impact on the physical environment in this TIA. However, parking losses caused by a project or parking demand generated by a project in excess of the parking provided could result in a significant indirect impact on the environment if drivers circling for parking cause significant secondary effects on traffic operations or air quality. The following discussion of parking is for information purposes only for CEQA and as background to the evaluation of any secondary effects on traffic operations and air quality.

Alum Rock/28th Street Station

The amount of BART parking demand and supply associated with park-and-ride facilities for BART patrons at the Alum Rock/28th Street Station are addressed in the "BART Extension TIA." The Alum Rock/28th Street Station plans accommodate 1,200 parking spaces in an up to seven-story parking structure next to the station. Parking demand from PNR patrons would be monitored and, if parking demand exceeds supply, VTA would evaluate measures to promote non-vehicular access

For the TOJD component of the Project, a total of of 2,150 parking spaces would be provided at the Alum Rock/28th Street Station: 1,650 spaces for the office use, 100 spaces for the retail use, and 400 spaces for the residential use. TOJD at the Alum Rock/28th Street Station would be subject to the parking requirements of the City of San Jose, as follows.

- Office: 4 spaces per 1,000 square feet.
- Retail: 5 spaces per 1,000 square feet.
- Apartments: 1.25 spaces per studio or 1-bedroom unit and 1.7 spaces per 2-bedroom unit.

Because the number of studio, 1-bedroom, and 2-bedroom apartments among the maximum of 275 units proposed for this station is still a preliminary estimate, the actual number of spaces required may change if the mix of different types of units is different from the estimate used in Table 24. This analysis assumes that half of the units will be studio or 1-bedroom units and half will be 2-bedroom units.

Table 24
Parking for Transit-Oriented Joint Development

TOJD Site	Size	Required Parking Rate [a]	Required Parking Spaces	Parking Spaces Proposed
Alum Rock/28th Street Station [b]				
Office	500,000 s.f.	4.0	2000	1650
Retail	20,000 s.f.	5.0	100	100
Residential	138 Studio/1-Bedrm	1.25	173	
	137 2-Bedrm	1.7	233	
Total Residential	275		406	400
Total TOJD			**2506**	
Reduction due to Shared Parking [c]			**-51**	
Reduction due to 16% transit mode share for office [d]			**-320**	
Total after Reductions			**2135**	**2150**
Santa Clara Station				
Office	500,000 s.f.	3.33	1665	1650
Retail	30,000 s.f.	5.0	150	150
Residential	10 Studio	1	10	
	100 1-Bedrm	1.5	150	
	110 2-Bedrm	2	220	
Total Residential			380	400
Total TOJD			**2195**	**2200**

Notes:

[a] Parking rates for Alum Rock/28th Street Station are based on City of San Jose Zoning Code, Chapter 20.90, Parking and Loading.
Parking rates for Santa Clara Station are based on City of Santa Clara Zoning Code, Chapters 18.22 and 18.74.
Parking rates are given per 1,000 s.f. for office and retail uses, and per unit for apartments.

[b] For mixed-use projects in the City of San Jose, the Planning Director may reduce the required parking spaces by up to 50 percent, if certain conditions are met.

[c] Reduction for shared parking in a mixed-use project based on Urban Land Institute (ULI), *Shared Parking* , 2005.

[d] A 16% transit mode share was projected for the office use at Alum Rock/28th Street Station by the model. Applying a 16% reduction to San Jose's parking rate, would result in a rate of 3.36 spaces per 1,000 s.f. instead of 4 spaces per 1,000 s.f.

For mixed-use projects in the City of San Jose, the Planning Director may reduce the required parking spaces by up to 50 percent, including any other allowed exceptions or reductions, so long as: (1) the reduction in parking will not adversely affect surrounding projects, (2) the reduction in parking will not rely upon or reduce the public

parking supply, and (3) the project provides a detailed Transportation Demand Management (TDM) program and demonstrates that the TDM program can be maintained indefinitely. The TOJD at the Alum Rock/28th Street Station would meet all three of these requirements, and so would be eligible to request a reduction from the standard parking requirements.

It is common for mixed-use projects to request a reduction in parking requirements based on an analysis of how many parking spaces could be shared among the different land uses. The shared parking analysis for the TOJD is based on the Urban Land Institute's publication *Shared Parking*, 2nd Edition (Smith, 2005), which provides parking occupancy rates for many land uses according to the time of day. These parking occupancy rates can be applied to the parking demand for each proposed land use. Comparing the parking requirement for each land use separately with the cumulative parking demand for all land uses combined shows whether parking demand can be reduced with a shared parking plan. For example, because office space has peak parking demand during the day and residential uses have peak parking demand at night, office and residential uses have complementary parking needs and are frequently good candidates for shared parking. The analysis for the Alum Rock/28th Street Station indicates that a reduction of 51 spaces would be justified due to shared parking among uses.

The travel demand forecasting model used for the traffic analysis of the 2035 Cumulative Plus Project conditions, as presented in the following chapter, projected a 16 percent transit mode share for the office use at the Alum Rock/28th Street Station. A 16 percent transit mode share indicates that at least 16 percent of the workers in the TOJD offices would not need to park their car there. Because the TOJD uses would develop a TDM program that encourages bicycling, walking, and ridesharing in addition to transit use, the number of employees who do not need a parking space is likely to be much higher than 16 percent. Given that the TOJD would literally be on top of a BART station and would likely need fewer parking spaces than office developments in other parts of San Jose, a 16 percent reduction in San Jose's parking requirement for office uses would be a very conservative reduction for this location. Reducing San Jose's parking requirement by 16 percent results in a rate of 3.36 spaces per 1,000 square feet and a reduction of 320 parking spaces.

The TOJD would prepare a TDM program for all land uses and would implement unbundled parking for the apartments, which would likely reduce parking demand even further. However, based only on the reductions for shared parking and for the transit mode share for the office use, a total of 2,135 spaces would be required (see Table 24). The 2,150 parking spaces proposed would meet the requirements of the City of San Jose and would meet the parking demand generated by the TOJD. Therefore, there is not projected to be a significant indirect impact on the environment caused by drivers circling for parking, resulting in significant secondary effects on traffic operations or air quality.

Santa Clara Station

The amount of BART parking demand and supply associated with park-and-ride facilities for BART patrons at the Santa Clara Station are addressed in the "BART Extension TIA." Near the Santa Clara Station, there are three surface parking lots west of the railroad tracks serving the Santa Clara Caltrain Station. The west lot is jointly owned by the City of Santa Clara and VTA and is designated for Caltrain patrons. The Santa Clara Station projected BART PNR demand is approximately 400 spaces. This demand would be accommodated by providing 500 parking spaces in an up to five-story parking structure.

For the TOJD component of the Project, a total of 2,200 parking spaces would be provided for the TOJD at the Santa Clara Station: 1,650 spaces for the office use, 150 spaces for the retail use, and 400 spaces for the residential use. TOJD at the Santa Clara Station would be subject to the parking requirements of the City of Santa Clara, as follows.

- Office: 3.33 spaces per 1,000 square feet.
- Retail: 5 spaces per 1,000 square feet.
- Apartments: 1 space per studio unit, 1.5 spaces per 1-bedroom unit, and 2 spaces per 2-bedroom unit.

Based on these rates, the TOJD would be required to provide a total of 2,195 parking spaces for all the TOJD land uses. Because the number of studio, 1-bedroom, and 2-bedroom apartments among the maximum of 220 units proposed for this station is still a preliminary estimate, the actual number of spaces required may change if the mix of different types of units is different from the estimate used in Table 24. In order to make this analysis of

parking requirements conservative, this estimate assumes that there will be 10 studio units, 100 1-bedroom units, and 110 2-bedroom units.

The TOJD at the Santa Clara station would also implement a TDM program for all land uses and would implement unbundled parking for the apartments. Also, the Santa Clara Station TOJD could utilize a shared parking approach, as at the Alum Rock/28th Street Station. The transit share for the TOJD office use projected by the model for the Santa Clara Station is 24 percent, even higher than at the Alum Rock/28th Street Station, and could also justify reductions in the number of parking spaces provided.

However, even without any reductions, the 2,200 spaces provided would meet the Santa Clara parking requirement and would meet the parking demand generated by the TOJD. Therefore, there is not projected to be a significant indirect impact on the environment caused by drivers circling for parking, resulting in significant secondary effects on traffic operations or air quality.

6.
2035 Cumulative Plus Project Conditions

This chapter presents a summary of the traffic conditions that would occur under 2035 Cumulative No Project Conditions and 2035 Cumulative Plus Project Conditions, including the trips generated by the Project. All cumulative traffic volumes for this analysis were obtained from the VTA Travel Demand Forecasting Model for the Year 2035. This cumulative traffic scenario is evaluated in order to fulfill CMP and California Environmental Quality Act (CEQA) requirements. We note that in the SEIS/SEIR that has been prepared for the Phase II Extension Project, the scenarios for the year 2035 are called "2035 Forecast Year." In accordance with the City of San Jose's *TIA Handbook* and VTA's *TIA Guidelines,* however, the term "Cumulative" is used throughout this TIA.

Year 2035 Land Use and Transportation Network

The VTA Model used for this analysis includes the following assumptions in its forecasts for 2035 Cumulative Conditions:

- The number of households and employment as of 2035, based on ABAG projections. In addition, as requested by City of Santa Clara staff, the land uses associated with the City Place Project were included in the 2035 land use data base. The City Place Project would develop approximately 8 million square feet (s.f.) of mixed-use development on a 230-acre golf course and include office buildings, retail and entertainment facilities, residential units, hotels, new open spaces, new roads, and new upgraded and expanded infrastructure. The City Place Project is located south of State Route (SR) 237, near the Great America Parkway.
- The roadway network as of 2035, based on improvements identified in MTC's Regional Transportation Plan for the Bay Area and VTA's Valley Transportation Plan 2040. Information on local intersection improvements also were obtained from both the Cities of San Jose and Santa Clara.
- Transit capital improvement projects and service enhancements planned to be in effect by 2035, including bus rapid transit projects, light rail transit (LRT) extensions, and Caltrain service upgrades.

For details on the 2035 model assumptions regarding improvements to the roadway network, bicycle and pedestrian facilities and transit services, please refer to the "BART Extension Only TIA" (Appendix G).

2035 Cumulative Conditions Traffic Volumes

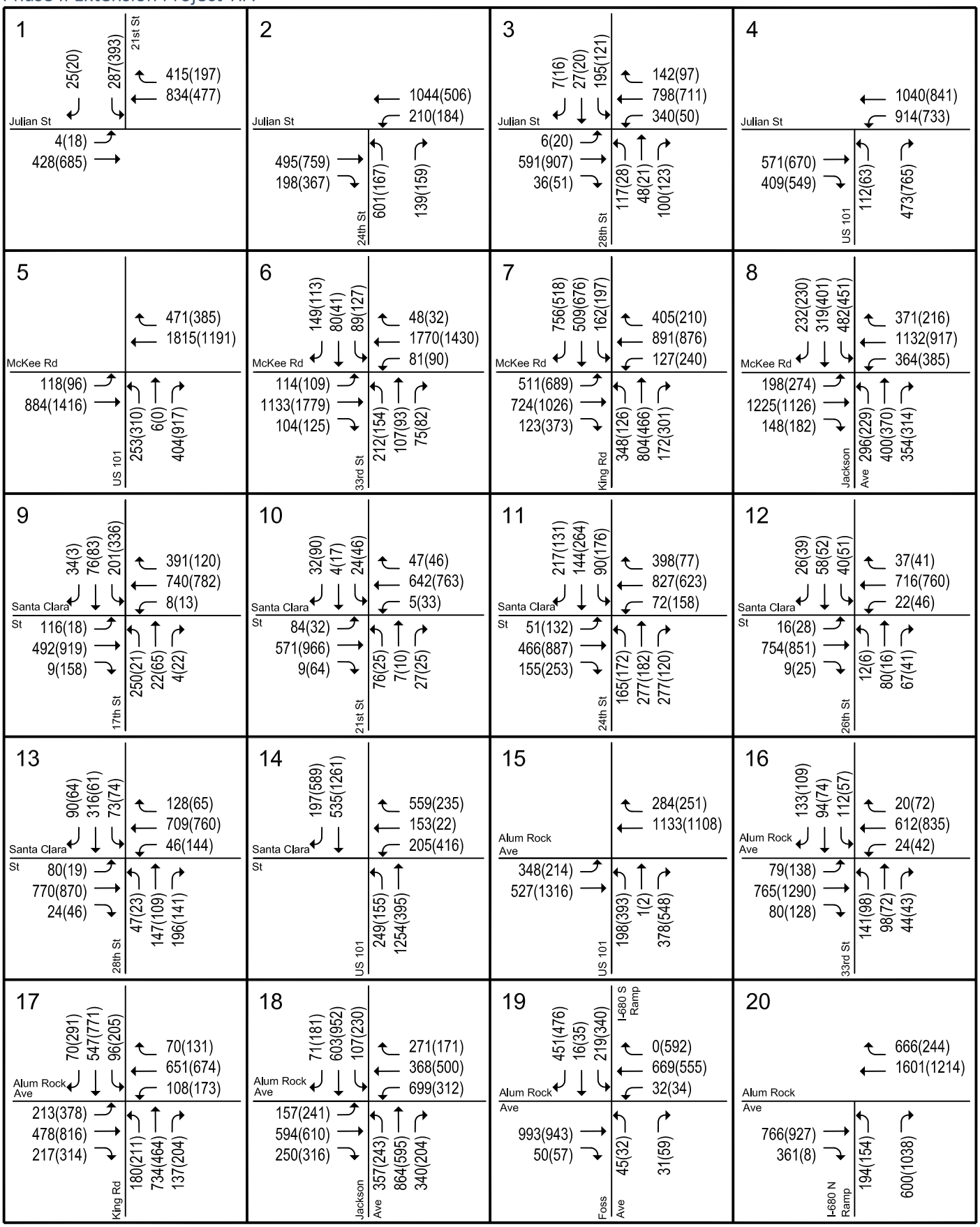
Peak hour traffic volumes for the year 2035 were produced with the VTA Model with the Project included in its land use and transportation network assumptions. In the 2015 Existing Plus Project and 2025 Background Plus Project Conditions scenarios, peak-hour trip generation for the Transit-Oriented Joint Development land uses are based on ITE rates, and trip reductions are applied to account for transit use. As discussed in Chapter 4 and

consistent with VTA's *TIA Guidelines*, a transit reduction of 9% for residential use and 6% for office use was applied. For the 2035 Cumulative Plus Project scenario, in addition to using the model to forecast future (year 2035) traffic volumes in the study area, the model was also applied to estimate the percent of Transit-Oriented Joint Development project trips that would use transit. Based on year 2035 land use data, the level of congestion on the roadway system, and the high quality and frequent transit rail and bus service serving the workers and residents of the Project, the model estimated a transit share for residential and office use at the Alum Rock/28th Street Station of 18% and 16%, respectively. Project trips at the Santa Clara Station would have even higher transit mode shares, because this station would be served by BART, ACE, Caltrain, and numerous bus routes. The transit shares for residential and office use at the Santa Clara Station would be 19% and 24%, respectively.

These trip reductions were then applied to the ITE trip generation rates presented in Table 12 of Chapter 4, resulting in 81 fewer vehicle trips during the morning peak hour and 79 fewer vehicle trips during the evening peak hour at the Alum Rock/28th Street Station. An additional reduction of 137 AM peak hour vehicle trips and 129 PM peak hour vehicle trips were taken from the rates in Table 12 for the Santa Clara Station to account for the larger share of transit use. 2035 Cumulative No Project and 2035 Cumulative Plus Project peak-hour traffic volumes for the Alum Rock/28th Street Station intersections are shown on Figures 33 and 34. Figures 35 and 36 present the volumes for these scenarios at the intersections around the Santa Clara Station.

A Note on Terminology

In the City of San Jose, the term "Cumulative" traffic volumes typically includes trips related to the project being analyzed (i.e, Cumulative Plus Project Conditions). However, in the City of Santa Clara, the term "Cumulative" traffic volumes typically does *not* include trips related to the project being analyzed (i.e, Cumulative No Project Conditions), and the term "Cumulative Plus Project" is used to denote future volumes that include project trips, following the same convention used for "Existing Plus Project" and "Background Plus Project" scenarios. This is because the City of Santa Clara's definition of significant impacts (described below) requires comparison of "Cumulative No Project" and "Cumulative Plus Project" conditions. For this report, the following terms will be used to describe Year 2035 Conditions: 2035 Cumulative No Project Conditions and 2035 Cumulative Plus Project Conditions.

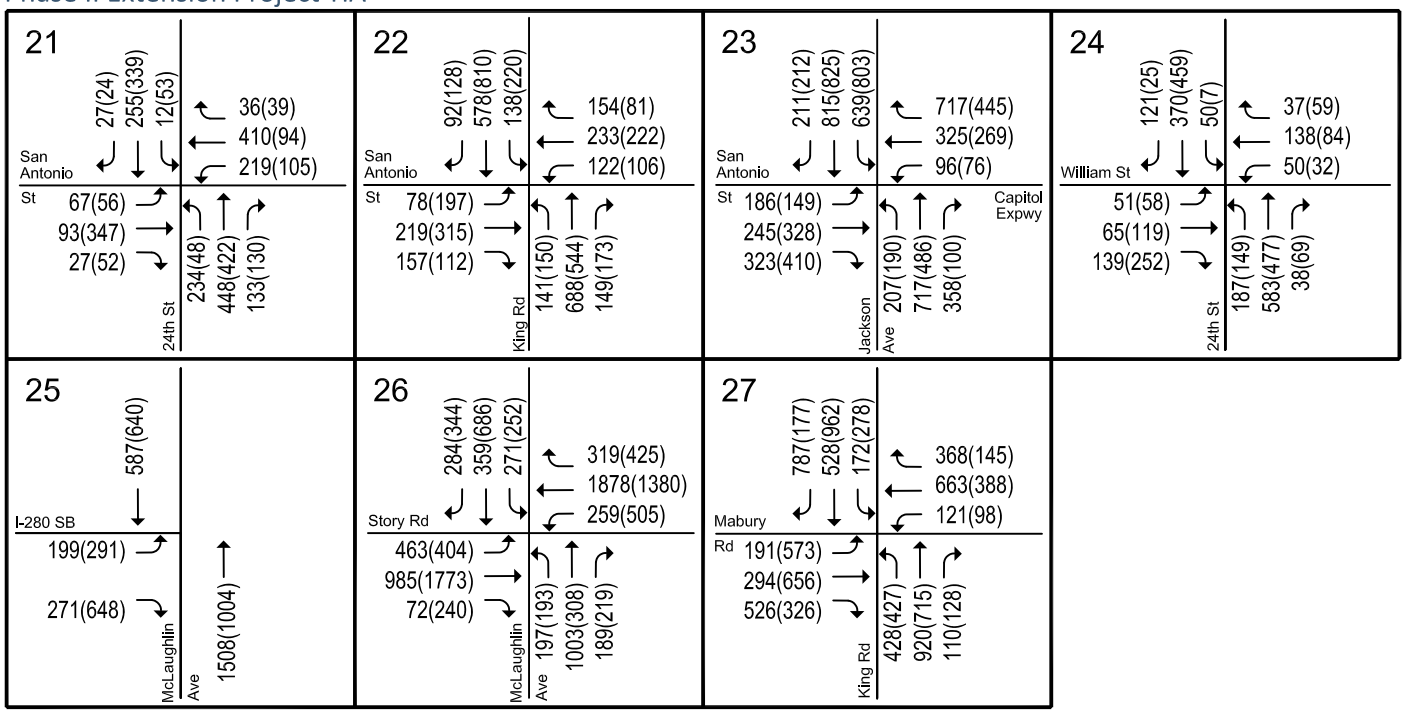


LEGEND

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

Figure 33

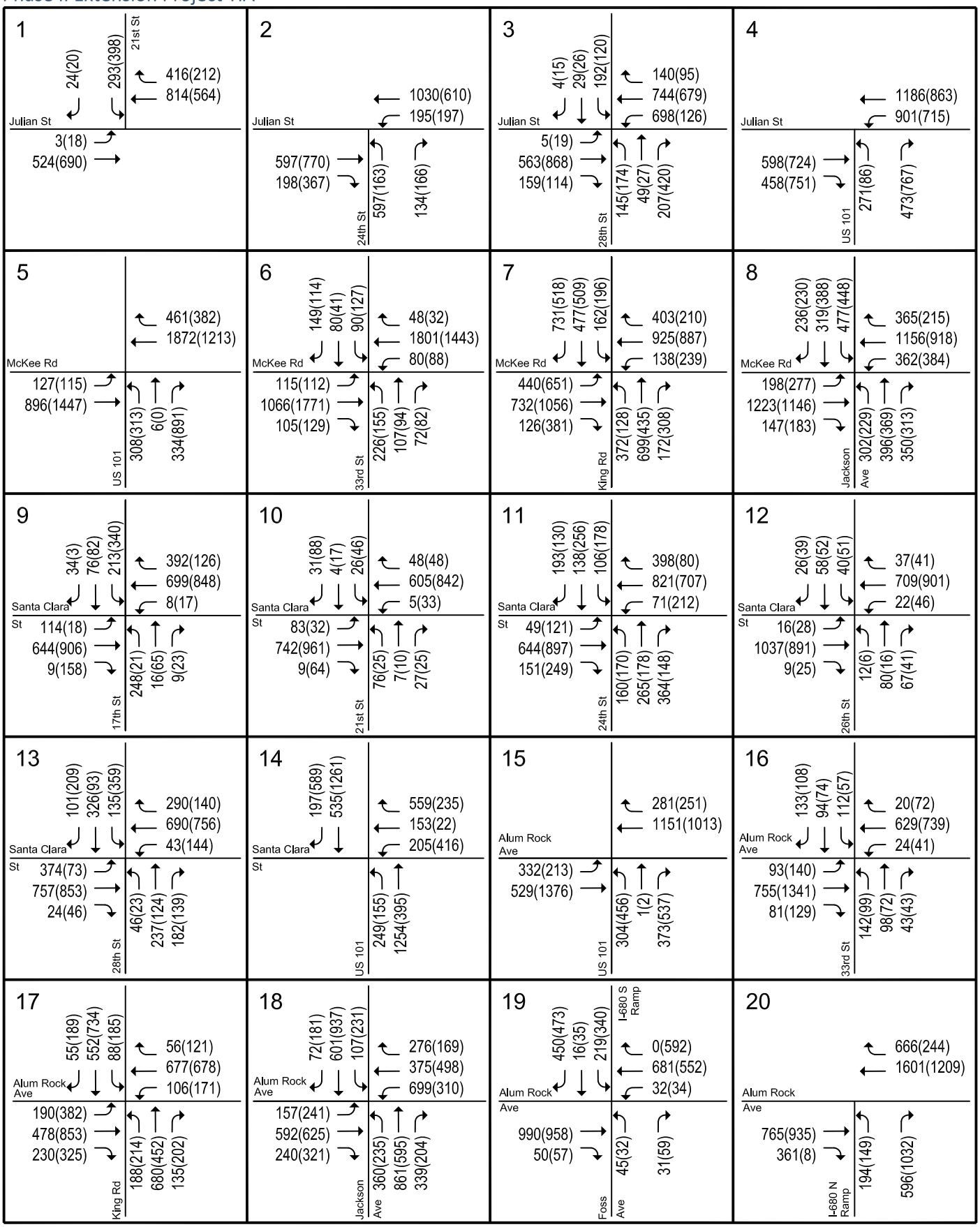
2035 Cumulative No Project Conditions Traffic Volumes - Alum Rock/28th Street Station



LEGEND

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

Figure 33
2035 Cumulative No Project Conditions Traffic Volumes - Alum Rock/28th Street Station

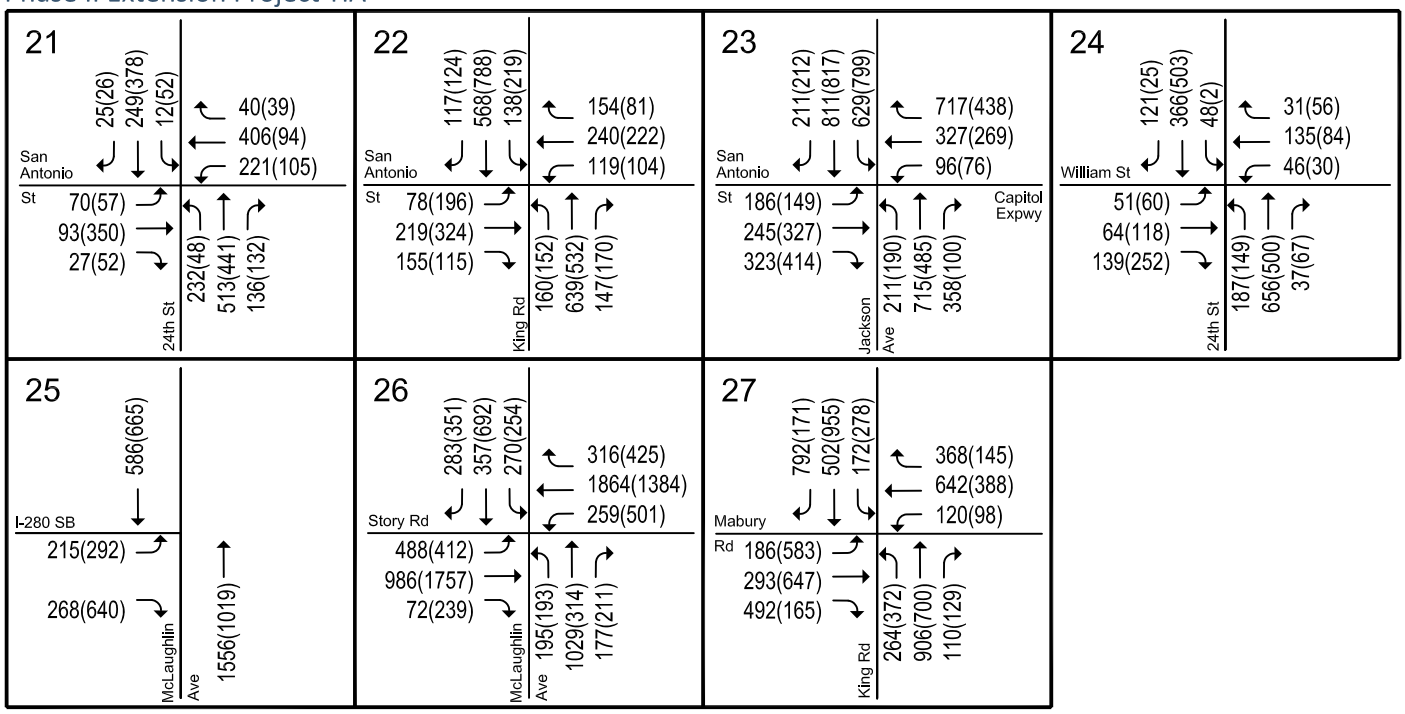


LEGEND

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

Figure 34

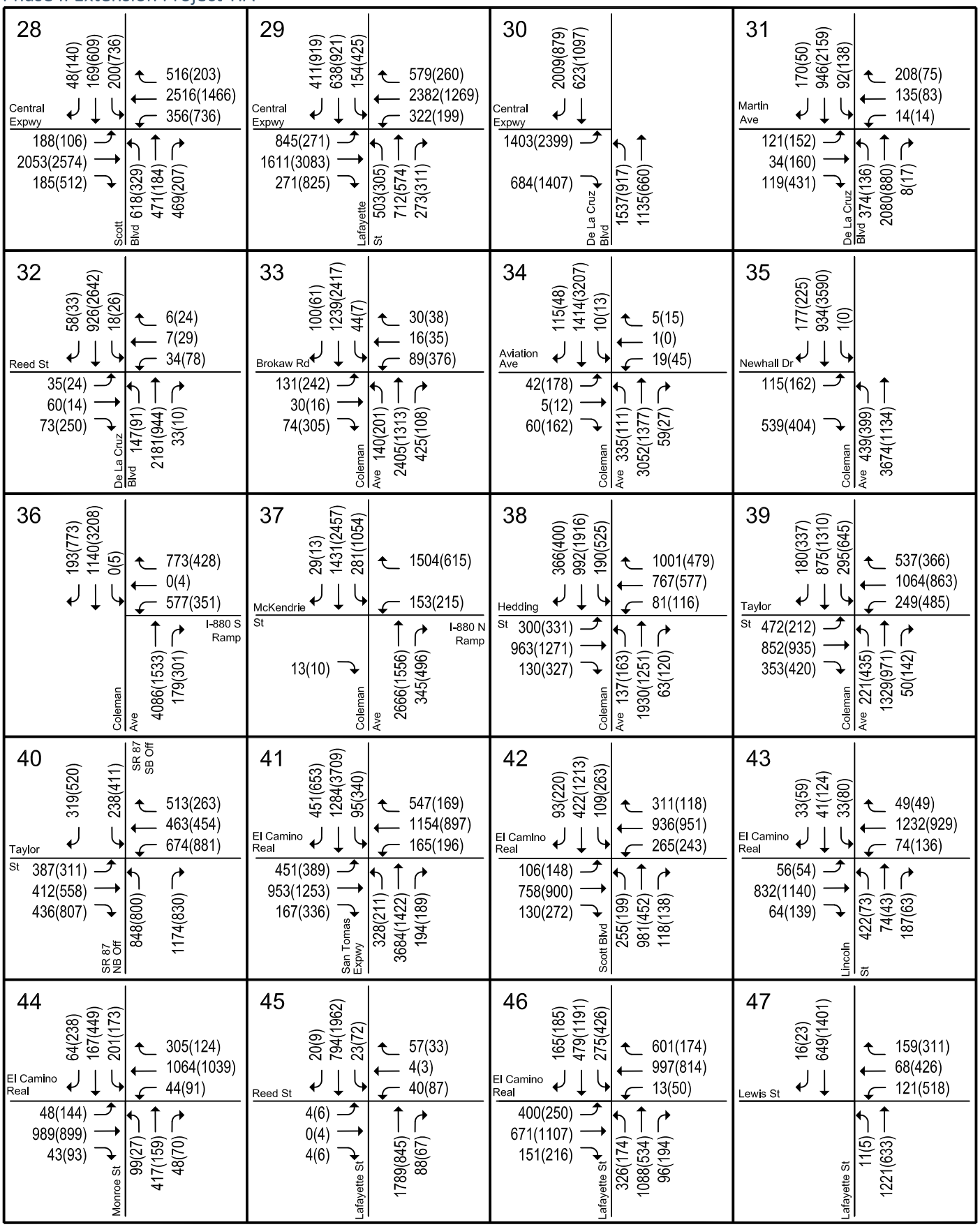
2035 Cumulative Plus Project Conditions Traffic Volumes - Alum Rock/28th Street Station



LEGEND

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

Figure 34
2035 Cumulative Plus Project Conditions Traffic Volumes - Alum Rock/28th Street Station

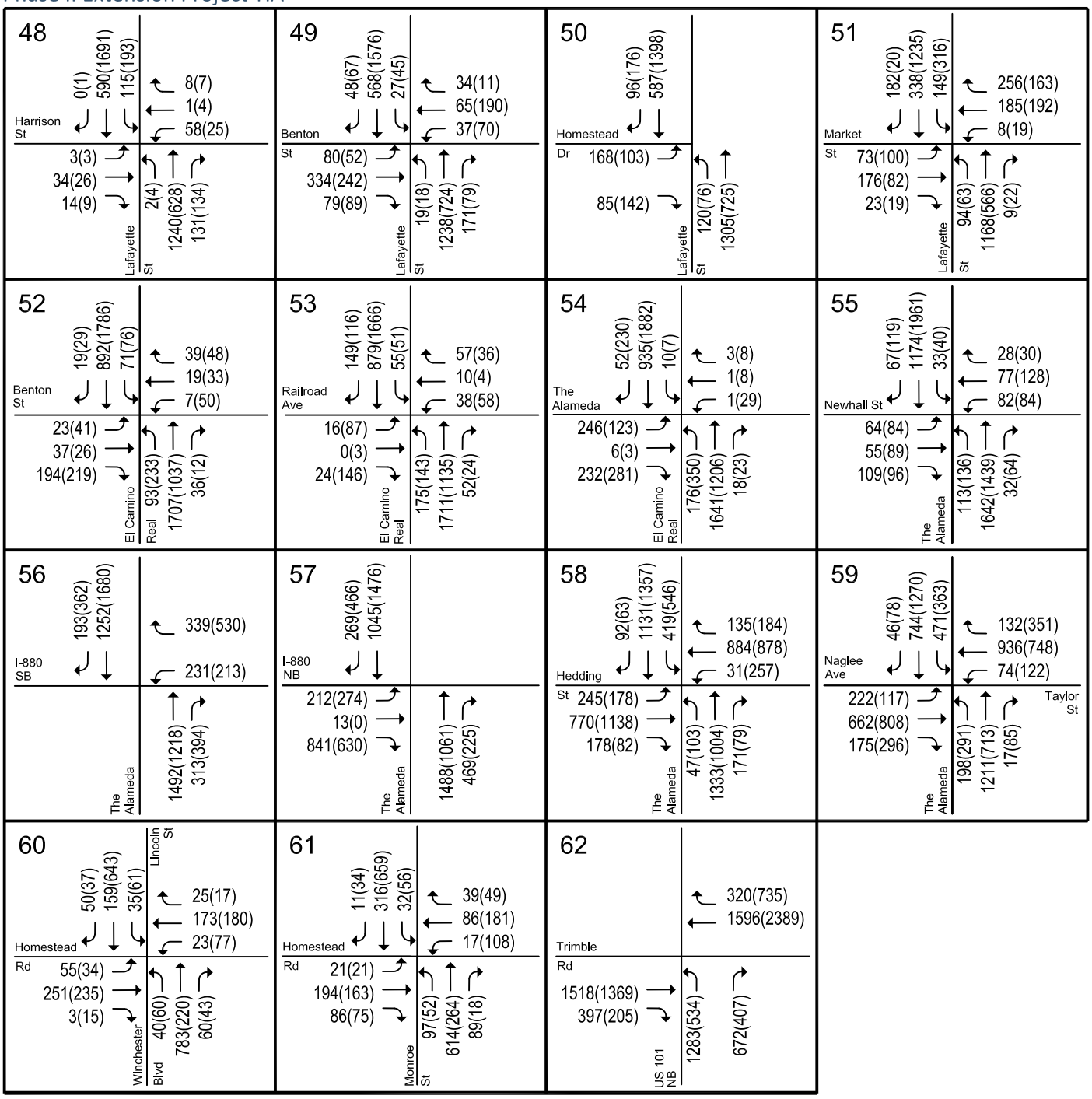


LEGEND

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

Figure 35

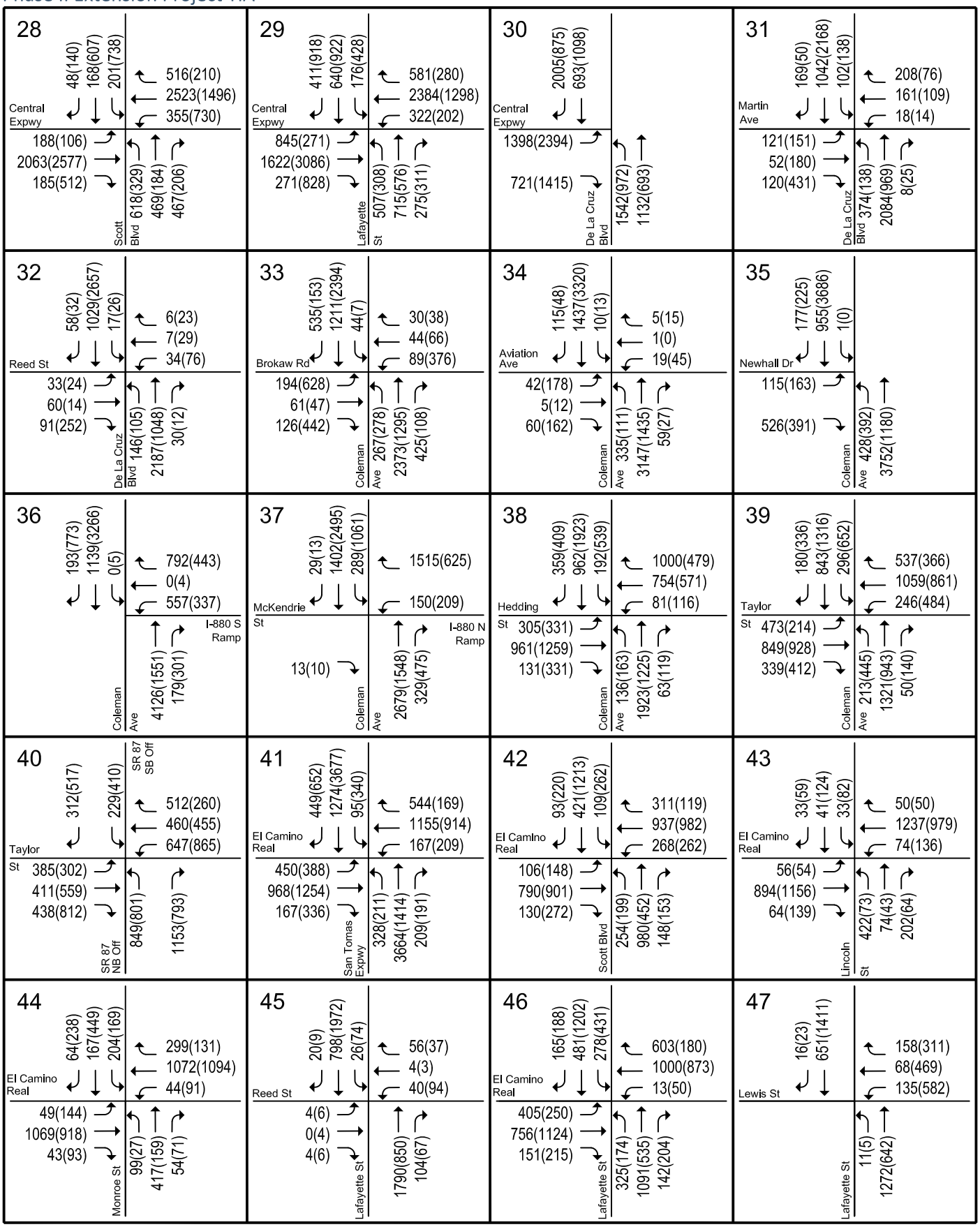
2035 Cumulative No Project Conditions Traffic Volumes - Santa Clara Station



LEGEND

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

Figure 35
2035 Cumulative No Project Conditions Traffic Volumes - Santa Clara Station

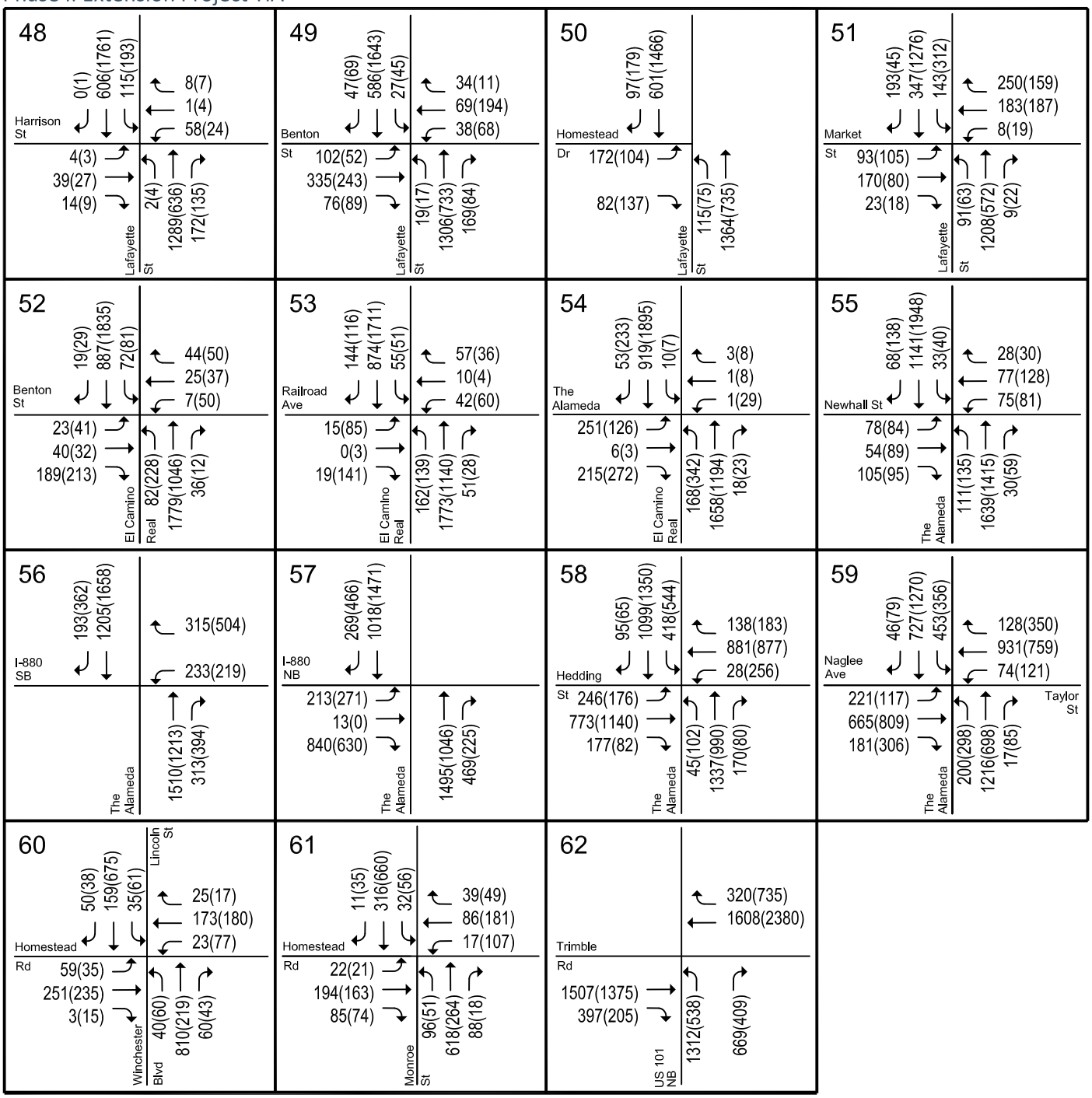


LEGEND

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

Figure 36

2035 Cumulative Plus Project Conditions Traffic Volumes - Santa Clara Station



LEGEND

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

Figure 36
2035 Cumulative Plus Project Conditions Traffic Volumes - Santa Clara Station

Definitions of Significant Cumulative Impacts

City of San Jose Definition of Significant Cumulative Impact

In the City of San Jose, the evaluation of whether a project would cause a significant impact under the Cumulative Plus Project scenario is different from the evaluation process used for Existing Plus Project and Background Plus Project scenarios. The City of San Jose's Cumulative Plus Project evaluation methodology requires comparison of the Cumulative Plus Project scenario to the Background (No Project) scenario, and then determining if the proposed Project would contribute more than 25% of the total increase in traffic between the Background scenario and the Cumulative Plus Project scenario. Note that the term "cumulative project trips" in San Jose's definition of significant impact below refers to all of the trips generated by ***all*** of the projects or land uses that are included in the Cumulative Plus Project scenario (including the proposed Project) that were not included in the Background scenario.

In the City of San Jose, a significant cumulative traffic impact at an intersection is identified by comparing 2035 Cumulative Plus Project Conditions against 2025 Background Conditions. The future projects included in the Year 2035 Cumulative Plus Project scenario ***collectively*** would create a significant impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under 2025 Background Conditions to an unacceptable LOS E or F under 2035 Cumulative Plus Project Conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under 2025 Background Conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more under 2035 Cumulative Plus Project Conditions, or
3. The level of service at a designated Protected Intersection is an unacceptable LOS E or F under 2025 Background Conditions and the addition of cumulative project trips causes the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more under 2035 Cumulative Plus Project Conditions.

An exception to rule #2 above applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

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

City of Santa Clara Definition of Significant Cumulative Impact

In the City of Santa Clara, a significant cumulative traffic impact at an intersection is identified by comparing 2035 Cumulative Plus Project Conditions against 2035 Cumulative No Project Conditions . The project is said to create a significant impact on traffic conditions under cumulative conditions at a signalized intersection in the City of Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway and CMP intersections) under 2035 Cumulative No Project Conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under 2035 Cumulative Plus Project Conditions, **or**.
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under 2035 Cumulative No Project Conditions and the addition of project traffic causes both the average critical delay at the intersection to increase by four or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more under 2035 Cumulative Plus Project Conditions.

An exception to rule #2 above applies when the addition of project-generated traffic reduces the amount of average control delay for critical movements (i.e., the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by one percent (0.01) or more.

CMP Definition of Significant Cumulative Impacts

For CMP intersections, a significant cumulative traffic impact at an intersection is identified by comparing 2035 Cumulative Plus Project Conditions against 2035 Cumulative No Project Conditions. The project is said to create a significant impact on traffic conditions under cumulative conditions at a CMP intersection if for either peak hour:

1. The level of service at a CMP-designated intersection degrades from an acceptable LOS E or better under 2035 Cumulative No Project Conditions to an unacceptable LOS F under 2035 Cumulative Plus Project Conditions, **or**.
2. The level of service at a CMP-designated intersection is an unacceptable LOS F under 2035 Cumulative No Project Conditions and the addition of project traffic causes both the critical-movement delay at the intersection to increase by four or more seconds *and* the critical volume-to-capacity ratio (V/C) to increase by .01 or more under 2035 Cumulative Plus Project Conditions.

An exception to rule #2 above applies when the addition of project-generated traffic reduces the amount of average control delay for critical movements (i.e. the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by one percent (0.01) or more.

2035 Cumulative Plus Project Intersection Level of Service Analysis

Intersection levels of service were evaluated against City of San Jose, City of Santa Clara, and CMP standards. The results of the intersection level of service analysis under 2035 Cumulative No Project Conditions and 2035 Cumulative Plus Project Conditions are summarized in Tables 25 and 26, for the Alum Rock/28th Street and Santa Clara Stations. Note that in both tables the increase in critical delay and the increase in critical V/C (under 2035 Cumulative Plus Project Conditions) is based on a comparison of 2025 Background Conditions and 2035 Cumulative Plus Project Conditions for San Jose intersections. For Santa Clara intersections and all CMP intersections, these increases are based on a comparison of 2035 Cumulative No Project Conditions and 2035 Cumulative Plus Project Conditions. These comparisons are in accordance with their respective definitions of significant impact.

Alum Rock/28th Street Station

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2035 Cumulative Plus Project Conditions show that, measured against the City of San Jose level of service standards, all except five of the study intersections in the vicinity of Alum Rock/28th Street Station would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The following five intersections would operate at unacceptable levels of service (LOS E or F) under 2035 Cumulative Plus Project Conditions during at least one peak hour:

(#7) King Road and McKee Road: (LOS F – AM peak hour and LOS E – PM peak hour)
(#18) Jackson Avenue and Alum Rock Avenue *: (LOS F – AM peak hour and LOS E PM peak hour)
(#23) Jackson Avenue and San Antonio St/Capitol Expressway: (LOS E – AM peak hour)
(#26) McLaughlin Avenue and Story Road: (LOS E – AM peak hour)
(#27) King Road and Mabury Road: (LOS E – PM peak hour)

Table 25
2035 Cumulative Plus Project Conditions Intersection Level of Service – Alum Rock/28th Street

Study Number	Intersection	Peak Hour	2025 Background Avg. Delay (sec.)	2025 Background LOS	2035 Cumulative No Project Avg. Delay (sec.)	2035 Cumulative No Project LOS	2035 Cumulative Plus Project Avg. Delay (sec.)	2035 Cumulative Plus Project LOS	2035 Cumulative Plus Project Incr. In Crit. Delay (sec.)[1]	2035 Cumulative Plus Project Incr. In Crit. V/C [1]	SJ Impact [2] % Cumulative Trips from Project
1	21st St & E. Julian St	AM	23.8	C	25.6	C	23.7	C	1.2	0.007	+64%
		PM	12.7	B	13.4	B	14.0	B	2.3	0.108	+36%
2	24th St & E. Julian St	AM	17.5	B	29.2	C	30.3	C	15.8	0.322	+12%
		PM	17.4	B	17.7	B	17.6	B	2.4	0.042	+36%
3	N. 28th St & E. Julian St	AM	27.2	C	27.9	C	33.9	C	27.5	0.328	+57%
		PM	14.2	B	16.2	B	29.7	C	19.2	0.224	+71%
4	US 101 SB ramps & E. Julian St	AM	26.9	C	32.2	C	50.1	D	39.8	0.229	+50%
		PM	30.8	C	30.0	C	37.1	D	13.4	0.117	+44%
5	US 101 NB ramps & McKee Rd	AM	23.0	C	22.7	C	24.9	C	4.0	0.168	+10%
		PM	28.6	C	30.9	C	31.1	C	2.6	0.051	+9%
6	33rd St & McKee Rd	AM	34.0	C	47.6	D	50.0	D	20.4	0.229	-3%
		PM	28.7	C	42.1	D	42.3	D	15.4	0.225	+2%
7	King Rd & McKee Rd	AM	52.6	D	**91.3**	**F**	**89.1**	**F**	**59.7**	**0.242**	-20%
		PM	51.9	D	**68.0**	**E**	**62.8**	**E**	**16.0**	**0.131**	-20%
8	Jackson Ave & McKee Rd	AM	40.0	D	40.9	D	40.8	D	0.8	0.122	+1%
		PM	40.9	D	43.4	D	43.4	D	5.5	0.129	+1%
9	17th St & E. Santa Clara St	AM	17.1	B	25.9	C	27.6	C	10.3	0.334	+10%
		PM	19.8	B	33.5	C	35.3	D	16.2	0.359	+7%
10	21st St & E. Santa Clara St	AM	5.7	A	6.0	A	5.5	A	-0.6	0.056	+27%
		PM	4.6	A	5.5	A	5.3	A	1.1	0.026	+12%
11	24th St & E. Santa Clara St	AM	19.7	B	22.4	C	22.1	C	2.6	0.158	+18%
		PM	21.4	C	26.5	C	28.1	C	11.1	0.224	+14%
12	26th St. & E. Santa Clara St	AM	16.5	B	15.2	B	13.7	B	-2.3	0.136	+38%
		PM	14.4	B	13.8	B	13.2	B	-0.7	0.003	+38%
13	N. 28th St & E. Santa Clara St	AM	20.9	C	20.6	C	26.9	C	10.7	0.288	+43%
		PM	18.4	B	19.3	B	22.1	C	5.0	0.149	+62%
14	US 101 & E. Santa Clara St *	AM	11.8	B	11.6	B	11.0	B	-0.3	0.025	+27%
		PM	16.3	B	19.6	B	21.0	C	6.0	0.121	+22%
15	US 101 & Alum Rock Ave *	AM	11.0	B	17.3	B	17.0	B	-0.3	-0.004	+9%
		PM	15.9	B	20.2	C	20.2	C	-1.0	-0.036	+2%
16	33rd St & Alum Rock Rd	AM	21.4	C	22.6	C	22.7	C	1.6	0.124	+3%
		PM	18.7	B	18.5	B	18.6	B	0.1	0.211	-4%
17	King Rd & Alum Rock Ave *	AM	30.9	C	35.7	D	35.3	D	-0.4	-0.005	-8%
		PM	36.0	D	46.5	D	44.1	D	-3.3	-0.037	-10%
18	Jackson Ave & Alum Rock Ave *	AM	42.8	D	**101.1**	**F**	**99.9**	**F**	**-1.8**	**-0.005**	-0%
		PM	46.7	D	**55.6**	**E**	**55.4**	**E**	**-0.8**	**-0.005**	-1%
19	I-680 S & Alum Rock Ave (West) *	AM	21.7	C	31.6	C	31.5	C	0.0	-0.001	+1%
		PM	26.5	C	30.2	C	30.2	C	0.0	0.002	+2%
20	I-680 N & Alum Rock Ave (East) *	AM	21.3	C	21.3	C	21.2	C	-0.2	-0.001	-2%
		PM	26.4	C	26.7	C	26.6	C	-0.1	-0.003	-6%
21	24th St & San Antonio St	AM	16.0	B	26.2	C	29.9	C	18.5	0.312	+9%
		PM	12.5	B	16.2	B	16.3	B	5.9	0.269	+11%
22	King Rd & E. San Antonio St.	AM	32.7	C	33.7	C	34.3	C	1.6	0.019	-5%
		PM	33.8	C	42.7	D	42.8	D	9.7	0.270	-4%
23	Jackson Ave & E. San Antonio St/Capitol Expy	AM	38.8	D	**63.5**	**E**	**63.1**	**E**	**47.5**	**0.291**	-1%
		PM	35.2	D	40.2	D	40.0	D	10.3	0.195	-2%
24	24th St & E. William St.	AM	15.9	B	20.5	C	19.9	B	5.2	0.136	+10%
		PM	19.4	B	21.5	C	21.5	C	2.5	0.098	+11%
25	McLaughlin Ave & I-280 SB Ramp *	AM	9.9	A	9.8	A	10.2	B	0.6	0.023	+66%
		PM	15.1	B	15.0	B	14.9	B	-0.1	0.002	+25%
26	McLaughlin Ave & Story Rd	AM	43.2	D	**58.3**	**E**	**60.6**	**E**	**29.6**	**0.252**	+2%
		PM	52.2	D	52.8	D	52.9	D	1.4	0.048	+1%
27	King Rd & Mabury Rd	AM	43.2	D	**65.0**	**E**	54.9	D	22.7	0.331	-28%
		PM	42.3	D	**59.6**	**E**	**58.3**	**E**	**28.4**	**0.262**	-27%

Notes:

* Denotes a CMP intersection

(1) Increase in Critical Delay and Increase in Critical V/C are calculated as the difference between 2025 Background and 2035 Cumulative Plus Project for non-CMP San Jose intersections, and as the difference between 2035 Cumulative No Project and 2035 Cumulative Plus Project for CMP intersections.

(2) The Project would cause an impact in San Jose under 2035 Cumulative Plus Project Conditions if the intersection would operate at an unacceptable LOS and the Project would contribute more than 25% of the total increase in traffic volume beween 2025 Background and 2035 Cumulative Plus Project Conditions.

Bold indicates a substandard level of service (according to City of San Jose standards).

Bold indicates a significant impact.

Table 26
2035 Cumulative Plus Project Conditions Intersection Level of Service – Santa Clara

Study Number	Intersection	Location	Peak Hour	2025 Background Avg. Delay (sec.)	LOS	2035 Cumulative No Project Avg. Delay (sec.)	LOS	2035 Cumulative + Project Avg. Delay (sec.)	LOS	Incr. In Crit. Delay (sec.)[1]	Incr. In Crit. V/C [1]	SJ Impact [2] % Cumulative Trips from Project	SC and/or CMP Impact Cumulative Incr. in Crit. Delay (sec)
28	Scott Blvd & Central Expy *	Santa Clara	AM	42.9	D	43.4	D	43.3	D	0.0	0.001	--	0.0
			PM	75.5	E	**171.9**	**F**	**176.7**	**F**	**12.3**	**-0.063**	--	**12.3**
29	Lafayette St & Central Expy *	Santa Clara	AM	51.3	D	**91.3**	**F**	**91.7**	**F**	**0.6**	**0.002**	--	0.6
			PM	68.7	E	**118.7**	**F**	**120.1**	**F**	**-1.4**	**0.077**	--	-1.4
30	De La Cruz Blvd & Central Expy *	Santa Clara	AM	**310.3**	**F**	**368.1**	**F**	**364.5**	**F**	**-0.8**	**-0.002**	--	-0.8
			PM	**101.2**	**F**	**227.3**	**F**	**243.1**	**F**	**27.2**	**0.015**	--	**27.2**
31	De La Cruz Blvd & Martin Ave	Santa Clara	AM	34.8	C	38.2	D	40.2	D	14.7	0.021	--	14.7
			PM	31.8	C	32.6	C	32.8	C	0.0	0.002	--	0.0
32	De La Cruz Blvd & Reed St	Santa Clara	AM	10.7	B	13.7	B	14.3	B	1.0	0.011	--	1.0
			PM	19.0	B	19.6	B	20.0	B	1.0	0.013	--	1.0
33	Coleman Ave & Brokaw Rd	Santa Clara	AM	17.2	B	17.9	B	22.1	C	5.4	0.044	--	5.4
			PM	**57.9**	**E**	**61.5**	**E**	**113.3**	**F**	**64.7**	**0.154**	--	**64.7**
	With Mitigation							*50.6*	*D*				
34	Coleman Ave & Aviation Ave	San Jose	AM	31.3	C	34.6	C	41.5	D	17.6	0.048	+23%	--
			PM	18.2	B	18.2	B	18.5	B	0.5	0.022	+95%	--
35	Coleman Ave & Newhall Dr	San Jose	AM	14.2	B	16.4	B	16.5	B	0.4	0.015	+9%	--
			PM	24.6	C	30.5	C	32.3	C	10.7	0.071	+58%	--
36	Coleman Ave & I-880 SB Ramps *	San Jose	AM	**107.9**	**F**	**102.0**	**F**	**108.7**	**F**	**8.3**	**0.019**	+7%	**CMP**
	With Mitigation							*50.1*	*D*				
			PM	43.6	D	52.3	D	**56.0**	**E**	**9.5**	**0.023**	+24%	--
37	Coleman Ave & I-880 NB Ramps *	San Jose	AM	**85.8**	**F**	**84.8**	**F**	**88.0**	**F**	**3.8**	**0.009**	-3%	--
			PM	32.6	C	35.8	D	36.1	D	-4.2	-0.007	+4%	--
38	Coleman Ave & W. Hedding St	San Jose	AM	41.2	D	**59.4**	**E**	**59.2**	**E**	**22.0**	**0.120**	-3%	--
			PM	36.7	D	**65.0**	**E**	**64.2**	**E**	**47.9**	**0.293**	-1%	--
39	Coleman Ave & W. Taylor St	San Jose	AM	**60.0**	**E**	**67.3**	**E**	**66.7**	**E**	**7.9**	**0.034**	-5%	--
			PM	**63.7**	**E**	**117.1**	**F**	**115.9**	**F**	**78.1**	**0.206**	-2%	--
40	SR 87 & W. Taylor St	San Jose	AM	28.7	C	34.6	C	34.0	C	2.5	0.059	-8%	--
			PM	38.5	D	54.4	D	52.4	D	30.5	0.119	-5%	--
41	San Tomas Expy & El Camino Real *	Santa Clara	AM	**83.8**	**F**	**97.5**	**F**	**96.2**	**F**	**-2.1**	**-0.005**	--	-2.1
			PM	**129.5**	**F**	**130.2**	**F**	**128.3**	**F**	**-3.6**	**-0.003**	--	-3.6
42	Scott Blvd & El Camino Real *	Santa Clara	AM	34.1	C	37.1	D	37.0	D	0.3	0.008	--	0.3
			PM	38.4	D	41.4	D	41.9	D	1.1	0.012	--	1.1
43	Lincoln St & El Camino Real *	Santa Clara	AM	20.9	C	28.6	C	28.6	C	0.0	0.001	--	0.0
			PM	23.6	C	23.8	C	23.6	C	0.0	0.005	--	0.0
44	Monroe St & El Camino Real *	Santa Clara	AM	35.8	D	37.7	D	38.2	D	0.3	0.008	--	0.3
			PM	33.4	C	33.7	C	33.5	C	-0.1	0.011	--	-0.1
45	Lafayette St & Reed St	Santa Clara	AM	7.3	A	7.3	A	7.4	A	0.1	0.007	--	0.1
			PM	7.5	A	8.1	A	8.3	A	0.3	0.007	--	0.3
46	Lafayette St & El Camino Real *	Santa Clara	AM	43.0	D	56.8	E	56.9	E	1.1	0.005	--	1.1
			PM	43.0	D	45.2	D	45.8	D	1.2	0.016	--	1.2
47	Lafayette St & Lewis St	Santa Clara	AM	10.0	B	11.2	B	11.3	B	-0.1	0.001	--	-0.1
			PM	45.8	D	66.3	E	**75.3**	**E**	**10.5**	**0.027**	--	**10.5**
	With Mitigation							*56.8*	*E*				
48	Lafayette St & Harrison St	Santa Clara	AM	69.9	F	OVER	F	OVER	F	--	--	--	N/A
	Unsignalized (2)		PM	304.2	F	OVER	F	OVER	F	--	--	--	N/A
49	Lafayette St & Benton St	Santa Clara	AM	17.2	B	20.2	C	20.2	C	-0.1	0.018	--	-0.1
			PM	17.8	B	18.1	B	18.2	B	-4.4	0.020	--	-4.4
50	Lafayette St & Homestead Rd	Santa Clara	AM	26.6	C	24.6	C	30.4	C	8.6	0.035	--	8.6
			PM	9.3	A	8.9	A	8.6	A	-0.1	0.006	--	-0.1
51	Lafayette St & Market St	Santa Clara	AM	17.3	B	22.7	C	24.1	C	1.6	0.026	--	1.6
			PM	25.2	C	36.6	D	37.3	D	0.4	0.019	--	0.4
52	El Camino Real & Benton St	Santa Clara	AM	12.6	B	13.8	B	13.7	B	-0.1	0.014	--	-0.1
			PM	15.4	B	16.7	B	16.6	B	-0.1	0.007	--	-0.1
53	El Camino Real & Railroad Ave	Santa Clara	AM	10.5	B	11.1	B	11.2	B	0.1	0.013	--	0.1
			PM	12.4	B	12.2	B	12.1	B	-0.1	0.005	--	-0.1
54	El Camino Real & The Alameda *	Santa Clara	AM	13.0	B	18.7	B	18.8	B	0.3	0.008	--	0.3
			PM	17.0	B	20.8	C	20.6	C	-0.3	0.001	--	-0.3
55	The Alameda & Newhall Dr	San Jose	AM	12.4	B	14.7	B	14.6	B	3.3	0.068	-5%	--
			PM	12.6	B	19.7	B	19.6	B	10.9	0.176	-3%	--
56	The Alameda & I-880 (South) *	San Jose	AM	20.5	C	20.0	C	18.9	B	-1.3	-0.009	-9%	--
			PM	15.2	B	26.1	C	25.1	C	-1.3	-0.022	-8%	--
57	The Alameda & I-880 (North) *	San Jose	AM	24.4	C	40.7	D	40.7	D	0.1	0.001	-3%	--
			PM	21.1	C	29.6	C	29.6	C	0.0	-0.001	-7%	--
58	The Alameda & W. Hedding St *	San Jose	AM	39.2	D	**72.7**	**E**	**72.9**	**E**	**0.1**	**0.000**	-1%	--
			PM	39.3	D	**93.4**	**F**	**92.1**	**F**	**-2.1**	**-0.005**	-1%	--
59	The Alameda & W. Taylor St/Naglee Ave *	San Jose	AM	42.7	D	**92.5**	**F**	**89.5**	**F**	**-4.9**	**-0.013**	-2%	--
			PM	46.7	D	**70.0**	**E**	**71.4**	**E**	**2.1**	**0.008**	+0%	--
60	Homestead Rd & Lincoln St/Winchester Blvd	Santa Clara	AM	21.5	C	20.5	C	20.4	C	-0.2	0.008	--	-0.2
			PM	21.6	C	22.0	C	21.8	C	-0.3	0.010	--	-0.3
61	Homestead Rd & Monroe St	Santa Clara	AM	9.9	A	10.5	B	10.6	B	0.0	0.002	--	0.0
			PM	10.5	B	11.1	B	11.1	B	0.0	0.001	--	0.0
62	US 101 & Trimble	San Jose	AM	22.8	C	26.5	C	27.6	C	7.0	0.065	+5%	--
			PM	13.1	B	15.6	B	15.6	B	4.3	0.099	+0%	--

Notes:
* Denotes a CMP intersection

(1) Increase in Critical Delay and Increase in Critical V/C are calculated as the difference between 2025 Background and 2035 Cumulative Plus Project for non-CMP San Jose intersections, and as the difference between 2035 Cumulative No Project and 2035 Cumulative Plus Project for Santa Clara and CMP intersections.

(2) The Project would cause an impact in San Jose under 2035 Cumulative Plus Project Conditions if the intersection would operate at an unacceptable LOS and the Project would contribute more than 25% of the total increase in traffic volume beween 2025 Background and 2035 Cumulative Plus Project Conditions.

(3) The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for unsignalized (two-way stop-controlled) intersections are based on the stop-controlled approach with the highest delay.

Bold indicates a substandard level of service (according to City of San Jose or City of Santa Clara standards).
Bold with a box indicates a significant impact (according to City of San Jose, or City of Santa Clara Standards)

CMP Level of Service Analysis

The results of the level of service analysis under 2035 Cumulative Plus Project Conditions show that, measured against the CMP standards, all except one of the CMP study intersections in the vicinity of Alum Rock/28th Street Station would operate at an acceptable level of service (LOS E or better) during both the AM and PM peak hours of traffic. The following CMP intersection would operate at an unacceptable level of service (LOS F) under 2035 Cumulative Plus Project Conditions during at least one peak hour:

(#18) Jackson Avenue and Alum Rock Avenue *: (LOS F – AM peak hour)

Santa Clara Station

City of San Jose Level of Service Analysis

The results of the level of service analysis under 2035 Cumulative Plus Project Conditions show that, measured against the City of San Jose level of service policy, all but six of the Santa Clara Station study intersections located within San Jose would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The following six intersections would operate at unacceptable levels of service (LOS E or F) under 2035 Cumulative Plus Project Conditions during at least one peak hour:

(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour and LOS E – PM peak)
(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)
(#38) Coleman Avenue and W. Hedding Street (LOS E – AM and PM peak hours)
(#39) Coleman Avenue and W. Taylor Street (LOS E – AM peak hour and LOS F - PM peak hour)
(#58) The Alameda and W. Hedding St *: (LOS E – AM peak hour and LOS F – PM peak hour)
(#59) The Alameda and W. Taylor St/Naglee Ave *:(LOS F – AM peak hour and LOS E PM peak hour)

City of Santa Clara Level of Service Analysis

The results of the level of service analysis under 2035 Cumulative Plus Project Conditions show that, measured against the City of Santa Clara level of service standards, all except six of the Santa Clara Station study intersections located within Santa Clara would operate at an acceptable level of service (LOS D or better at local intersections and LOS E or better at expressway and CMP intersections) during both the AM and PM peak hours of traffic. The following six intersections would operate at unacceptable levels of service (LOS E or worse for local intersections and LOS F for expressways and CMP intersections) under 2035 Cumulative Plus Project Conditions during at least one peak hour:

(#28) Scott Boulevard and Central Expressway *: (LOS F – PM peak hour)
(#29) Lafayette Street and Central Expressway *: (LOS F – AM and PM peak hours)
(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#33) Coleman Avenue and Brokaw Road (LOS F – PM peak hour)
(#41) San Tomas Expressway and El Camino Real * (LOS F – AM and PM peak hours)
(#47) Lafayette Street and Lewis Street: (LOS E – PM peak hour)

The unsignalized intersection of Lafayette Street and Harrison Street (#48) has two-way stop control. The level of service shown for this intersection on Table 25, LOS F in both the AM and PM peak hours, reflects the delay and the level of service for the stop-controlled approach with the highest delay, not the average of the entire intersection. Because the City of Santa Clara does not have a level of service standard for unsignalized intersections, this intersection cannot be said to operate at an unacceptable level of service. The level of service is presented for informational purposes only. The peak-hour traffic signal warrant checks for this intersection are included in Chapter 5.

CMP Level of Service Analysis

The results of the level of service analysis under 2035 Cumulative Plus Project Conditions show that, measured against the CMP level of service standards, all except eight of the CMP study intersections in the vicinity of Santa Clara Station would operate at an acceptable level of service (LOS E or better) during both the AM and PM peak

hours of traffic. The following eight CMP intersections would operate at unacceptable levels of service (LOS F) under 2035 Cumulative Plus Project Conditions during at least one peak hour:

(#28) Scott Boulevard and Central Expressway *: (LOS F – PM peak hour)
(#29) Lafayette Street and Central Expressway *: (LOS F – AM and PM peak hours)
(#30) De La Cruz Boulevard and Central Expressway * (LOS F – AM and PM peak hours)
(#36) Coleman Avenue and I-880 Southbound Ramps * (LOS F – AM peak hour)
(#37) Coleman Avenue and I-880 Northbound Ramps * (LOS F – AM peak hour)
(#41) San Tomas Expressway and El Camino Real * (LOS F – AM and PM peak hours)
(#58) The Alameda and W. Hedding Street *: (LOS F – PM peak hour)
(#59) The Alameda and W. Taylor St/Naglee Ave *:(LOS F – AM peak hour)

2035 Cumulative Plus Project Conditions Intersection Impacts and Proposed Mitigation Measures

City of San Jose Impact Analysis

When measured against the City of San Jose significant impact criteria for cumulative conditions, none of the study intersections near the Alum Rock/28th Street or Santa Clara Stations in San Jose would be significantly impacted by the project under 2035 Cumulative Plus Project Conditions.

Tables 24 and 25 present the percentage of cumulative trips that would be contributed by the Project. For intersections that operate at an acceptable level of service under 2025 Background Conditions but at an unacceptable level of service under 2035 Cumulative Plus Project Conditions, the determination of whether the Project would cause a significant impact is based on whether the Project would contribute a considerable amount of traffic (more than 25 percent) to any of those intersections. As shown in Tables 25 and 26, for the San Jose intersections that are projected to have an unacceptable level of service under 2035 Cumulative Plus Project Conditions, the Project's contribution to the increase in total volume from 2025 Background Conditions to 2035 Cumulative Plus Project Conditions would be less than 25 percent. Therefore, the Project would not have a significant impact on these intersections under 2035 Cumulative Plus Project Conditions, based on the City of San Jose significant impact criteria.

Specifically, at the five intersections near Alum Rock/28th Street Station that would fall to unacceptable levels of service from 2025 Background Conditions to 2035 Cumulative Plus Project Conditions during at least one peak hour, the Project would actually reduce the traffic volumes at four of these intersections, and increase traffic volumes at one intersection by only 2 percent, as shown below.

(#7) King Road and McKee Road: AM peak hour LOS F (-20%), PM peak hour LOS E (-20%)
(#18) Jackson Avenue and Alum Rock Ave*: AM peak hour LOS F (0%); PM peak hour LOS E (-1%)
(#23) Jackson Avenue and San Antonio St/Capitol Expressway: AM peak hour LOS E (-1%)
(#26) McLaughlin Avenue and Story Road: AM peak hour LOS E (+2%)
(#27) King Road and Mabury Road: PM peak hour LOS E (-27%)

The mode shift component of the Project would reduce the number of vehicles on the roadway network as people switch from passenger vehicles to BART. In addition, drive access trips under 2025 Background (No Project) Conditions would concentrate at the end-of-the-line Berryessa Station and impact the nearby intersections of King/McKee Roads and King/Mabury Roads. However, under 2035 Cumulative Plus Project Conditions, many of those drive access trips would shift to the closer Alum Rock/28th Street Station and, to a lesser degree, to the other stations of the Project (Diridon and Santa Clara), which would reduce traffic at the two King Road intersections.

Of the six City of San Jose intersections near the Santa Clara Station that would operate at unacceptable levels of service under 2035 Cumulative Plus Project Conditions during at least one peak hour, the Project would either reduce the traffic volumes or contribute less than 25 percent of the increase in traffic volumes, when 2025 Background and 2035 Cumulative Plus Project conditions are compared, as follows.

(#36) Coleman Avenue and I-880 Southbound Ramps *: AM peak hour LOS F (+7%)
(#37) Coleman Avenue and I-880 Northbound Ramps *: AM peak hour LOS F (-3%)
(#38) Coleman Avenue and W. Hedding Street: AM and PM peak hours LOS E (-3%, -1%)
(#39) Coleman and Taylor Street: AM peak hour LOS E (-5%) and PM peak hour LOS F (-2%)
(#58) The Alameda and Hedding *: AM peak hour LOS E (-1%) and PM peak hour LOS F (-1%)
(#59) The Alameda and Taylor/Naglee Ave *: AM peak hour LOS F (-2%) and PM peak hour LOS E (0%)

City of Santa Clara Impact Analysis

When measured against the City of Santa Clara significant impact criteria for cumulative conditions, the following three Santa Clara intersections would be significantly impacted by the Project under 2035 Cumulative Plus Project Conditions.

(#30) De La Cruz Boulevard and Central Expressway *: PM peak hour
(#33) Coleman Avenue and Brokaw Road: PM peak hour
(#47) Lafayette Street and Lewis Street: PM peak hour

Mitigation measures for these intersections have been proposed as follows. The mitigation measure for #33 Coleman Avenue and Brokaw Road is the same as the measure discussed under 2025 Background Plus Project Mitigated Conditions:

30. De La Cruz Boulevard and Central Expressway *: The Santa Clara County Department of Roads and Airports plans to convert the existing eastbound High Occupancy Vehicle (HOV) lane to a mixed-use lane at this intersection. This modification was included as a change to the roadway network under both the 2025 Background Plus Project Conditions and 2035 Cumulative Plus Project Conditions. No other feasible mitigation measures have been identified for this intersection. Therefore, the impact at this intersection would be *significant and unavoidable*.

State Congestion Management law requires a local jurisdiction to prepare a deficiency plan (now referred to as 'Multimodal Improvement Plan' in the Santa Clara County CMP maintained by VTA) when roadway level of service standards are not maintained on the designated CMP system [California Government Code Section 65098.4]. VTA maintains guidelines for the development of Multimodal Improvement Plans which were developed in consultation with Member Agencies (i.e., the 15 cites of Santa Clara County and the County of Santa Clara) and last adopted by the VTA Board in September 2010. According to these guidelines, Multimodal Improvement Plans are prepared by Member Agencies in response to the transportation impacts of land use plans and development projects. The impact to this intersection is a result of the TOJD component of the Project and not due to the BART extension; however, VTA's guidelines do not address a situation where a land use project that is led by VTA contributes to an impact on a CMP facility. With this in mind, VTA commits to work with the City of Santa Clara and the County of Santa Clara in the preparation of a Multimodal Improvement Plan for identified Project impacts to CMP intersections.

33. Coleman Avenue and Brokaw Road: Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn "right on red."

This mitigation measure is presented in Figure 30 in Chapter 4. With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, the intersection would operate at LOS D under 2035 Cumulative Plus Project Mitigated Conditions, and the impact would be reduced to a *less-than–significant* level.

47. Lafayette Street and Lewis Street: Shift the westbound approach lanes on Lewis Street to the south to allow for the current through/right-turn lane to operate as a separate right-turn lane and a separate through lane. A shift of approximately two feet would increase the current through/right-turn lane width to

20 feet, which would allow adequate room for right-turning vehicles to proceed past vehicles traveling straight through the intersection and make the right turn onto northbound Lafayette Street. The westbound approach and receiving lanes would be slightly offset as a result, which can be addressed with dashed pavement markings across the intersection.

With implementation of this mitigation, even though the intersection would continue to operate at LOS E in the PM peak hour under 2035 Cumulative Plus Project Mitigated Conditions, the control delay would be reduced from 66.3 seconds under 2035 Cumulative No Project Conditions to 56.8 seconds under 2035 Cumulative Plus Project Mitigated Conditions. With implementation of this mitigation measure, or a comparable mitigation measure as determined upon coordination with the City of Santa Clara, there would be a *less-than-significant* impact. This mitigation measure is presented in Figure 37.

CMP Impact Analysis

When measured against the CMP significant impact criteria, the following two CMP intersections would be significantly impacted by the Project under 2035 Cumulative Plus Project Conditions:

(#30) De La Cruz Boulevard and Central Expressway *: PM peak hour
(#36) Coleman Avenue and I-880 Southbound Ramps *: AM peak hour

Of the nine CMP intersections (one near the Alum Rock/28th Street Station and eight near the Santa Clara Station) that would operate at an unacceptable level of service (LOS F) under 2035 Cumulative Plus Project Conditions, five are located in San Jose and four are located in Santa Clara. For the four Santa Clara CMP intersections, the CMP definition of significant impacts under 2035 Cumulative Plus Project Conditions is the same as the City of Santa Clara's definition of significant impacts for CMP intersections. Thus, the CMP impact criteria for these four CMP intersections located in Santa Clara are the same as applied for the City of Santa Clara impact discussion.

The first impacted intersection shown above (#30, De La Cruz Boulevard and Central Expressway) is in the City of Santa Clara. No feasible mitigation measures have been identified for this intersection, so the impact at this intersection under 2035 Cumulative Plus Project Conditions would be *significant and unavoidable*. As noted above, VTA commits to work with the City of Santa Clara and the County of Santa Clara in the preparation of a Multimodal Improvement Plan for identified Project impacts to CMP intersections.

For the CMP intersections that are located in San Jose, the CMP criteria are different than those used by the City of San Jose under cumulative conditions. For CMP intersections in San Jose where at least one peak hour would operate at LOS F, it is necessary to compare 2035 Cumulative No Project Conditions to 2035 Cumulative Plus Project Conditions.

For example, at the CMP intersection of Jackson Avenue and Alum Rock Avenue (#18) in the vicinity of Alum Rock/28th Street Station, the level of service under 2035 Cumulative Plus Project Conditions in the AM peak hour would be LOS F. However, the critical delay would decrease by -1.8 seconds when 2035 Cumulative Plus Project Conditions are compared to 2035 Cumulative No Project Conditions; therefore, under CMP criteria the Project would not have a significant impact at this intersection.

The Project would have a significant impact to the intersection of Coleman Avenue and I-880 Southbound ramps (#36) according to the CMP criteria (but not according to the City of San Jose criteria):

***36. Coleman Avenue and I-880 Southbound Ramps* *:** Convert the second (center) left-turn lane on the I-880 off-ramp (the intersection's westbound approach) to a shared left/right-turn lane. Replace the lane control signs and revise the pavement markings on the off-ramp to reflect the new lane usage.

This mitigation measure is presented in Figure 29 in Chapter 4. With implementation of this mitigation measure, the intersection would operate at LOS E under 2035 Cumulative Plus Project Mitigated Conditions, and the average control delay in the AM peak hour would be reduced from 102 seconds under 2035 Cumulative No Project Conditions to 50.1 seconds under 2035 Cumulative Plus Project Mitigated Conditions. Thus, the impact would be reduced to a *less than significant* level under CMP criteria.

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Figure 37

CONCEPTUAL STRIPING PLAN
LAFAYETTE STREET AND LEWIS STREET

DESIGNED BY: M. POWELL

DATE: 11/11/2015

2035 Cumulative Conditions Freeway Segment Levels of Service

CMP Definition of Significant Cumulative Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. The CMP criteria for an impact under 2035 Cumulative Plus Project Conditions is the same as the criteria for 2025 Background Plus Project Conditions. A project is said to create a significant impact on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on a freeway segment degrades from an acceptable LOS E or better under cumulative conditions to an unacceptable LOS F under cumulative plus project conditions, **or**.
2. The level of service on a freeway segment is operating at an unacceptable LOS F under cumulative conditions **and** the amount of project traffic on that segment constitutes at least one percent of capacity on that segment.

2035 Cumulative Conditions Freeway Segment Level of Service Analysis

Traffic volumes on the study freeway segments with the Project were estimated by adding project trips to the Year 2035 freeway segment volumes obtained from the VTA Travel Demand Forecasting Model. The results of the freeway segment analysis are shown in Table 27. The table shows that the Project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table 27). In fact, many freeway segments would experience a decrease in volume, because the reduced number of trips on the freeway (due to the mode shift from passenger vehicles to BART) more than offsets the trips that would be generated by the TOJD portion of the Project. Therefore, based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project under 2025 Cumulative Plus Project Conditions.

Table 27
Freeway Segment Levels of Service under 2035 Cumulative Plus Project Conditions

				2035 Phase II Cumulative Conditions												Net Project Trips							
				Mixed-Flow Lane						HOV / Express Lane						Mixed-Flow Lane				HOV / Express Lane			
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	Avg. Speed	# of Lanes	Capacity	Volume	Density	LOS	BART Volume	JD Volume	Total Volume	% of Capacity	BART Volume	JD Volume	Total Volume	% of Capacity
US 101	Tully to Story	NB	AM	25.0	3.0	6,900	8,482	**113**	**F**	15.0	1.0	1,650	2,077	**138**	**F**	-40	65	25	0.36	-7	12	5	0.30
			PM	66.0	3.0	6,900	7,215	36	D	70.0	1.0	1,650	1,324	19	C	-16	18	2	0.03	-2	3	1	0.06
US 101	Story to I-280	NB	AM	22.0	3.0	6,900	5,360	**81**	**F**	19.0	1.0	1,650	1,686	**89**	**F**	-19	64	45	0.65	-4	11	7	0.42
			PM	67.0	3.0	6,900	4,010	20	C	70.0	1.0	1,650	978	14	B	-7	18	11	0.16	-1	3	2	0.12
US 101	I-280 to Santa Clara	NB	AM	13.0	3.0	6,900	7,790	**200**	**F**	13.0	1.0	1,650	1,932	**149**	**F**	-40	87	47	0.68	-5	15	10	0.61
			PM	66.0	3.0	6,900	5,714	29	D	70.0	1.0	1,650	1,034	15	B	-23	26	3	0.04	-1	5	4	0.24
US 101	Santa Clara to McKee	NB	AM	11.0	3.0	6,900	7,813	**237**	**F**	16.0	1.0	1,650	1,739	**109**	**F**	-115	49	-66	-0.96	-4	9	5	0.30
			PM	66.0	3.0	6,900	5,523	28	D	70.0	1.0	1,650	881	13	B	-59	14	-45	-0.65	-1	3	2	0.12
US 101	I-880 to Old Bayshore	NB	AM	14.0	3.0	6,900	5,972	**142**	**F**	19.0	1.0	1,650	1,882	**99**	**F**	-11	16	5	0.07	-7	3	-4	-0.24
			PM	67.0	3.0	6,900	3,752	19	C	70.0	1.0	1,650	657	9	A	-5	1	-4	-0.06	-1	0	-1	-0.06
US 101	Old Bayshore to First	NB	AM	12.0	3.0	6,900	6,368	**177**	**F**	13.0	1.0	1,650	1,838	**141**	**F**	-23	24	1	0.01	-7	4	-3	-0.18
			PM	66.0	3.0	6,900	4,277	22	C	70.0	1.0	1,650	709	10	A	-14	20	6	0.09	-1	4	3	0.18
US 101	First to SR 87	NB	AM	19.0	3.0	6,900	6,556	**115**	**F**	19.0	1.0	1,650	1,706	**90**	**F**	-34	30	-4	-0.06	-6	5	-1	-0.06
			PM	67.0	3.0	6,900	5,239	26	C	70.0	1.0	1,650	863	12	B	-19	21	2	0.03	-1	4	3	0.18
US 101	SR 87 to De La Cruz	NB	AM	12.0	3.0	6,900	6,616	**184**	**F**	14.0	1.0	1,650	1,794	**128**	**F**	-30	5	-25	-0.36	-6	1	-5	-0.30
			PM	66.0	3.0	6,900	5,863	30	D	70.0	1.0	1,650	880	13	B	-21	17	-4	-0.06	-1	3	2	0.12
US 101	De La Cruz to Montague	NB	AM	26.0	3.0	6,900	6,794	**87**	**F**	39.0	1.0	1,650	2,219	57	E	-31	5	-26	-0.38	-9	1	-8	-0.48
			PM	65.0	3.0	6,900	5,773	30	D	70.0	1.0	1,650	1,369	20	C	-20	20	0	0.00	-4	4	0	0.00
US 101	Montague to Great America	NB	AM	21.0	3.0	6,900	6,762	**107**	**F**	41.0	1.0	1,650	1,670	41	D	-30	5	-25	-0.36	-7	1	-6	-0.36
			PM	58.0	3.0	6,900	5,840	34	D	70.0	1.0	1,650	1,366	20	C	-18	20	2	0.03	-4	4	0	0.00
US 101	Great America to Montague	SB	AM	66.0	3.0	6,900	6,088	31	D	67.0	1.0	1,650	1,314	20	C	-34	51	17	0.25	-5	9	4	0.24
			PM	14.0	3.0	6,900	6,636	**158**	**F**	20.0	1.0	1,650	1,747	**87**	**F**	-21	10	-11	-0.16	-6	2	-4	-0.24
US 101	Montague to De La Cruz	SB	AM	66.0	3.0	6,900	5,932	30	D	67.0	1.0	1,650	1,392	21	C	-35	58	23	0.33	-5	10	5	0.30
			PM	13.0	3.0	6,900	6,512	**167**	**F**	40.0	1.0	1,650	2,075	52	E	-21	13	-8	-0.12	-7	2	-5	-0.30
US 101	De La Cruz to SR 87	SB	AM	62.0	3.0	6,900	6,744	36	D	67.0	1.0	1,650	1,113	17	B	-41	44	3	0.04	-5	8	3	0.18
			PM	18.0	3.0	6,900	8,270	**153**	**F**	50.0	1.0	1,650	2,236	45	D	-26	26	0	0.00	-7	5	-2	-0.12
US 101	SR 87 to First	SB	AM	67.0	3.0	6,900	4,759	24	C	67.0	1.0	1,650	919	14	B	-31	43	12	0.17	-3	7	4	0.24
			PM	16.0	3.0	6,900	6,226	**130**	**F**	30.0	1.0	1,650	1,852	**62**	**F**	-21	24	3	0.04	-6	4	-2	-0.12
US 101	First to Old Bayshore	SB	AM	67.0	3.0	6,900	3,467	17	B	67.0	1.0	1,650	756	11	A	-27	43	16	0.23	-3	7	4	0.24
			PM	6.0	3.0	6,900	5,048	**280**	**F**	20.0	1.0	1,650	1,690	**85**	**F**	-17	20	3	0.04	-6	4	-2	-0.12
US 101	Old Bayshore to I-880	SB	AM	67.0	3.0	6,900	4,566	23	C	67.0	1.0	1,650	758	11	A	-27	50	23	0.33	-3	9	6	0.36
			PM	8.0	3.0	6,900	6,436	**268**	**F**	30.0	1.0	1,650	1,817	**61**	**F**	-20	25	5	0.07	-6	4	-2	-0.12
US 101	McKee to Santa Clara	SB	AM	67.0	3.0	6,900	5,088	25	C	67.0	1.0	1,650	619	9	A	-26	22	-4	-0.06	-1	4	3	0.18
			PM	62.0	3.0	6,900	6,720	36	D	70.0	1.0	1,650	1,613	23	C	25	94	119	1.72	-3	16	13	0.79
US 101	Santa Clara to I-280	SB	AM	67.0	3.0	6,900	5,546	28	D	67.0	1.0	1,650	685	10	A	-27	54	27	0.39	-2	9	7	0.42
			PM	63.0	3.0	6,900	6,868	36	D	70.0	1.0	1,650	1,697	24	C	81	133	214	3.10	-3	24	21	1.27
US 101	I-280 to Story	SB	AM	67.0	3.0	6,900	3,680	18	B	67.0	1.0	1,650	614	9	A	-7	20	13	0.19	-1	3	2	0.12
			PM	54.0	3.0	6,900	4,830	30	D	70.0	1.0	1,650	1,391	20	C	5	64	69	1.00	-2	11	9	0.55
US 101	Story to Tully	SB	AM	66.0	4.0	9,200	8,173	31	D	67.0	1.0	1,650	961	14	B	-24	19	-5	-0.05	-2	3	1	0.06
			PM	45.0	4.0	9,200	9,416	52	E	70.0	1.0	1,650	1,736	25	C	-17	72	55	0.60	-3	13	10	0.61
I-280	I-880 to Meridian	EB	AM	66.0	4.0	9,200	6,389	24	C	67.0	1.0	1,650	822	12	B	-45	15	-30	-0.33	-4	3	-1	-0.06
			PM	17.0	4.0	9,200	7,305	**107**	**F**	20.0	1.0	1,650	1,615	**81**	**F**	-38	13	-25	-0.27	-7	2	-5	-0.30

Table 27 (Continued)
Freeway Segment Levels of Service under 2035 Cumulative Plus Project Conditions

				2035 Phase II Cumulative Conditions													Net Project Trips							
				Mixed-Flow Lane						HOV / Express Lane						Mixed-Flow Lane				HOV / Express Lane			
			Peak	Avg.	# of		Cumulative			Avg.	# of		Cumulative			BART	JD	Total	% of	BART	JD	Total	% of
Freeway	Segment	Direction	Hour	Speed	Lanes	Capacity	Volume	Density	LOS	Speed	Lanes	Capacity	Volume	Density	LOS	Volume	Volume	Volume	Capacity	Volume	Volume	Volume	Capacity
I-280	Meridian to Bird	EB	AM	61.0	4.0	9,200	8,294	34	D	55.0	1.0	1,650	534	10	A	-52	22	-30	-0.33	-4	4	0	0.00
			PM	21.0	4.0	9,200	9,012	**107**	**F**	55.0	1.0	1,650	1,398	25	C	-46	12	-34	-0.37	-7	2	-5	-0.30
I-280	Bird to SR 87	EB	AM	66.0	4.0	9,200	4,362	17	B	55.0	1.0	1,650	534	10	A	-44	13	-31	-0.34	-4	2	-2	-0.12
			PM	25.0	4.0	9,200	5,986	**60**	**F**	55.0	1.0	1,650	1,398	25	C	-39	9	-30	-0.33	-7	2	-5	-0.30
I-280	SR 87 to 10th	EB	AM	67.0	4.0	9,200	6,480	24	C	55.0	1.0	1,650	534	10	A	-79	22	-57	-0.62	-4	4	0	0.00
			PM	27.0	4.0	9,200	8,719	**81**	**F**	55.0	1.0	1,650	1,398	25	C	-87	20	-67	-0.73	-7	4	-3	-0.18
I-280	10th to McLaughlin	EB	AM	66.0	4.0	9,200	7,564	29	D	55.0	1.0	1,650	526	10	A	-142	13	-129	-1.40	-7	2	-5	-0.30
			PM	54.0	4.0	9,200	10,023	46	D	55.0	1.0	1,650	1,363	25	C	-143	16	-127	-1.38	-19	3	-16	-0.97
I-280	McLaughlin to US 101	EB	AM	66.0	4.0	9,200	5,715	22	C	55.0	1.0	1,650	526	10	A	-140	3	-137	-1.49	-7	1	-6	-0.36
			PM	54.0	4.0	9,200	7,126	33	D	55.0	1.0	1,650	1,363	25	C	-118	9	-109	-1.18	-19	1	-18	-1.09
I-680	US 101 to King	NB	AM	33.0	4.0	9,200	5,525	42	D	55.0	1.0	1,650	526	10	A	-135	3	-132	-1.43	-7	0	-7	-0.42
			PM	66.0	4.0	9,200	6,821	26	C	55.0	1.0	1,650	1,363	25	C	-108	5	-103	-1.12	-19	1	-18	-1.09
I-680	King to Capitol	NB	AM	20.0	5.0	11,500	6,955	**70**	**F**	55.0	1.0	1,650	526	10	A	-86	3	-83	-0.72	-7	0	-7	-0.42
			PM	47.0	5.0	11,500	8,896	38	D	55.0	1.0	1,650	1,363	25	C	-80	10	-70	-0.61	-19	2	-17	-1.03
I-680	Capitol to Alum Rock	NB	AM	18.0	4.0	9,200	6,276	**87**	**F**	55.0	1.0	1,650	593	11	A	-83	0	-83	-0.90	-9	0	-9	-0.55
			PM	65.0	4.0	9,200	6,783	26	C	55.0	1.0	1,650	1,028	19	C	-73	1	-72	-0.78	-16	0	-16	-0.97
I-680	Alum Rock to McKee	NB	AM	27.0	4.0	9,200	7,133	**66**	**F**	55.0	1.0	1,650	715	13	B	-88	0	-88	-0.96	-10	0	-10	-0.61
			PM	66.0	4.0	9,200	7,421	28	D	55.0	1.0	1,650	988	18	B	-76	9	-67	-0.73	-16	1	-15	-0.91
I-680	McKee to Alum Rock	SB	AM	63.0	4.0	9,200	7,592	30	D	55.0	1.0	1,650	1,322	24	C	-103	9	-94	-1.02	-26	1	-25	-1.52
			PM	47.0	4.0	9,200	7,345	39	D	55.0	1.0	1,650	760	14	B	-84	2	-82	-0.89	-9	0	-9	-0.55
I-680	Alum Rock to Capitol	SB	AM	23.0	4.0	9,200	6,858	**75**	**F**	55.0	1.0	1,650	1,322	24	C	-110	7	-103	-1.12	-26	1	-25	-1.52
			PM	65.0	4.0	9,200	6,079	23	C	55.0	1.0	1,650	760	14	B	-77	0	-77	-0.84	-9	0	-9	-0.55
I-680	Capitol to King	SB	AM	21.0	4.0	9,200	9,776	**116**	**F**	55.0	1.0	1,650	1,488	27	D	-130	19	-111	-1.21	-29	3	-26	-1.58
			PM	66.0	4.0	9,200	7,728	29	D	55.0	1.0	1,650	598	11	A	-81	1	-80	-0.87	-8	0	-8	-0.48
I-680	King to US 101	SB	AM	12.0	4.0	9,200	6,612	**138**	**F**	55.0	1.0	1,650	1,488	27	D	-145	11	-134	-1.46	-29	2	-27	-1.64
			PM	66.0	4.0	9,200	5,268	20	C	55.0	1.0	1,650	598	11	A	-108	0	-108	-1.17	-8	0	-8	-0.48
I-280	US 101 to McLaughlin	WB	AM	14.0	4.0	9,200	6,612	**118**	**F**	55.0	1.0	1,650	1,488	27	D	-145	11	-134	-1.46	-29	2	-27	-1.64
			PM	66.0	4.0	9,200	5,268	20	C	55.0	1.0	1,650	598	11	A	-108	0	-108	-1.17	-8	0	-8	-0.48
I-280	McLaughlin to 10th	WB	AM	19.0	4.0	9,200	10,425	**137**	**F**	55.0	1.0	1,650	1,488	27	D	-186	37	-149	-1.62	-29	7	-22	-1.33
			PM	65.0	4.0	9,200	7,867	30	D	55.0	1.0	1,650	598	11	A	-46	57	11	0.12	-8	10	2	0.12
I-280	10th to SR 87	WB	AM	21.0	4.0	9,200	10,153	**121**	**F**	55.0	1.0	1,650	1,417	26	C	-151	29	-122	-1.33	-13	5	-8	-0.48
			PM	65.0	4.0	9,200	8,368	32	D	55.0	1.0	1,650	536	10	A	-30	56	26	0.28	-3	10	7	0.42
I-280	SR 87 to Bird	WB	AM	20.0	4.0	9,200	6,100	**76**	**F**	55.0	1.0	1,650	1,417	26	C	-65	13	-52	-0.57	-13	2	-11	-0.67
			PM	62.0	4.0	9,200	5,303	21	C	55.0	1.0	1,650	536	10	A	10	40	50	0.54	-3	7	4	0.24
I-280	Bird to Meridian	WB	AM	18.0	4.0	9,200	9,535	**132**	**F**	55.0	1.0	1,650	1,417	26	C	-77	15	-62	-0.67	-13	3	-10	-0.61
			PM	58.0	4.0	9,200	8,744	38	D	55.0	1.0	1,650	536	10	A	6	43	49	0.53	-3	7	4	0.24
I-280	Meridian to I-880	WB	AM	14.0	3.0	6,900	7,771	**185**	**F**	26.0	1.0	1,650	1,701	**65**	**F**	-62	14	-48	-0.70	-14	3	-11	-0.67
			PM	66.0	3.0	6,900	6,590	33	D	70.0	1.0	1,650	804	11	A	16	32	48	0.70	-4	6	2	0.12
SR 87	Curtner to Almaden Expressway	NB	AM	13.0	2.0	4,400	3,885	**149**	**F**	22.0	1.0	1,650	1,763	**80**	**F**	-9	15	6	0.14	-5	3	-2	-0.12
			PM	65.0	2.0	4,400	3,220	25	C	70.0	1.0	1,650	921	13	B	3	3	6	0.14	-1	0	-1	-0.06
SR 87	Almaden Expressway to Alma	NB	AM	29.0	2.0	4,400	4,896	**84**	**F**	43.0	1.0	1,650	2,190	51	E	-11	18	7	0.16	-6	3	-3	-0.18
			PM	41.0	2.0	4,400	3,937	48	E	70.0	1.0	1,650	1,037	15	B	2	4	6	0.14	-1	1	0	0.00
SR 87	Alma to I-280	NB	AM	33.0	2.0	4,400	6,061	**92**	**F**	61.0	1.0	1,650	2,235	37	D	-12	18	6	0.14	-6	3	-3	-0.18
			PM	66.0	2.0	4,400	4,561	35	D	70.0	1.0	1,650	1,124	16	B	2	4	6	0.14	-2	1	-1	-0.06
SR 87	I-280 to Julian	NB	AM	16.0	2.0	4,400	2,881	**90**	**F**	30.0	1.0	1,650	1,468	49	E	-3	3	0	0.00	-3	0	-3	-0.18
			PM	67.0	2.0	4,400	1,750	13	B	70.0	1.0	1,650	460	7	A	-3	0	-3	-0.07	-1	0	-1	-0.06
SR 87	Julian to Coleman	NB	AM	14.0	2.0	4,400	4,576	**163**	**F**	32.0	1.0	1,650	1,508	47	E	-34	12	-22	-0.50	-6	2	-4	-0.24
			PM	67.0	2.0	4,400	2,549	19	C	70.0	1.0	1,650	744	11	A	-45	4	-41	-0.93	-2	1	-1	-0.06
SR 87	Coleman to Julian	SB	AM	66.0	2.0	4,400	2,116	16	B	67.0	1.0	1,650	624	9	A	-35	2	-33	-0.75	0	0	0	0.00
			PM	32.0	2.0	4,400	3,816	**60**	**F**	50.0	1.0	1,650	1,324	26	C	-18	6	-12	-0.27	-3	1	-2	-0.12

Table 27 (Continued)
Freeway Segment Levels of Service under 2035 Cumulative Plus Project Conditions

				2035 Phase II Cumulative Conditions												Net Project Trips							
				Mixed-Flow Lane						HOV / Express Lane						Mixed-Flow Lane				HOV / Express Lane			
			Peak	Avg.	# of	Cumulative				Avg.	# of	Cumulative				BART	JD	Total	% of	BART	JD	Total	% of
Freeway	Segment	Direction	Hour	Speed	Lanes	Capacity	Volume	Density	LOS	Speed	Lanes	Capacity	Volume	Density	LOS	Volume	Volume	Volume	Capacity	Volume	Volume	Volume	Capacity
SR 87	Julian to I-280	SB	AM	67.0	2.0	4,400	2,631	20	C	67.0	1.0	1,650	497	7	A	-12	6	-6	-0.14	0	1	1	0.06
			PM	36.0	2.0	4,400	4,383	**61**	**F**	70.0	1.0	1,650	1,509	22	C	-11	15	4	0.09	-2	3	1	0.06
SR 87	I-280 to Alma	SB	AM	67.0	2.0	4,400	3,215	24	C	67.0	1.0	1,650	631	9	A	4	4	8	0.18	-1	1	0	0.00
			PM	15.0	2.0	4,400	4,046	**135**	**F**	60.0	1.0	1,650	1,641	27	D	3	9	12	0.27	-4	2	-2	-0.12
SR 87	Alma to Almaden Expressway	SB	AM	66.0	2.0	4,400	3,889	29	D	67.0	1.0	1,650	720	11	A	3	4	7	0.16	-1	1	0	0.00
			PM	27.0	2.0	4,400	4,529	**84**	**F**	60.0	1.0	1,650	1,921	32	D	-2	17	15	0.34	-4	3	-1	-0.06
SR 87	Almaden Expressway to Curtner	SB	AM	66.0	2.0	4,400	2,881	22	C	67.0	1.0	1,650	639	10	A	3	3	6	0.14	-1	1	0	0.00
			PM	36.0	2.0	4,400	3,508	49	E	70.0	1.0	1,650	1,621	23	C	-1	12	11	0.25	-4	2	-2	-0.12
I-880	I-280 to Stevens Creek	NB	AM	15.0	3.0	6,900	5,066	**113**	**F**	55.0	1.0	1,650	640	12	B	-42	45	3	0.04	-2	8	6	0.36
			PM	66.0	3.0	6,900	4,722	24	C	55.0	1.0	1,650	731	13	B	-29	7	-22	-0.32	-3	1	-2	-0.12
I-880	Stevens Creek to Bascom	NB	AM	20.0	3.0	6,900	6,789	**113**	**F**	55.0	1.0	1,650	571	10	A	-73	50	-23	-0.33	-2	9	7	0.42
			PM	16.0	3.0	6,900	5,925	**123**	**F**	55.0	1.0	1,650	683	12	B	-39	8	-31	-0.45	-3	1	-2	-0.12
I-880	Bascom to The Alameda	NB	AM	27.0	3.0	6,900	6,216	**77**	**F**	55.0	1.0	1,650	677	12	B	-81	31	-50	-0.72	-3	6	3	0.18
			PM	13.0	3.0	6,900	6,174	**158**	**F**	55.0	1.0	1,650	790	14	B	-53	12	-41	-0.59	-4	2	-2	-0.12
I-880	The Alameda to Coleman	NB	AM	31.0	3.0	6,900	6,388	**69**	**F**	55.0	1.0	1,650	677	12	B	-104	32	-72	-1.04	-4	6	2	0.12
			PM	15.0	3.0	6,900	6,397	**142**	**F**	55.0	1.0	1,650	1,034	19	C	-73	20	-53	-0.77	-8	3	-5	-0.30
I-880	Coleman to SR 87	NB	AM	22.0	3.0	6,900	6,047	**92**	**F**	55.0	1.0	1,650	785	14	B	-118	35	-83	-1.20	-8	6	-2	-0.12
			PM	24.0	3.0	6,900	6,474	**90**	**F**	55.0	1.0	1,650	1,174	21	C	-91	26	-65	-0.94	-15	4	-11	-0.67
I-880	SR 87 to First	NB	AM	48.0	3.0	6,900	6,047	42	D	55.0	1.0	1,650	785	14	B	-118	35	-83	-1.20	-8	6	-2	-0.12
			PM	22.0	3.0	6,900	6,474	**98**	**F**	55.0	1.0	1,650	1,174	21	C	-91	26	-65	-0.94	-15	4	-11	-0.67
I-880	First to US 101	NB	AM	36.0	3.0	6,900	5,719	53	E	55.0	1.0	1,650	669	12	B	-122	32	-90	-1.30	-7	6	-1	-0.06
			PM	51.0	3.0	6,900	6,613	43	D	55.0	1.0	1,650	1,027	19	C	-104	22	-82	-1.19	-14	4	-10	-0.61
I-880	US 101 to First	SB	AM	16.0	3.0	6,900	6,278	**131**	**F**	55.0	1.0	1,650	1,082	20	C	-89	23	-66	-0.96	-17	4	-13	-0.79
			PM	14.0	3.0	6,900	5,911	**141**	**F**	55.0	1.0	1,650	973	18	B	-135	16	-119	-1.72	-7	3	-4	-0.24
I-880	First to SR 87	SB	AM	25.0	3.0	6,900	5,729	**76**	**F**	55.0	1.0	1,650	1,228	22	C	-77	34	-43	-0.62	-17	6	-11	-0.67
			PM	14.0	3.0	6,900	5,726	**136**	**F**	55.0	1.0	1,650	1,123	20	C	-121	20	-101	-1.46	-7	4	-3	-0.18
I-880	SR 87 to Coleman	SB	AM	65.0	3.0	6,900	5,729	29	D	55.0	1.0	1,650	1,228	22	C	-77	34	-43	-0.62	-17	6	-11	-0.67
			PM	23.0	3.0	6,900	5,726	**83**	**F**	55.0	1.0	1,650	1,123	20	C	-121	20	-101	-1.46	-7	4	-3	-0.18
I-880	Coleman to The Alameda	SB	AM	66.0	3.0	6,900	6,364	32	D	55.0	1.0	1,650	912	17	B	-82	10	-72	-1.04	-5	2	-3	-0.18
			PM	23.0	3.0	6,900	6,511	**94**	**F**	55.0	1.0	1,650	934	17	B	-121	15	-106	-1.54	-3	3	0	0.00
I-880	The Alameda to Bascom	SB	AM	66.0	3.0	6,900	5,867	30	D	55.0	1.0	1,650	778	14	B	-51	3	-48	-0.70	-4	1	-3	-0.18
			PM	25.0	3.0	6,900	6,326	**84**	**F**	55.0	1.0	1,650	1,018	19	C	-105	13	-92	-1.33	-3	2	-1	-0.06
I-880	Bascom to Stevens Creek	SB	AM	50.0	3.0	6,900	6,003	40	D	55.0	1.0	1,650	830	15	B	-43	9	-34	-0.49	-4	1	-3	-0.18
			PM	30.0	3.0	6,900	6,639	**74**	**F**	55.0	1.0	1,650	1,120	20	C	-92	39	-53	-0.77	-3	7	4	0.24
I-880	Stevens Creek to I-280	SB	AM	66.0	3.0	6,900	4,964	25	C	55.0	1.0	1,650	662	12	B	-32	8	-24	-0.35	-3	1	-2	-0.12
			PM	65.0	3.0	6,900	4,985	26	C	55.0	1.0	1,650	952	17	B	-69	32	-37	-0.54	-3	6	3	0.18
																			3.10%				1.27%

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
The average speed for future HOV lanes are assumed to be 55 MPH.
Bold indicates unacceptable LOS.
Boxed indicate significant impact.

VTA's BART Silicon Valley - Phase II Extension Project

Transportation Impact Analysis of the BART Extension and VTA's Transit-Oriented Joint Development

Technical Appendices

Appendix A

Study Intersections in the "BART Extension TIA," the "BART Extension with TOJD TIA," and the SEIS/SEIR

Appendix A

Study Intersections in the "BART Extension TIA," the "BART Extension with TOJD TIA," and the SEIS/SEIR

Two separate Transportation Impact Analyses (TIAs) have been prepared by Hexagon Transportation Consultants, Inc. for VTA's BART Silicon Valley – Phase II Extension Project:

- *Transportation Impact Analysis of the BART Extension Only* ("BART Extension TIA")
- *Transportation Impact Analysis of the BART Extension and VTA's Transit-Oriented Joint Development* ("BART Extension with TOJD TIA")

The results of these TIAs have been incorporated into a single Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR). The SEIS/SEIR identifies three alternatives for analysis:

1. The "No Build" Alternative (for NEPA and CEQA purposes) – which is referred to as the "No Project/Phase I" scenario in the BART Extension TIA and the "No Project" scenario in the BART Extension with TOJD TIA;
2. The BART Extension Alternative (for NEPA and CEQA purposes), which includes the results of the BART Extension TIA;
3. The BART Extension with TOJD Alternative (for CEQA purposes only), which includes the results of the BART Extension with TOJD TIA.

The two TIAs discuss a different number of intersections at different stations. Because the TOJD would generate additional trips, there are more intersections with the potential for 10 additional vehicles per lane per hour under the BART Extension with TOJD Alternative. The following table summarizes the total number of intersections (including CMP intersections) and the number of CMP intersections discussed at each station under each alternative.

Table A-1
Summary of Intersections under Each Alternative

	No Build Alternative Intersections		BART Extension Alternative Intersections		BART Extension with TOJD Alternative Intersectons	
Phase II BART Station	**Total**	**CMP**	**Total**	**CMP**	**Total**	**CMP**
Alum Rock/28th Street Station	27	7	17	3	27	7
Diridon Station [a]	29	10	29	10	0	0
Santa Clara Station	35	15	17	6	35	15
TOTAL Intersections	91	32	63	19	62	22

Note:
(a) The Diridon Station was not included in the BART Extension with TOJD Alternative because the station is within the Downtown Core Area defined by the "San Jose Downtown Strategy 2000 EIR" and the proposed TOJD is fully consistent with that EIR.

The following three tables present the names of all intersections included in any of the alternatives at the three stations discussed in the SEIS/SEIR. Note that a different numbering system is used for the study intersections in the two TIAs. The intersection numbers used in the BART Extension TIA and in the BART Extension with TOJD TIA are shown for reference. Intersections were referred to only by name – and not by number – in the SEIS/SEIR.

Table A-2
Study Intersections Near the Alum Rock/28th Street Station

Intersection [1]	City	No Build Alternative in SEIS/SEIR	BART Extension Alternative/ Intersection # in BART Extension TIA	BART Ext. with TOJD Alternative/ Intersection # in BART Extension with TOJD TIA
Alum Rock/28th Street Station				
21st Street and E. Julian Street	San Jose	Yes	1	1
24th Street and E. Julian Street	San Jose	Yes	2	2
N. 28th Street and E. Julian Street	San Jose	Yes	3	3
US 101 SB ramps and E. Julian Street	San Jose	Yes	4	4
US 101 NB ramps and McKee Road	San Jose	Yes	5	5
33rd Street and McKee Road	San Jose	Yes		6
King Road and McKee Road	San Jose	Yes	6	7
Jackson Ave and McKee Road	San Jose	Yes		8
17th Street and E Santa Clara Street	San Jose	Yes	7	9
21st Street and E. Santa Clara Street	San Jose	Yes	16	10
24th Street and E. Santa Clara Street	San Jose	Yes	8	11
26th Street and E. Santa Clara Street	San Jose	Yes	17	12
N. 28th Street and E. Santa Clara Street	San Jose	Yes	9	13
US 101 and E. Santa Clara Street *	San Jose	Yes	10	14
US 101 and Alum Rock Avenue *	San Jose	Yes	11	15
33rd Street and Alum Rock Avenue	San Jose	Yes		16
King Road and Alum Rock Avenue*	San Jose	Yes		17
Jackson Ave and Alum Rock Avenue*	San Jose	Yes		18
I-680 South and Alum Rock Ave (West)*	San Jose	Yes		19
I-680 North and Alum Rock Ave (East)*	San Jose	Yes		20
24th Street and San Antonio Street	San Jose	Yes	12	21
King Road and E. San Antonio Street	San Jose	Yes		22
Jackson Ave and San Antonio/Capitol Expwy	San Jose	Yes		23
24th Street and East William Street	San Jose	Yes	13	24
McLaughlin Ave and I-280 SB Ramp *	San Jose	Yes	14	25
McLaughlin Ave and Story Road	San Jose	Yes	15	26
King Road and Mabury Road	San Jose	Yes		27

Notes:
* Denotes a CMP intersection
[1] There are 27 study intersections for the "No Build" Alternative and the "BART Extension with TOJD" Alternative. There are 17 study intersections for the "BART Extension" Alternative.

Table A-3
Study Intersections Near the Diridon Station

Intersection [1]	City	No Build Alternative in SEIS/SEIR	BART Extension Alternative/ Intersection # in BART Extension TIA	BART Ext. with TOJD Alternative/ Intersection # in BART Extension with TOJD TIA
Diridon Station				
The Alameda and Taylor St/Naglee Ave*	San Jose	Yes	1	No
Stockton Ave and W. Julian Street	San Jose	Yes	2	No
N. Montgomery St and W. Julian Street	San Jose	Yes	3	No
N. Autumn St. and W. Julian Street	San Jose	Yes	4	No
SR 87 (W) and W. Julian Street*	San Jose	Yes	5	No
SR 87 (E) and W. Julian Street*	San Jose	Yes	6	No
The Alameda and W. Julian Street	San Jose	Yes	7	No
Race Street/Martin Ave and The Alameda*	San Jose	Yes	8	No
Stockton Avenue and The Alameda	San Jose	Yes	9	No
Cahill Street and W. Santa Clara Street	San Jose	Yes	10	No
S. Montgomery St and W Santa Clara St*	San Jose	Yes	11	No
S. Autumn St and W Santa Clara St*	San Jose	Yes	12	No
SR 87 and W Santa Clara St*	San Jose	Yes	13	No
S. Montgomery St and San Fernando St.	San Jose	Yes	14	No
S. Autumn St. and San Fernando St.	San Jose	Yes	15	No
Delmas Ave. and San Fernando St.	San Jose	Yes	16	No
S. Montgomery/Autumn St and Park Ave.	San Jose	Yes	17	No
Delmas Ave. and Park Ave.	San Jose	Yes	18	No
Meridian Ave. and San Carlos Street	San Jose	Yes	19	No
Race Street and San Carlos Street	San Jose	Yes	20	No
Lincoln Ave. and San Carlos Street	San Jose	Yes	21	No
Bird Avenue and San Carlos Street*	San Jose	Yes	22	No
Bird Avenue and Auzerais Avenue	San Jose	Yes	23	No
Meridian Ave. and Parkmoor Ave.	San Jose	Yes	24	No
Lincoln Ave. and Parkmoor Ave.	San Jose	Yes	25	No
Bird Avenue and I-280 (N)*	San Jose	Yes	26	No
Bird Avenue and I-280 (S)*	San Jose	Yes	27	No
Southwest Expressway and Fruitdale Ave	San Jose	Yes	28	No
Meridian Ave and Fruitdale Ave	San Jose	Yes	29	No

Notes:

* Denotes a CMP intersection

[1] There are 29 study intersections for the "No Build" Alternative and the "BART Extension" Alternative.
The Diridon Station was not analyzed under the "BART Extension with TOJD" Alternative because the station is within the Downtown Core Area defined by the "San Jose Downtown Strategy 2000 EIR" and the proposed TOJD is fully consistent with that EIR.

Table A-4
Study Intersections Near the Santa Clara Station

Intersection [1]	City	No Build Alternative in SEIS/SEIR	BART Extension Alternative/ Intersection # in BART Extension TIA	BART Ext. with TOJD Alternative/ Intersection # in BART Extension with TOJD TIA
Santa Clara Station				
Scott Blvd and Central Expwy*	Santa Clara	Yes		28
Lafayette and Central Expwy *	Santa Clara	Yes		29
De La Cruz Blvd and Central Expwy *	Santa Clara	Yes	16	30
De La Cruz Blvd and Martin Avenue	Santa Clara	Yes	17	31
De La Cruz Blvd and Reed Street	Santa Clara	Yes	2	32
Coleman Avenue and Brokaw Road	Santa Clara	Yes	11	33
Coleman Avenue and Aviation Avenue	San Jose	Yes	12	34
Coleman Avenue and Newhall Drive	San Jose	Yes	13	35
Coleman Avenue and I-880 SB Ramps*	San Jose	Yes		36
Coleman Avenue and I-880 NB Ramps*	San Jose	Yes		37
Coleman Avenue and W. Hedding St.	San Jose	Yes		38
Coleman Avenue and W. Taylor St	San Jose	Yes		39
SR 87 and W. Taylor Street	San Jose	Yes		40
San Tomas Expwy and El Camino Real*	Santa Clara	Yes	3	41
Scott Blvd and El Camino Real*	Santa Clara	Yes	4	42
Lincoln Street and El Camino Real*	Santa Clara	Yes		43
Monroe Street and El Camino Real*	Santa Clara	Yes	5	44
Lafayette St. and Reed Street	Santa Clara	Yes	1	45
Lafayette St. and El Camino Real*	Santa Clara	Yes	6	46
Lafayette Street and Lewis Street	Santa Clara	Yes	14	47
Lafayette St and Harrison St (unsignalized)	Santa Clara	Yes	15	48
Lafayette St. and Benton Street	Santa Clara	Yes	10	49
Lafayette St. and Homestead Road	Santa Clara	Yes		50
Lafayette St. and Market Street	Santa Clara	Yes		51
El Camino Real and Benton Street	Santa Clara	Yes	7	52
El Camino Real and Railroad Ave.	Santa Clara	Yes	8	53
El Camino Real and The Alameda*	Santa Clara	Yes	9	54
The Alameda and Newhall Dr	San Jose	Yes		55
The Alameda and I-880 (South)*	San Jose	Yes		56
The Alameda and I-880 (North)*	San Jose	Yes		57
The Alameda and W. Hedding Street*	San Jose	Yes		58
The Alameda and W. Taylor St/Naglee Ave*	San Jose	Yes		59
Homestead Rd and Lincoln St/Winchester Blvd	Santa Clara	Yes		60
Homestead Rd and Monroe Street	Santa Clara	Yes		61
U.S. 101 and Trimble Road	San Jose	Yes		62

Notes:
* Denotes a CMP intersection
[1] There are 35 study intersections for the "No Build" Alternative and the "BART Extension with TOJD" Alternative. There are 17 study intersections for the "BART Extension" Alternative.

Appendix B

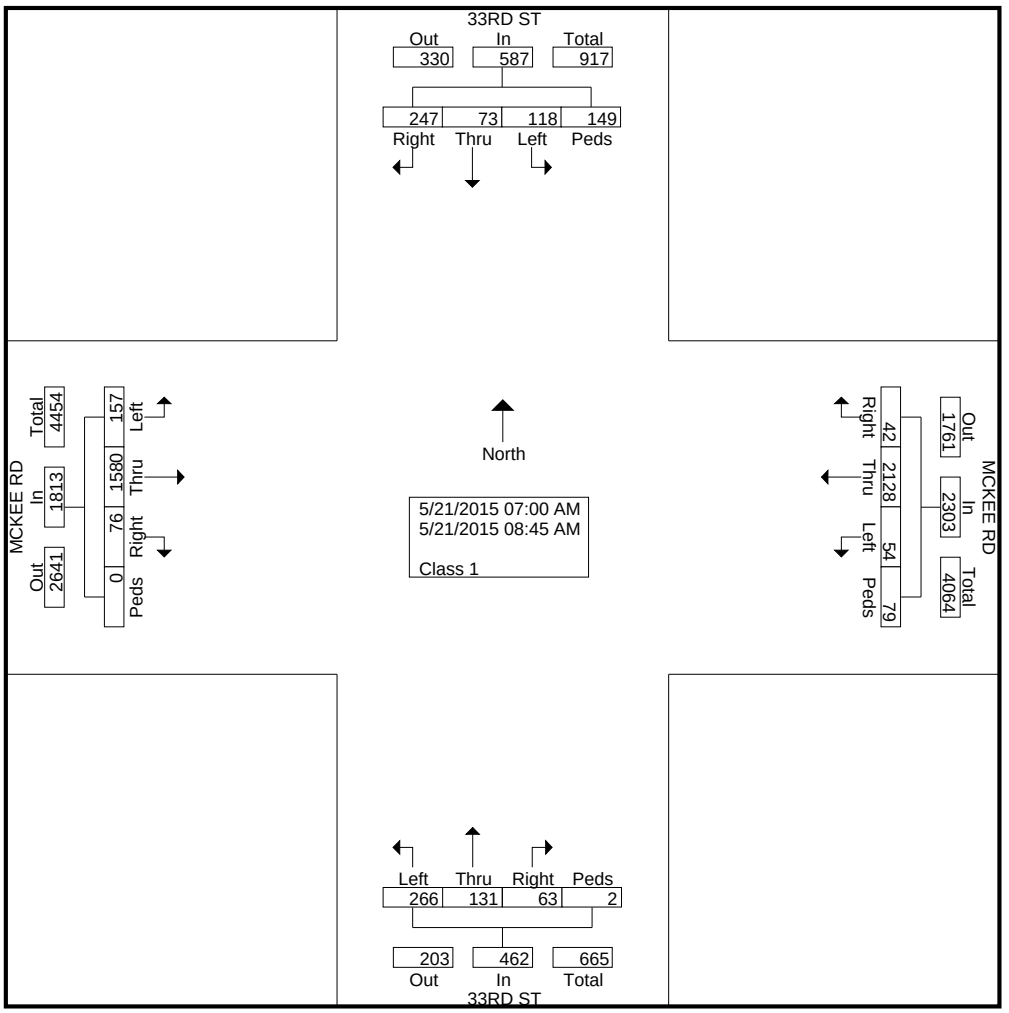
New Traffic Counts

All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #1 33RD&MCKEEAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

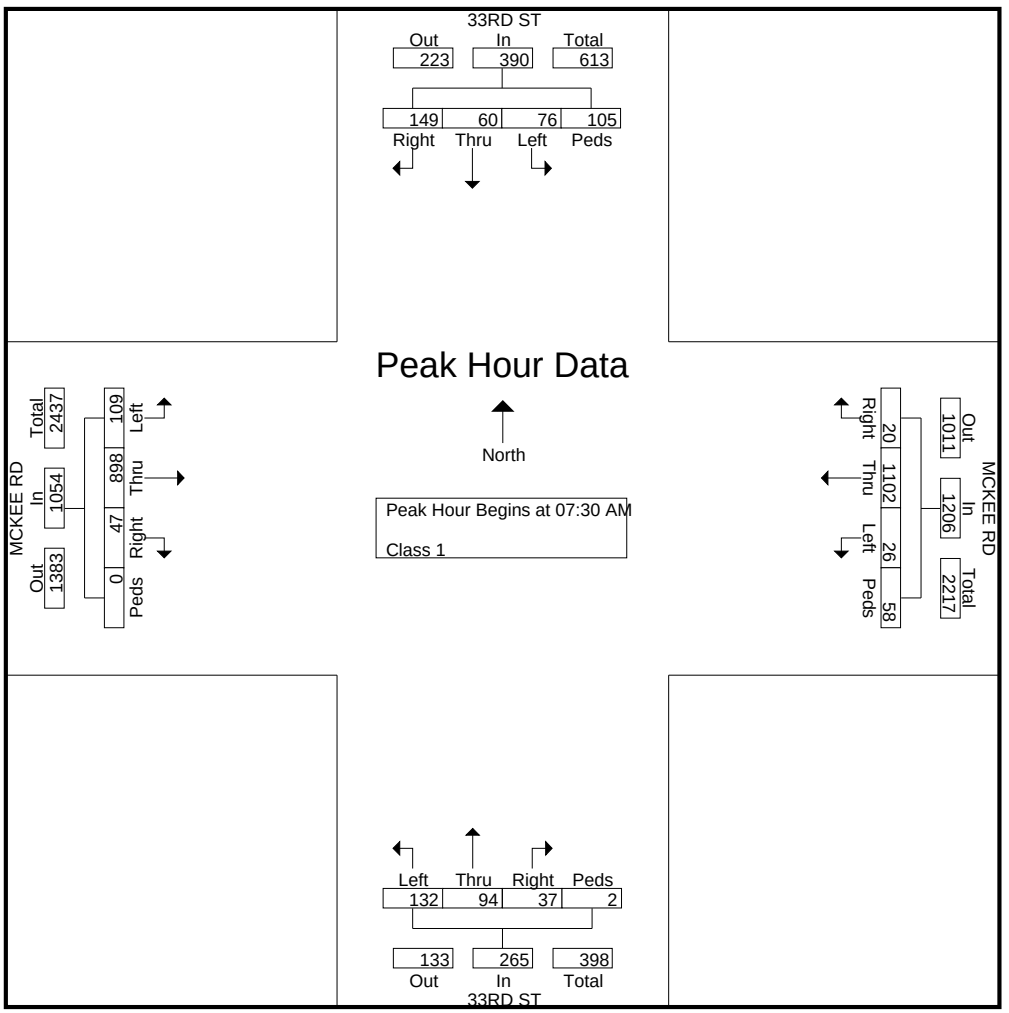
	33RD ST Southbound				MCKEE RD Westbound				33RD ST Northbound				MCKEE RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	32	5	6	5	5	276	6	4	6	8	35	0	7	155	10	0	560
07:15 AM	31	5	12	0	8	231	3	9	6	26	40	0	7	166	21	0	565
07:30 AM	36	10	20	9	3	274	8	22	10	40	29	2	14	253	36	0	766
07:45 AM	45	30	21	5	7	257	4	30	9	45	33	0	15	235	35	0	771
Total	144	50	59	19	23	1038	21	65	31	119	137	2	43	809	102	0	2662
08:00 AM	40	14	24	51	8	278	8	2	4	5	31	0	10	213	21	0	709
08:15 AM	28	6	11	40	2	293	6	4	14	4	39	0	8	197	17	0	669
08:30 AM	20	1	13	31	4	257	8	8	7	2	37	0	7	173	8	0	576
08:45 AM	15	2	11	8	5	262	11	0	7	1	22	0	8	188	9	0	549
Total	103	23	59	130	19	1090	33	14	32	12	129	0	33	771	55	0	2503
Grand Total	247	73	118	149	42	2128	54	79	63	131	266	2	76	1580	157	0	5165
Apprch %	42.1	12.4	20.1	25.4	1.8	92.4	2.3	3.4	13.6	28.4	57.6	0.4	4.2	87.1	8.7	0	
Total %	4.8	1.4	2.3	2.9	0.8	41.2	1	1.5	1.2	2.5	5.2	0	1.5	30.6	3	0	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #1 33RD&MCKEEAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	33RD ST Southbound					MCKEE RD Westbound					33RD ST Northbound					MCKEE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	36	10	20	9	75	3	274	8	22	307	10	40	29	2	81	14	253	36	0	303	766
07:45 AM	45	30	21	5	101	7	257	4	30	298	9	45	33	0	87	15	235	35	0	285	771
08:00 AM	40	14	24	51	129	8	278	8	2	296	4	5	31	0	40	10	213	21	0	244	709
08:15 AM	28	6	11	40	85	2	293	6	4	305	14	4	39	0	57	8	197	17	0	222	669
Total Volume	149	60	76	105	390	20	1102	26	58	1206	37	94	132	2	265	47	898	109	0	1054	2915
% App. Total	38.2	15.4	19.5	26.9		1.7	91.4	2.2	4.8		14	35.5	49.8	0.8		4.5	85.2	10.3	0		
PHF	.828	.500	.792	.515	.756	.625	.940	.813	.483	.982	.661	.522	.846	.250	.761	.783	.887	.757	.000	.870	.945

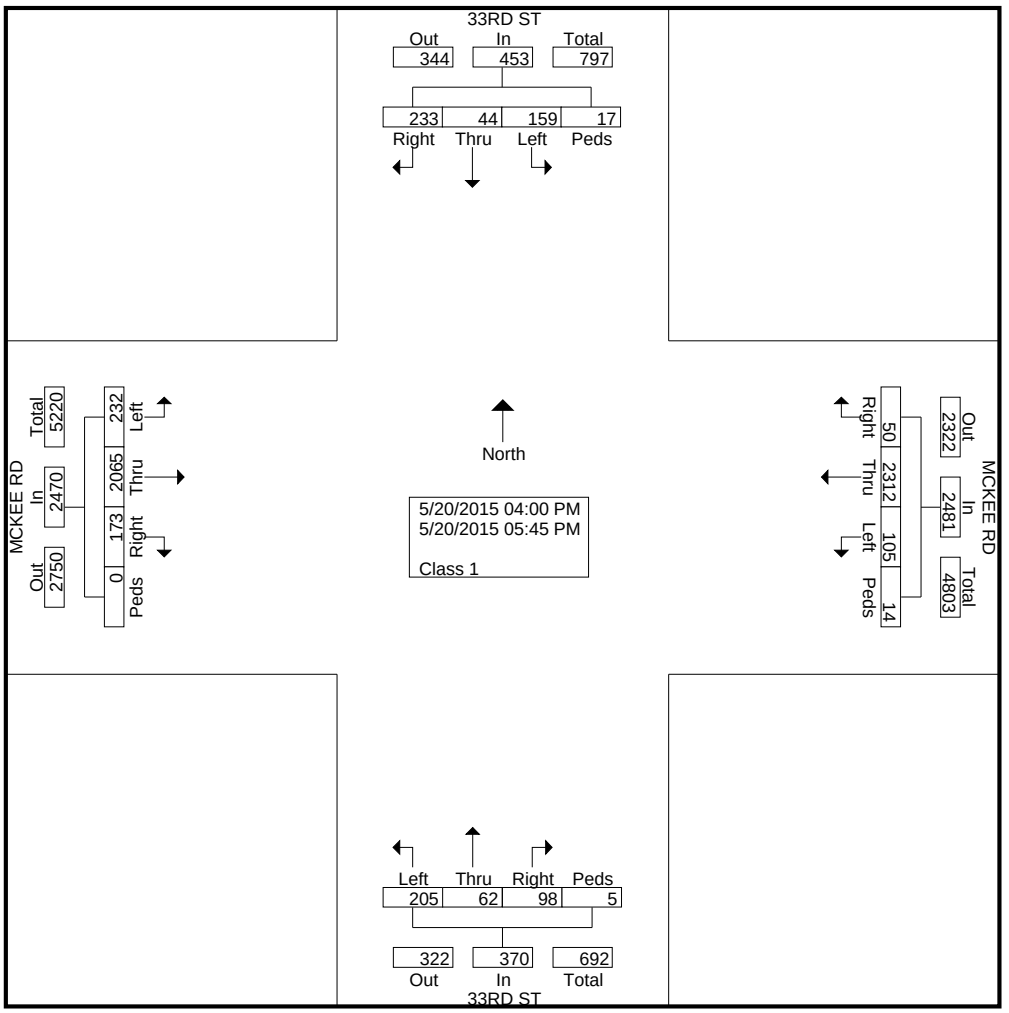


All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #1 33RD&MCKEEPM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

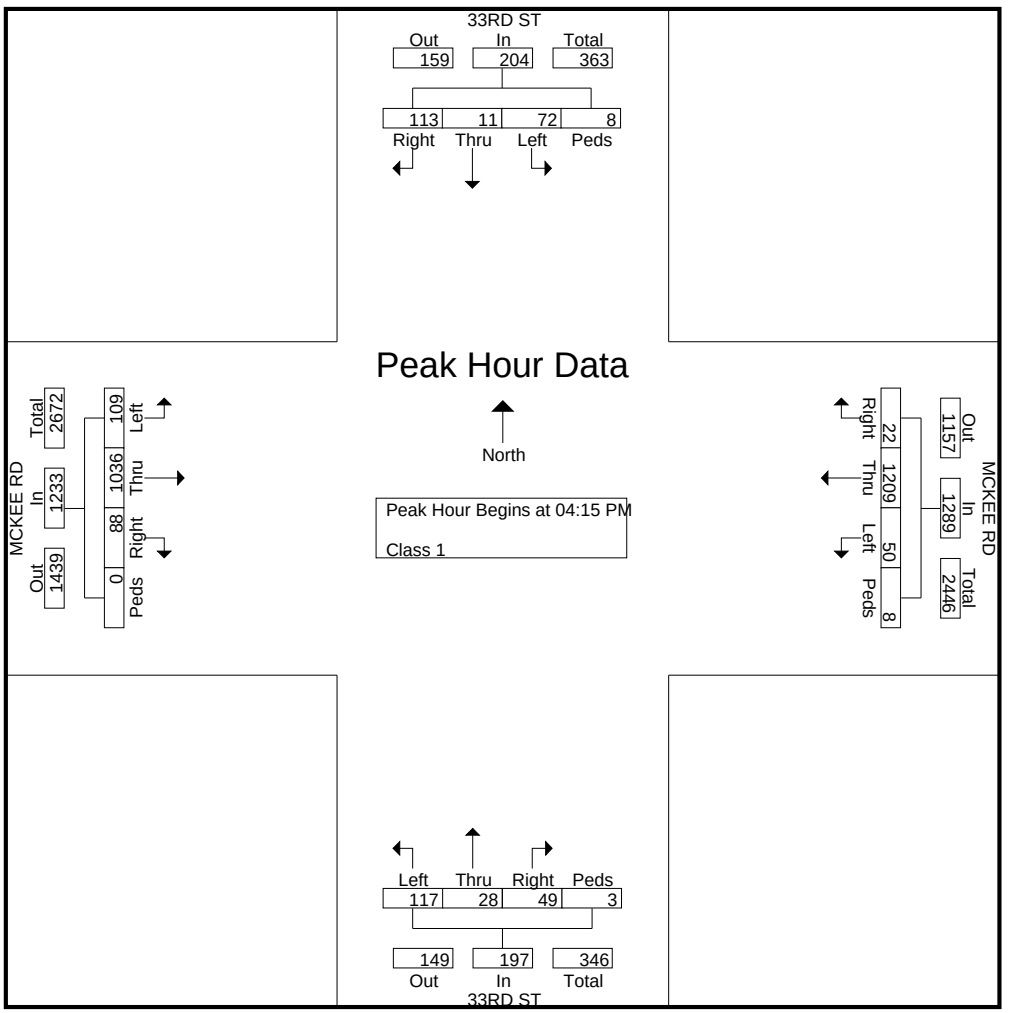
	33RD ST Southbound				MCKEE RD Westbound				33RD ST Northbound				MCKEE RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	28	11	22	2	12	280	17	2	16	7	20	1	27	232	27	0	704
04:15 PM	27	4	24	2	3	321	13	2	14	5	27	1	27	273	25	0	768
04:30 PM	27	1	13	3	9	313	20	2	12	5	31	0	19	254	35	0	744
04:45 PM	26	4	17	1	3	272	11	2	14	11	28	1	23	254	25	0	692
Total	108	20	76	8	27	1186	61	8	56	28	106	3	96	1013	112	0	2908
05:00 PM	33	2	18	2	7	303	6	2	9	7	31	1	19	255	24	0	719
05:15 PM	30	4	20	3	7	255	14	3	9	9	18	0	17	283	30	0	702
05:30 PM	26	9	29	3	3	285	11	0	10	11	32	1	14	261	30	0	725
05:45 PM	36	9	16	1	6	283	13	1	14	7	18	0	27	253	36	0	720
Total	125	24	83	9	23	1126	44	6	42	34	99	2	77	1052	120	0	2866
Grand Total	233	44	159	17	50	2312	105	14	98	62	205	5	173	2065	232	0	5774
Apprch %	51.4	9.7	35.1	3.8	2	93.2	4.2	0.6	26.5	16.8	55.4	1.4	7	83.6	9.4	0	
Total %	4	0.8	2.8	0.3	0.9	40	1.8	0.2	1.7	1.1	3.6	0.1	3	35.8	4	0	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #1 33RD&MCKEEPM
Site Code :
Start Date : 5/20/2015
Page No : 2

	33RD ST Southbound					MCKEE RD Westbound					33RD ST Northbound					MCKEE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	27	4	24	2	57	3	321	13	2	339	14	5	27	1	47	27	273	25	0	325	768
04:30 PM	27	1	13	3	44	9	313	20	2	344	12	5	31	0	48	19	254	35	0	308	744
04:45 PM	26	4	17	1	48	3	272	11	2	288	14	11	28	1	54	23	254	25	0	302	692
05:00 PM	33	2	18	2	55	7	303	6	2	318	9	7	31	1	48	19	255	24	0	298	719
Total Volume	113	11	72	8	204	22	1209	50	8	1289	49	28	117	3	197	88	1036	109	0	1233	2923
% App. Total	55.4	5.4	35.3	3.9		1.7	93.8	3.9	0.6		24.9	14.2	59.4	1.5		7.1	84	8.8	0		
PHF	.856	.688	.750	.667	.895	.611	.942	.625	1.00	.937	.875	.636	.944	.750	.912	.815	.949	.779	.000	.948	.951



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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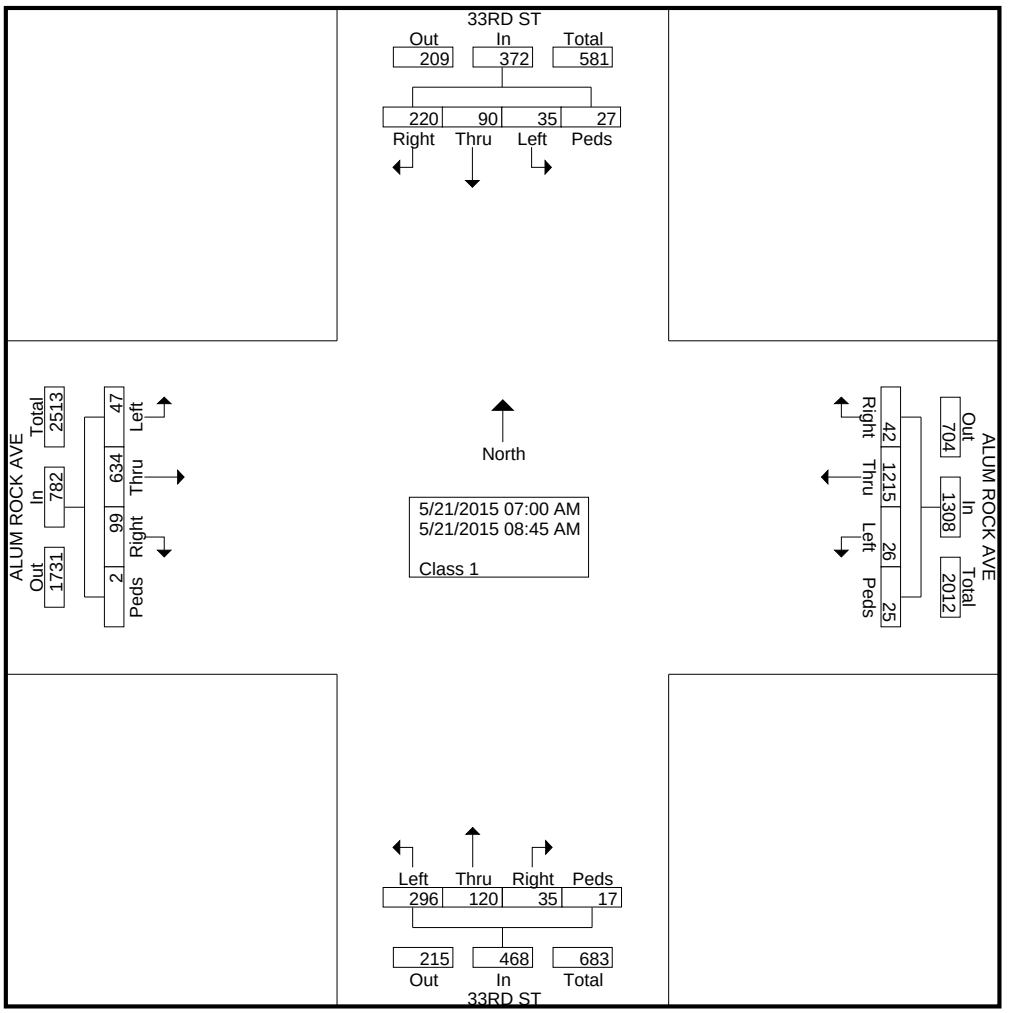
File Name : #2 33RD&ALUMROCKAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

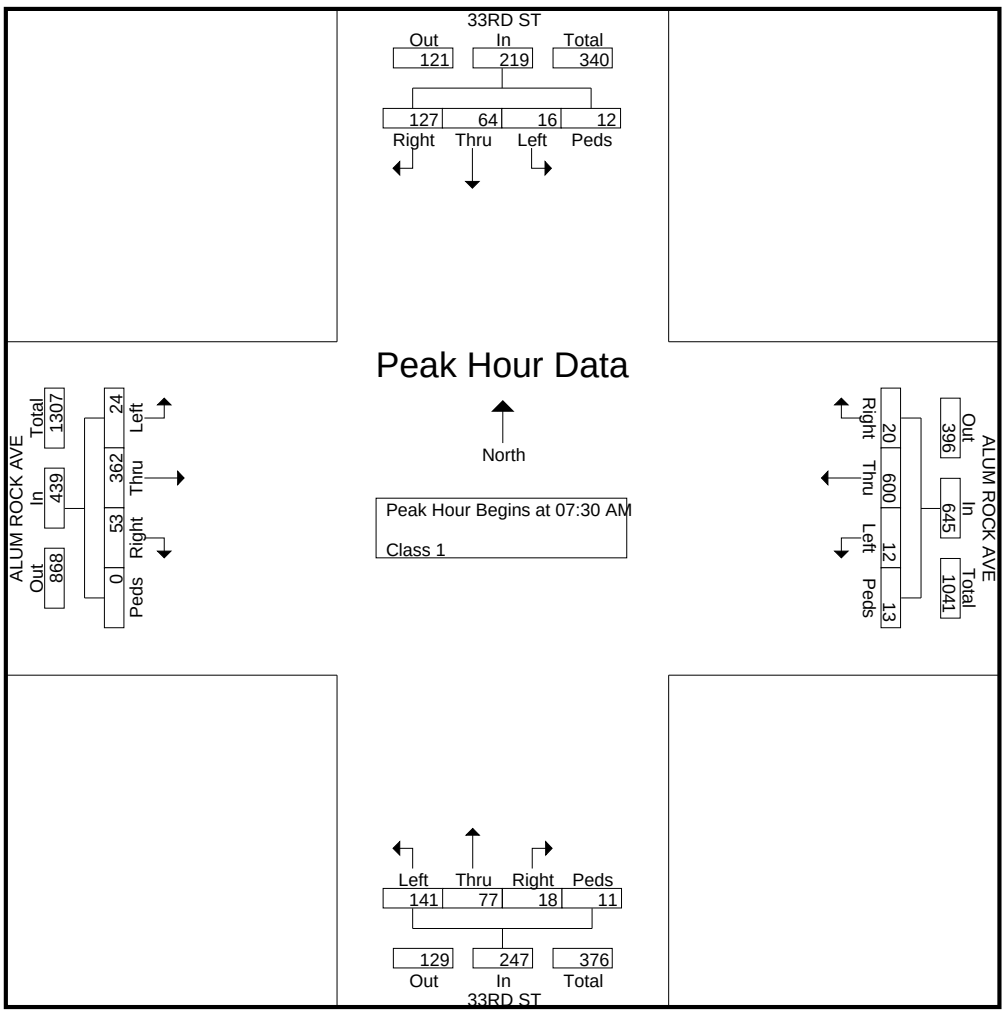
	33RD ST Southbound				ALUM ROCK AVE Westbound				33RD ST Northbound				ALUM ROCK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	16	5	5	9	6	161	4	0	5	17	42	0	9	60	6	1	346
07:15 AM	36	3	6	1	8	157	2	3	1	11	44	3	9	61	5	0	350
07:30 AM	36	13	7	1	7	163	3	2	3	43	35	3	11	95	6	0	428
07:45 AM	45	24	3	4	5	143	1	1	3	15	43	0	14	94	5	0	400
Total	133	45	21	15	26	624	10	6	12	86	164	6	43	310	22	1	1524
08:00 AM	29	14	1	2	3	138	3	5	7	11	40	6	14	87	9	0	369
08:15 AM	17	13	5	5	5	156	5	5	5	8	23	2	14	86	4	0	353
08:30 AM	18	10	3	3	3	153	5	4	3	10	39	0	16	79	5	1	352
08:45 AM	23	8	5	2	5	144	3	5	8	5	30	3	12	72	7	0	332
Total	87	45	14	12	16	591	16	19	23	34	132	11	56	324	25	1	1406
Grand Total	220	90	35	27	42	1215	26	25	35	120	296	17	99	634	47	2	2930
Apprch %	59.1	24.2	9.4	7.3	3.2	92.9	2	1.9	7.5	25.6	63.2	3.6	12.7	81.1	6	0.3	
Total %	7.5	3.1	1.2	0.9	1.4	41.5	0.9	0.9	1.2	4.1	10.1	0.6	3.4	21.6	1.6	0.1	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #2 33RD&ALUMROCKAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	33RD ST Southbound					ALUM ROCK AVE Westbound					33RD ST Northbound					ALUM ROCK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	36	13	7	1	57	7	163	3	2	175	3	43	35	3	84	11	95	6	0	112	428
07:45 AM	45	24	3	4	76	5	143	1	1	150	3	15	43	0	61	14	94	5	0	113	400
08:00 AM	29	14	1	2	46	3	138	3	5	149	7	11	40	6	64	14	87	9	0	110	369
08:15 AM	17	13	5	5	40	5	156	5	5	171	5	8	23	2	38	14	86	4	0	104	353
Total Volume	127	64	16	12	219	20	600	12	13	645	18	77	141	11	247	53	362	24	0	439	1550
% App. Total	58	29.2	7.3	5.5		3.1	93	1.9	2		7.3	31.2	57.1	4.5		12.1	82.5	5.5	0		
PHF	.706	.667	.571	.600	.720	.714	.920	.600	.650	.921	.643	.448	.820	.458	.735	.946	.953	.667	.000	.971	.905

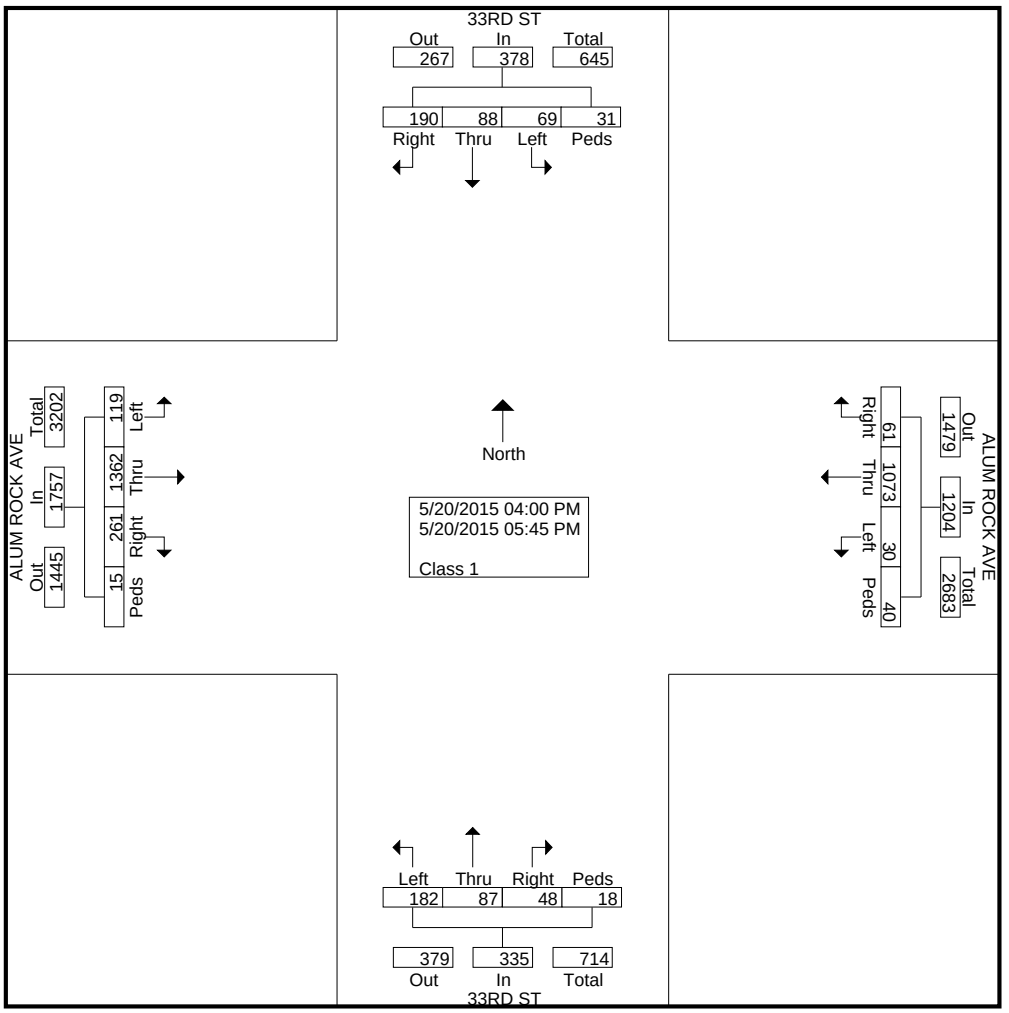


All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #2 33RD&ALUMROCKPM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

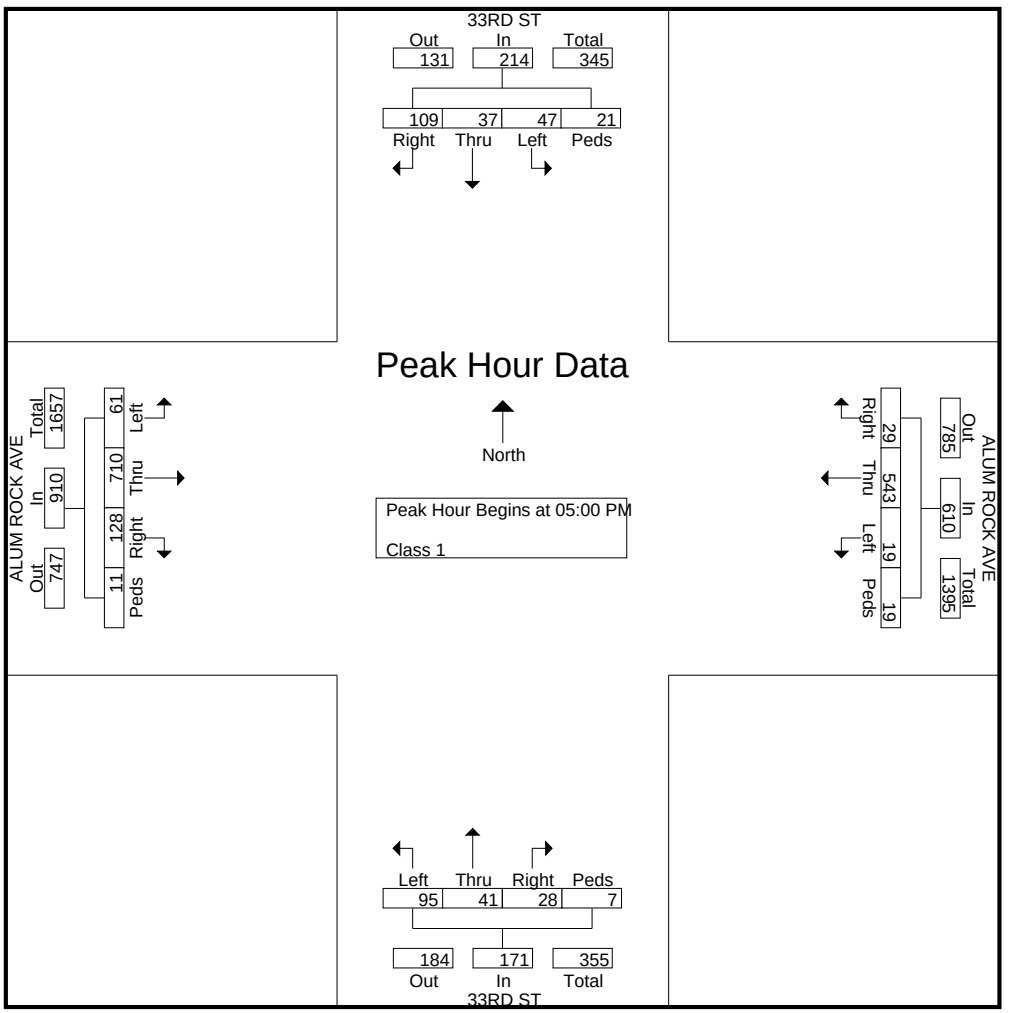
	33RD ST Southbound				ALUM ROCK AVE Westbound				33RD ST Northbound				ALUM ROCK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	23	10	8	0	5	132	4	8	9	11	22	1	33	160	16	0	442
04:15 PM	16	18	6	3	7	119	4	2	5	9	29	3	32	190	11	1	455
04:30 PM	24	13	4	6	9	143	2	6	2	9	19	4	30	148	13	0	432
04:45 PM	18	10	4	1	11	136	1	5	4	17	17	3	38	154	18	3	440
Total	81	51	22	10	32	530	11	21	20	46	87	11	133	652	58	4	1769
05:00 PM	23	5	7	2	6	126	3	8	5	15	25	1	43	171	22	0	462
05:15 PM	36	8	14	3	11	136	5	7	6	6	23	2	26	203	10	4	500
05:30 PM	25	10	12	9	8	134	7	1	11	12	30	2	33	162	17	5	478
05:45 PM	25	14	14	7	4	147	4	3	6	8	17	2	26	174	12	2	465
Total	109	37	47	21	29	543	19	19	28	41	95	7	128	710	61	11	1905
Grand Total	190	88	69	31	61	1073	30	40	48	87	182	18	261	1362	119	15	3674
Apprch %	50.3	23.3	18.3	8.2	5.1	89.1	2.5	3.3	14.3	26	54.3	5.4	14.9	77.5	6.8	0.9	
Total %	5.2	2.4	1.9	0.8	1.7	29.2	0.8	1.1	1.3	2.4	5	0.5	7.1	37.1	3.2	0.4	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #2 33RD&ALUMROCKPM
Site Code :
Start Date : 5/20/2015
Page No : 2

	33RD ST Southbound					ALUM ROCK AVE Westbound					33RD ST Northbound					ALUM ROCK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	23	5	7	2	37	6	126	3	8	143	5	15	25	1	46	43	171	22	0	236	462
05:15 PM	36	8	14	3	61	11	136	5	7	159	6	6	23	2	37	26	203	10	4	243	500
05:30 PM	25	10	12	9	56	8	134	7	1	150	11	12	30	2	55	33	162	17	5	217	478
05:45 PM	25	14	14	7	60	4	147	4	3	158	6	8	17	2	33	26	174	12	2	214	465
Total Volume	109	37	47	21	214	29	543	19	19	610	28	41	95	7	171	128	710	61	11	910	1905
% App. Total	50.9	17.3	22	9.8		4.8	89	3.1	3.1		16.4	24	55.6	4.1		14.1	78	6.7	1.2		
PHF	.757	.661	.839	.583	.877	.659	.923	.679	.594	.959	.636	.683	.792	.875	.777	.744	.874	.693	.550	.936	.953



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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File Name : #3 KING&SANANTONIOAM
Site Code :
Start Date : 5/21/2015
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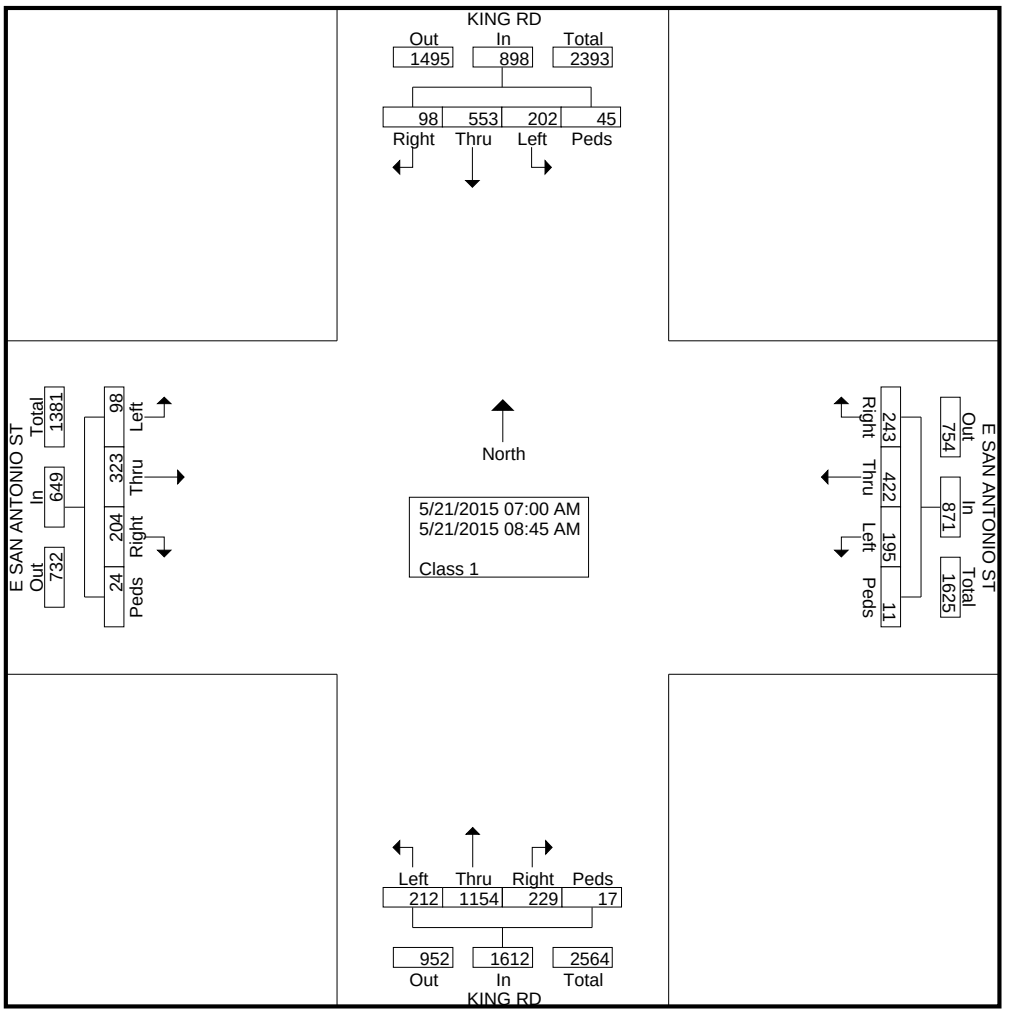
Groups Printed- Class 1

	KING RD Southbound				E SAN ANTONIO ST Westbound				KING RD Northbound				E SAN ANTONIO ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	7	43	12	1	31	38	17	0	17	96	18	1	20	23	12	0	336
07:15 AM	6	55	15	4	24	43	28	2	32	134	25	2	22	29	9	1	431
07:30 AM	10	79	35	1	41	54	33	0	36	190	32	2	43	42	19	3	620
07:45 AM	19	118	30	25	34	72	35	3	63	162	39	2	37	65	11	8	723
Total	42	295	92	31	130	207	113	5	148	582	114	7	122	159	51	12	2110
08:00 AM	21	69	35	7	22	57	27	2	26	159	32	5	27	50	12	5	556
08:15 AM	11	73	36	1	19	49	27	1	24	124	30	1	22	35	11	4	468
08:30 AM	11	57	21	4	42	60	15	0	14	163	18	2	18	42	9	3	479
08:45 AM	13	59	18	2	30	49	13	3	17	126	18	2	15	37	15	0	417
Total	56	258	110	14	113	215	82	6	81	572	98	10	82	164	47	12	1920
Grand Total	98	553	202	45	243	422	195	11	229	1154	212	17	204	323	98	24	4030
Apprch %	10.9	61.6	22.5	5	27.9	48.5	22.4	1.3	14.2	71.6	13.2	1.1	31.4	49.8	15.1	3.7	
Total %	2.4	13.7	5	1.1	6	10.5	4.8	0.3	5.7	28.6	5.3	0.4	5.1	8	2.4	0.6	



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9660 W 44th Ave
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File Name : #3 KING&SANANTONIOAM
Site Code :
Start Date : 5/21/2015
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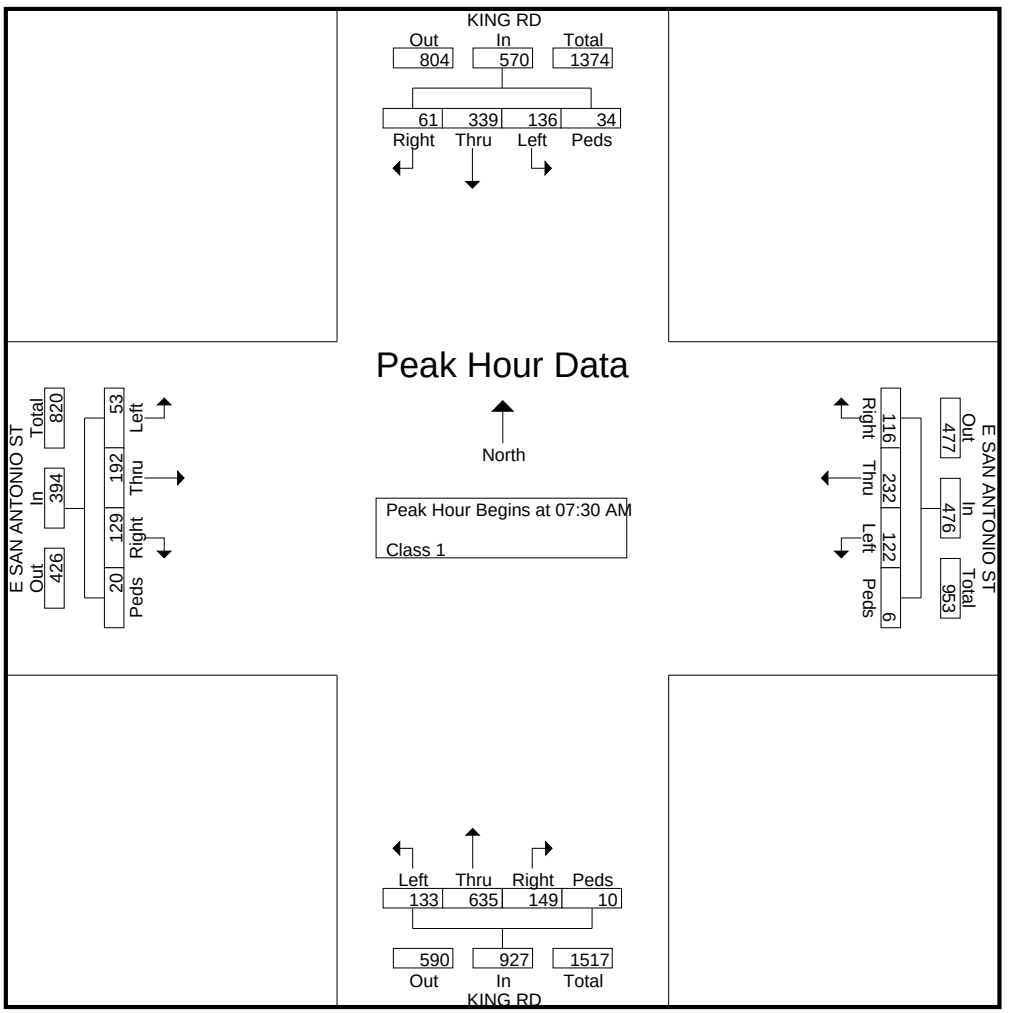
	KING RD Southbound					E SAN ANTONIO ST Westbound					KING RD Northbound					E SAN ANTONIO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	10	79	35	1	125	41	54	33	0	128	36	190	32	2	260	43	42	19	3	107	620
07:45 AM	19	118	30	25	192	34	72	35	3	144	63	162	39	2	266	37	65	11	8	121	723
08:00 AM	21	69	35	7	132	22	57	27	2	108	26	159	32	5	222	27	50	12	5	94	556
08:15 AM	11	73	36	1	121	19	49	27	1	96	24	124	30	1	179	22	35	11	4	72	468
Total Volume	61	339	136	34	570	116	232	122	6	476	149	635	133	10	927	129	192	53	20	394	2367
% App. Total	10.7	59.5	23.9	6		24.4	48.7	25.6	1.3		16.1	68.5	14.3	1.1		32.7	48.7	13.5	5.1		
PHF	.726	.718	.944	.340	.742	.707	.806	.871	.500	.826	.591	.836	.853	.500	.871	.750	.738	.697	.625	.814	.818



All Traffic Data Services,Inc.
9660 W 44th Ave
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File Name : #3 KING&SANANTONIOPM
Site Code :
Start Date : 5/20/2015
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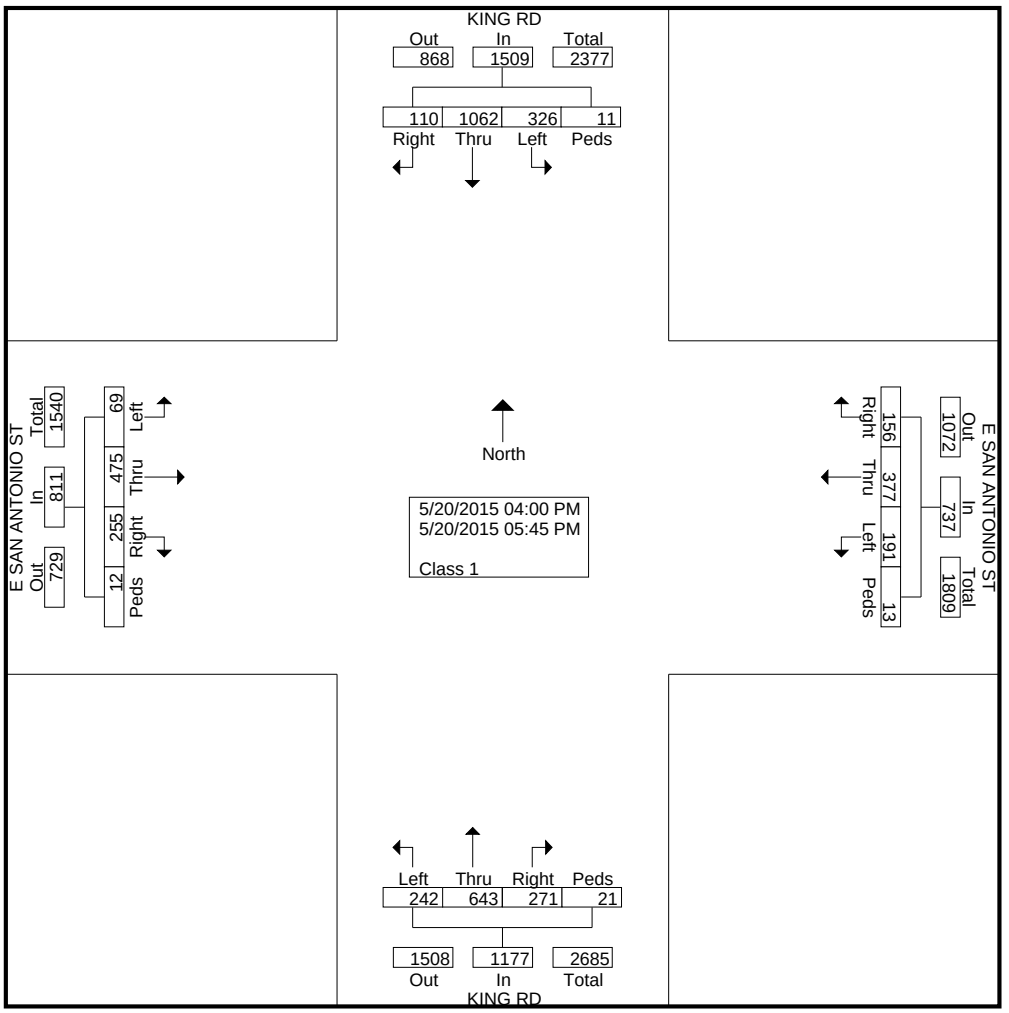
Groups Printed- Class 1

	KING RD Southbound				E SAN ANTONIO ST Westbound				KING RD Northbound				E SAN ANTONIO ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	14	142	37	1	14	38	30	0	31	92	34	6	36	46	7	3	531
04:15 PM	18	151	46	1	23	53	30	0	40	80	31	1	27	62	7	2	572
04:30 PM	12	140	44	3	24	42	20	2	28	65	35	2	35	54	10	1	517
04:45 PM	20	111	36	0	22	49	17	0	37	74	28	2	20	70	9	2	497
Total	64	544	163	5	83	182	97	2	136	311	128	11	118	232	33	8	2117
05:00 PM	12	126	41	0	11	62	21	4	44	99	32	6	30	55	11	0	554
05:15 PM	8	131	45	1	25	43	23	3	36	82	31	2	36	65	14	0	545
05:30 PM	12	133	36	3	22	38	26	2	35	72	21	2	38	57	6	2	505
05:45 PM	14	128	41	2	15	52	24	2	20	79	30	0	33	66	5	2	513
Total	46	518	163	6	73	195	94	11	135	332	114	10	137	243	36	4	2117
Grand Total	110	1062	326	11	156	377	191	13	271	643	242	21	255	475	69	12	4234
Apprch %	7.3	70.4	21.6	0.7	21.2	51.2	25.9	1.8	23	54.6	20.6	1.8	31.4	58.6	8.5	1.5	
Total %	2.6	25.1	7.7	0.3	3.7	8.9	4.5	0.3	6.4	15.2	5.7	0.5	6	11.2	1.6	0.3	



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File Name : #3 KING&SANANTONIOPM
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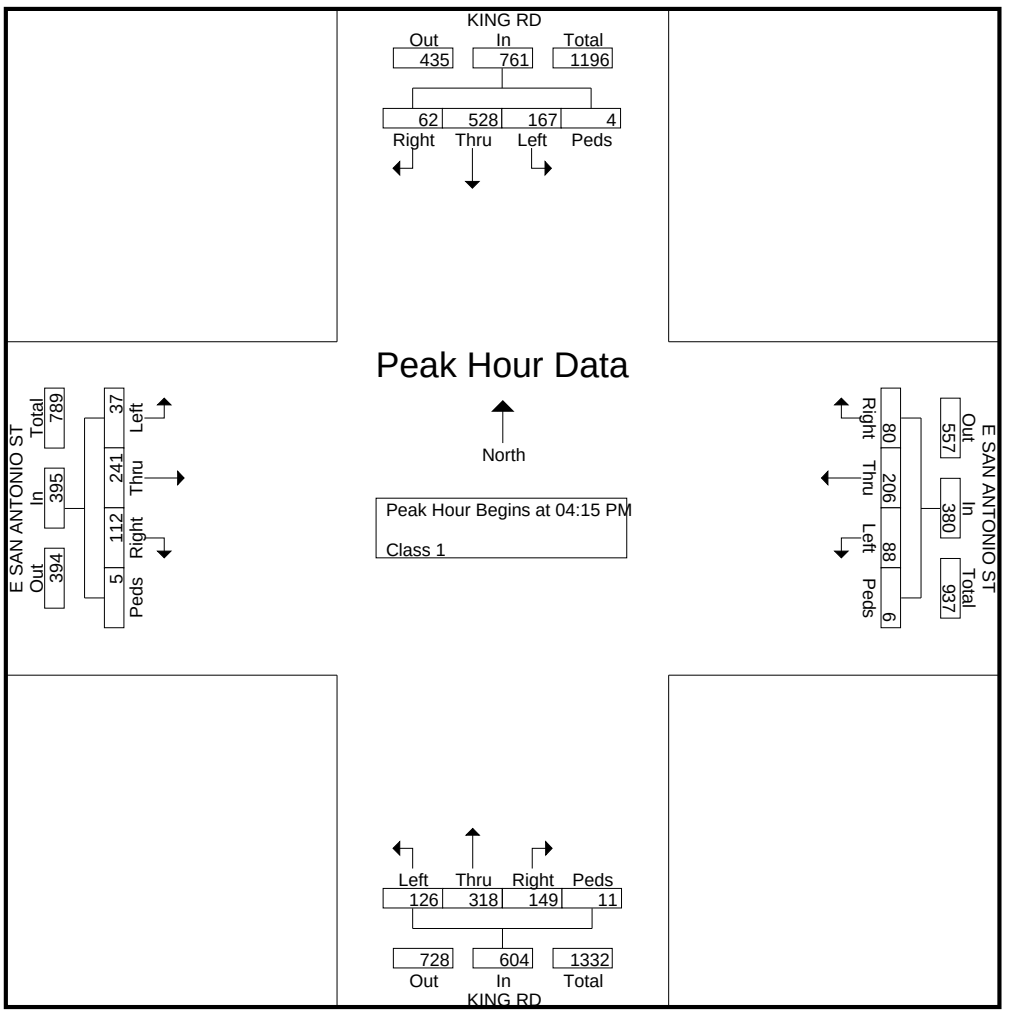
	KING RD Southbound					E SAN ANTONIO ST Westbound					KING RD Northbound					E SAN ANTONIO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	18	151	46	1	216	23	53	30	0	106	40	80	31	1	152	27	62	7	2	98	572
04:30 PM	12	140	44	3	199	24	42	20	2	88	28	65	35	2	130	35	54	10	1	100	517
04:45 PM	20	111	36	0	167	22	49	17	0	88	37	74	28	2	141	20	70	9	2	101	497
05:00 PM	12	126	41	0	179	11	62	21	4	98	44	99	32	6	181	30	55	11	0	96	554
Total Volume	62	528	167	4	761	80	206	88	6	380	149	318	126	11	604	112	241	37	5	395	2140
% App. Total	8.1	69.4	21.9	0.5		21.1	54.2	23.2	1.6		24.7	52.6	20.9	1.8		28.4	61	9.4	1.3		
PHF	.775	.874	.908	.333	.881	.833	.831	.733	.375	.896	.847	.803	.900	.458	.834	.800	.861	.841	.625	.978	.935

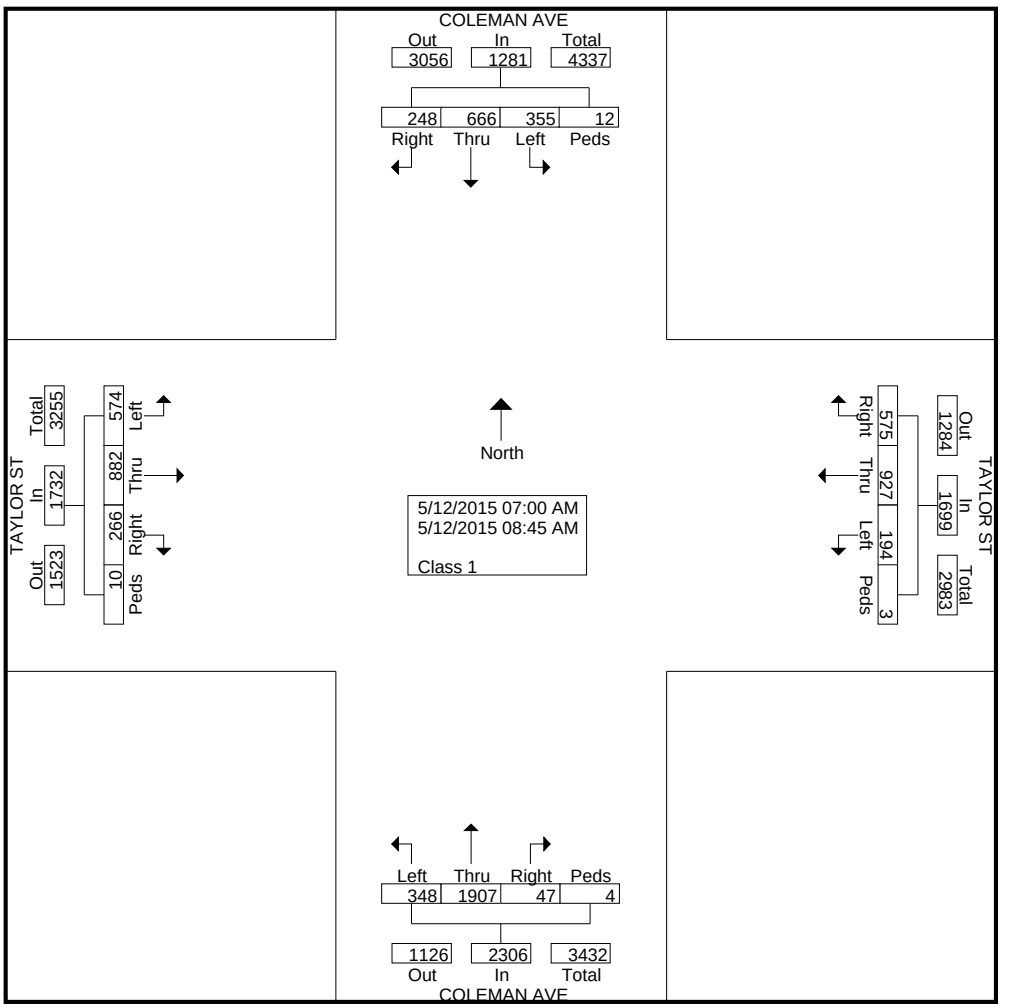


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

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

Groups Printed- Class 1

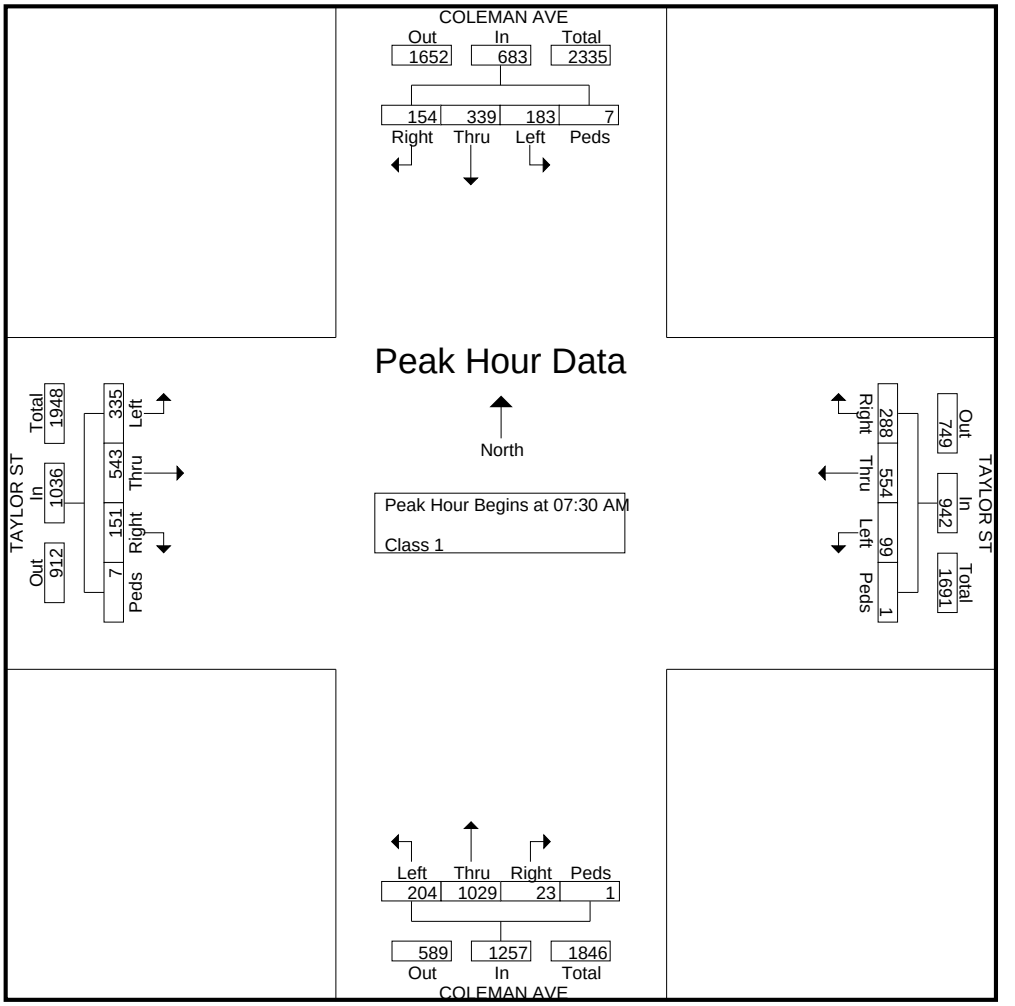
	COLEMAN AVE Southbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				TAYLOR ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	20	67	43	0	65	83	16	1	2	215	27	0	19	54	49	1	662
07:15 AM	22	71	52	2	61	120	26	0	5	256	46	1	25	84	65	2	838
07:30 AM	49	72	42	2	72	135	20	1	6	277	58	0	41	127	75	3	980
07:45 AM	42	90	55	1	61	136	23	0	7	268	64	1	39	144	79	2	1012
Total	133	300	192	5	259	474	85	2	20	1016	195	2	124	409	268	8	3492
08:00 AM	39	84	42	2	76	173	28	0	4	225	39	0	43	163	103	2	1023
08:15 AM	24	93	44	2	79	110	28	0	6	259	43	0	28	109	78	0	903
08:30 AM	28	106	39	1	77	100	25	1	6	211	33	2	44	114	59	0	846
08:45 AM	24	83	38	2	84	70	28	0	11	196	38	0	27	87	66	0	754
Total	115	366	163	7	316	453	109	1	27	891	153	2	142	473	306	2	3526
Grand Total	248	666	355	12	575	927	194	3	47	1907	348	4	266	882	574	10	7018
Apprch %	19.4	52	27.7	0.9	33.8	54.6	11.4	0.2	2	82.7	15.1	0.2	15.4	50.9	33.1	0.6	
Total %	3.5	9.5	5.1	0.2	8.2	13.2	2.8	0	0.7	27.2	5	0.1	3.8	12.6	8.2	0.1	



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

File Name : #4 COLEMAN&TAYLORAM
Site Code :
Start Date : 5/12/2015
Page No : 2

	COLEMAN AVE Southbound					TAYLOR ST Westbound					COLEMAN AVE Northbound					TAYLOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**49**	72	42	**2**	165	72	135	20	**1**	228	6	**277**	58	0	**341**	41	127	75	**3**	246	980
07:45 AM	42	90	**55**	1	**188**	61	136	23	0	220	**7**	268	**64**	**1**	340	39	144	79	2	264	1012
08:00 AM	39	84	42	2	167	76	**173**	**28**	0	**277**	4	225	39	0	268	**43**	**163**	**103**	2	**311**	**1023**
08:15 AM	24	**93**	44	2	163	**79**	110	28	0	217	6	259	43	0	308	28	109	78	0	215	903
Total Volume	154	339	183	7	683	288	554	99	1	942	23	1029	204	1	1257	151	543	335	7	1036	3918
% App. Total	22.5	49.6	26.8	1		30.6	58.8	10.5	0.1		1.8	81.9	16.2	0.1		14.6	52.4	32.3	0.7		
PHF	.786	.911	.832	.875	.908	.911	.801	.884	.250	.850	.821	.929	.797	.250	.922	.878	.833	.813	.583	.833	.957

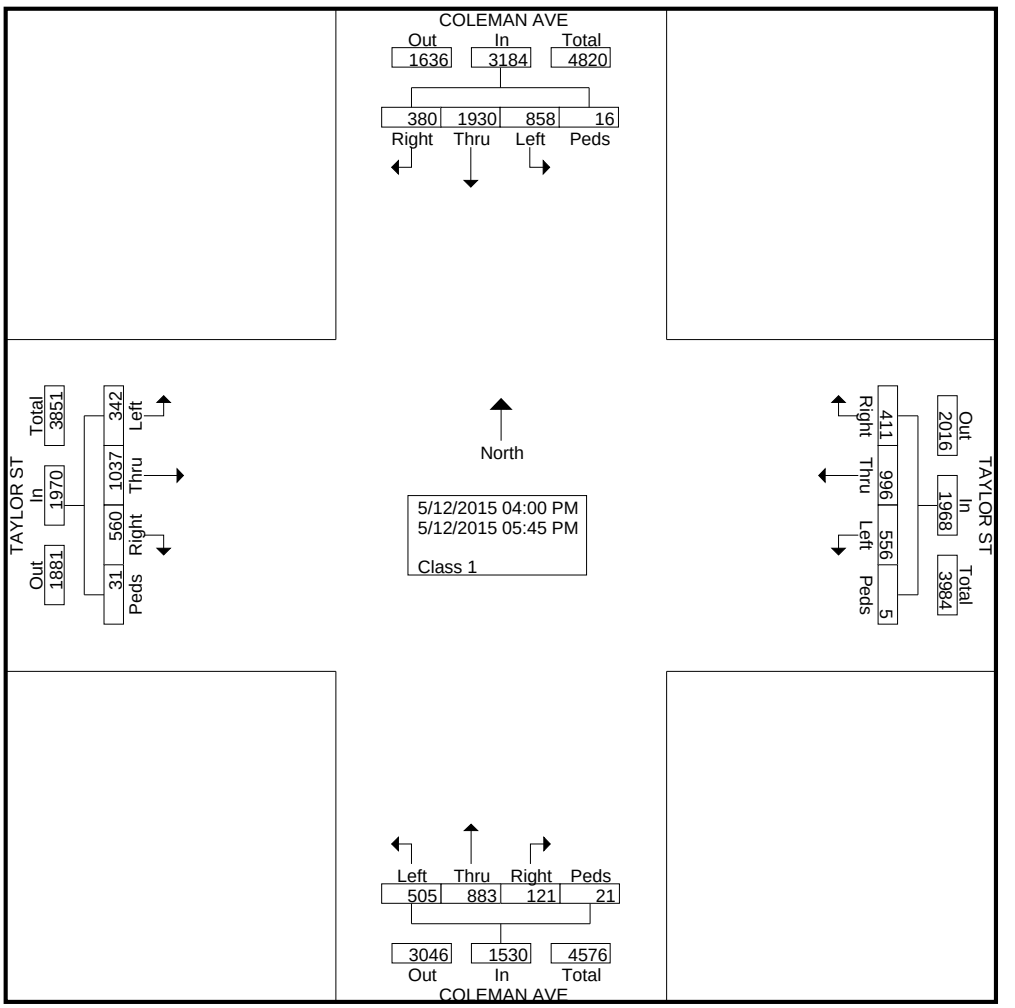


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

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

Groups Printed- Class 1

	COLEMAN AVE Southbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				TAYLOR ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	37	227	134	4	52	112	69	0	16	96	65	0	64	125	40	2	1043
04:15 PM	48	237	133	0	55	113	61	1	19	90	57	3	39	129	45	2	1032
04:30 PM	59	221	112	4	40	114	59	1	16	121	56	4	56	101	44	5	1013
04:45 PM	45	219	124	7	49	109	61	1	16	121	66	3	77	119	37	4	1058
Total	189	904	503	15	196	448	250	3	67	428	244	10	236	474	166	13	4146
05:00 PM	60	262	99	0	63	137	67	0	13	105	55	1	76	139	42	6	1125
05:15 PM	39	262	89	0	59	151	81	0	10	148	60	5	74	171	40	6	1195
05:30 PM	49	247	94	0	42	127	81	2	20	102	69	0	82	133	42	3	1093
05:45 PM	43	255	73	1	51	133	77	0	11	100	77	5	92	120	52	3	1093
Total	191	1026	355	1	215	548	306	2	54	455	261	11	324	563	176	18	4506
Grand Total	380	1930	858	16	411	996	556	5	121	883	505	21	560	1037	342	31	8652
Apprch %	11.9	60.6	26.9	0.5	20.9	50.6	28.3	0.3	7.9	57.7	33	1.4	28.4	52.6	17.4	1.6	
Total %	4.4	22.3	9.9	0.2	4.8	11.5	6.4	0.1	1.4	10.2	5.8	0.2	6.5	12	4	0.4	



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
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File Name : #4 COLEMAN&TAYLORPM
Site Code :
Start Date : 5/12/2015
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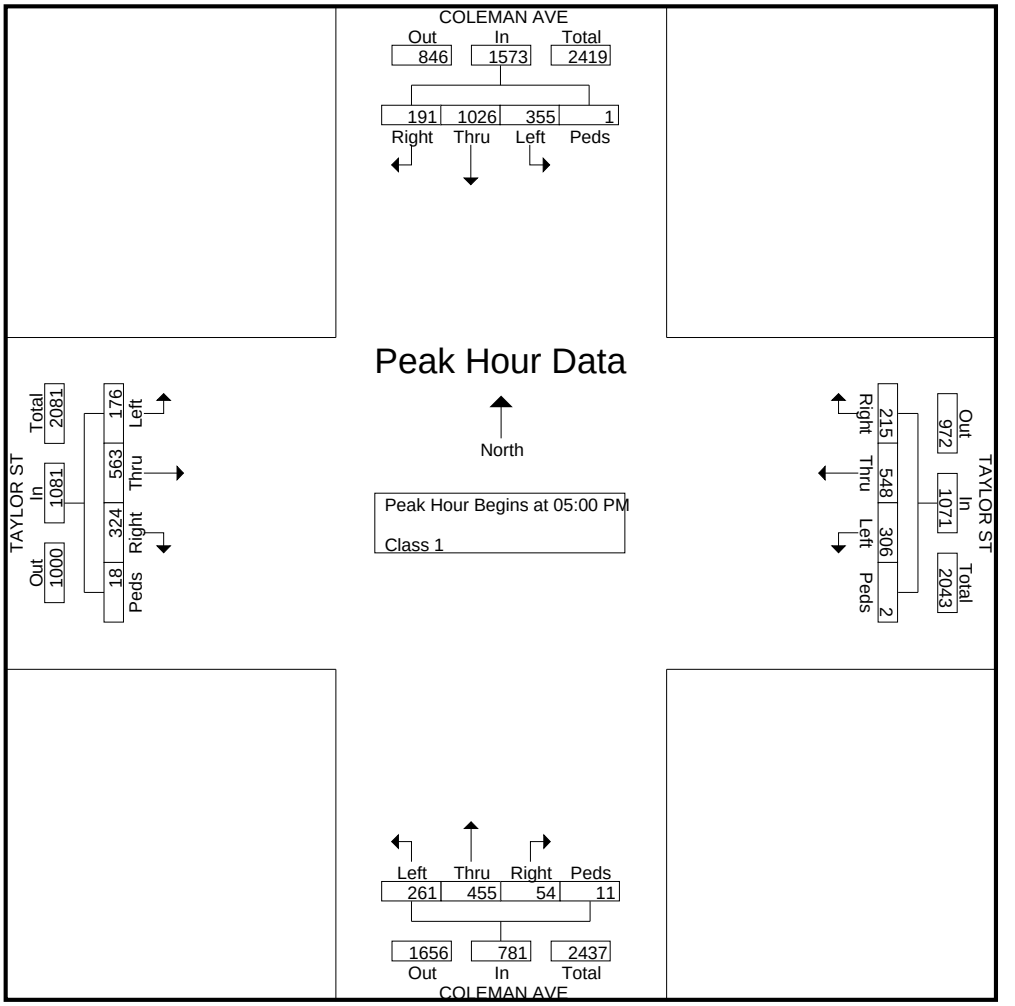
	COLEMAN AVE Southbound					TAYLOR ST Westbound					COLEMAN AVE Northbound					TAYLOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**60**	**262**	**99**	0	**421**	**63**	137	67	0	267	13	105	55	1	174	76	139	42	**6**	263	1125
05:15 PM	39	262	89	0	390	59	**151**	**81**	0	**291**	10	**148**	60	**5**	**223**	74	**171**	40	6	**291**	**1195**
05:30 PM	49	247	94	0	390	42	127	81	**2**	252	**20**	102	69	0	191	82	133	42	3	260	1093
05:45 PM	43	255	73	**1**	372	51	133	77	0	261	11	100	**77**	5	193	**92**	120	**52**	3	267	1093
Total Volume	191	1026	355	1	1573	215	548	306	2	1071	54	455	261	11	781	324	563	176	18	1081	4506
% App. Total	12.1	65.2	22.6	0.1		20.1	51.2	28.6	0.2		6.9	58.3	33.4	1.4		30	52.1	16.3	1.7		
PHF	.796	.979	.896	.250	.934	.853	.907	.944	.250	.920	.675	.769	.847	.550	.876	.880	.823	.846	.750	.929	.943



All Traffic Data Services,Inc.
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File Name : #4 JACKSON&MCKEEAM
Site Code :
Start Date : 5/21/2015
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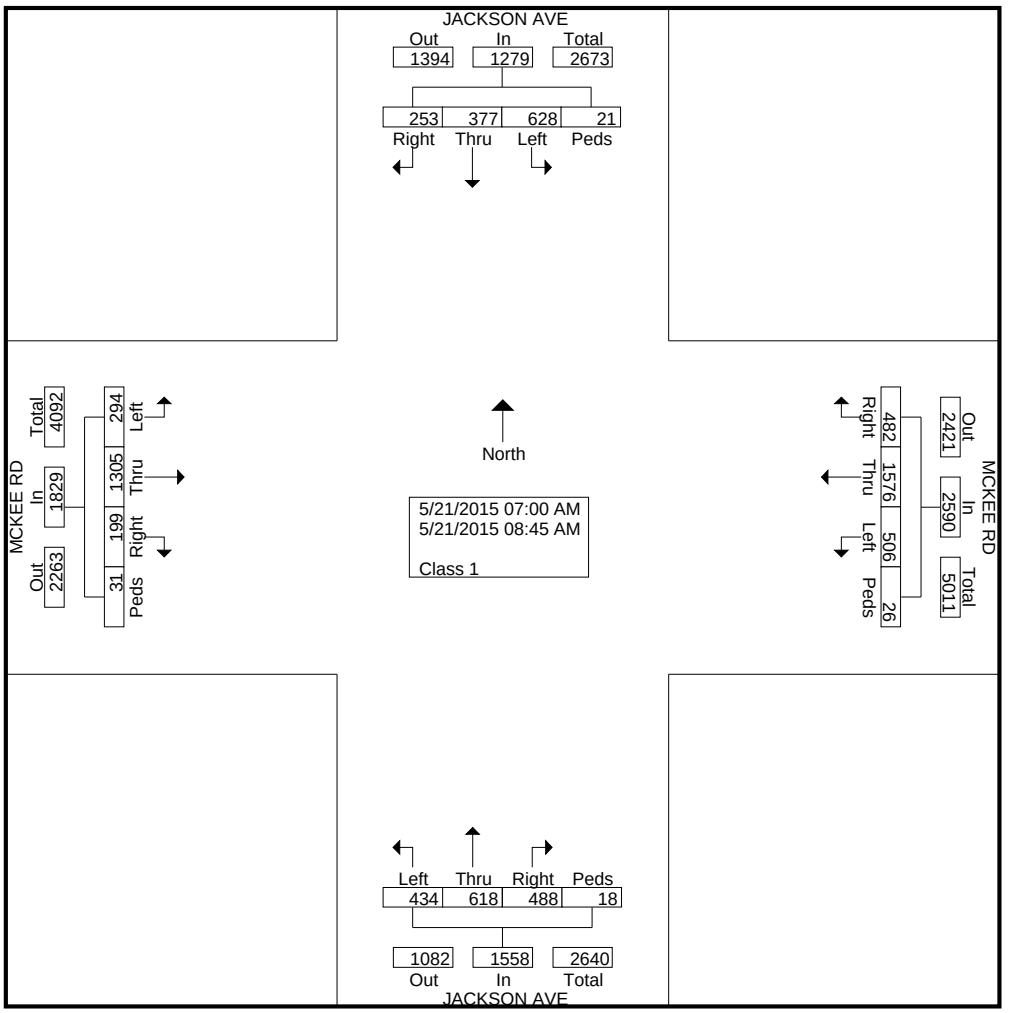
Groups Printed- Class 1

	JACKSON AVE Southbound				MCKEE RD Westbound				JACKSON AVE Northbound				MCKEE RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	16	34	45	4	26	140	38	4	46	43	36	0	20	96	28	0	576
07:15 AM	22	28	64	3	35	151	40	6	51	55	39	2	24	137	26	1	684
07:30 AM	20	42	64	6	63	167	46	9	74	89	81	1	25	233	37	3	960
07:45 AM	26	56	59	8	74	220	63	7	59	95	61	2	24	215	41	5	1015
Total	84	160	232	21	198	678	187	26	230	282	217	5	93	681	132	9	3235
08:00 AM	28	37	103	0	88	236	74	0	70	105	64	2	25	203	57	7	1099
08:15 AM	52	74	108	0	71	249	70	0	59	68	51	3	22	155	40	4	1026
08:30 AM	36	45	85	0	66	191	97	0	67	84	36	7	32	145	30	7	928
08:45 AM	53	61	100	0	59	222	78	0	62	79	66	1	27	121	35	4	968
Total	169	217	396	0	284	898	319	0	258	336	217	13	106	624	162	22	4021
Grand Total	253	377	628	21	482	1576	506	26	488	618	434	18	199	1305	294	31	7256
Apprch %	19.8	29.5	49.1	1.6	18.6	60.8	19.5	1	31.3	39.7	27.9	1.2	10.9	71.4	16.1	1.7	
Total %	3.5	5.2	8.7	0.3	6.6	21.7	7	0.4	6.7	8.5	6	0.2	2.7	18	4.1	0.4	



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File Name : #4 JACKSON&MCKEEAM
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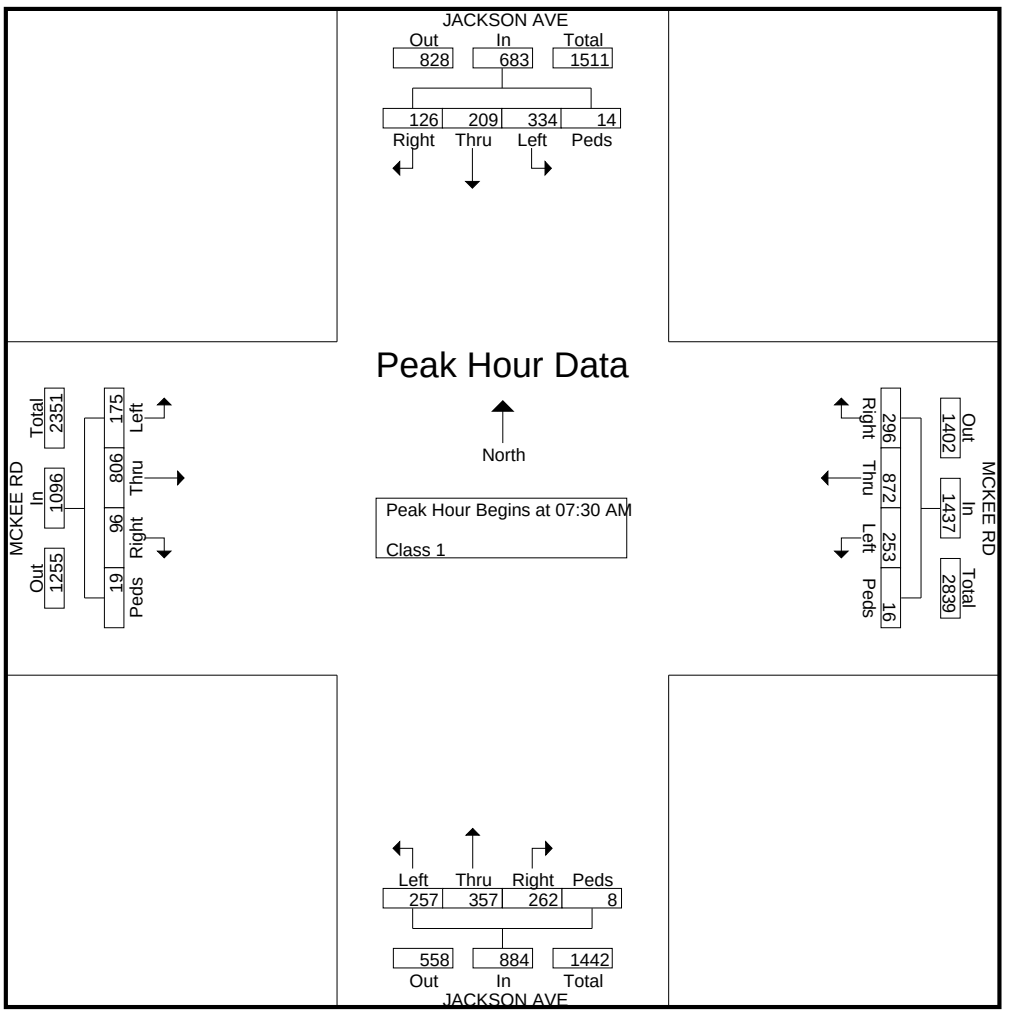
	JACKSON AVE Southbound					MCKEE RD Westbound					JACKSON AVE Northbound					MCKEE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	20	42	64	6	132	63	167	46	9	285	74	89	81	1	245	25	233	37	3	298	960
07:45 AM	26	56	59	8	149	74	220	63	7	364	59	95	61	2	217	24	215	41	5	285	1015
08:00 AM	28	37	103	0	168	88	236	74	0	398	70	105	64	2	241	25	203	57	7	292	1099
08:15 AM	52	74	108	0	234	71	249	70	0	390	59	68	51	3	181	22	155	40	4	221	1026
Total Volume	126	209	334	14	683	296	872	253	16	1437	262	357	257	8	884	96	806	175	19	1096	4100
% App. Total	18.4	30.6	48.9	2		20.6	60.7	17.6	1.1		29.6	40.4	29.1	0.9		8.8	73.5	16	1.7		
PHF	.606	.706	.773	.438	.730	.841	.876	.855	.444	.903	.885	.850	.793	.667	.902	.960	.865	.768	.679	.919	.933



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File Name : #4 JACKSON&MCKEEPM
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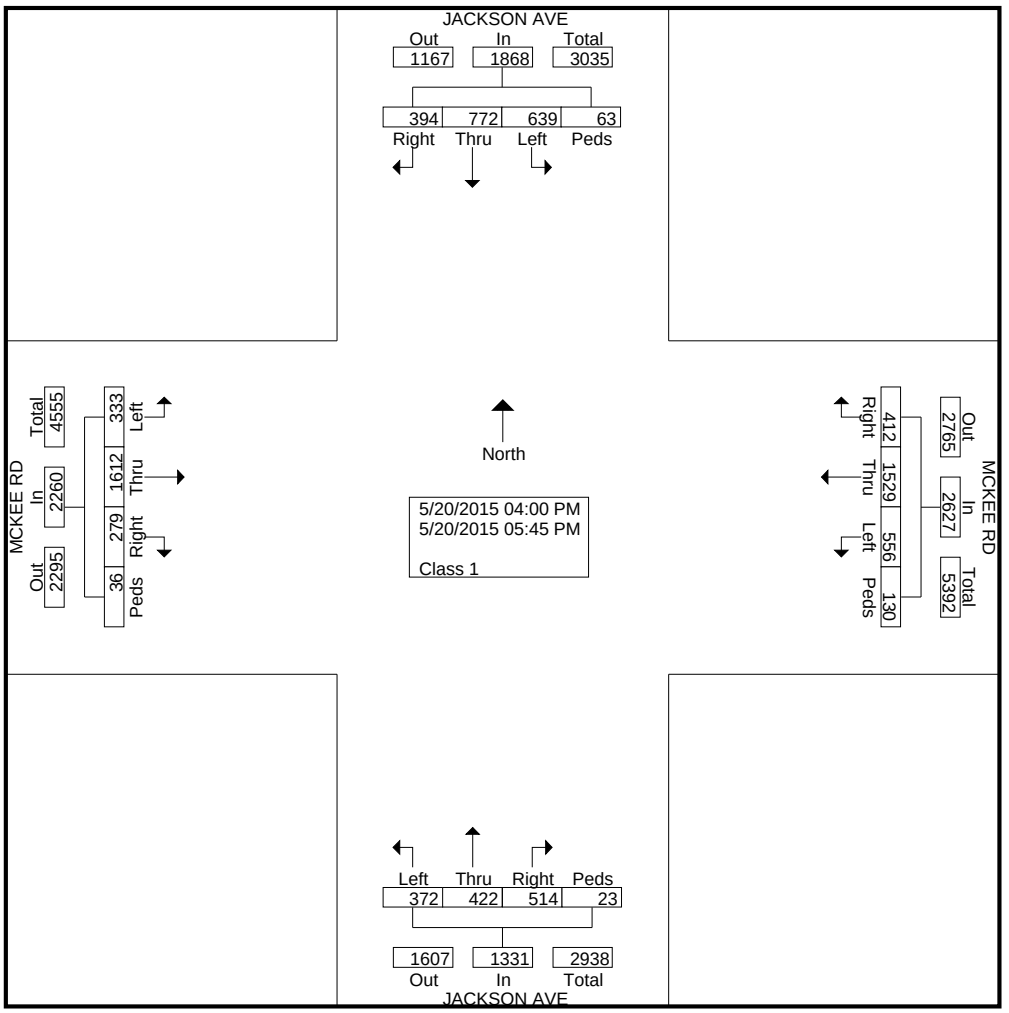
Groups Printed- Class 1

	JACKSON AVE Southbound				MCKEE RD Westbound				JACKSON AVE Northbound				MCKEE RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	50	78	74	13	35	201	74	9	68	50	60	3	42	204	49	8	1018
04:15 PM	67	83	79	12	57	204	82	3	84	51	43	4	36	186	50	6	1047
04:30 PM	47	100	82	9	47	215	70	11	69	53	43	3	46	197	27	2	1021
04:45 PM	55	90	72	8	51	179	60	48	49	46	55	5	39	189	43	7	996
Total	219	351	307	42	190	799	286	71	270	200	201	15	163	776	169	23	4082
05:00 PM	48	105	104	3	45	175	72	9	64	65	48	3	37	221	41	5	1045
05:15 PM	49	118	66	2	40	159	70	2	63	54	41	2	23	228	52	2	971
05:30 PM	31	97	89	7	65	195	44	7	56	47	47	1	32	209	27	2	956
05:45 PM	47	101	73	9	72	201	84	41	61	56	35	2	24	178	44	4	1032
Total	175	421	332	21	222	730	270	59	244	222	171	8	116	836	164	13	4004
Grand Total	394	772	639	63	412	1529	556	130	514	422	372	23	279	1612	333	36	8086
Apprch %	21.1	41.3	34.2	3.4	15.7	58.2	21.2	4.9	38.6	31.7	27.9	1.7	12.3	71.3	14.7	1.6	
Total %	4.9	9.5	7.9	0.8	5.1	18.9	6.9	1.6	6.4	5.2	4.6	0.3	3.5	19.9	4.1	0.4	



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File Name : #4 JACKSON&MCKEEPM
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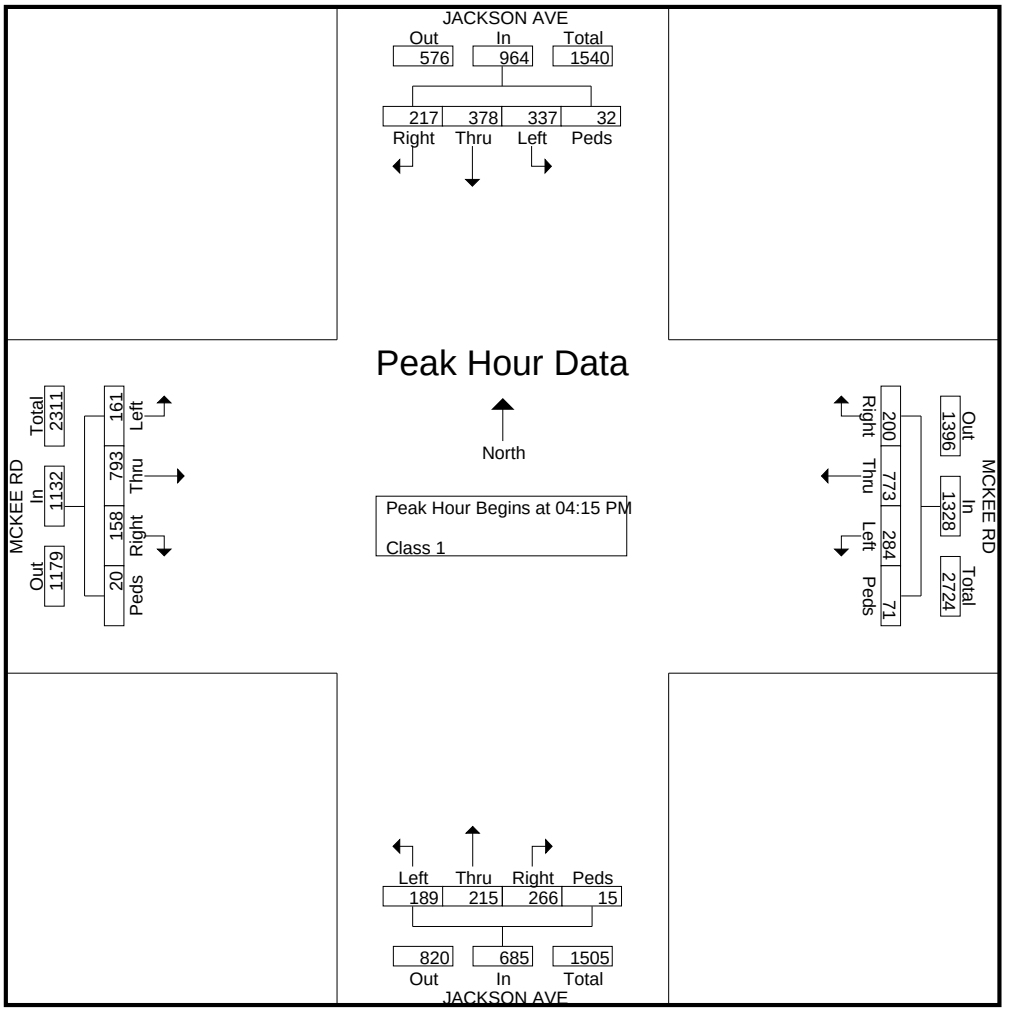
	JACKSON AVE Southbound					MCKEE RD Westbound					JACKSON AVE Northbound					MCKEE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	67	83	79	12	241	57	204	82	3	346	84	51	43	4	182	36	186	50	6	278	1047
04:30 PM	47	100	82	9	238	47	215	70	11	343	69	53	43	3	168	46	197	27	2	272	1021
04:45 PM	55	90	72	8	225	51	179	60	48	338	49	46	55	5	155	39	189	43	7	278	996
05:00 PM	48	105	104	3	260	45	175	72	9	301	64	65	48	3	180	37	221	41	5	304	1045
Total Volume	217	378	337	32	964	200	773	284	71	1328	266	215	189	15	685	158	793	161	20	1132	4109
% App. Total	22.5	39.2	35	3.3		15.1	58.2	21.4	5.3		38.8	31.4	27.6	2.2		14	70.1	14.2	1.8		
PHF	.810	.900	.810	.667	.927	.877	.899	.866	.370	.960	.792	.827	.859	.750	.941	.859	.897	.805	.714	.931	.981



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File Name : #5 JACKSON&SANANTONIOAM
Site Code :
Start Date : 5/21/2015
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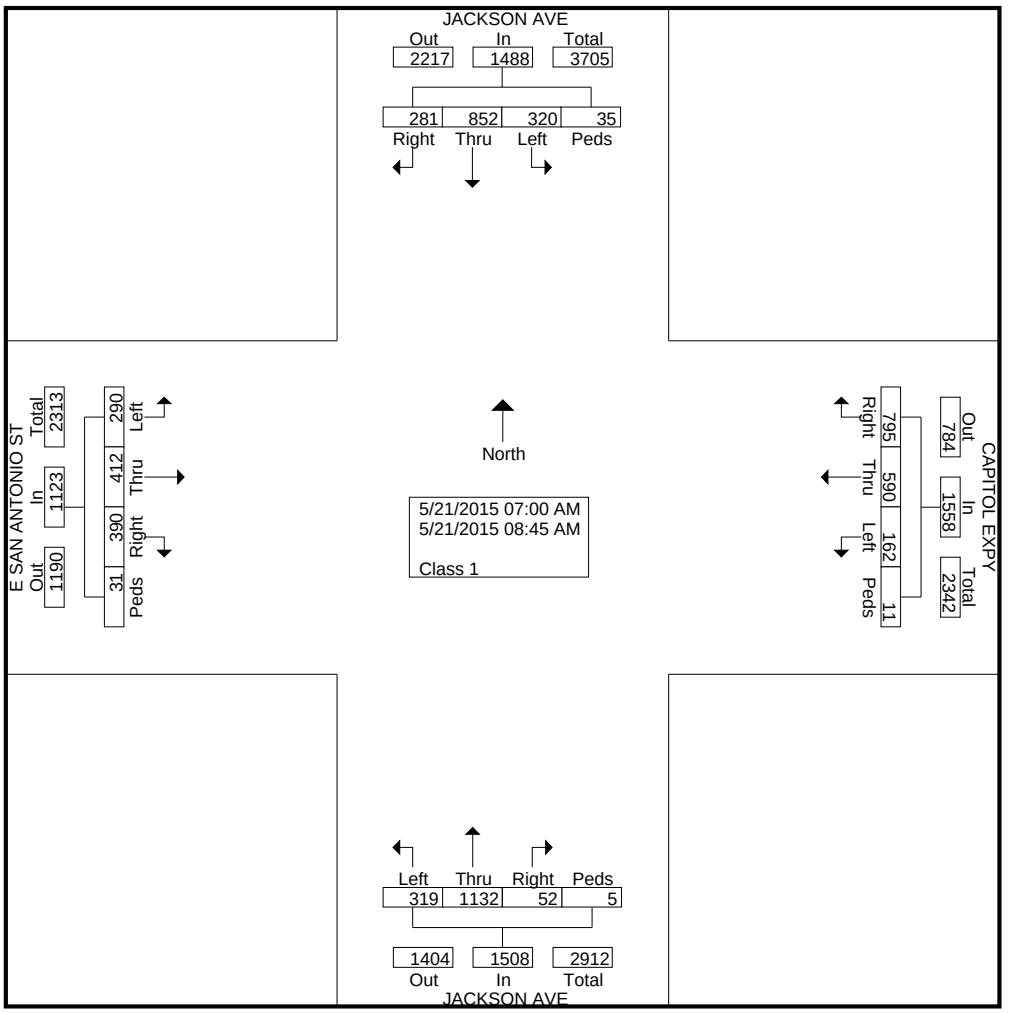
Groups Printed- Class 1

	JACKSON AVE Southbound				CAPITOL EXPY Westbound				JACKSON AVE Northbound				E SAN ANTONIO ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	22	104	25	0	76	46	25	2	3	125	23	0	41	32	27	1	552
07:15 AM	31	105	37	6	103	66	23	1	5	149	30	1	52	39	37	6	691
07:30 AM	33	152	52	6	126	82	28	3	8	196	45	0	75	50	49	8	913
07:45 AM	48	124	59	5	97	97	26	1	17	171	54	2	64	67	29	8	869
Total	134	485	173	17	402	291	102	7	33	641	152	3	232	188	142	23	3025
08:00 AM	45	107	42	9	92	72	19	1	12	131	50	2	63	74	28	2	749
08:15 AM	38	98	43	7	116	84	17	0	5	120	42	0	33	47	37	2	689
08:30 AM	29	96	30	2	103	84	14	1	1	146	44	0	36	53	42	1	682
08:45 AM	35	66	32	0	82	59	10	2	1	94	31	0	26	50	41	3	532
Total	147	367	147	18	393	299	60	4	19	491	167	2	158	224	148	8	2652
Grand Total	281	852	320	35	795	590	162	11	52	1132	319	5	390	412	290	31	5677
Apprch %	18.9	57.3	21.5	2.4	51	37.9	10.4	0.7	3.4	75.1	21.2	0.3	34.7	36.7	25.8	2.8	
Total %	4.9	15	5.6	0.6	14	10.4	2.9	0.2	0.9	19.9	5.6	0.1	6.9	7.3	5.1	0.5	



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File Name : #5 JACKSON&SANANTONIOAM
Site Code :
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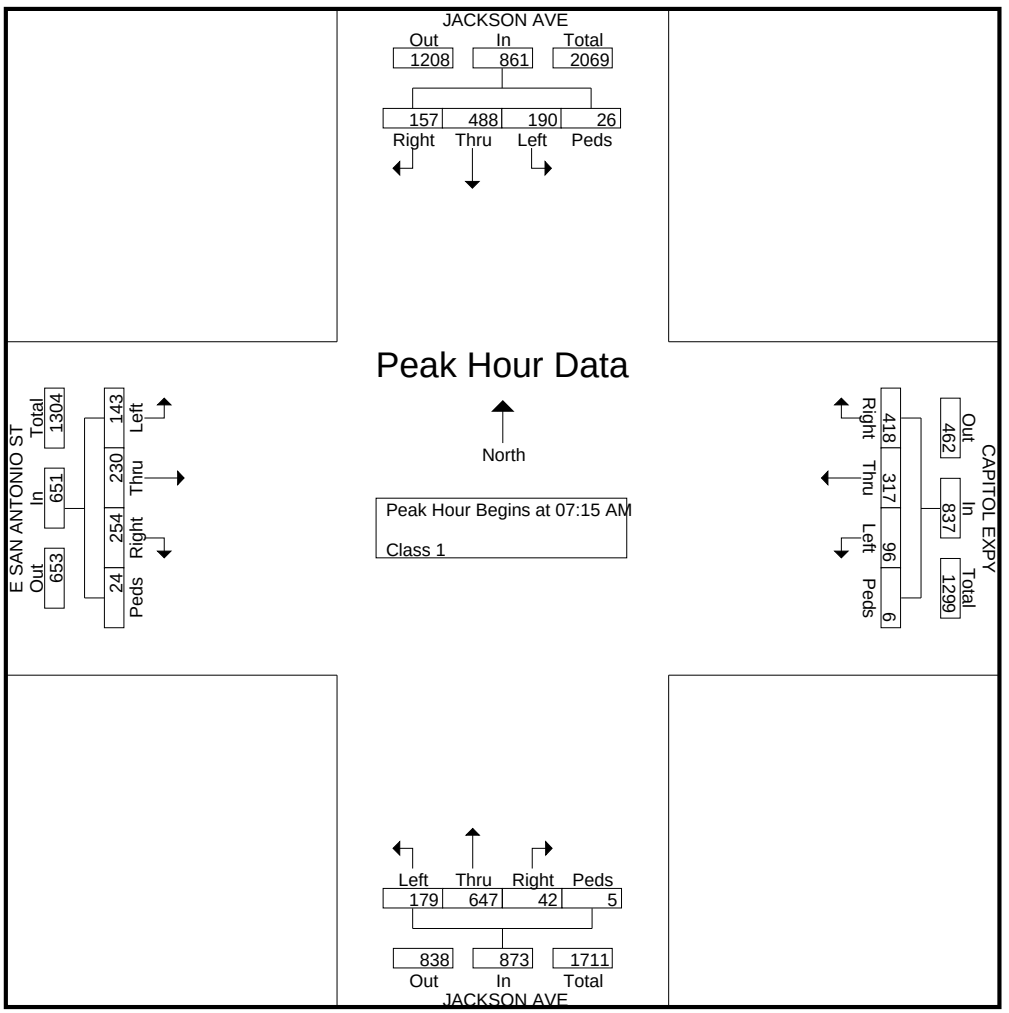
Page No : 2

	JACKSON AVE Southbound					CAPITOL EXPY Westbound					JACKSON AVE Northbound					E SAN ANTONIO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	31	105	37	6	179	103	66	23	1	193	5	149	30	1	185	52	39	37	6	134	691
07:30 AM	33	152	52	6	243	126	82	28	3	239	8	196	45	0	249	75	50	49	8	182	913
07:45 AM	48	124	59	5	236	97	97	26	1	221	17	171	54	2	244	64	67	29	8	168	869
08:00 AM	45	107	42	9	203	92	72	19	1	184	12	131	50	2	195	63	74	28	2	167	749
Total Volume	157	488	190	26	861	418	317	96	6	837	42	647	179	5	873	254	230	143	24	651	3222
% App. Total	18.2	56.7	22.1	3		49.9	37.9	11.5	0.7		4.8	74.1	20.5	0.6		39	35.3	22	3.7		
PHF	.818	.803	.805	.722	.886	.829	.817	.857	.500	.876	.618	.825	.829	.625	.877	.847	.777	.730	.750	.894	.882



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File Name : #5 JACKSON&SANANTONIOPM
Site Code :
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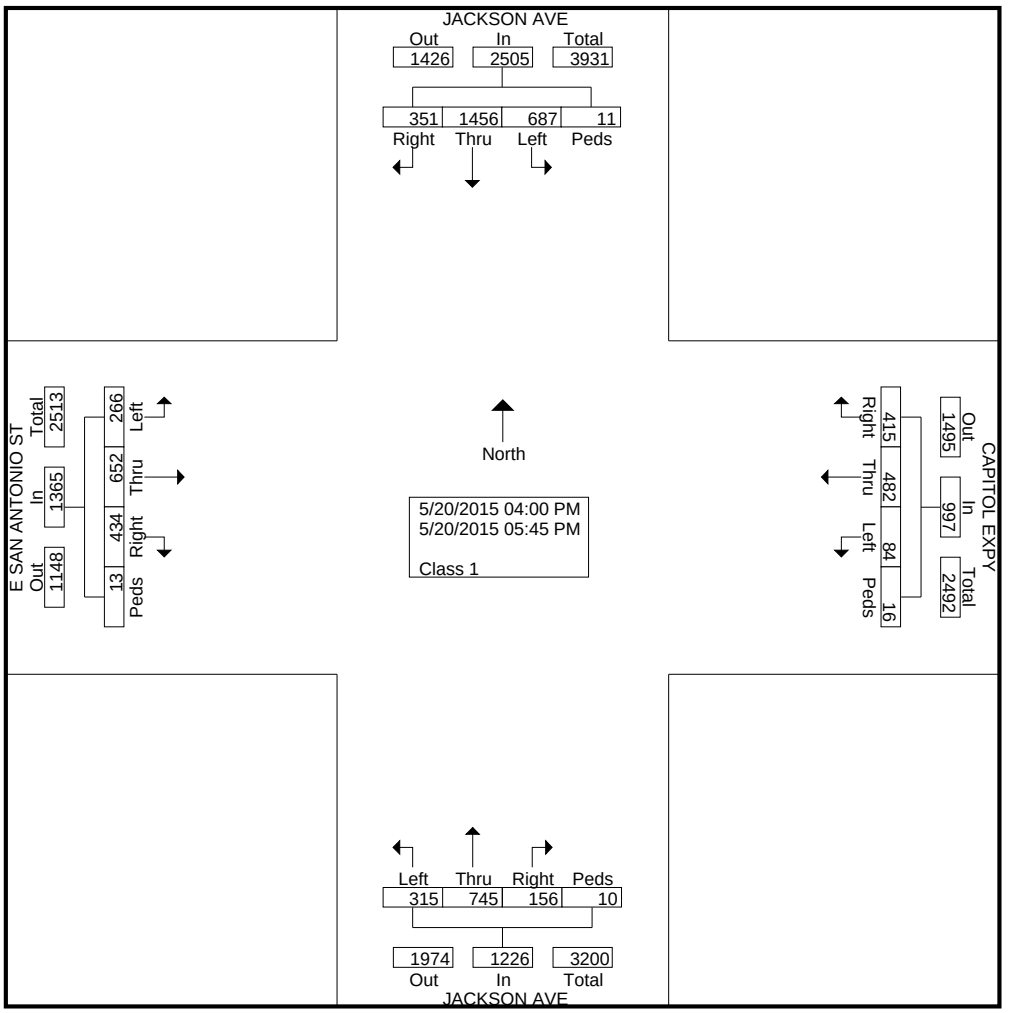
Groups Printed- Class 1

	JACKSON AVE Southbound				CAPITOL EXPY Westbound				JACKSON AVE Northbound				E SAN ANTONIO ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	40	172	79	4	49	51	16	3	20	111	42	2	52	98	39	0	778
04:15 PM	37	197	91	2	46	65	7	3	14	134	40	2	65	73	37	4	817
04:30 PM	50	153	94	1	46	56	11	0	21	80	28	0	51	68	26	2	687
04:45 PM	38	172	73	0	52	61	11	1	17	81	38	1	43	90	31	1	710
Total	165	694	337	7	193	233	45	7	72	406	148	5	211	329	133	7	2992
05:00 PM	45	215	83	0	50	79	8	2	15	87	41	0	57	83	37	2	804
05:15 PM	44	200	72	4	56	63	15	0	24	94	46	1	55	83	33	1	791
05:30 PM	46	189	103	0	60	56	7	4	23	83	33	0	49	66	32	2	753
05:45 PM	51	158	92	0	56	51	9	3	22	75	47	4	62	91	31	1	753
Total	186	762	350	4	222	249	39	9	84	339	167	5	223	323	133	6	3101
Grand Total	351	1456	687	11	415	482	84	16	156	745	315	10	434	652	266	13	6093
Apprch %	14	58.1	27.4	0.4	41.6	48.3	8.4	1.6	12.7	60.8	25.7	0.8	31.8	47.8	19.5	1	
Total %	5.8	23.9	11.3	0.2	6.8	7.9	1.4	0.3	2.6	12.2	5.2	0.2	7.1	10.7	4.4	0.2	



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File Name : #5 JACKSON&SANANTONIOPM
Site Code :
Start Date : 5/20/2015
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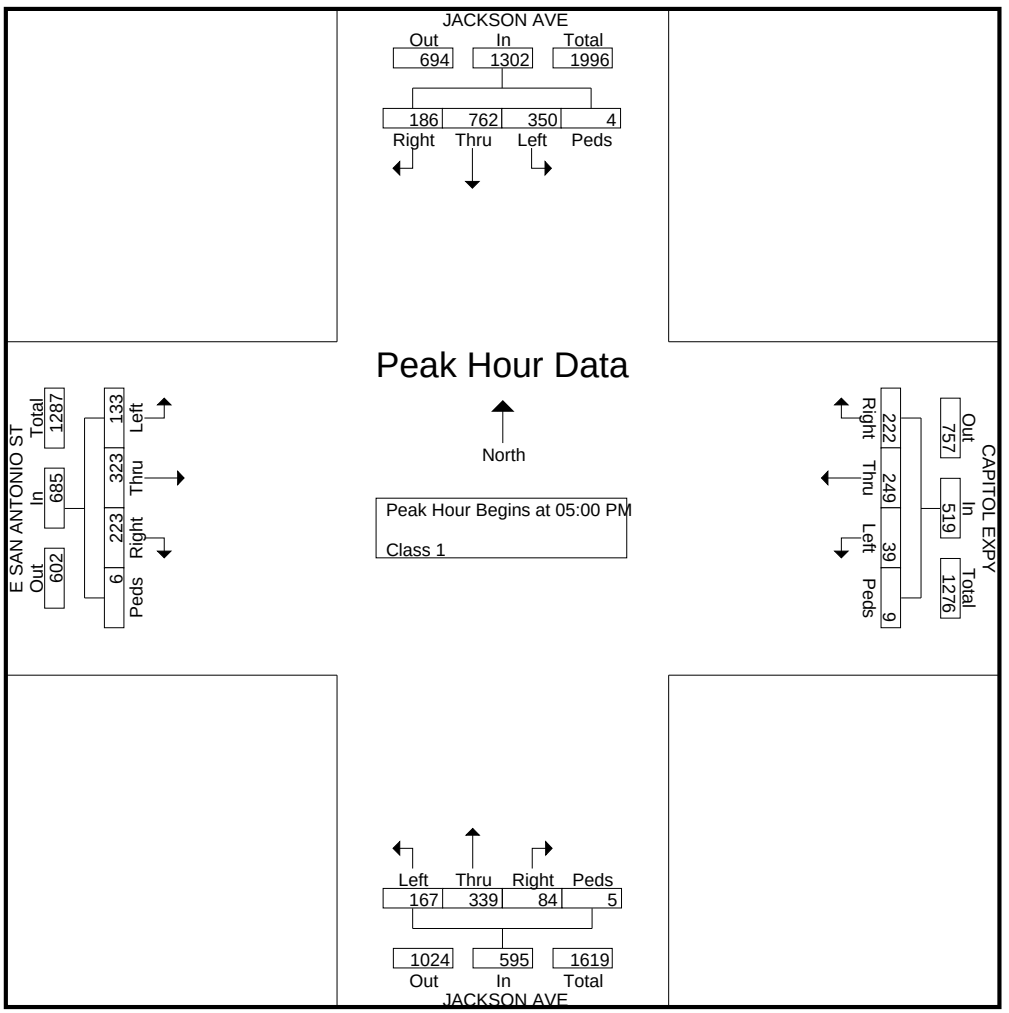
	JACKSON AVE Southbound					CAPITOL EXPY Westbound					JACKSON AVE Northbound					E SAN ANTONIO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	45	215	83	0	343	50	79	8	2	139	15	87	41	0	143	57	83	37	2	179	804
05:15 PM	44	200	72	4	320	56	63	15	0	134	24	94	46	1	165	55	83	33	1	172	791
05:30 PM	46	189	103	0	338	60	56	7	4	127	23	83	33	0	139	49	66	32	2	149	753
05:45 PM	51	158	92	0	301	56	51	9	3	119	22	75	47	4	148	62	91	31	1	185	753
Total Volume	186	762	350	4	1302	222	249	39	9	519	84	339	167	5	595	223	323	133	6	685	3101
% App. Total	14.3	58.5	26.9	0.3		42.8	48	7.5	1.7		14.1	57	28.1	0.8		32.6	47.2	19.4	0.9		
PHF	.912	.886	.850	.250	.949	.925	.788	.650	.563	.933	.875	.902	.888	.313	.902	.899	.887	.899	.750	.926	.964



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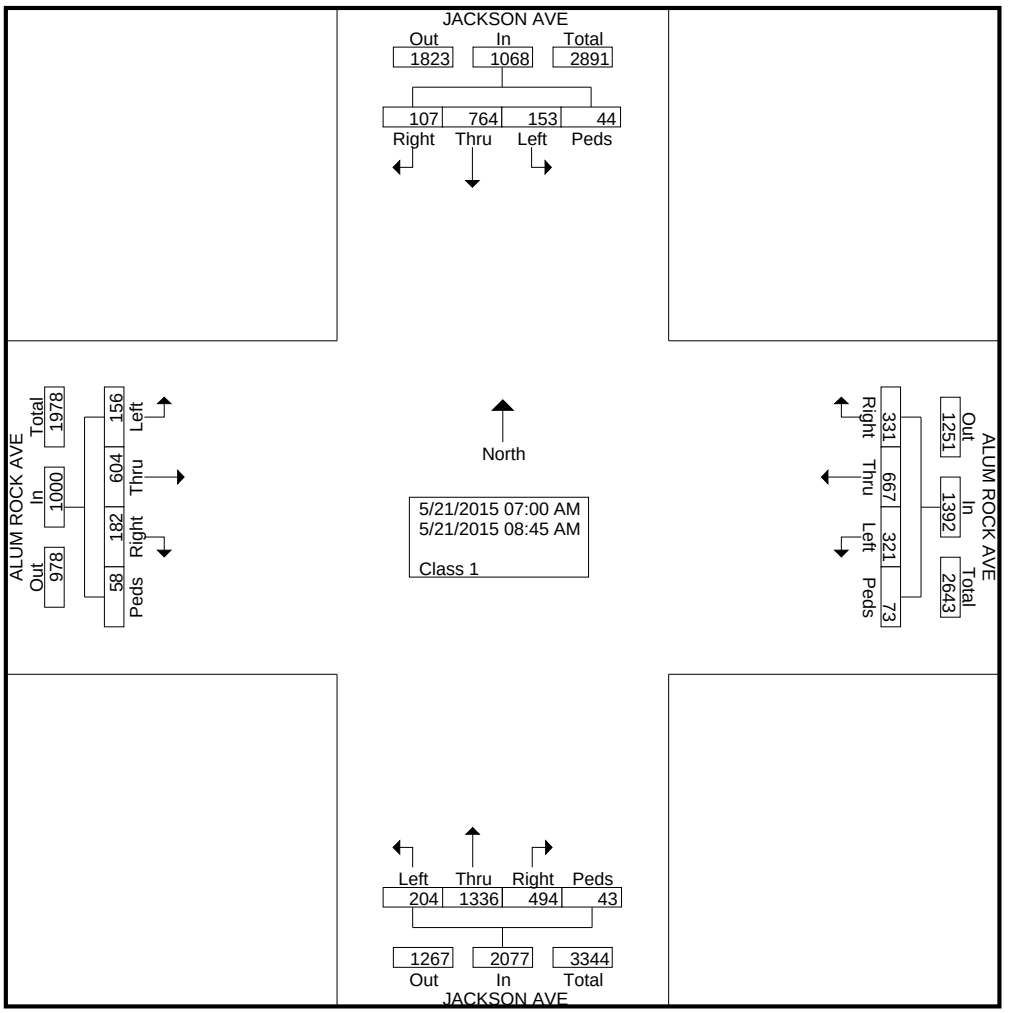
File Name : #6 JACKSON&ALUMROCKAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	JACKSON AVE Southbound				ALUM ROCK AVE Westbound				JACKSON AVE Northbound				ALUM ROCK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	14	88	10	3	10	58	36	9	66	109	32	3	13	49	8	6	514
07:15 AM	9	88	15	3	26	85	57	7	70	129	33	6	24	53	12	4	621
07:30 AM	11	122	35	8	44	87	44	21	71	160	21	11	28	115	19	8	805
07:45 AM	16	113	14	6	37	89	36	9	70	222	31	3	28	85	21	8	788
Total	50	411	74	20	117	319	173	46	277	620	117	23	93	302	60	26	2728
08:00 AM	18	88	19	5	59	97	61	2	58	186	18	6	24	87	18	5	751
08:15 AM	14	102	22	9	47	86	31	11	62	183	22	7	32	73	29	11	741
08:30 AM	10	78	9	5	57	102	30	5	53	164	24	3	17	78	24	7	666
08:45 AM	15	85	29	5	51	63	26	9	44	183	23	4	16	64	25	9	651
Total	57	353	79	24	214	348	148	27	217	716	87	20	89	302	96	32	2809
Grand Total	107	764	153	44	331	667	321	73	494	1336	204	43	182	604	156	58	5537
Apprch %	10	71.5	14.3	4.1	23.8	47.9	23.1	5.2	23.8	64.3	9.8	2.1	18.2	60.4	15.6	5.8	
Total %	1.9	13.8	2.8	0.8	6	12	5.8	1.3	8.9	24.1	3.7	0.8	3.3	10.9	2.8	1	



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File Name : #6 JACKSON&ALUMROCKAM
Site Code :
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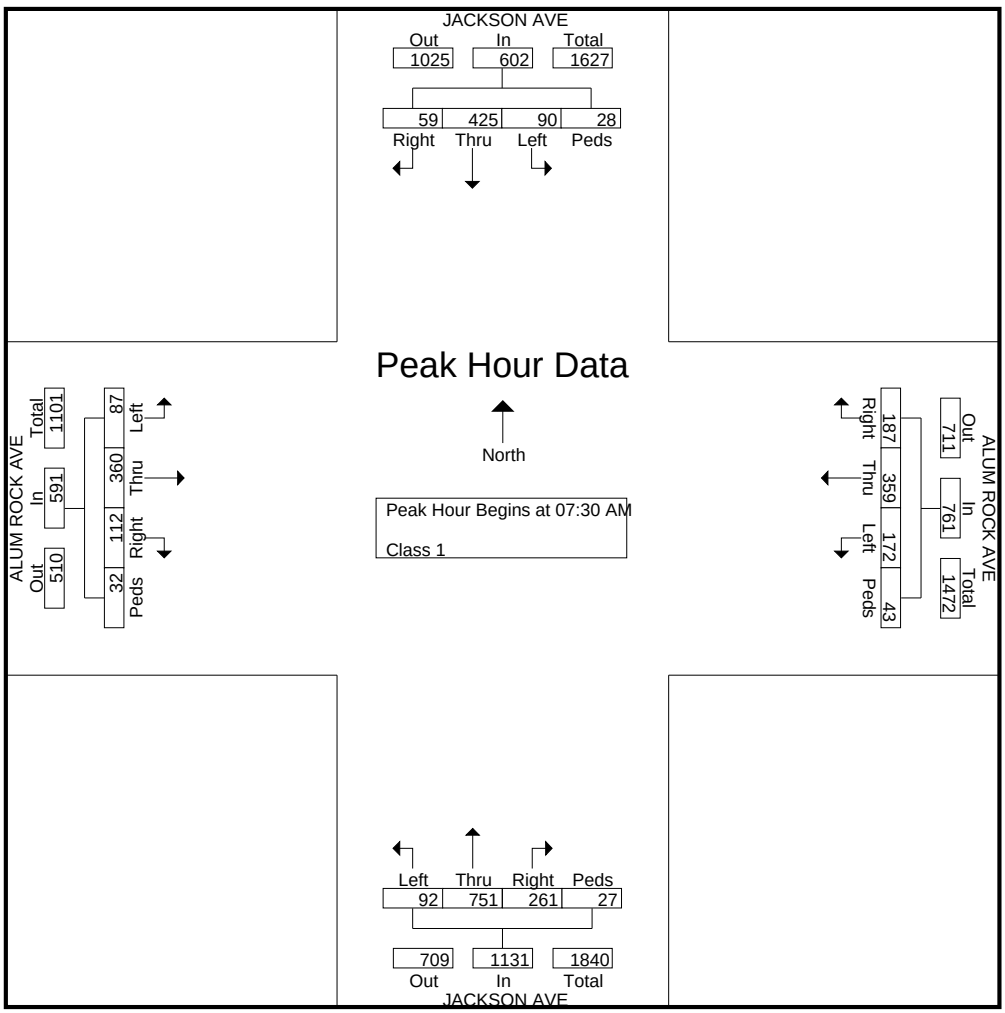
	JACKSON AVE Southbound					ALUM ROCK AVE Westbound					JACKSON AVE Northbound					ALUM ROCK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	122	35	8	176	44	87	44	21	196	71	160	21	11	263	28	115	19	8	170	805
07:45 AM	16	113	14	6	149	37	89	36	9	171	70	222	31	3	326	28	85	21	8	142	788
08:00 AM	18	88	19	5	130	59	97	61	2	219	58	186	18	6	268	24	87	18	5	134	751
08:15 AM	14	102	22	9	147	47	86	31	11	175	62	183	22	7	274	32	73	29	11	145	741
Total Volume	59	425	90	28	602	187	359	172	43	761	261	751	92	27	1131	112	360	87	32	591	3085
% App. Total	9.8	70.6	15	4.7		24.6	47.2	22.6	5.7		23.1	66.4	8.1	2.4		19	60.9	14.7	5.4		
PHF	.819	.871	.643	.778	.855	.792	.925	.705	.512	.869	.919	.846	.742	.614	.867	.875	.783	.750	.727	.869	.958



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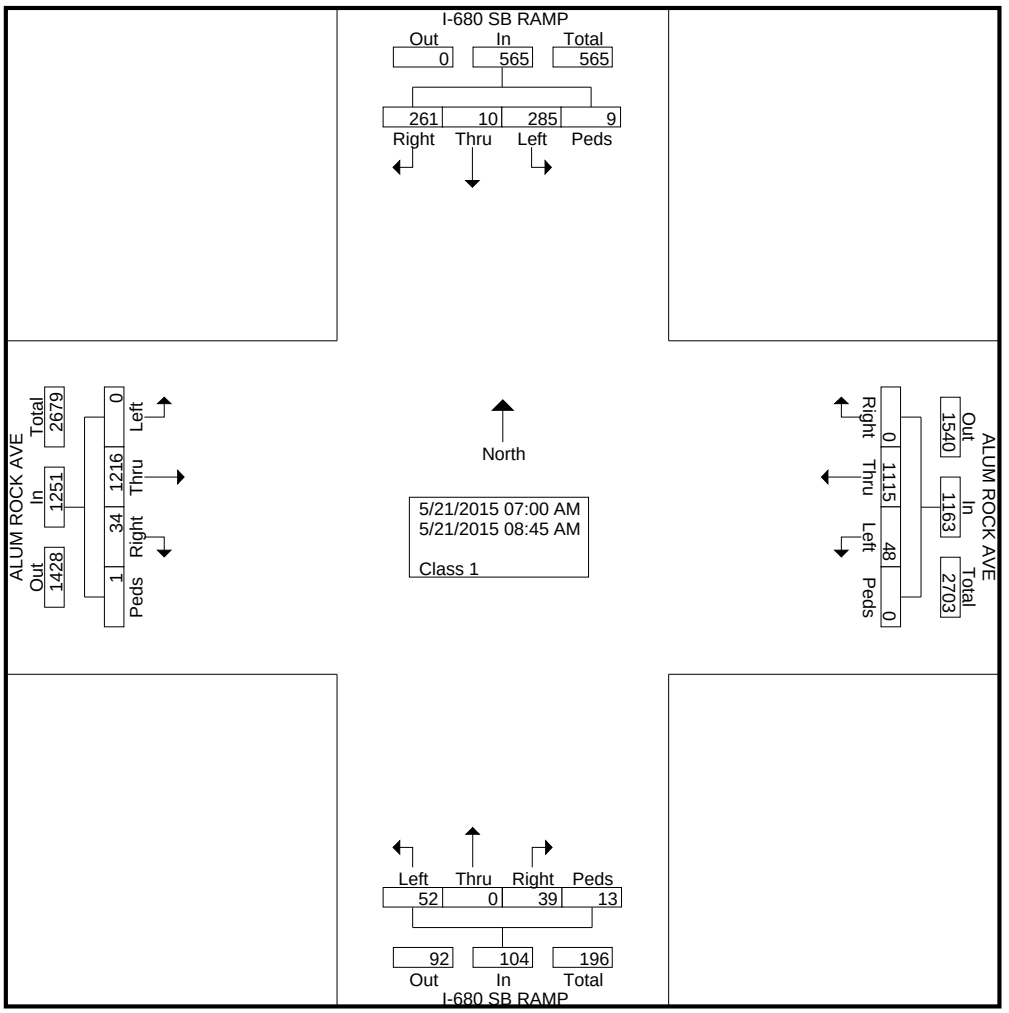
File Name : #7 I680SB&ALUMROCKAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	I-680 SB RAMP Southbound				ALUM ROCK AVE Westbound				I-680 SB RAMP Northbound				ALUM ROCK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	26	1	18	1	0	89	3	0	5	0	3	2	7	120	0	0	275
07:15 AM	32	0	28	0	0	122	6	0	6	0	9	1	7	137	0	0	348
07:30 AM	43	5	42	0	0	145	15	0	3	0	6	0	8	180	0	0	447
07:45 AM	35	1	42	0	0	144	5	0	14	0	7	1	2	172	0	1	424
Total	136	7	130	1	0	500	29	0	28	0	25	4	24	609	0	1	1494
08:00 AM	40	0	40	0	0	170	4	0	1	0	12	1	3	180	0	0	451
08:15 AM	33	2	44	5	0	156	8	0	4	0	5	3	0	172	0	0	432
08:30 AM	25	1	33	0	0	160	3	0	4	0	5	3	4	130	0	0	368
08:45 AM	27	0	38	3	0	129	4	0	2	0	5	2	3	125	0	0	338
Total	125	3	155	8	0	615	19	0	11	0	27	9	10	607	0	0	1589
Grand Total	261	10	285	9	0	1115	48	0	39	0	52	13	34	1216	0	1	3083
Apprch %	46.2	1.8	50.4	1.6	0	95.9	4.1	0	37.5	0	50	12.5	2.7	97.2	0	0.1	
Total %	8.5	0.3	9.2	0.3	0	36.2	1.6	0	1.3	0	1.7	0.4	1.1	39.4	0	0	



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File Name : #7 I680SB&ALUMROCKAM
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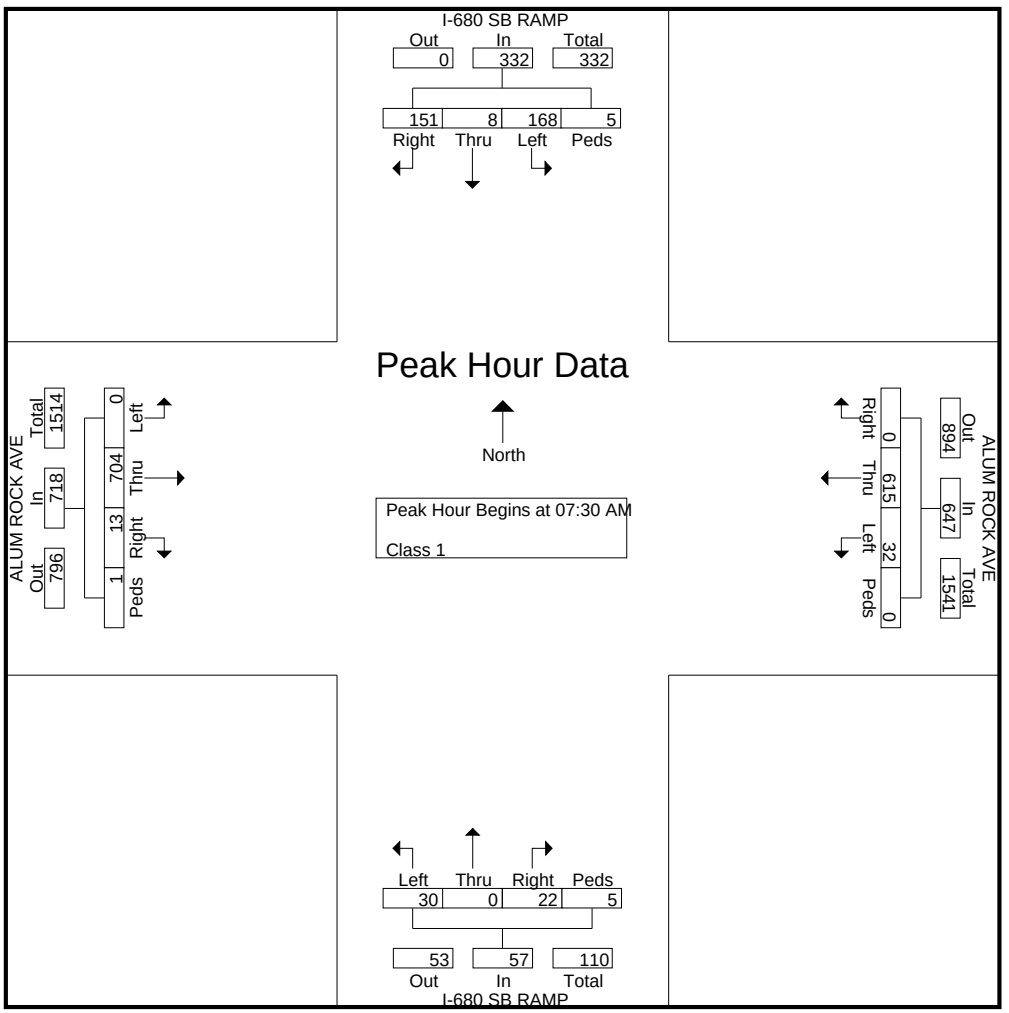
	I-680 SB RAMP Southbound					ALUM ROCK AVE Westbound					I-680 SB RAMP Northbound					ALUM ROCK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	43	5	42	0	90	0	145	15	0	160	3	0	6	0	9	8	180	0	0	188	447
07:45 AM	35	1	42	0	78	0	144	5	0	149	14	0	7	1	22	2	172	0	1	175	424
08:00 AM	40	0	40	0	80	0	170	4	0	174	1	0	12	1	14	3	180	0	0	183	451
08:15 AM	33	2	44	5	84	0	156	8	0	164	4	0	5	3	12	0	172	0	0	172	432
Total Volume	151	8	168	5	332	0	615	32	0	647	22	0	30	5	57	13	704	0	1	718	1754
% App. Total	45.5	2.4	50.6	1.5		0	95.1	4.9	0		38.6	0	52.6	8.8		1.8	98.1	0	0.1		
PHF	.878	.400	.955	.250	.922	.000	.904	.533	.000	.930	.393	.000	.625	.417	.648	.406	.978	.000	.250	.955	.972



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9660 W 44th Ave
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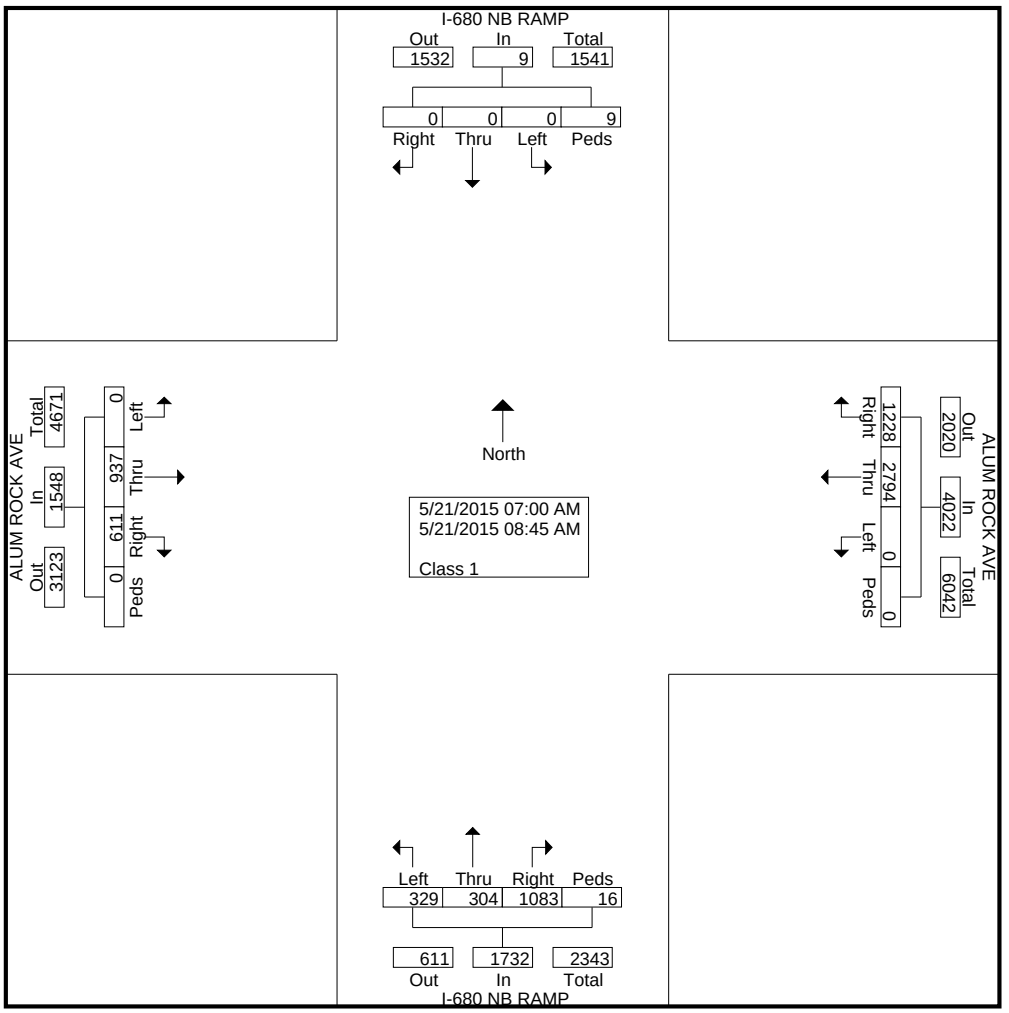
File Name : #8 I680NB&ALUMROCKAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	I-680 NB RAMP Southbound				ALUM ROCK AVE Westbound				I-680 NB RAMP Northbound				ALUM ROCK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	0	0	0	139	386	0	0	98	11	15	1	78	75	0	0	803
07:15 AM	0	0	0	0	189	374	0	0	119	29	30	0	91	74	0	0	906
07:30 AM	0	0	0	0	192	426	0	0	158	32	49	0	96	135	0	0	1088
07:45 AM	0	0	0	0	154	361	0	0	150	45	43	0	96	139	0	0	988
Total	0	0	0	0	674	1547	0	0	525	117	137	1	361	423	0	0	3785
08:00 AM	0	0	0	0	176	353	0	0	158	49	54	4	76	132	0	0	1002
08:15 AM	0	0	0	6	141	318	0	0	125	45	45	3	67	157	0	0	907
08:30 AM	0	0	0	0	127	316	0	0	137	47	47	3	60	100	0	0	837
08:45 AM	0	0	0	3	110	260	0	0	138	46	46	5	47	125	0	0	780
Total	0	0	0	9	554	1247	0	0	558	187	192	15	250	514	0	0	3526
Grand Total	0	0	0	9	1228	2794	0	0	1083	304	329	16	611	937	0	0	7311
Apprch %	0	0	0	100	30.5	69.5	0	0	62.5	17.6	19	0.9	39.5	60.5	0	0	
Total %	0	0	0	0.1	16.8	38.2	0	0	14.8	4.2	4.5	0.2	8.4	12.8	0	0	



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File Name : #8 I680NB&ALUMROCKAM
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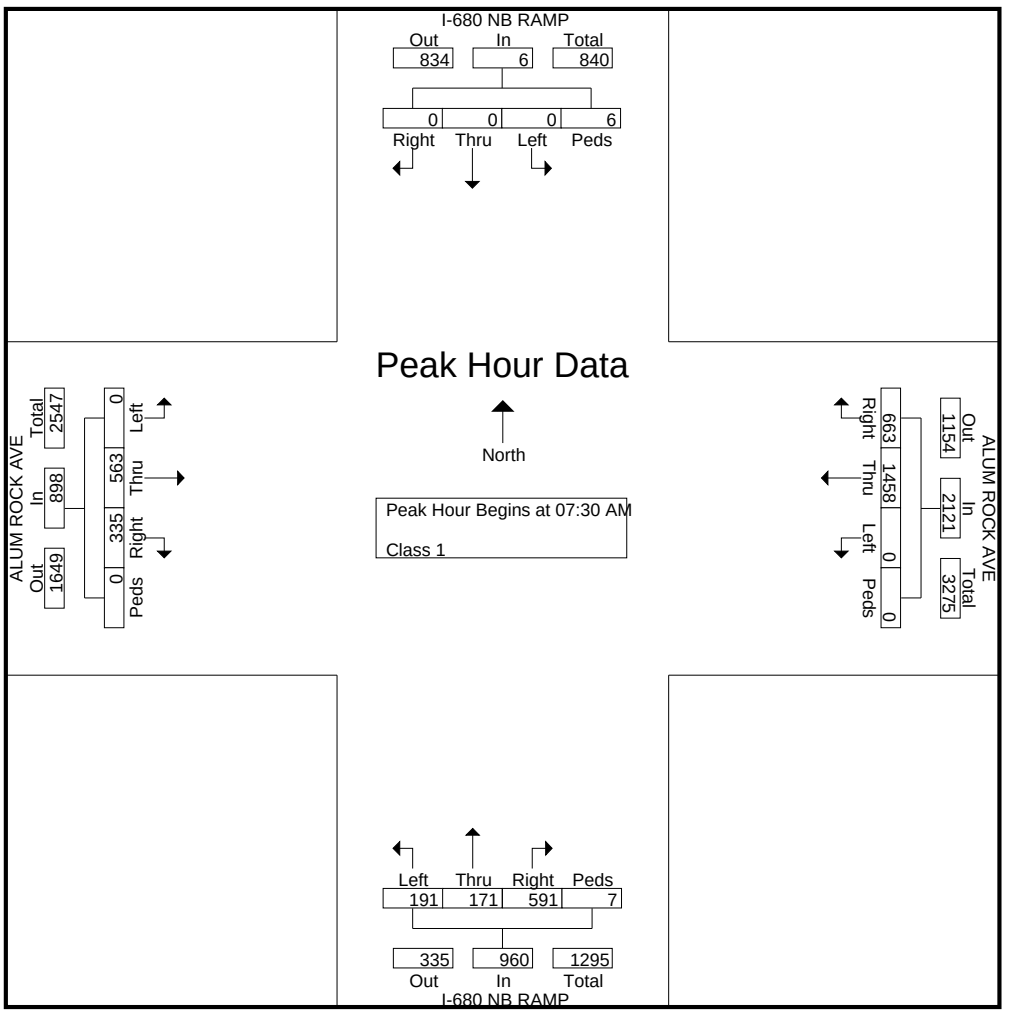
	I-680 NB RAMP Southbound					ALUM ROCK AVE Westbound					I-680 NB RAMP Northbound					ALUM ROCK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	192	426	0	0	618	158	32	49	0	239	96	135	0	0	231	1088
07:45 AM	0	0	0	0	0	154	361	0	0	515	150	45	43	0	238	96	139	0	0	235	988
08:00 AM	0	0	0	0	0	176	353	0	0	529	158	49	54	4	265	76	132	0	0	208	1002
08:15 AM	0	0	0	6	6	141	318	0	0	459	125	45	45	3	218	67	157	0	0	224	907
Total Volume	0	0	0	6	6	663	1458	0	0	2121	591	171	191	7	960	335	563	0	0	898	3985
% App. Total	0	0	0	100		31.3	68.7	0	0		61.6	17.8	19.9	0.7		37.3	62.7	0	0		
PHF	.000	.000	.000	.250	.250	.863	.856	.000	.000	.858	.935	.872	.884	.438	.906	.872	.896	.000	.000	.955	.916



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File Name : #9 LEIGH&SANCARLOSPM
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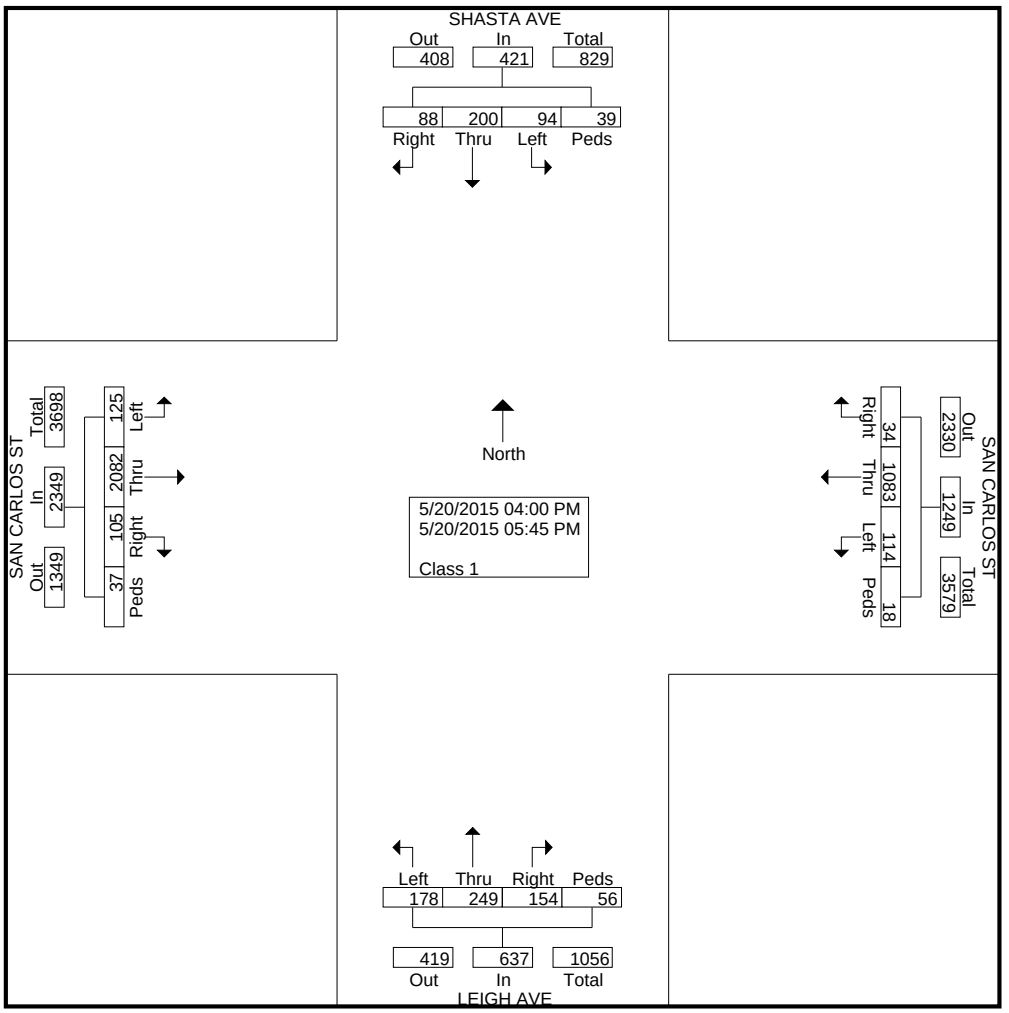
Groups Printed- Class 1

	SHASTA AVE Southbound				SAN CARLOS ST Westbound				LEIGH AVE Northbound				SAN CARLOS ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	8	22	16	5	6	118	15	4	23	44	17	1	18	191	19	3	510
04:15 PM	15	20	5	9	1	144	11	1	19	19	19	11	9	243	13	1	540
04:30 PM	7	20	7	2	5	140	15	2	9	26	21	8	10	253	17	5	547
04:45 PM	10	27	17	1	5	129	19	3	23	36	21	12	8	257	14	10	592
Total	40	89	45	17	17	531	60	10	74	125	78	32	45	944	63	19	2189
05:00 PM	6	30	14	5	7	137	11	2	21	27	24	8	19	293	12	4	620
05:15 PM	15	18	14	1	4	134	11	1	22	28	20	6	11	297	17	5	604
05:30 PM	13	34	7	1	4	157	14	2	22	42	24	5	17	264	17	4	627
05:45 PM	14	29	14	15	2	124	18	3	15	27	32	5	13	284	16	5	616
Total	48	111	49	22	17	552	54	8	80	124	100	24	60	1138	62	18	2467
Grand Total	88	200	94	39	34	1083	114	18	154	249	178	56	105	2082	125	37	4656
Apprch %	20.9	47.5	22.3	9.3	2.7	86.7	9.1	1.4	24.2	39.1	27.9	8.8	4.5	88.6	5.3	1.6	
Total %	1.9	4.3	2	0.8	0.7	23.3	2.4	0.4	3.3	5.3	3.8	1.2	2.3	44.7	2.7	0.8	



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File Name : #9 LEIGH&SANCARLOSPM
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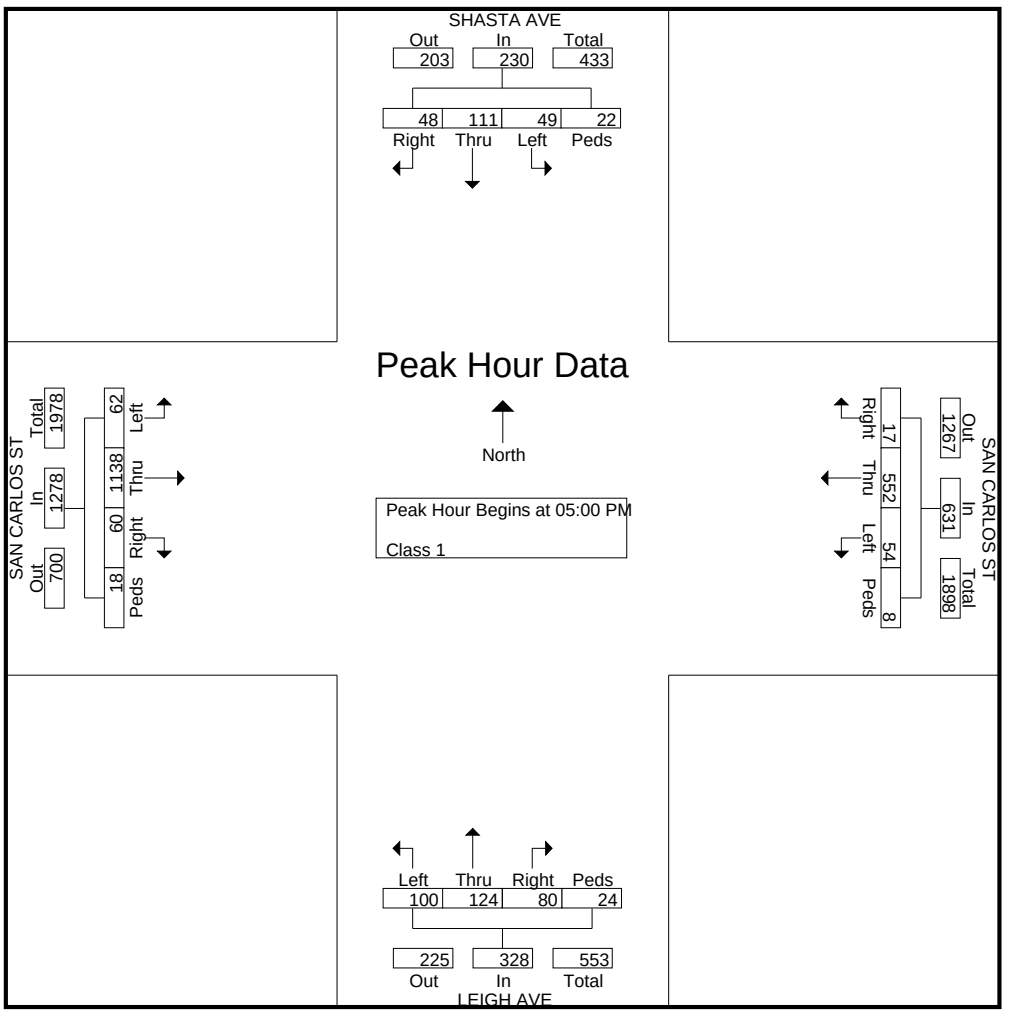
	SHASTA AVE Southbound					SAN CARLOS ST Westbound					LEIGH AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	30	14	5	55	7	137	11	2	157	21	27	24	8	80	19	293	12	4	328	620
05:15 PM	15	18	14	1	48	4	134	11	1	150	22	28	20	6	76	11	297	17	5	330	604
05:30 PM	13	34	7	1	55	4	157	14	2	177	22	42	24	5	93	17	264	17	4	302	627
05:45 PM	14	29	14	15	72	2	124	18	3	147	15	27	32	5	79	13	284	16	5	318	616
Total Volume	48	111	49	22	230	17	552	54	8	631	80	124	100	24	328	60	1138	62	18	1278	2467
% App. Total	20.9	48.3	21.3	9.6		2.7	87.5	8.6	1.3		24.4	37.8	30.5	7.3		4.7	89	4.9	1.4		
PHF	.800	.816	.875	.367	.799	.607	.879	.750	.667	.891	.909	.738	.781	.750	.882	.789	.958	.912	.900	.968	.984



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File Name : #9 LEIGH&SANCARLOSAM
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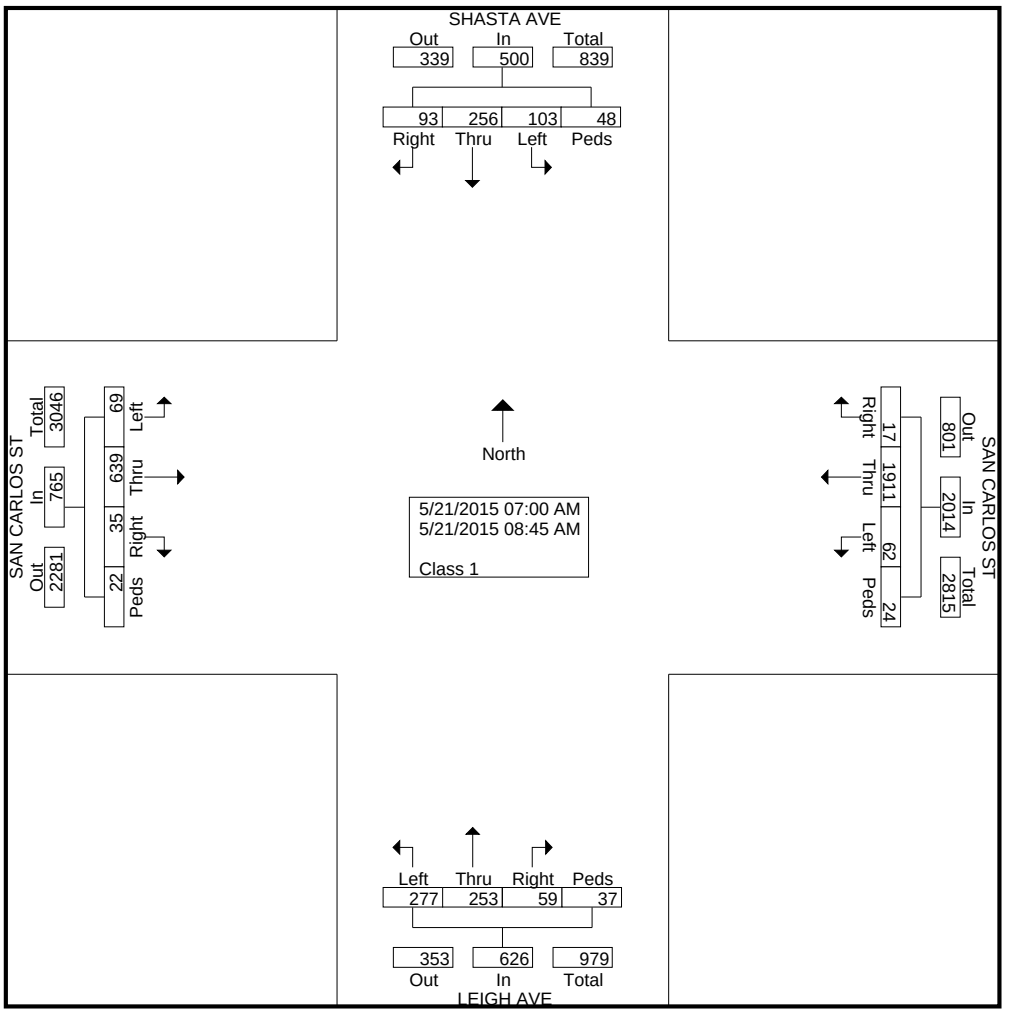
Groups Printed- Class 1

	SHASTA AVE Southbound				SAN CARLOS ST Westbound				LEIGH AVE Northbound				SAN CARLOS ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	6	15	4	1	1	159	6	0	6	22	22	3	0	48	3	1	297
07:15 AM	3	39	18	5	3	262	5	1	4	30	34	4	1	60	3	4	476
07:30 AM	18	56	20	15	1	328	6	6	5	28	62	9	7	64	9	7	641
07:45 AM	19	31	19	18	2	259	9	9	8	37	34	6	9	89	14	4	567
Total	46	141	61	39	7	1008	26	16	23	117	152	22	17	261	29	16	1981
08:00 AM	10	34	13	5	2	267	12	3	6	38	42	7	6	100	9	3	557
08:15 AM	16	43	8	1	4	214	5	1	8	41	22	4	6	81	9	1	464
08:30 AM	9	26	16	2	1	220	6	3	15	34	33	2	2	94	12	2	477
08:45 AM	12	12	5	1	3	202	13	1	7	23	28	2	4	103	10	0	426
Total	47	115	42	9	10	903	36	8	36	136	125	15	18	378	40	6	1924
Grand Total	93	256	103	48	17	1911	62	24	59	253	277	37	35	639	69	22	3905
Apprch %	18.6	51.2	20.6	9.6	0.8	94.9	3.1	1.2	9.4	40.4	44.2	5.9	4.6	83.5	9	2.9	
Total %	2.4	6.6	2.6	1.2	0.4	48.9	1.6	0.6	1.5	6.5	7.1	0.9	0.9	16.4	1.8	0.6	



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File Name : #9 LEIGH&SANCARLOSAM
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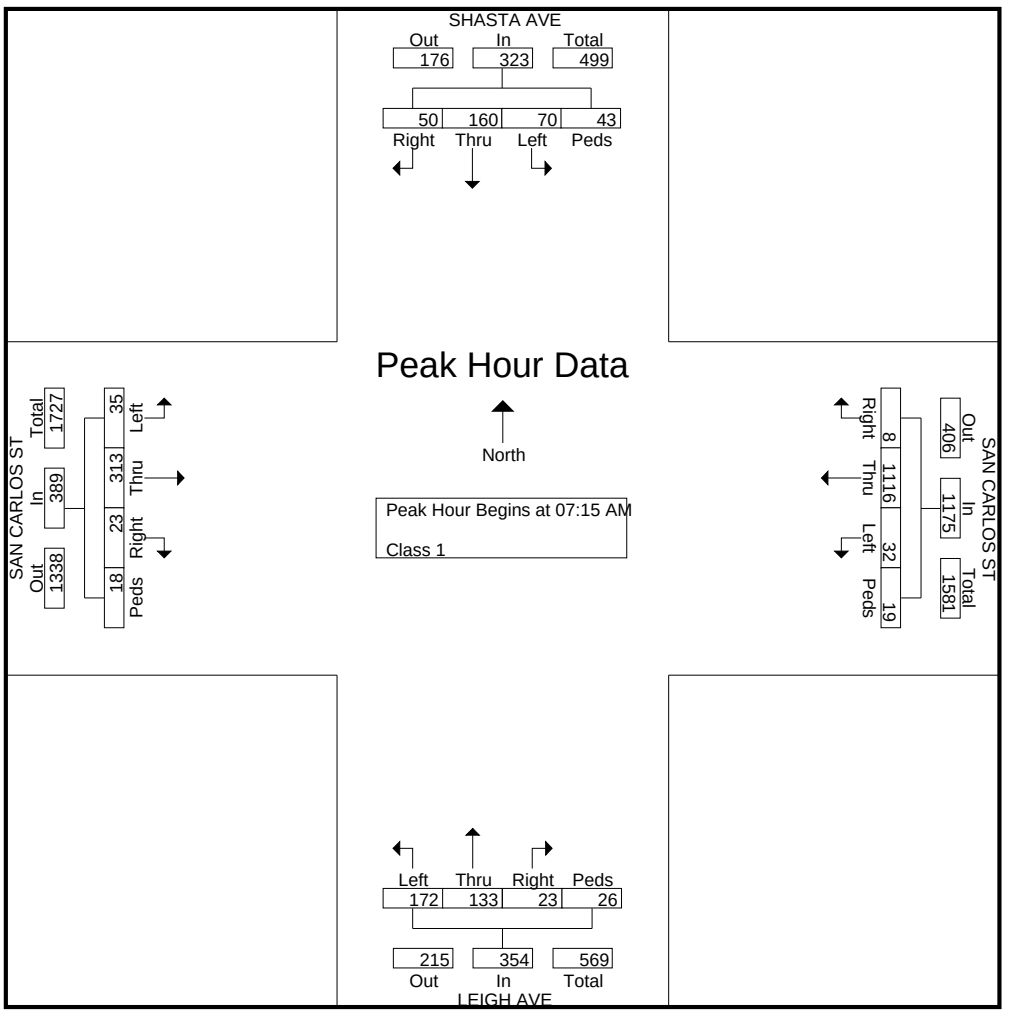
	SHASTA AVE Southbound					SAN CARLOS ST Westbound					LEIGH AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	39	18	5	65	3	262	5	1	271	4	30	34	4	72	1	60	3	4	68	476
07:30 AM	18	56	20	15	109	1	328	6	6	341	5	28	62	9	104	7	64	9	7	87	641
07:45 AM	19	31	19	18	87	2	259	9	9	279	8	37	34	6	85	9	89	14	4	116	567
08:00 AM	10	34	13	5	62	2	267	12	3	284	6	38	42	7	93	6	100	9	3	118	557
Total Volume	50	160	70	43	323	8	1116	32	19	1175	23	133	172	26	354	23	313	35	18	389	2241
% App. Total	15.5	49.5	21.7	13.3		0.7	95	2.7	1.6		6.5	37.6	48.6	7.3		5.9	80.5	9	4.6		
PHF	.658	.714	.875	.597	.741	.667	.851	.667	.528	.861	.719	.875	.694	.722	.851	.639	.783	.625	.643	.824	.874



All Traffic Data Services,Inc.
9660 W 44th Ave
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File Name : #10 PARK&MERIDIANAM
Site Code :
Start Date : 5/21/2015
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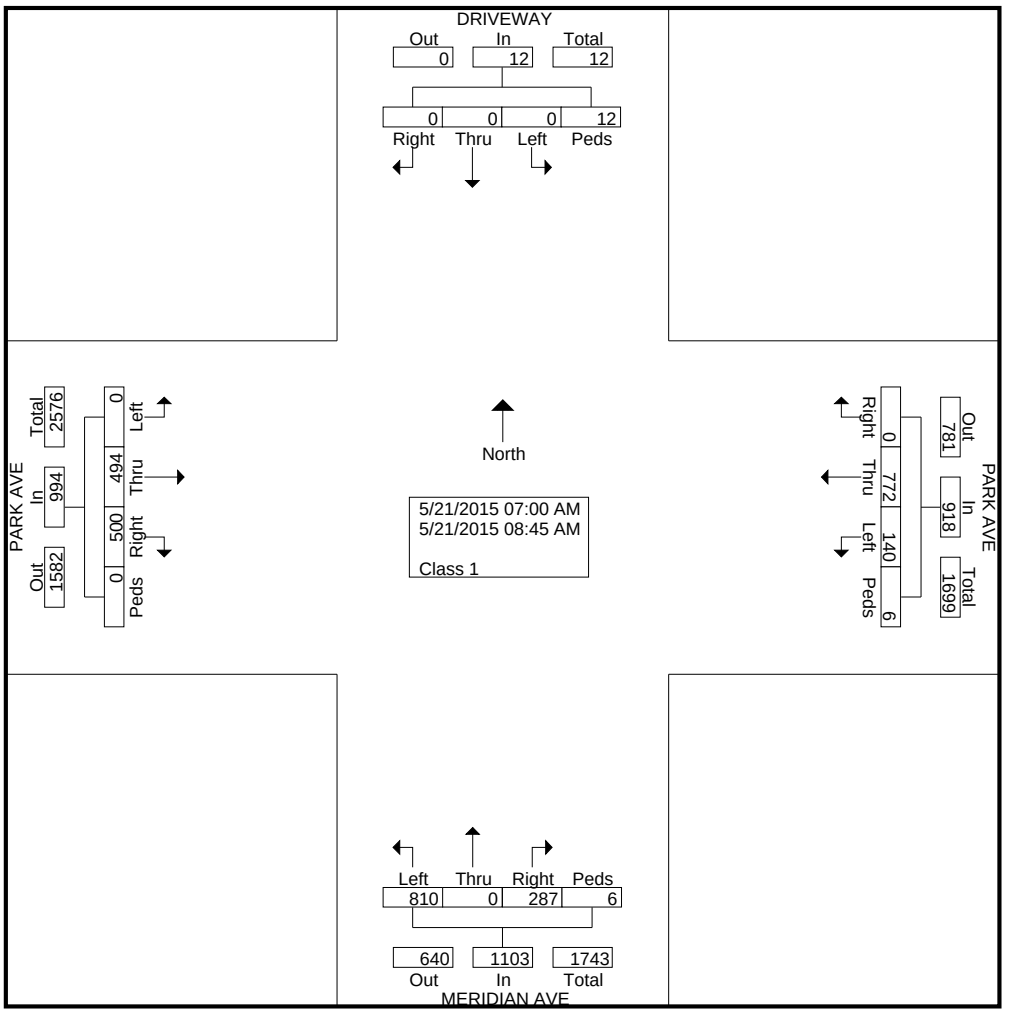
Groups Printed- Class 1

	DRIVEWAY Southbound				PARK AVE Westbound				MERIDIAN AVE Northbound				PARK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	0	0	1	0	80	16	0	20	0	81	0	41	25	0	0	264
07:15 AM	0	0	0	2	0	130	15	0	39	0	75	2	68	84	0	0	415
07:30 AM	0	0	0	1	0	125	22	1	25	0	100	0	81	102	0	0	457
07:45 AM	0	0	0	4	0	112	17	0	36	0	102	2	73	64	0	0	410
Total	0	0	0	8	0	447	70	1	120	0	358	4	263	275	0	0	1546
08:00 AM	0	0	0	0	0	107	16	1	39	0	130	0	78	55	0	0	426
08:15 AM	0	0	0	1	0	90	7	2	41	0	110	1	59	74	0	0	385
08:30 AM	0	0	0	0	0	71	27	2	36	0	101	1	60	63	0	0	361
08:45 AM	0	0	0	3	0	57	20	0	51	0	111	0	40	27	0	0	309
Total	0	0	0	4	0	325	70	5	167	0	452	2	237	219	0	0	1481
Grand Total	0	0	0	12	0	772	140	6	287	0	810	6	500	494	0	0	3027
Apprch %	0	0	0	100	0	84.1	15.3	0.7	26	0	73.4	0.5	50.3	49.7	0	0	
Total %	0	0	0	0.4	0	25.5	4.6	0.2	9.5	0	26.8	0.2	16.5	16.3	0	0	



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File Name : #10 PARK&MERIDIANAM
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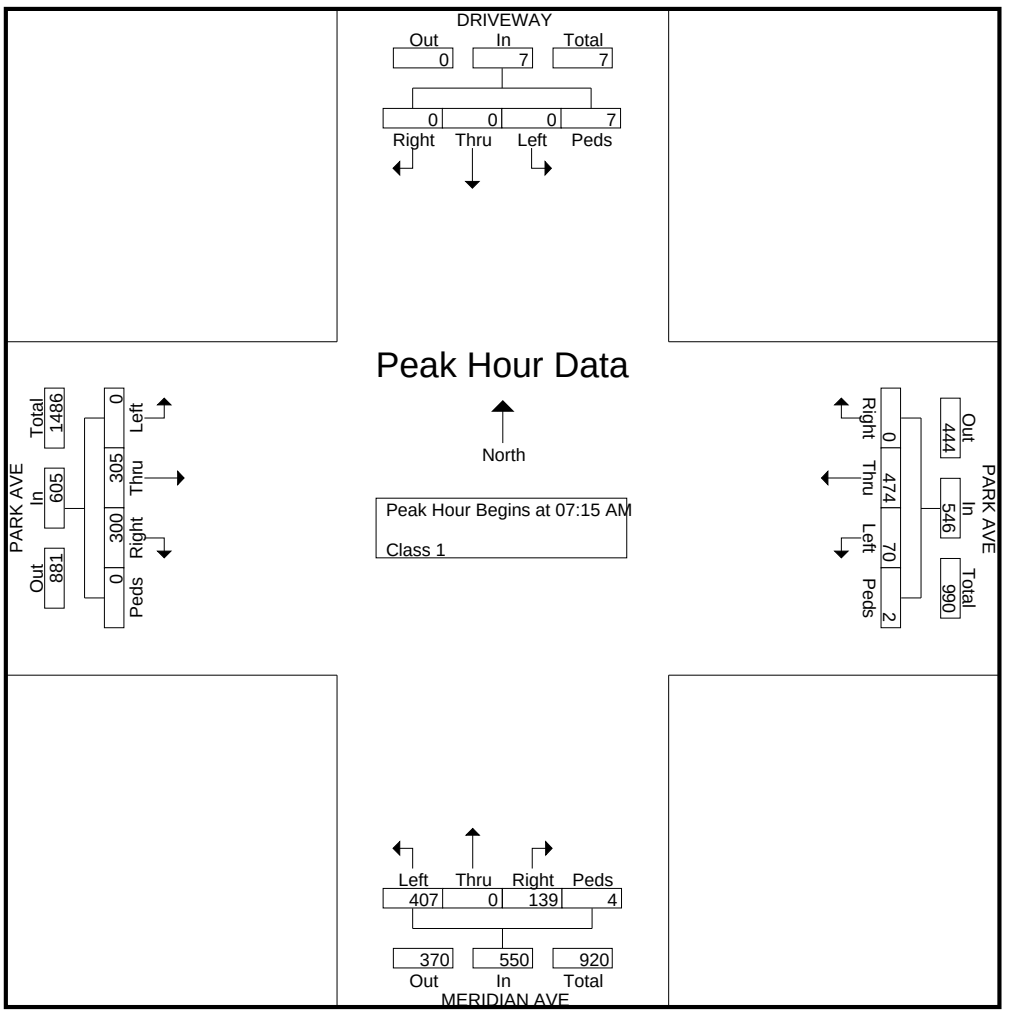
	DRIVEWAY Southbound					PARK AVE Westbound					MERIDIAN AVE Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	2	2	0	130	15	0	145	39	0	75	2	116	68	84	0	0	152	415
07:30 AM	0	0	0	1	1	0	125	22	1	148	25	0	100	0	125	81	102	0	0	183	457
07:45 AM	0	0	0	4	4	0	112	17	0	129	36	0	102	2	140	73	64	0	0	137	410
08:00 AM	0	0	0	0	0	0	107	16	1	124	39	0	130	0	169	78	55	0	0	133	426
Total Volume	0	0	0	7	7	0	474	70	2	546	139	0	407	4	550	300	305	0	0	605	1708
% App. Total	0	0	0	100		0	86.8	12.8	0.4		25.3	0	74	0.7		49.6	50.4	0	0		
PHF	.000	.000	.000	.438	.438	.000	.912	.795	.500	.922	.891	.000	.783	.500	.814	.926	.748	.000	.000	.827	.934



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File Name : #10 PARK&MERIDIANPM
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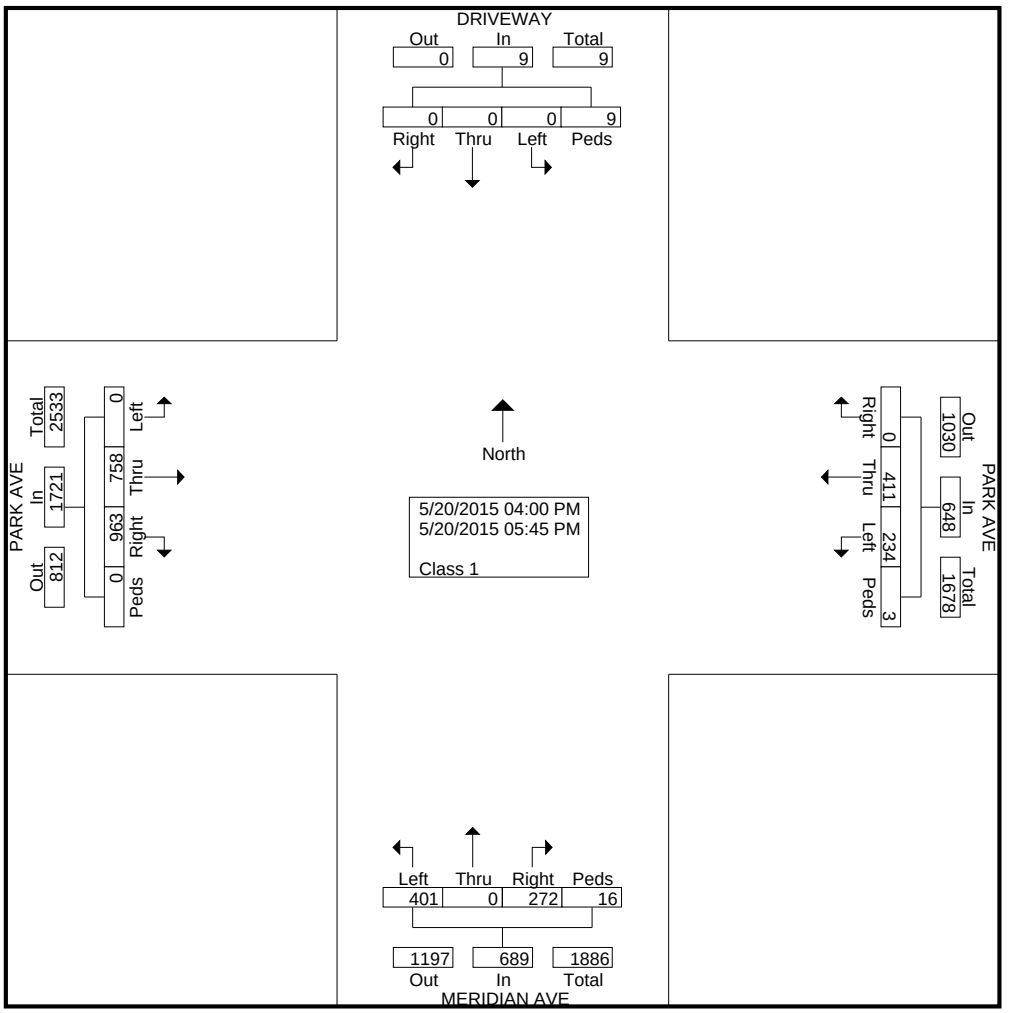
Groups Printed- Class 1

	DRIVEWAY Southbound				PARK AVE Westbound				MERIDIAN AVE Northbound				PARK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	0	0	0	0	0	45	30	0	27	0	47	2	101	95	0	0	347
04:15 PM	0	0	0	1	0	49	25	2	31	0	42	4	90	79	0	0	323
04:30 PM	0	0	0	1	0	56	30	0	36	0	63	5	114	75	0	0	380
04:45 PM	0	0	0	1	0	39	26	0	36	0	49	1	131	91	0	0	374
Total	0	0	0	3	0	189	111	2	130	0	201	12	436	340	0	0	1424
05:00 PM	0	0	0	2	0	64	31	1	35	0	42	0	134	103	0	0	412
05:15 PM	0	0	0	2	0	66	39	0	37	0	47	1	126	112	0	0	430
05:30 PM	0	0	0	0	0	52	27	0	27	0	52	2	130	112	0	0	402
05:45 PM	0	0	0	2	0	40	26	0	43	0	59	1	137	91	0	0	399
Total	0	0	0	6	0	222	123	1	142	0	200	4	527	418	0	0	1643
Grand Total	0	0	0	9	0	411	234	3	272	0	401	16	963	758	0	0	3067
Apprch %	0	0	0	100	0	63.4	36.1	0.5	39.5	0	58.2	2.3	56	44	0	0	
Total %	0	0	0	0.3	0	13.4	7.6	0.1	8.9	0	13.1	0.5	31.4	24.7	0	0	



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File Name : #10 PARK&MERIDIANPM
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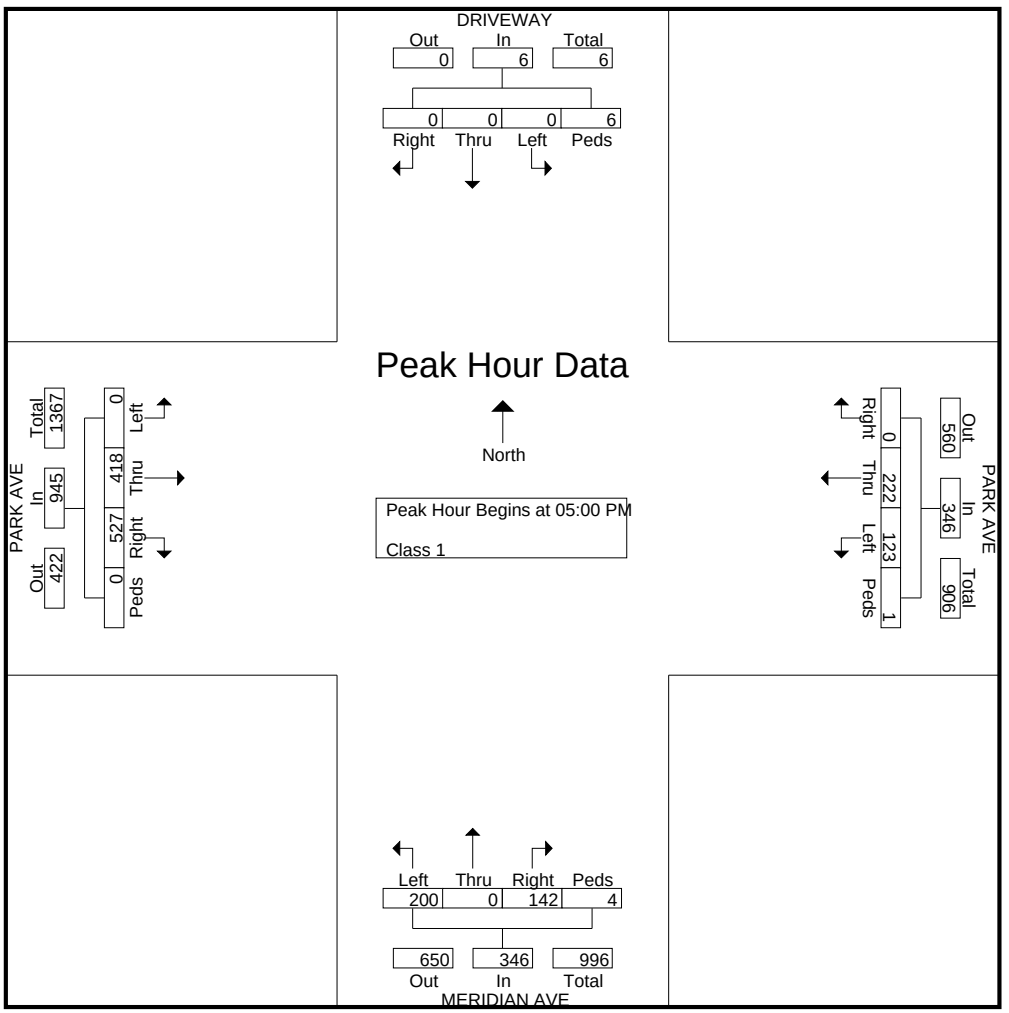
	DRIVEWAY Southbound					PARK AVE Westbound					MERIDIAN AVE Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	2	2	0	64	31	1	96	35	0	42	0	77	134	103	0	0	237	412
05:15 PM	0	0	0	2	2	0	66	39	0	105	37	0	47	1	85	126	112	0	0	238	430
05:30 PM	0	0	0	0	0	0	52	27	0	79	27	0	52	2	81	130	112	0	0	242	402
05:45 PM	0	0	0	2	2	0	40	26	0	66	43	0	59	1	103	137	91	0	0	228	399
Total Volume	0	0	0	6	6	0	222	123	1	346	142	0	200	4	346	527	418	0	0	945	1643
% App. Total	0	0	0	100		0	64.2	35.5	0.3		41	0	57.8	1.2		55.8	44.2	0	0		
PHF	.000	.000	.000	.750	.750	.000	.841	.788	.250	.824	.826	.000	.847	.500	.840	.962	.933	.000	.000	.976	.955



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File Name : #11 PARK&RACEAM
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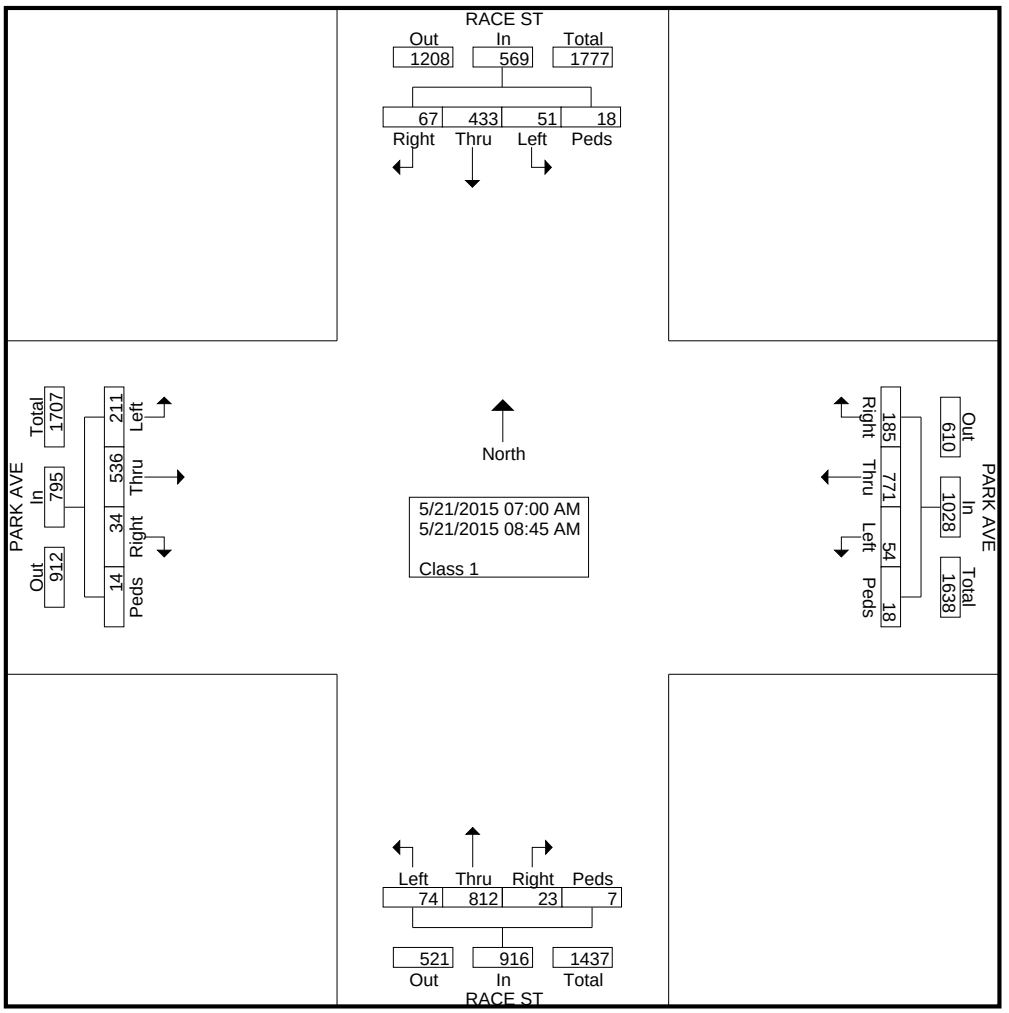
Groups Printed- Class 1

	RACE ST Southbound				PARK AVE Westbound				RACE ST Northbound				PARK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	3	44	8	1	15	89	4	2	2	59	5	0	2	33	12	2	281
07:15 AM	7	63	3	3	23	135	2	2	4	99	7	2	1	87	22	1	461
07:30 AM	8	68	4	2	26	128	7	2	4	103	13	0	2	105	19	1	492
07:45 AM	9	50	7	9	29	110	12	5	1	128	11	0	7	83	17	5	483
Total	27	225	22	15	93	462	25	11	11	389	36	2	12	308	70	9	1717
08:00 AM	10	62	6	1	16	99	9	1	2	110	11	1	6	54	31	2	421
08:15 AM	8	46	6	0	25	72	7	2	1	111	17	3	8	69	44	1	420
08:30 AM	14	49	8	0	29	73	4	2	7	97	5	0	3	66	30	1	388
08:45 AM	8	51	9	2	22	65	9	2	2	105	5	1	5	39	36	1	362
Total	40	208	29	3	92	309	29	7	12	423	38	5	22	228	141	5	1591
Grand Total	67	433	51	18	185	771	54	18	23	812	74	7	34	536	211	14	3308
Apprch %	11.8	76.1	9	3.2	18	75	5.3	1.8	2.5	88.6	8.1	0.8	4.3	67.4	26.5	1.8	
Total %	2	13.1	1.5	0.5	5.6	23.3	1.6	0.5	0.7	24.5	2.2	0.2	1	16.2	6.4	0.4	



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File Name : #11 PARK&RACEAM
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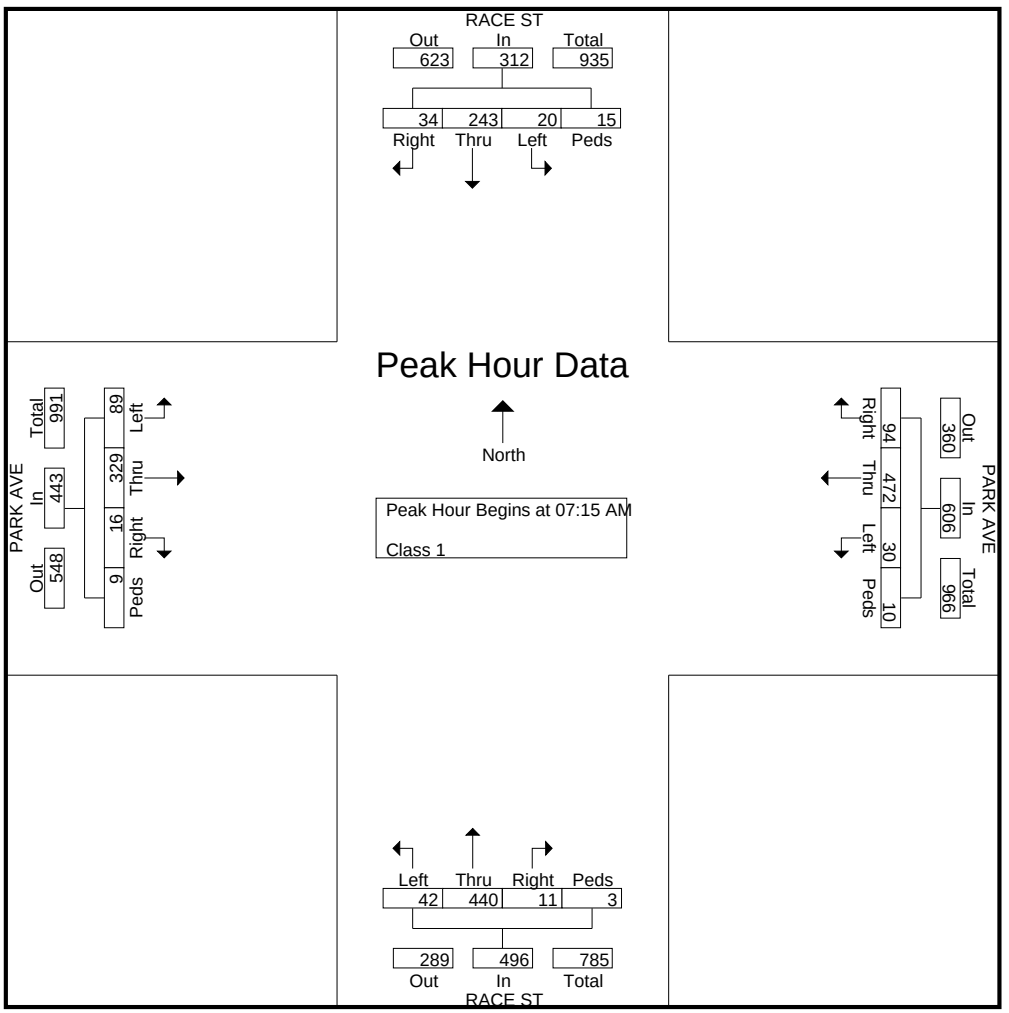
	RACE ST Southbound					PARK AVE Westbound					RACE ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	63	3	3	76	23	135	2	2	162	4	99	7	2	112	1	87	22	1	111	461
07:30 AM	8	68	4	2	82	26	128	7	2	163	4	103	13	0	120	2	105	19	1	127	492
07:45 AM	9	50	7	9	75	29	110	12	5	156	1	128	11	0	140	7	83	17	5	112	483
08:00 AM	10	62	6	1	79	16	99	9	1	125	2	110	11	1	124	6	54	31	2	93	421
Total Volume	34	243	20	15	312	94	472	30	10	606	11	440	42	3	496	16	329	89	9	443	1857
% App. Total	10.9	77.9	6.4	4.8		15.5	77.9	5	1.7		2.2	88.7	8.5	0.6		3.6	74.3	20.1	2		
PHF	.850	.893	.714	.417	.951	.810	.874	.625	.500	.929	.688	.859	.808	.375	.886	.571	.783	.718	.450	.872	.944



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File Name : #11 PARK&RACEPM
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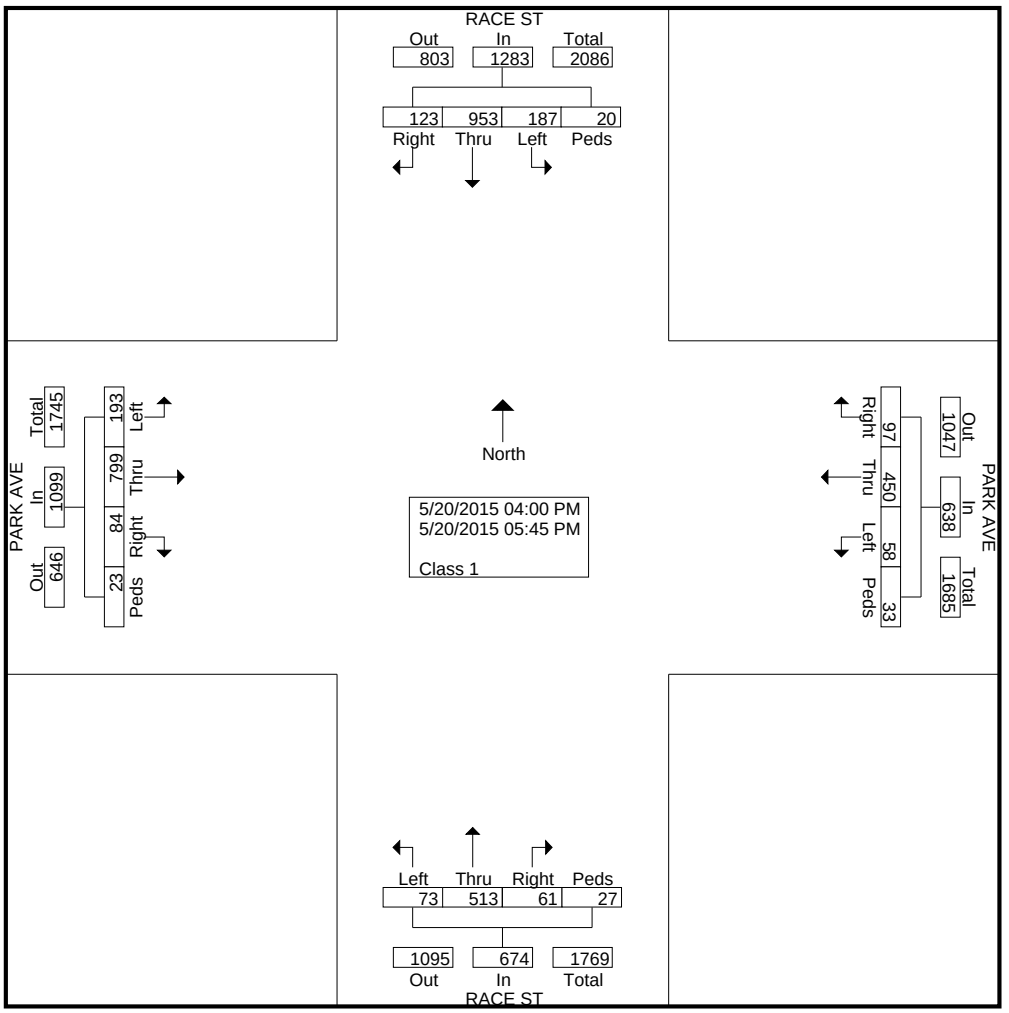
Groups Printed- Class 1

	RACE ST Southbound				PARK AVE Westbound				RACE ST Northbound				PARK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	13	94	20	1	10	51	11	1	6	54	9	2	12	98	20	3	405
04:15 PM	12	108	25	1	11	54	5	5	5	58	10	3	14	84	28	0	423
04:30 PM	19	111	24	1	10	48	7	4	7	64	13	10	7	91	26	7	449
04:45 PM	13	128	24	2	17	49	8	8	9	74	6	3	6	86	18	3	454
Total	57	441	93	5	48	202	31	18	27	250	38	18	39	359	92	13	1731
05:00 PM	13	133	21	2	9	65	6	4	7	71	10	1	9	107	28	3	489
05:15 PM	25	131	27	1	13	80	5	9	13	75	4	5	15	122	19	1	545
05:30 PM	16	123	17	6	15	52	10	2	4	59	11	3	13	99	25	3	458
05:45 PM	12	125	29	6	12	51	6	0	10	58	10	0	8	112	29	3	471
Total	66	512	94	15	49	248	27	15	34	263	35	9	45	440	101	10	1963
Grand Total	123	953	187	20	97	450	58	33	61	513	73	27	84	799	193	23	3694
Apprch %	9.6	74.3	14.6	1.6	15.2	70.5	9.1	5.2	9.1	76.1	10.8	4	7.6	72.7	17.6	2.1	
Total %	3.3	25.8	5.1	0.5	2.6	12.2	1.6	0.9	1.7	13.9	2	0.7	2.3	21.6	5.2	0.6	



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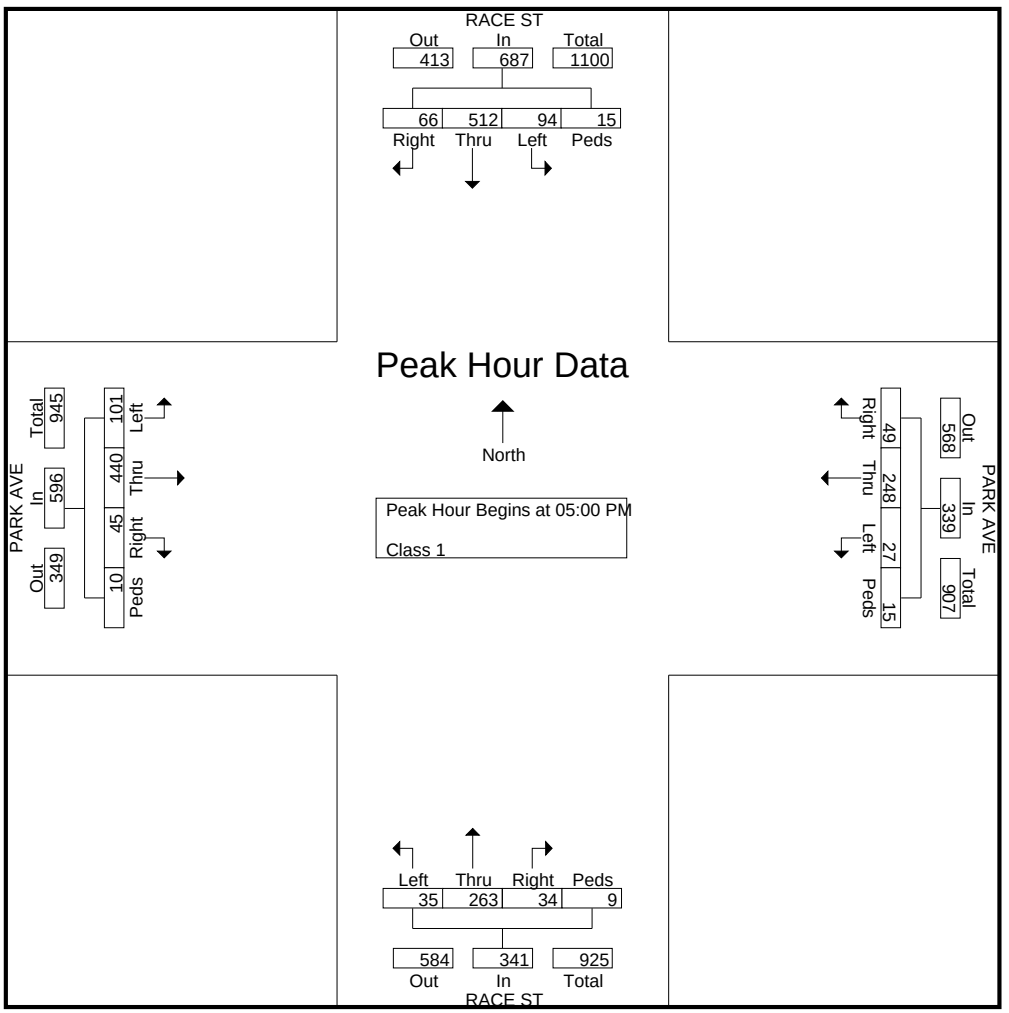
	RACE ST Southbound					PARK AVE Westbound					RACE ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	133	21	2	169	9	65	6	4	84	7	71	10	1	89	9	107	28	3	147	489
05:15 PM	25	131	27	1	184	13	80	5	9	107	13	75	4	5	97	15	122	19	1	157	545
05:30 PM	16	123	17	6	162	15	52	10	2	79	4	59	11	3	77	13	99	25	3	140	458
05:45 PM	12	125	29	6	172	12	51	6	0	69	10	58	10	0	78	8	112	29	3	152	471
Total Volume	66	512	94	15	687	49	248	27	15	339	34	263	35	9	341	45	440	101	10	596	1963
% App. Total	9.6	74.5	13.7	2.2		14.5	73.2	8	4.4		10	77.1	10.3	2.6		7.6	73.8	16.9	1.7		
PHF	.660	.962	.810	.625	.933	.817	.775	.675	.417	.792	.654	.877	.795	.450	.879	.750	.902	.871	.833	.949	.900



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File Name : #12 PARK&SUNOLAM
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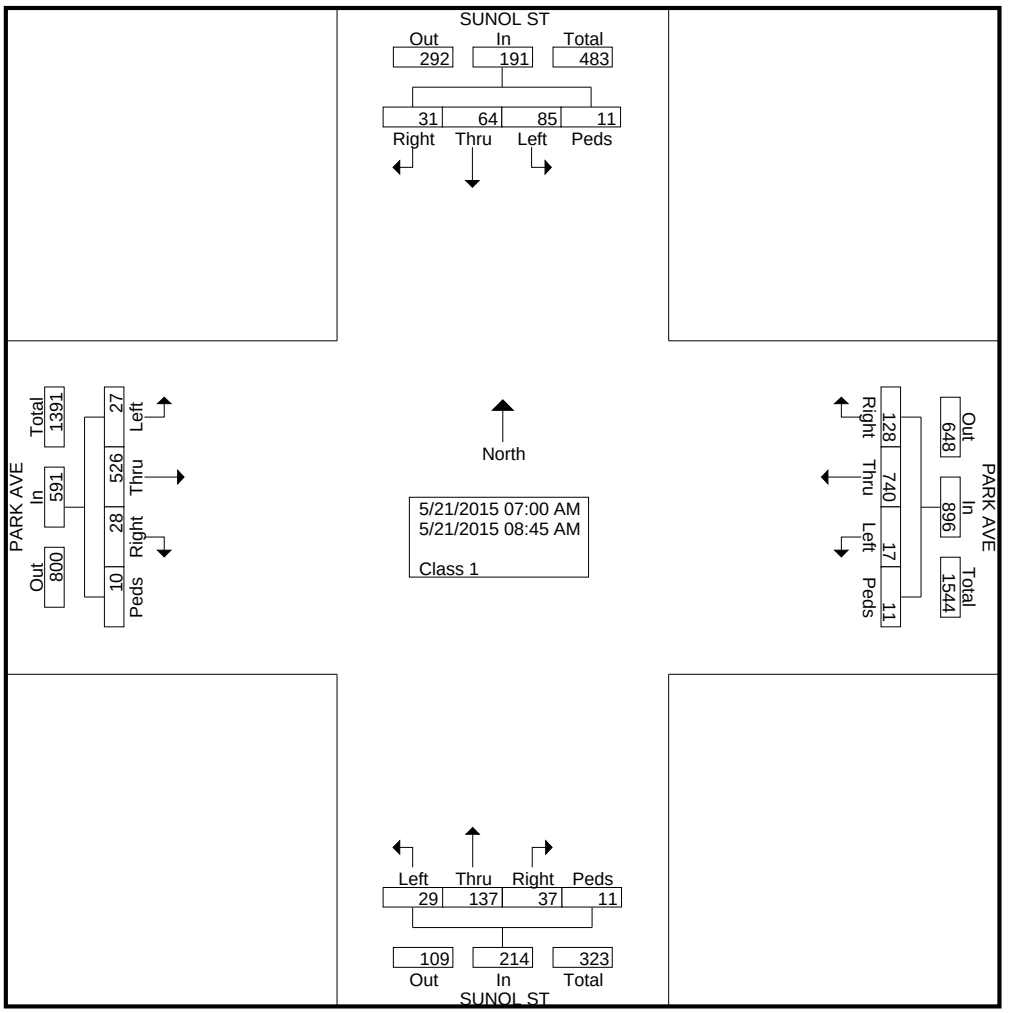
Groups Printed- Class 1

	SUNOL ST Southbound				PARK AVE Westbound				SUNOL ST Northbound				PARK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	2	7	7	1	4	85	1	4	2	16	2	4	5	37	1	0	178
07:15 AM	2	5	19	1	12	130	0	0	3	13	8	1	7	90	2	2	295
07:30 AM	5	9	11	3	30	112	5	1	5	22	8	0	4	94	6	2	317
07:45 AM	4	9	15	2	36	100	2	1	7	18	4	0	2	73	2	0	275
Total	13	30	52	7	82	427	8	6	17	69	22	5	18	294	11	4	1065
08:00 AM	3	12	5	0	17	86	2	2	1	15	3	2	2	52	3	1	206
08:15 AM	4	7	6	2	10	91	2	0	7	19	0	2	2	72	6	2	232
08:30 AM	4	5	8	0	13	64	3	2	5	18	1	0	4	64	6	0	197
08:45 AM	7	10	14	2	6	72	2	1	7	16	3	2	2	44	1	3	192
Total	18	34	33	4	46	313	9	5	20	68	7	6	10	232	16	6	827
Grand Total	31	64	85	11	128	740	17	11	37	137	29	11	28	526	27	10	1892
Apprch %	16.2	33.5	44.5	5.8	14.3	82.6	1.9	1.2	17.3	64	13.6	5.1	4.7	89	4.6	1.7	
Total %	1.6	3.4	4.5	0.6	6.8	39.1	0.9	0.6	2	7.2	1.5	0.6	1.5	27.8	1.4	0.5	



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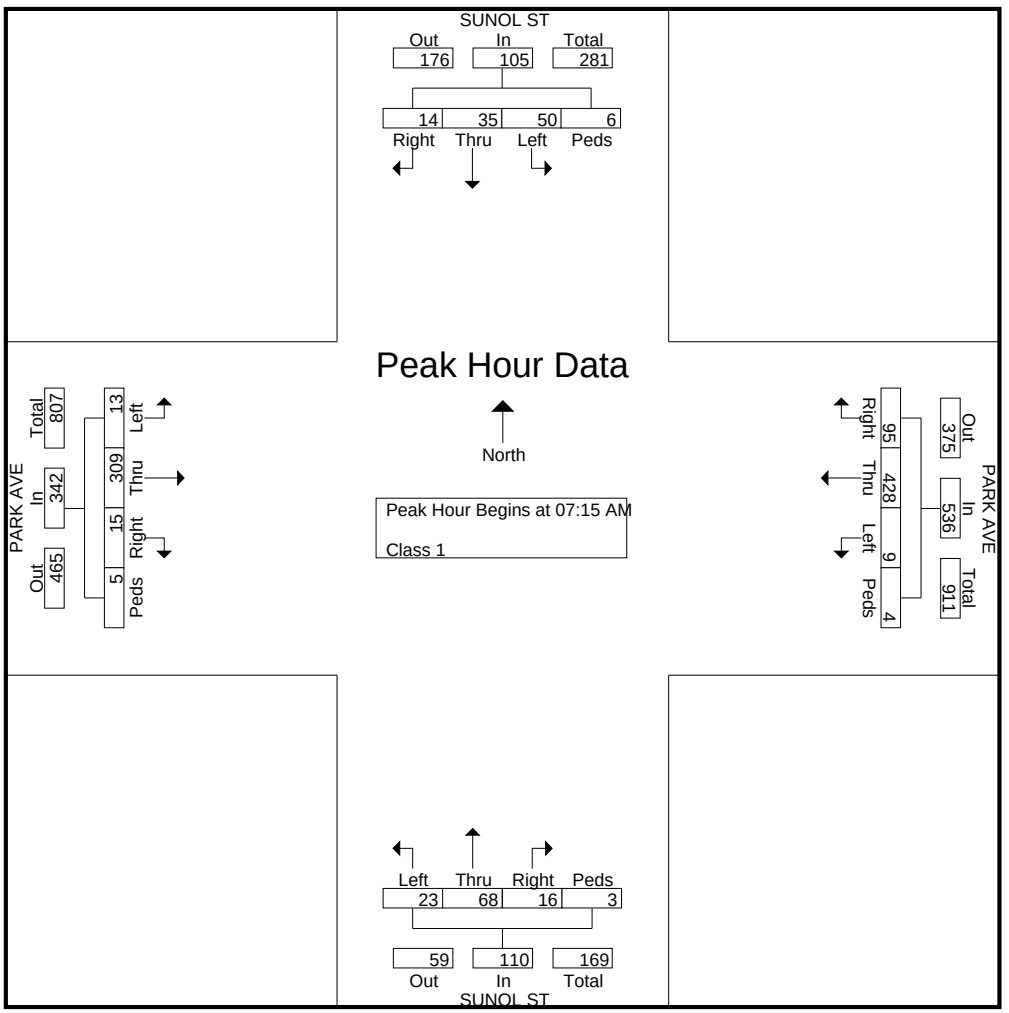
	SUNOL ST Southbound					PARK AVE Westbound					SUNOL ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	5	19	1	27	12	130	0	0	142	3	13	8	1	25	7	90	2	2	101	295
07:30 AM	5	9	11	3	28	30	112	5	1	148	5	22	8	0	35	4	94	6	2	106	317
07:45 AM	4	9	15	2	30	36	100	2	1	139	7	18	4	0	29	2	73	2	0	77	275
08:00 AM	3	12	5	0	20	17	86	2	2	107	1	15	3	2	21	2	52	3	1	58	206
Total Volume	14	35	50	6	105	95	428	9	4	536	16	68	23	3	110	15	309	13	5	342	1093
% App. Total	13.3	33.3	47.6	5.7		17.7	79.9	1.7	0.7		14.5	61.8	20.9	2.7		4.4	90.4	3.8	1.5		
PHF	.700	.729	.658	.500	.875	.660	.823	.450	.500	.905	.571	.773	.719	.375	.786	.536	.822	.542	.625	.807	.862



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File Name : #12 PARK&SUNOLPM
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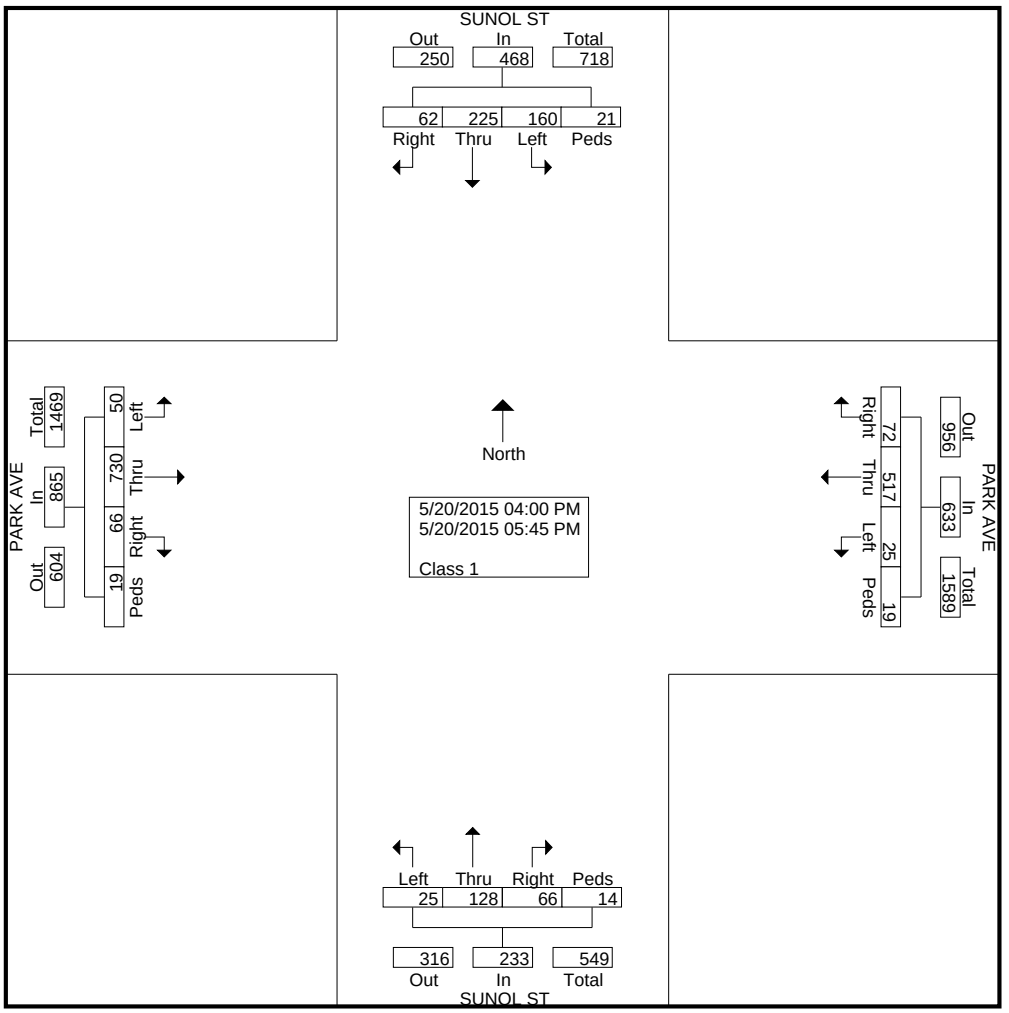
Groups Printed- Class 1

	SUNOL ST Southbound				PARK AVE Westbound				SUNOL ST Northbound				PARK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	9	15	13	1	5	55	2	2	11	12	4	0	7	90	9	2	237
04:15 PM	8	19	15	6	11	56	3	1	7	14	2	2	7	80	7	0	238
04:30 PM	3	18	20	1	6	55	3	1	10	12	1	3	7	84	5	4	233
04:45 PM	10	28	15	2	11	58	3	3	8	16	5	2	5	92	6	0	264
Total	30	80	63	10	33	224	11	7	36	54	12	7	26	346	27	6	972
05:00 PM	9	38	26	1	18	81	6	7	7	19	3	3	12	101	3	4	338
05:15 PM	5	43	22	2	6	86	5	4	8	20	6	2	13	93	6	0	321
05:30 PM	8	35	24	6	8	58	1	1	8	22	2	2	8	84	3	6	276
05:45 PM	10	29	25	2	7	68	2	0	7	13	2	0	7	106	11	3	292
Total	32	145	97	11	39	293	14	12	30	74	13	7	40	384	23	13	1227
Grand Total	62	225	160	21	72	517	25	19	66	128	25	14	66	730	50	19	2199
Apprch %	13.2	48.1	34.2	4.5	11.4	81.7	3.9	3	28.3	54.9	10.7	6	7.6	84.4	5.8	2.2	
Total %	2.8	10.2	7.3	1	3.3	23.5	1.1	0.9	3	5.8	1.1	0.6	3	33.2	2.3	0.9	



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File Name : #12 PARK&SUNOLPM
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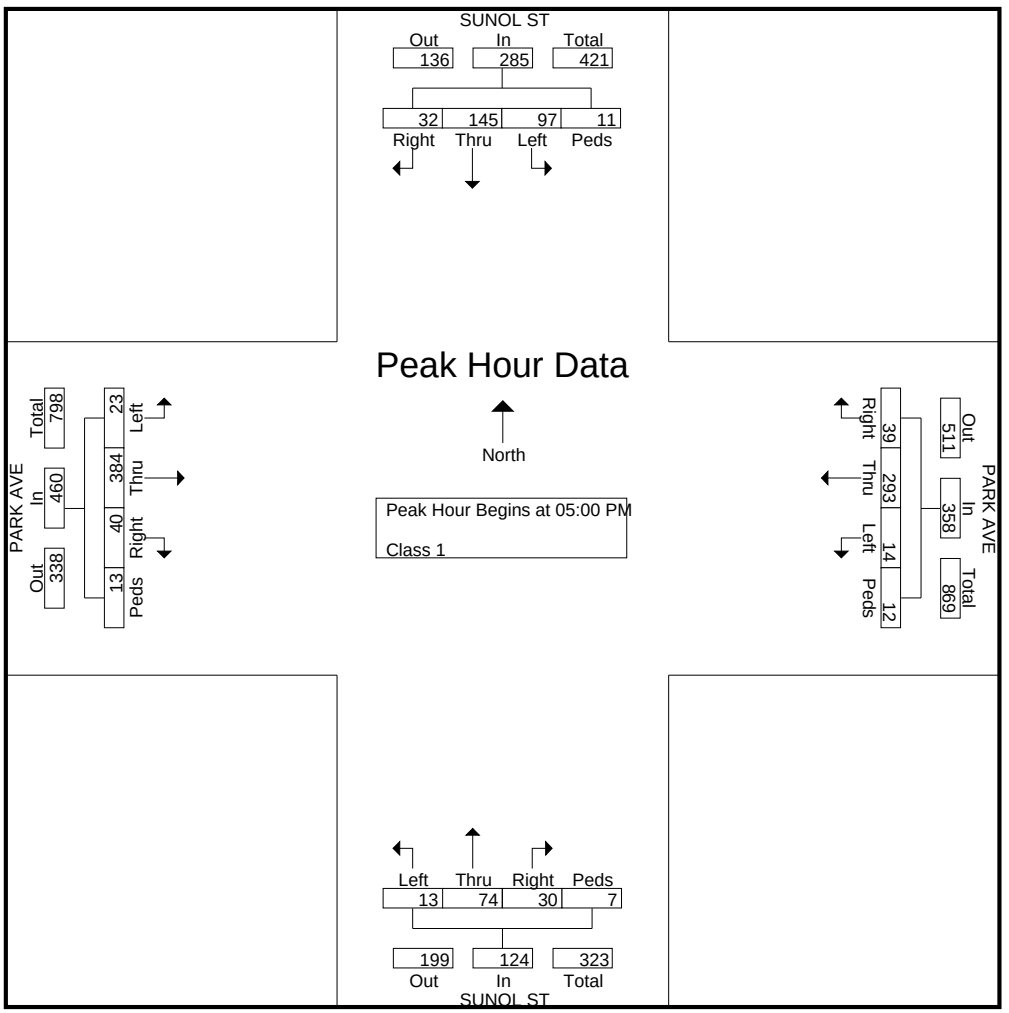
	SUNOL ST Southbound					PARK AVE Westbound					SUNOL ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	38	26	1	74	18	81	6	7	112	7	19	3	3	32	12	101	3	4	120	338
05:15 PM	5	43	22	2	72	6	86	5	4	101	8	20	6	2	36	13	93	6	0	112	321
05:30 PM	8	35	24	6	73	8	58	1	1	68	8	22	2	2	34	8	84	3	6	101	276
05:45 PM	10	29	25	2	66	7	68	2	0	77	7	13	2	0	22	7	106	11	3	127	292
Total Volume	32	145	97	11	285	39	293	14	12	358	30	74	13	7	124	40	384	23	13	460	1227
% App. Total	11.2	50.9	34	3.9		10.9	81.8	3.9	3.4		24.2	59.7	10.5	5.6		8.7	83.5	5	2.8		
PHF	.800	.843	.933	.458	.963	.542	.852	.583	.429	.799	.938	.841	.542	.583	.861	.769	.906	.523	.542	.906	.908



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File Name : #13 MARKET&STJAMESAM
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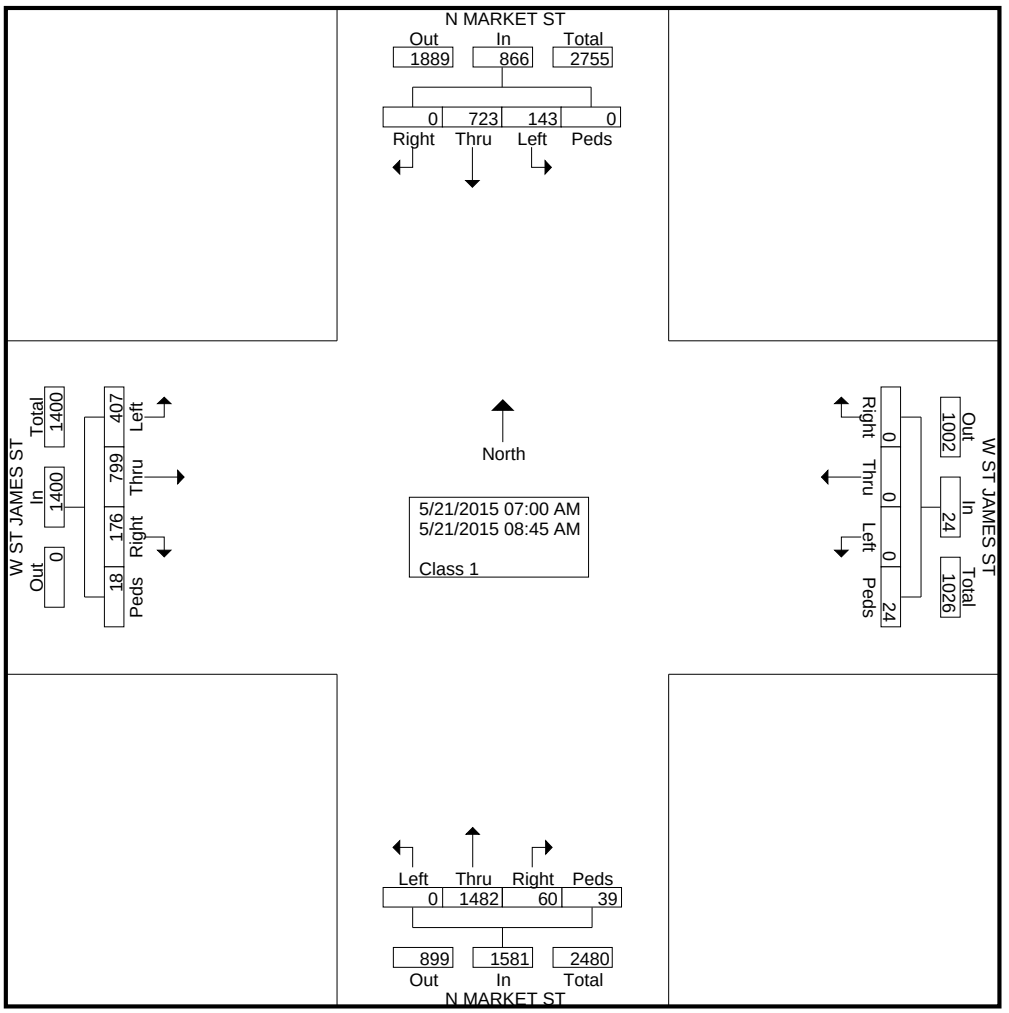
Groups Printed- Class 1

	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	48	8	0	0	0	0	0	3	183	0	2	5	60	31	1	341
07:15 AM	0	82	11	0	0	0	0	4	5	210	0	2	19	87	38	1	459
07:30 AM	0	83	17	0	0	0	0	2	4	218	0	4	16	95	53	0	492
07:45 AM	0	109	22	0	0	0	0	7	12	195	0	4	26	114	55	1	545
Total	0	322	58	0	0	0	0	13	24	806	0	12	66	356	177	3	1837
08:00 AM	0	100	17	0	0	0	0	3	10	200	0	6	29	119	65	2	551
08:15 AM	0	99	24	0	0	0	0	3	7	191	0	7	31	103	63	3	531
08:30 AM	0	104	22	0	0	0	0	3	8	159	0	4	28	99	52	3	482
08:45 AM	0	98	22	0	0	0	0	2	11	126	0	10	22	122	50	7	470
Total	0	401	85	0	0	0	0	11	36	676	0	27	110	443	230	15	2034
Grand Total	0	723	143	0	0	0	0	24	60	1482	0	39	176	799	407	18	3871
Apprch %	0	83.5	16.5	0	0	0	0	100	3.8	93.7	0	2.5	12.6	57.1	29.1	1.3	
Total %	0	18.7	3.7	0	0	0	0	0.6	1.5	38.3	0	1	4.5	20.6	10.5	0.5	



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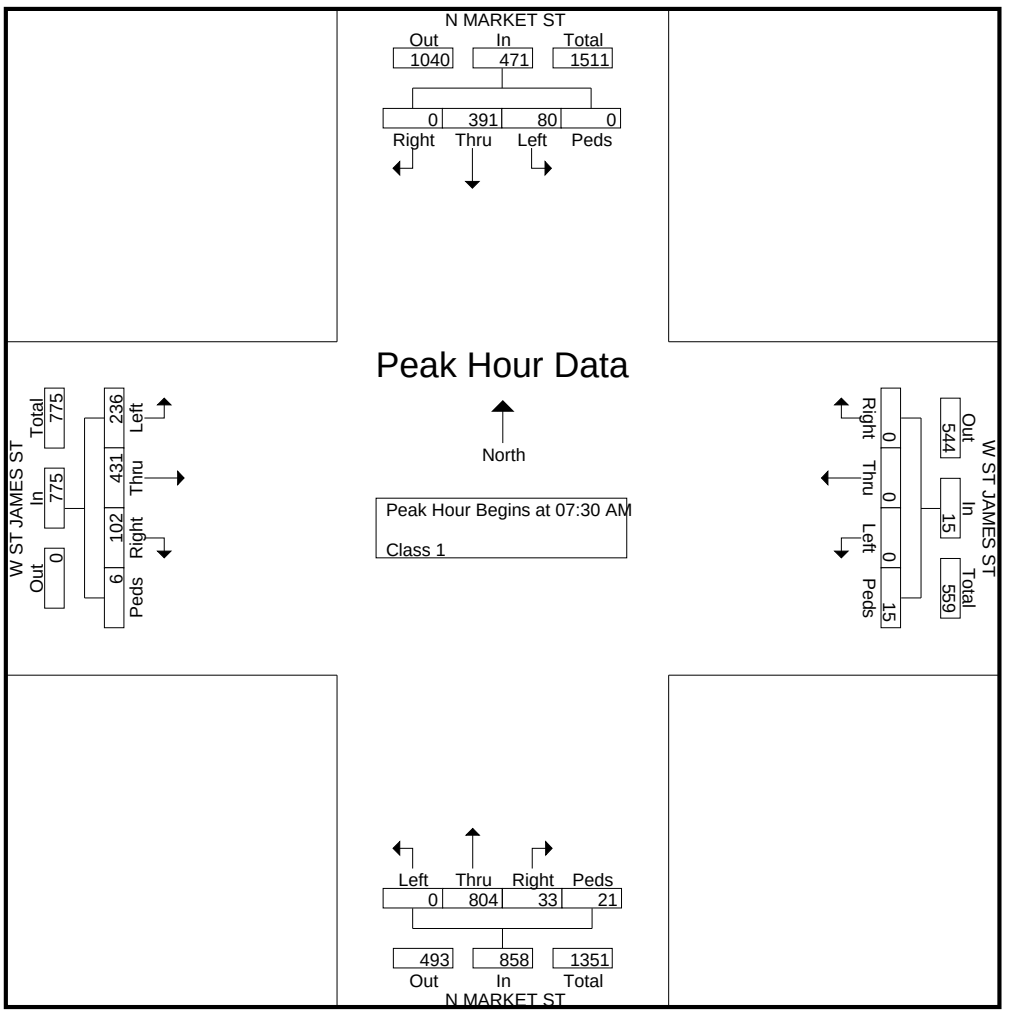
	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	83	17	0	100	0	0	0	2	2	4	218	0	4	226	16	95	53	0	164	492
07:45 AM	0	109	22	0	131	0	0	0	7	7	12	195	0	4	211	26	114	55	1	196	545
08:00 AM	0	100	17	0	117	0	0	0	3	3	10	200	0	6	216	29	119	65	2	215	551
08:15 AM	0	99	24	0	123	0	0	0	3	3	7	191	0	7	205	31	103	63	3	200	531
Total Volume	0	391	80	0	471	0	0	0	15	15	33	804	0	21	858	102	431	236	6	775	2119
% App. Total	0	83	17	0		0	0	0	100		3.8	93.7	0	2.4		13.2	55.6	30.5	0.8		
PHF	.000	.897	.833	.000	.899	.000	.000	.000	.536	.536	.688	.922	.000	.750	.949	.823	.905	.908	.500	.901	.961



All Traffic Data Services,Inc.
9660 W 44th Ave
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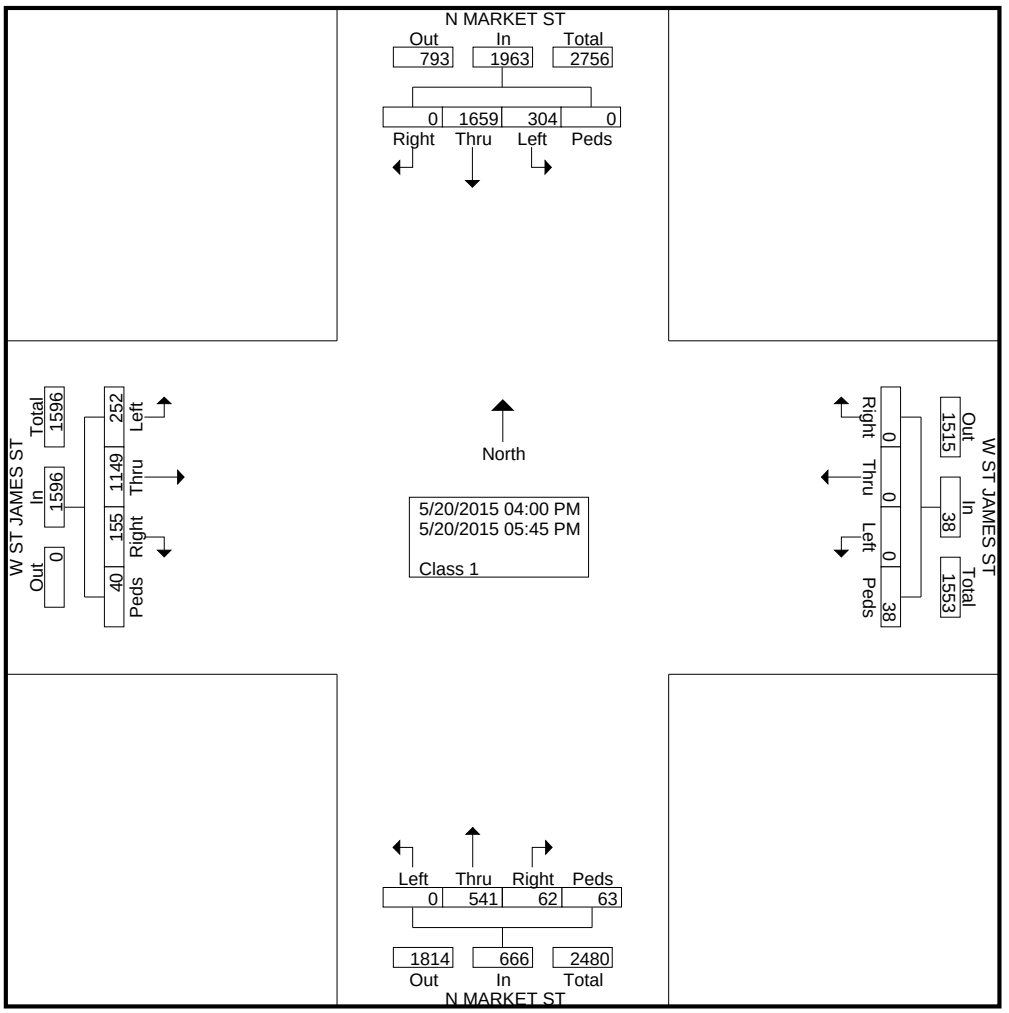
File Name : #13 MARKET&STJAMESPM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	0	116	10	0	0	0	0	3	2	25	0	11	14	143	24	5	353
04:15 PM	0	142	11	0	0	0	0	4	5	30	0	9	8	112	24	7	352
04:30 PM	0	250	36	0	0	0	0	6	5	50	0	7	18	129	32	1	534
04:45 PM	0	202	46	0	0	0	0	6	11	96	0	10	11	147	39	3	571
Total	0	710	103	0	0	0	0	19	23	201	0	37	51	531	119	16	1810
05:00 PM	0	203	54	0	0	0	0	2	12	111	0	4	18	144	44	5	597
05:15 PM	0	233	47	0	0	0	0	4	10	93	0	9	33	185	31	7	652
05:30 PM	0	271	36	0	0	0	0	4	8	81	0	5	25	131	32	5	598
05:45 PM	0	242	64	0	0	0	0	9	9	55	0	8	28	158	26	7	606
Total	0	949	201	0	0	0	0	19	39	340	0	26	104	618	133	24	2453
Grand Total	0	1659	304	0	0	0	0	38	62	541	0	63	155	1149	252	40	4263
Apprch %	0	84.5	15.5	0	0	0	0	100	9.3	81.2	0	9.5	9.7	72	15.8	2.5	
Total %	0	38.9	7.1	0	0	0	0	0.9	1.5	12.7	0	1.5	3.6	27	5.9	0.9	



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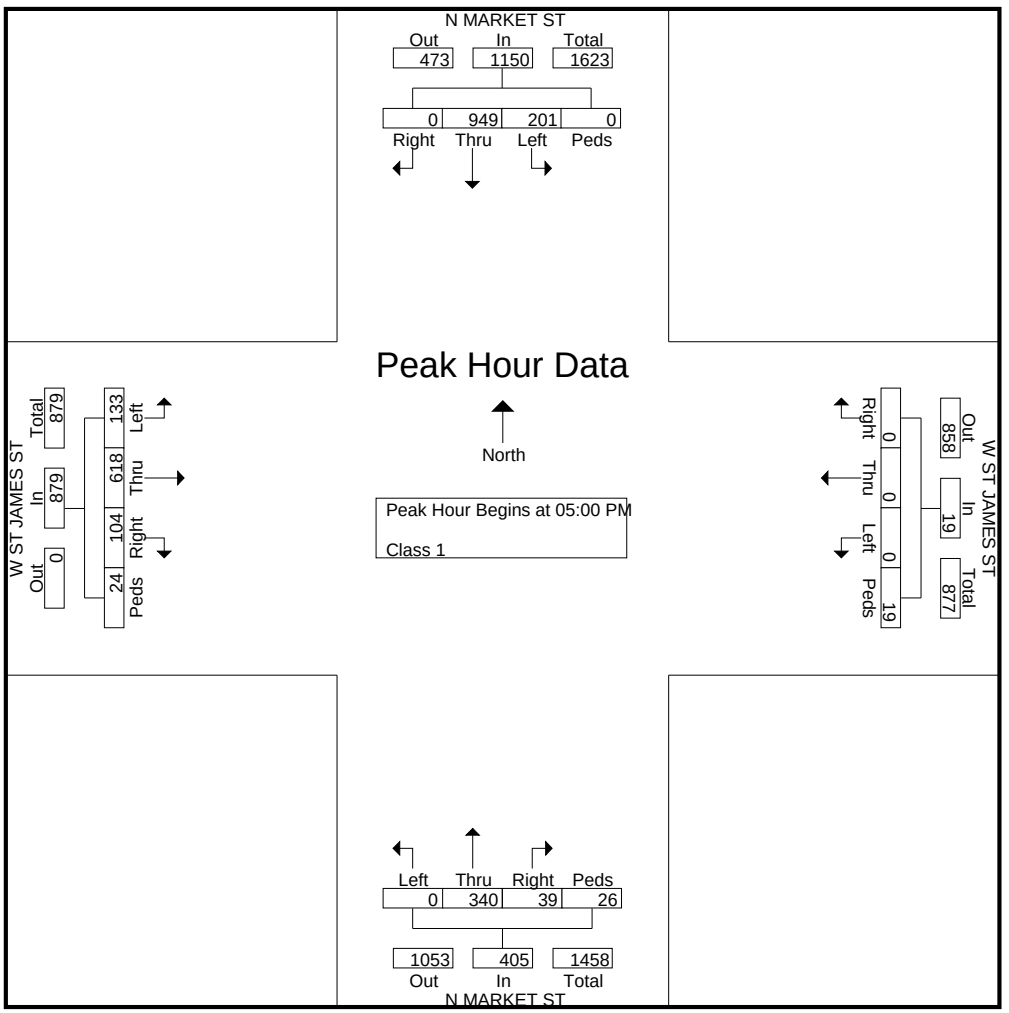
File Name : #13 MARKET&STJAMESPM
Site Code :
Start Date : 5/20/2015
Page No : 2

	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	203	54	0	257	0	0	0	2	2	12	111	0	4	127	18	144	44	5	211	597
05:15 PM	0	233	47	0	280	0	0	0	4	4	10	93	0	9	112	33	185	31	7	256	652
05:30 PM	0	271	36	0	307	0	0	0	4	4	8	81	0	5	94	25	131	32	5	193	598
05:45 PM	0	242	64	0	306	0	0	0	9	9	9	55	0	8	72	28	158	26	7	219	606
Total Volume	0	949	201	0	1150	0	0	0	19	19	39	340	0	26	405	104	618	133	24	879	2453
% App. Total	0	82.5	17.5	0		0	0	0	100		9.6	84	0	6.4		11.8	70.3	15.1	2.7		
PHF	.000	.875	.785	.000	.936	.000	.000	.000	.528	.528	.813	.766	.000	.722	.797	.788	.835	.756	.857	.858	.941



All Traffic Data Services,Inc.
9660 W 44th Ave
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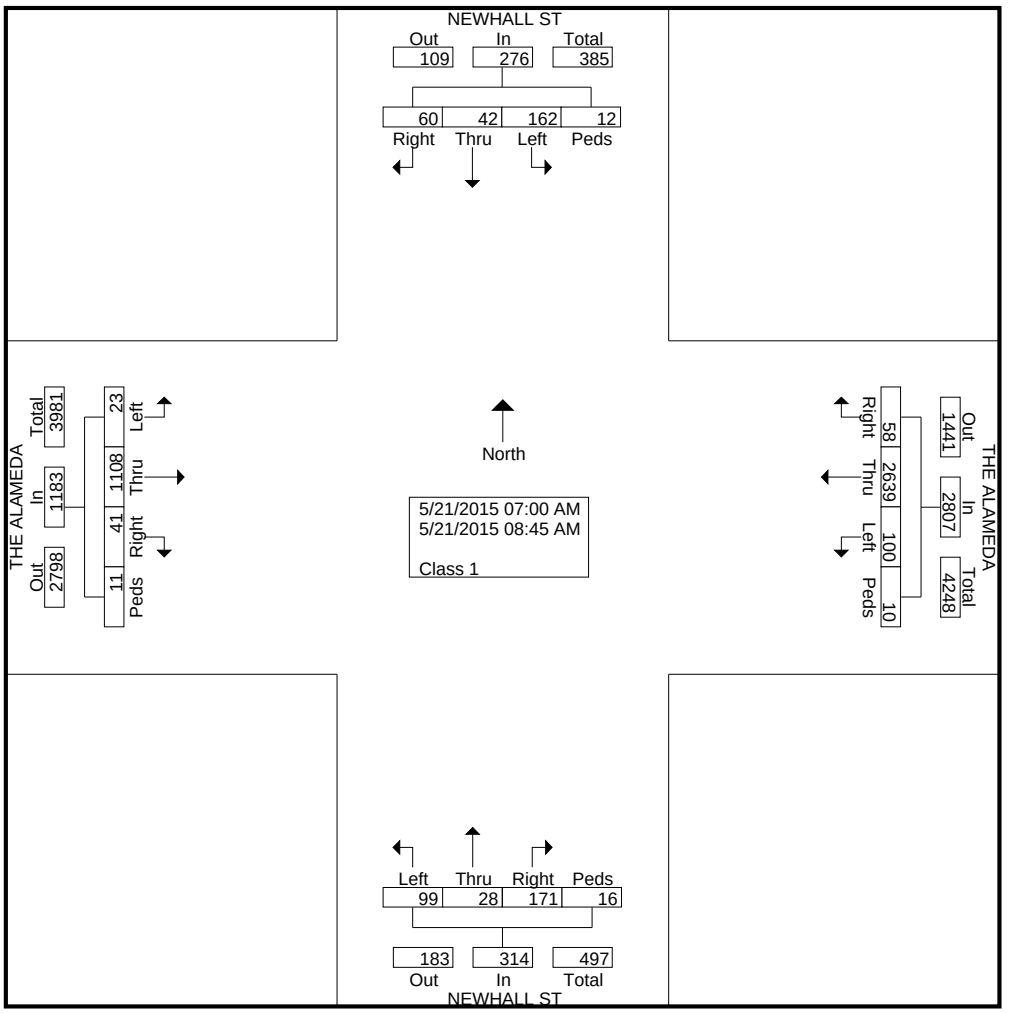
File Name : #14 ALAMEDA&NEWHALLAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	NEWHALL ST Southbound				THE ALAMEDA Westbound				NEWHALL ST Northbound				THE ALAMEDA Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	8	5	22	1	10	252	7	0	13	1	6	1	1	98	2	3	430
07:15 AM	9	12	21	0	5	301	8	0	22	5	8	1	8	119	4	1	524
07:30 AM	6	4	23	1	4	343	17	2	24	6	10	5	5	121	2	0	573
07:45 AM	9	4	15	1	6	363	12	2	24	4	14	2	4	157	3	3	623
Total	32	25	81	3	25	1259	44	4	83	16	38	9	18	495	11	7	2150
08:00 AM	8	10	26	3	8	369	12	0	22	3	18	1	7	166	1	1	655
08:15 AM	2	2	19	0	11	355	21	0	22	2	12	3	8	145	3	0	605
08:30 AM	9	2	22	1	7	364	9	2	22	4	17	1	2	133	3	2	600
08:45 AM	9	3	14	5	7	292	14	4	22	3	14	2	6	169	5	1	570
Total	28	17	81	9	33	1380	56	6	88	12	61	7	23	613	12	4	2430
Grand Total	60	42	162	12	58	2639	100	10	171	28	99	16	41	1108	23	11	4580
Apprch %	21.7	15.2	58.7	4.3	2.1	94	3.6	0.4	54.5	8.9	31.5	5.1	3.5	93.7	1.9	0.9	
Total %	1.3	0.9	3.5	0.3	1.3	57.6	2.2	0.2	3.7	0.6	2.2	0.3	0.9	24.2	0.5	0.2	



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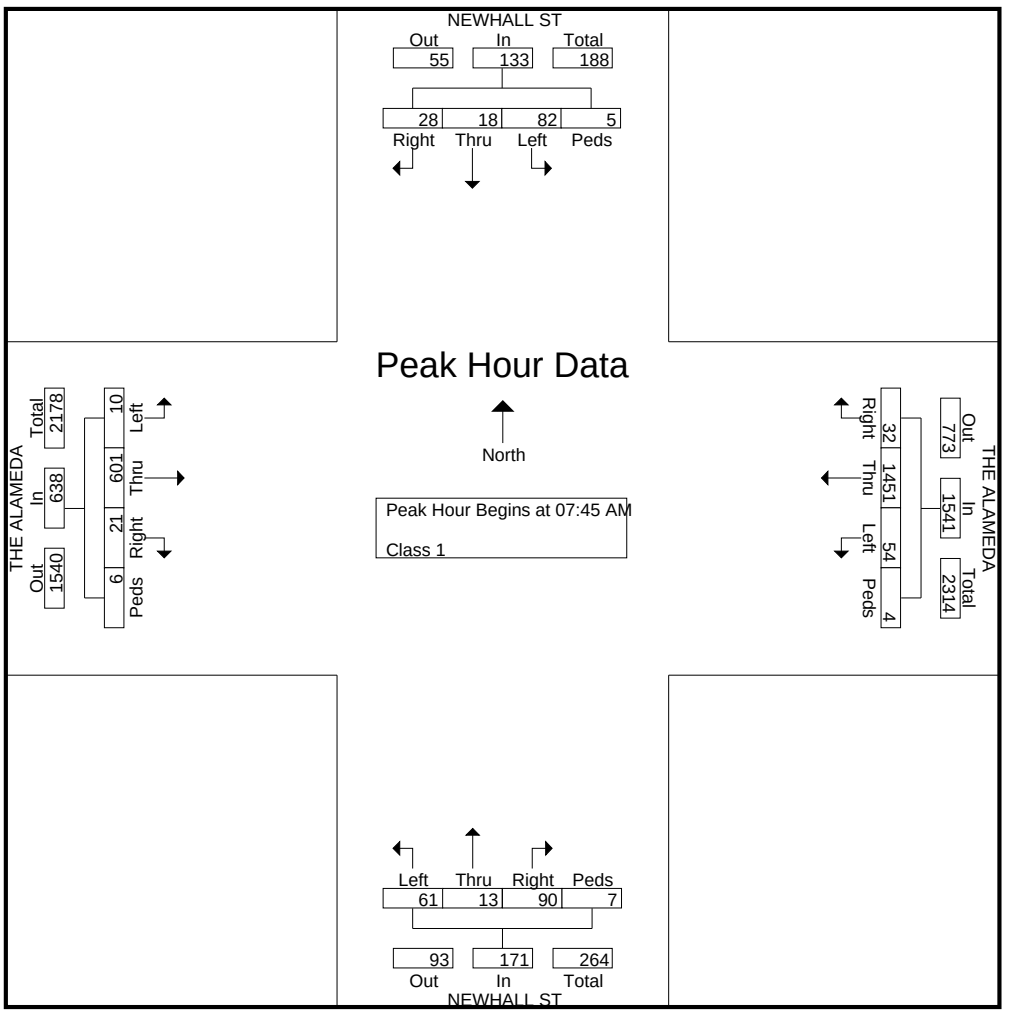
File Name : #14 ALAMEDA&NEWHALLAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	NEWHALL ST Southbound					THE ALAMEDA Westbound					NEWHALL ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	9	4	15	1	29	6	363	12	2	383	24	4	14	2	44	4	157	3	3	167	623
08:00 AM	8	10	26	3	47	8	369	12	0	389	22	3	18	1	44	7	166	1	1	175	655
08:15 AM	2	2	19	0	23	11	355	21	0	387	22	2	12	3	39	8	145	3	0	156	605
08:30 AM	9	2	22	1	34	7	364	9	2	382	22	4	17	1	44	2	133	3	2	140	600
Total Volume	28	18	82	5	133	32	1451	54	4	1541	90	13	61	7	171	21	601	10	6	638	2483
% App. Total	21.1	13.5	61.7	3.8		2.1	94.2	3.5	0.3		52.6	7.6	35.7	4.1		3.3	94.2	1.6	0.9		
PHF	.778	.450	.788	.417	.707	.727	.983	.643	.500	.990	.938	.813	.847	.583	.972	.656	.905	.833	.500	.911	.948



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File Name : #14 ALAMEDA&NEWHALLPM
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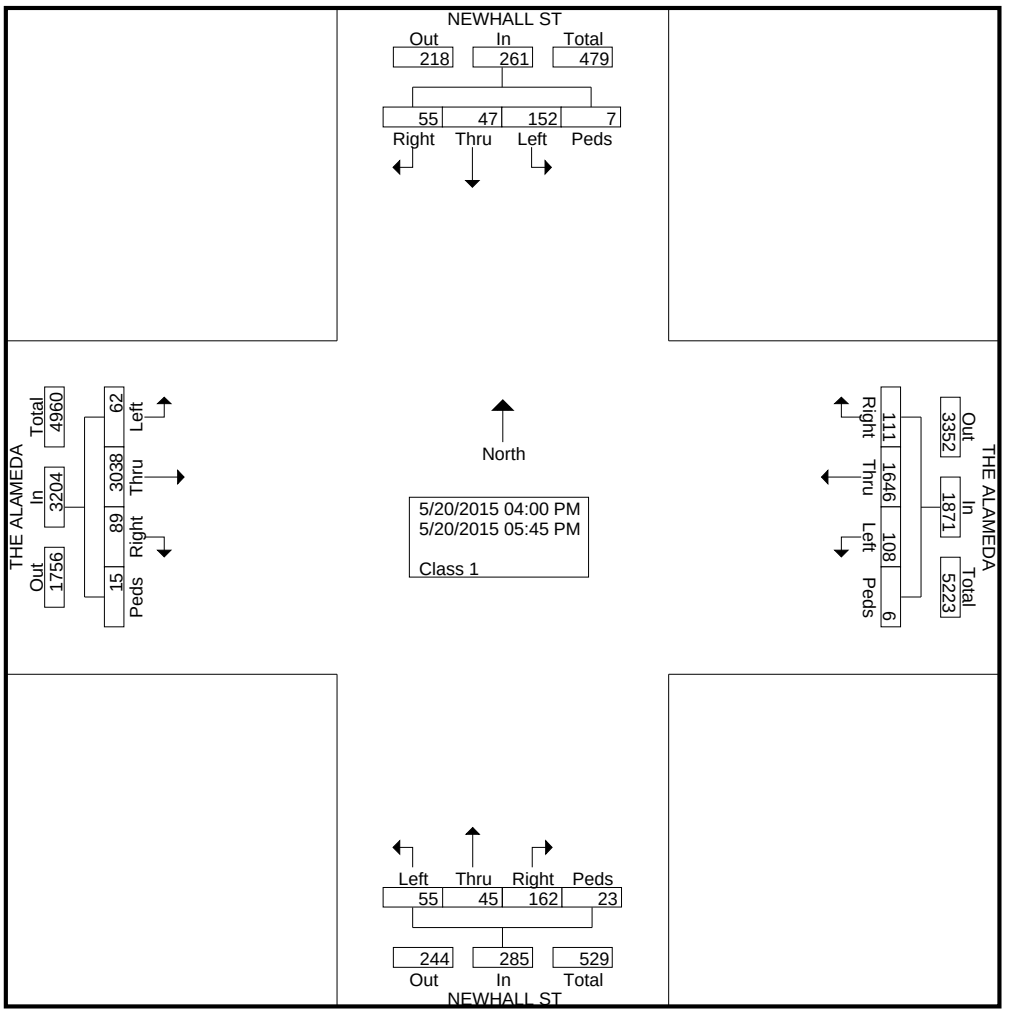
Page No : 1

Groups Printed- Class 1

	NEWHALL ST Southbound				THE ALAMEDA Westbound				NEWHALL ST Northbound				THE ALAMEDA Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	10	6	11	2	11	207	10	1	15	2	5	11	4	341	3	1	640
04:15 PM	5	4	17	0	17	203	16	0	21	7	3	4	11	284	8	3	603
04:30 PM	9	7	19	1	9	207	11	2	19	8	5	1	7	360	3	6	674
04:45 PM	4	4	21	1	10	210	10	2	12	4	6	1	14	378	8	1	686
Total	28	21	68	4	47	827	47	5	67	21	19	17	36	1363	22	11	2603
05:00 PM	4	7	23	1	18	217	17	0	18	5	6	4	11	462	12	0	805
05:15 PM	8	9	18	0	11	245	20	0	22	7	11	0	10	421	12	3	797
05:30 PM	8	3	26	2	16	174	12	0	29	8	10	0	10	403	8	0	709
05:45 PM	7	7	17	0	19	183	12	1	26	4	9	2	22	389	8	1	707
Total	27	26	84	3	64	819	61	1	95	24	36	6	53	1675	40	4	3018
Grand Total	55	47	152	7	111	1646	108	6	162	45	55	23	89	3038	62	15	5621
Apprch %	21.1	18	58.2	2.7	5.9	88	5.8	0.3	56.8	15.8	19.3	8.1	2.8	94.8	1.9	0.5	
Total %	1	0.8	2.7	0.1	2	29.3	1.9	0.1	2.9	0.8	1	0.4	1.6	54	1.1	0.3	



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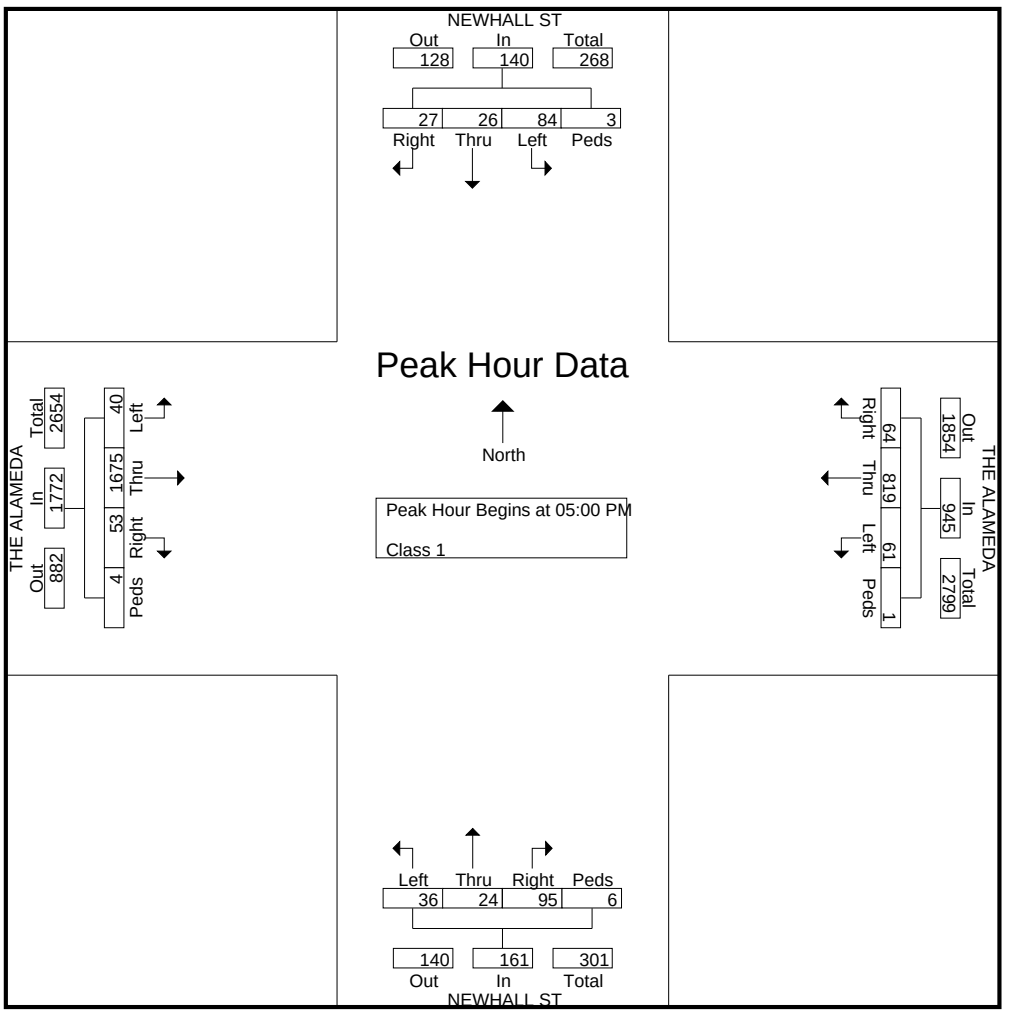
File Name : #14 ALAMEDA&NEWHALLPM
Site Code :
Start Date : 5/20/2015
Page No : 2

	NEWHALL ST Southbound					THE ALAMEDA Westbound					NEWHALL ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	7	23	1	35	18	217	17	0	252	18	5	6	4	33	11	462	12	0	485	805
05:15 PM	8	9	18	0	35	11	245	20	0	276	22	7	11	0	40	10	421	12	3	446	797
05:30 PM	8	3	26	2	39	16	174	12	0	202	29	8	10	0	47	10	403	8	0	421	709
05:45 PM	7	7	17	0	31	19	183	12	1	215	26	4	9	2	41	22	389	8	1	420	707
Total Volume	27	26	84	3	140	64	819	61	1	945	95	24	36	6	161	53	1675	40	4	1772	3018
% App. Total	19.3	18.6	60	2.1		6.8	86.7	6.5	0.1		59	14.9	22.4	3.7		3	94.5	2.3	0.2		
PHF	.844	.722	.808	.375	.897	.842	.836	.763	.250	.856	.819	.750	.818	.375	.856	.602	.906	.833	.333	.913	.937



All Traffic Data Services,Inc.
9660 W 44th Ave
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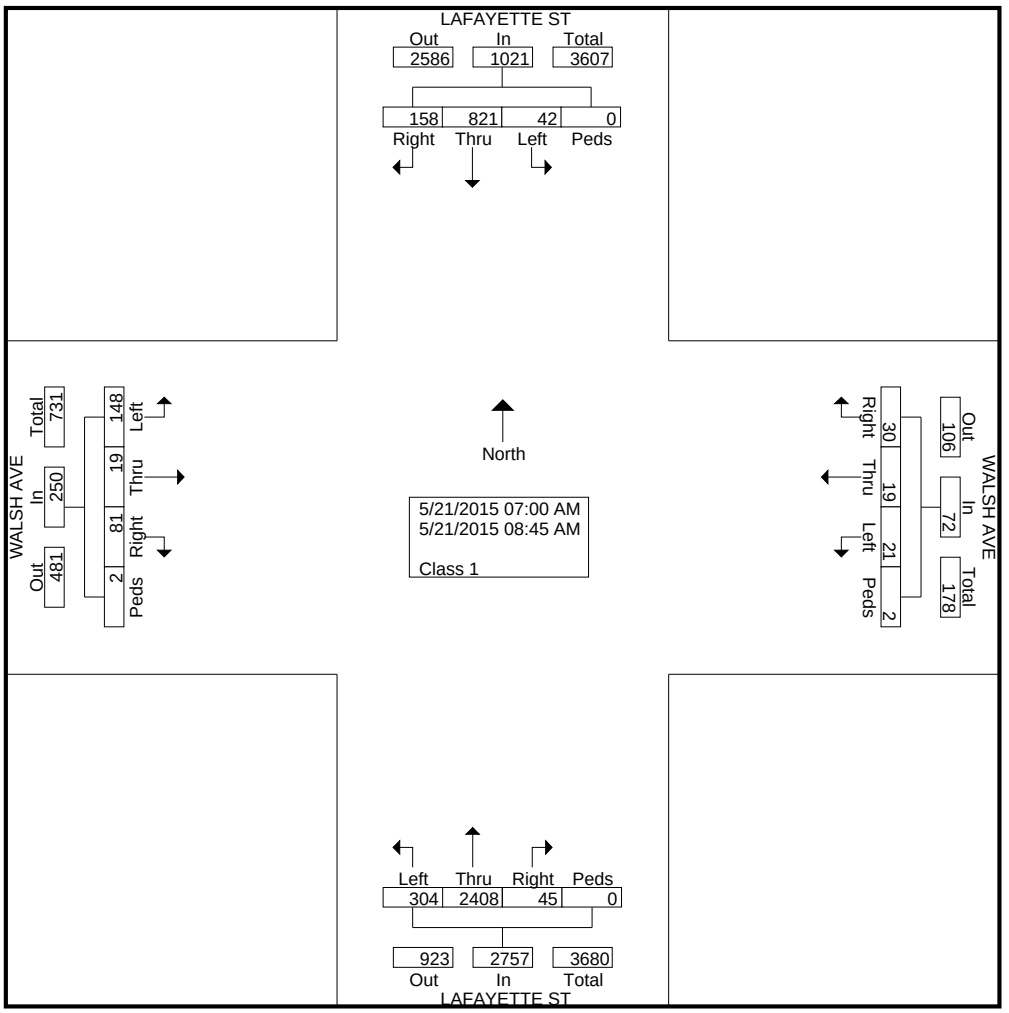
File Name : #15 LAFAYETTE&WALSHAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				WALSH AVE Westbound				LAFAYETTE ST Northbound				WALSH AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	20	71	8	0	2	5	2	1	1	184	26	0	6	1	13	2	342
07:15 AM	13	73	3	0	4	3	2	0	7	272	19	0	9	1	13	0	419
07:30 AM	16	110	3	0	4	0	3	0	1	288	38	0	9	4	13	0	489
07:45 AM	31	130	4	0	1	2	2	1	11	335	44	0	10	6	21	0	598
Total	80	384	18	0	11	10	9	2	20	1079	127	0	34	12	60	2	1848
08:00 AM	13	114	4	0	3	5	3	0	5	327	42	0	8	2	26	0	552
08:15 AM	24	119	6	0	5	2	3	0	10	319	41	0	14	2	13	0	558
08:30 AM	24	80	6	0	6	1	4	0	5	360	51	0	16	2	25	0	580
08:45 AM	17	124	8	0	5	1	2	0	5	323	43	0	9	1	24	0	562
Total	78	437	24	0	19	9	12	0	25	1329	177	0	47	7	88	0	2252
Grand Total	158	821	42	0	30	19	21	2	45	2408	304	0	81	19	148	2	4100
Apprch %	15.5	80.4	4.1	0	41.7	26.4	29.2	2.8	1.6	87.3	11	0	32.4	7.6	59.2	0.8	
Total %	3.9	20	1	0	0.7	0.5	0.5	0	1.1	58.7	7.4	0	2	0.5	3.6	0	



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File Name : #15 LAFAYETTE&WALSHAM
Site Code :
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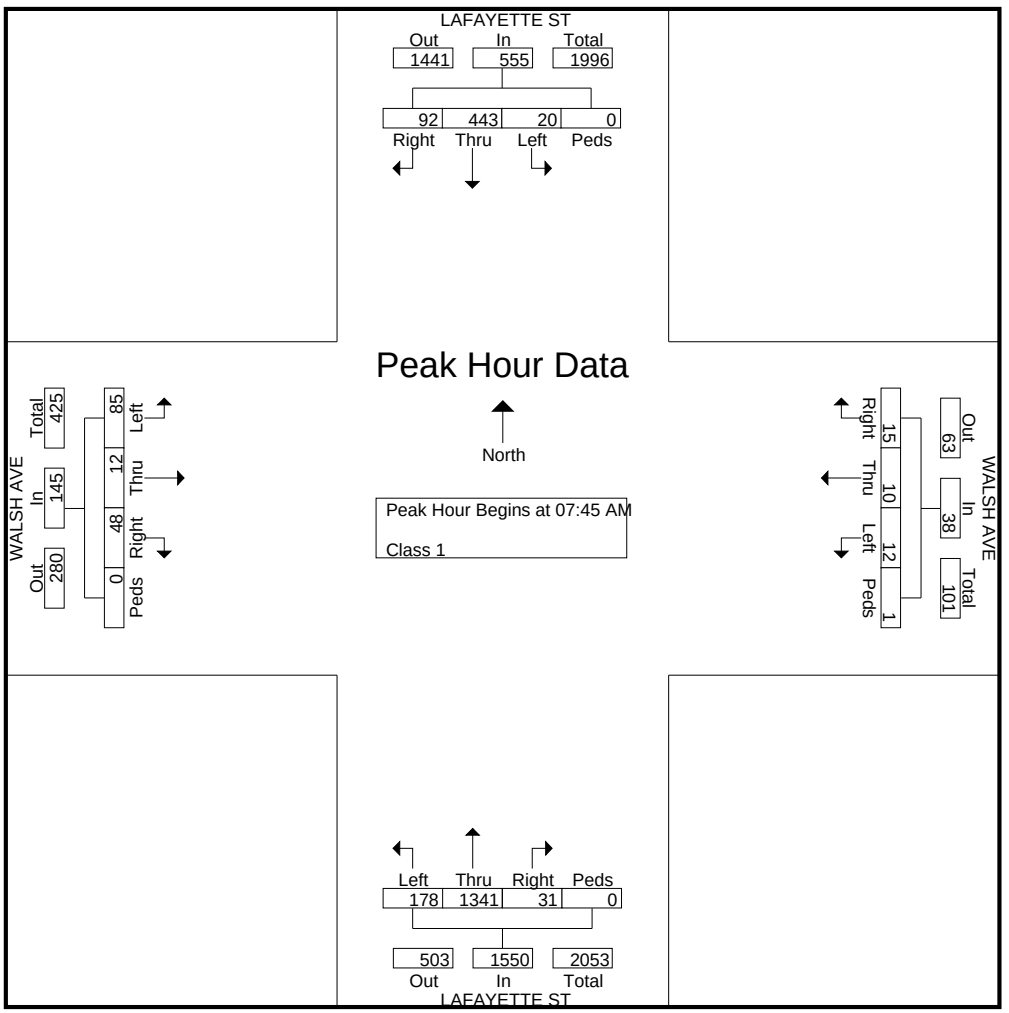
	LAFAYETTE ST Southbound					WALSH AVE Westbound					LAFAYETTE ST Northbound					WALSH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	31	130	4	0	165	1	2	2	1	6	11	335	44	0	390	10	6	21	0	37	598
08:00 AM	13	114	4	0	131	3	5	3	0	11	5	327	42	0	374	8	2	26	0	36	552
08:15 AM	24	119	6	0	149	5	2	3	0	10	10	319	41	0	370	14	2	13	0	29	558
08:30 AM	24	80	6	0	110	6	1	4	0	11	5	360	51	0	416	16	2	25	0	43	580
Total Volume	92	443	20	0	555	15	10	12	1	38	31	1341	178	0	1550	48	12	85	0	145	2288
% App. Total	16.6	79.8	3.6	0		39.5	26.3	31.6	2.6		2	86.5	11.5	0		33.1	8.3	58.6	0		
PHF	.742	.852	.833	.000	.841	.625	.500	.750	.250	.864	.705	.931	.873	.000	.931	.750	.500	.817	.000	.843	.957



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File Name : #15 LAFAYETTE&WALSHPM
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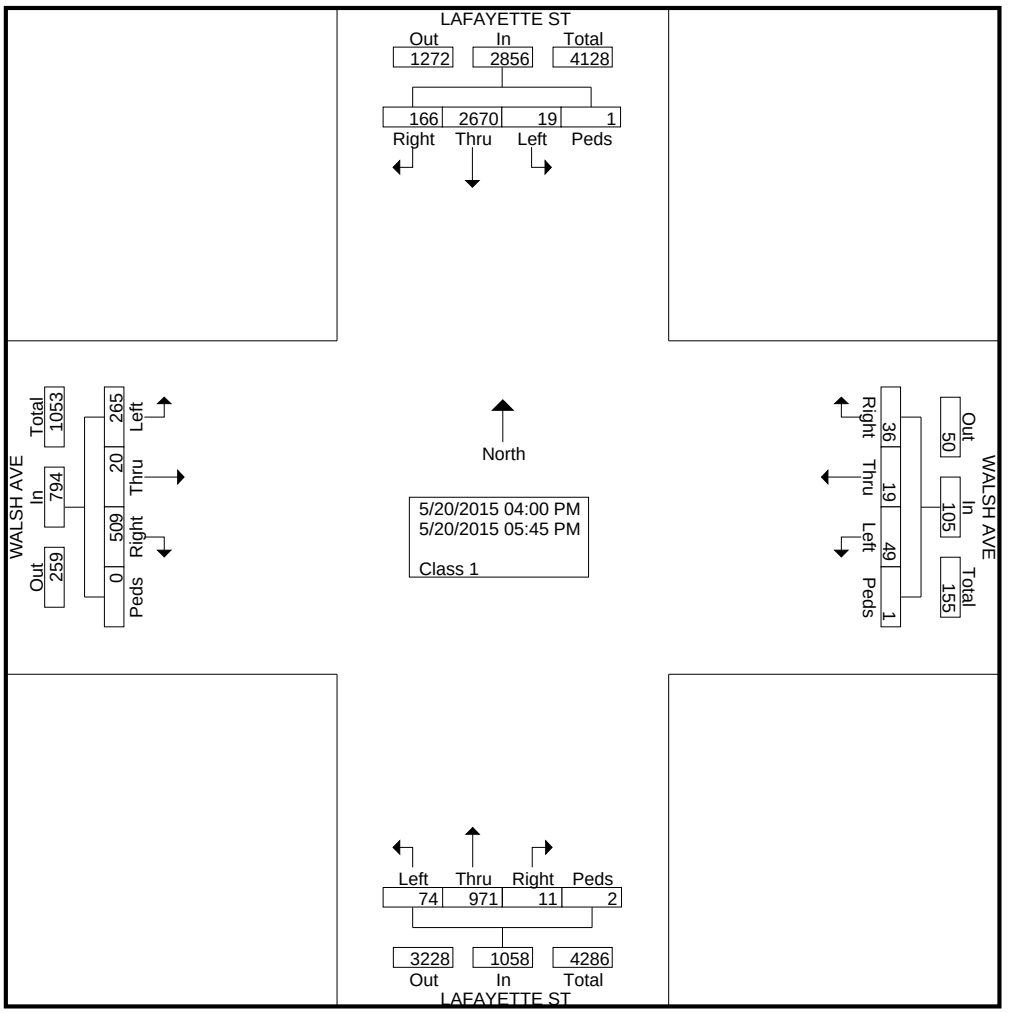
Groups Printed- Class 1

	LAFAYETTE ST Southbound				WALSH AVE Westbound				LAFAYETTE ST Northbound				WALSH AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	17	285	5	0	7	4	3	0	2	130	9	1	57	4	21	0	545
04:15 PM	16	278	3	0	10	2	7	0	1	114	9	0	52	1	25	0	518
04:30 PM	17	271	1	0	4	6	6	1	2	134	11	1	67	2	39	0	562
04:45 PM	21	353	1	0	3	2	8	0	0	113	9	0	45	4	33	0	592
Total	71	1187	10	0	24	14	24	1	5	491	38	2	221	11	118	0	2217
05:00 PM	22	378	2	1	5	2	7	0	1	134	11	0	72	2	36	0	673
05:15 PM	31	355	2	0	2	1	5	0	2	134	6	0	57	2	39	0	636
05:30 PM	17	348	3	0	5	2	8	0	2	107	8	0	85	1	37	0	623
05:45 PM	25	402	2	0	0	0	5	0	1	105	11	0	74	4	35	0	664
Total	95	1483	9	1	12	5	25	0	6	480	36	0	288	9	147	0	2596
Grand Total	166	2670	19	1	36	19	49	1	11	971	74	2	509	20	265	0	4813
Apprch %	5.8	93.5	0.7	0	34.3	18.1	46.7	1	1	91.8	7	0.2	64.1	2.5	33.4	0	
Total %	3.4	55.5	0.4	0	0.7	0.4	1	0	0.2	20.2	1.5	0	10.6	0.4	5.5	0	



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File Name : #15 LAFAYETTE&WALSHPM
Site Code :
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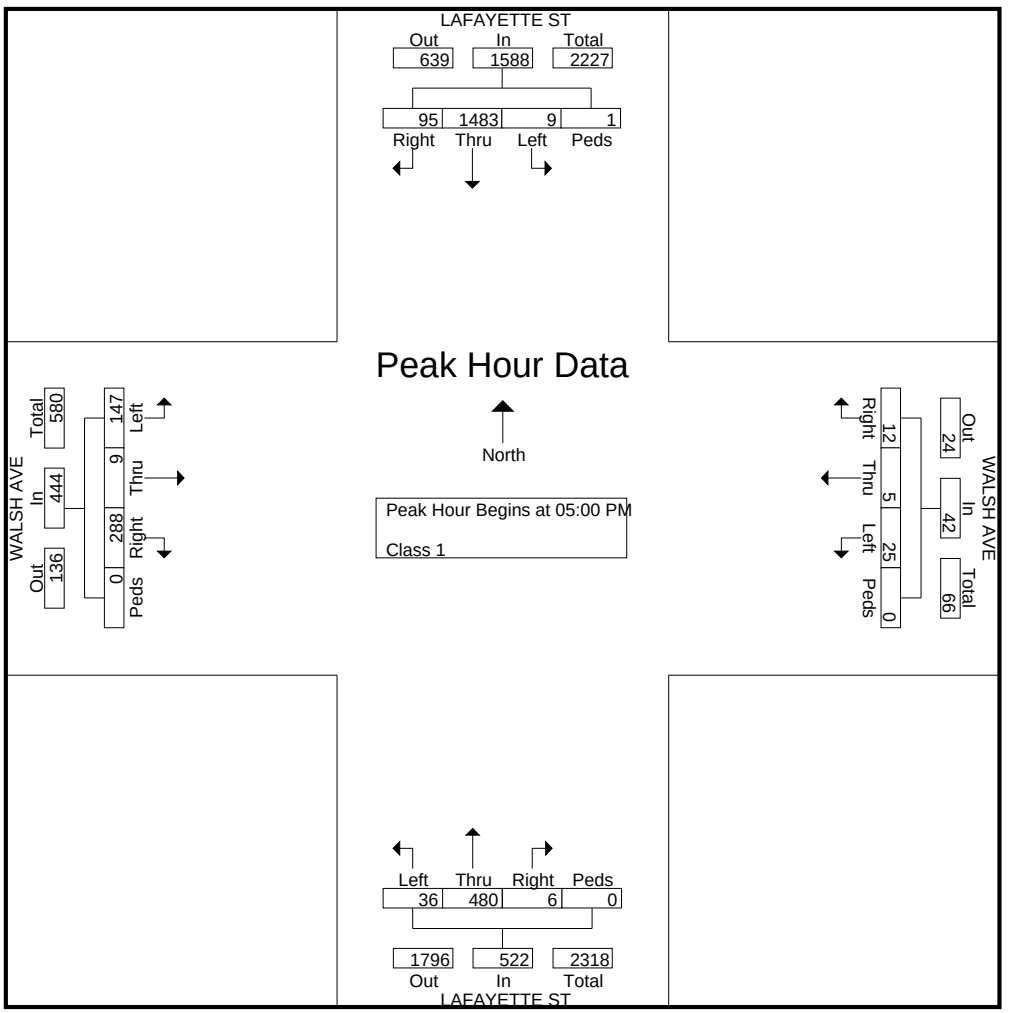
Page No : 2

	LAFAYETTE ST Southbound					WALSH AVE Westbound					LAFAYETTE ST Northbound					WALSH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	22	378	2	1	403	5	2	7	0	14	1	134	11	0	146	72	2	36	0	110	673
05:15 PM	31	355	2	0	388	2	1	5	0	8	2	134	6	0	142	57	2	39	0	98	636
05:30 PM	17	348	3	0	368	5	2	8	0	15	2	107	8	0	117	85	1	37	0	123	623
05:45 PM	25	402	2	0	429	0	0	5	0	5	1	105	11	0	117	74	4	35	0	113	664
Total Volume	95	1483	9	1	1588	12	5	25	0	42	6	480	36	0	522	288	9	147	0	444	2596
% App. Total	6	93.4	0.6	0.1		28.6	11.9	59.5	0		1.1	92	6.9	0		64.9	2	33.1	0		
PHF	.766	.922	.750	.250	.925	.600	.625	.781	.000	.700	.750	.896	.818	.000	.894	.847	.563	.942	.000	.902	.964

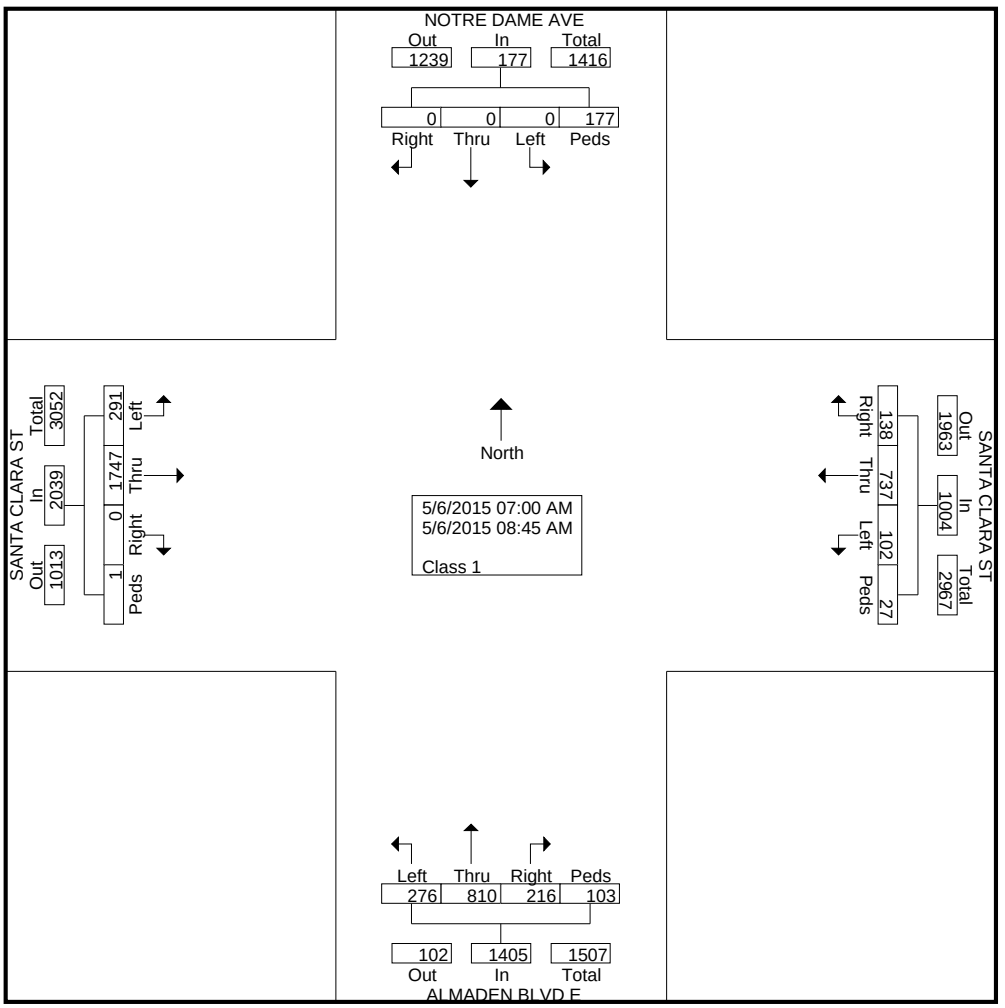


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #16 ALMADEN&SANTACLARAAM
Site Code : 16
Start Date : 5/6/2015
Page No : 1

Groups Printed- Class 1

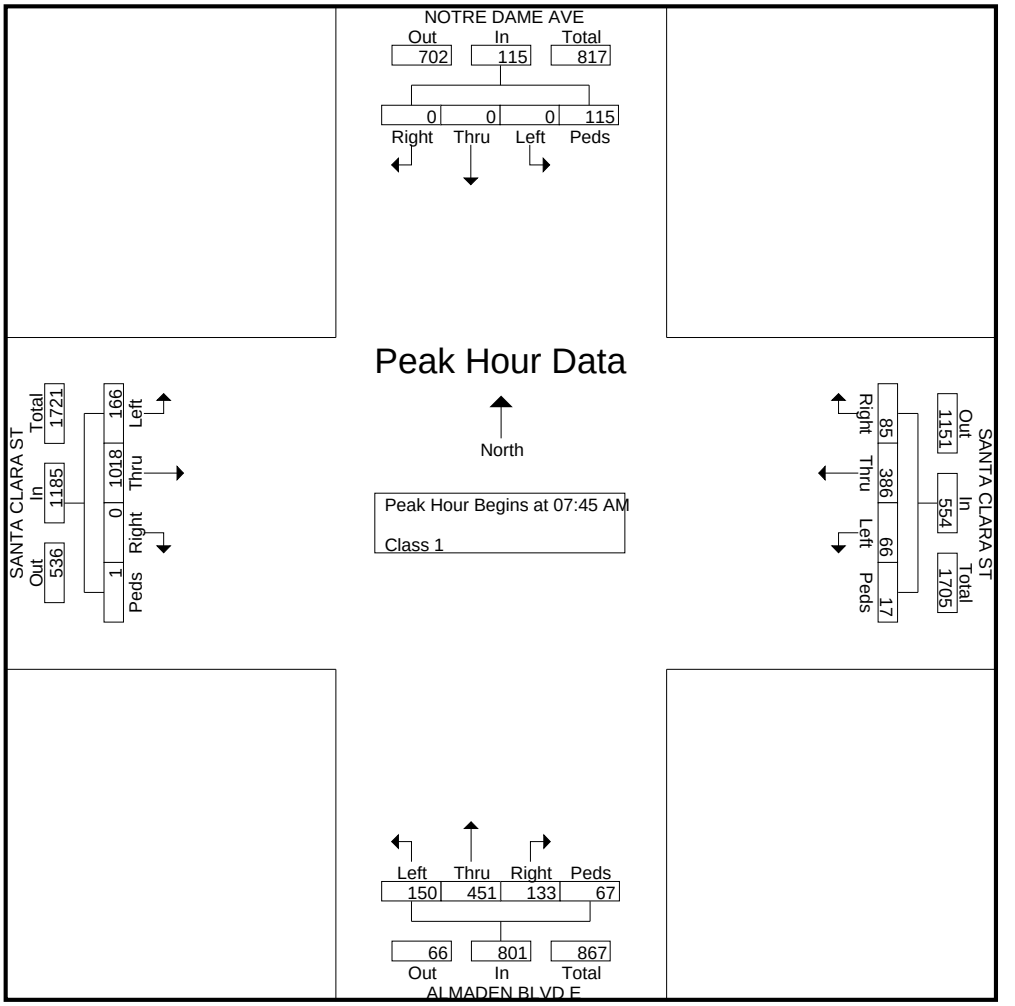
	NOTRE DAME AVE Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD E Northbound				SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	0	0	11	11	65	5	0	18	48	22	3	0	123	26	0	332
07:15 AM	0	0	0	17	12	112	6	1	17	84	32	7	0	164	29	0	481
07:30 AM	0	0	0	15	14	99	8	5	24	119	45	11	0	194	42	0	576
07:45 AM	0	0	0	22	22	124	23	5	25	100	35	23	0	242	39	0	660
Total	0	0	0	65	59	400	42	11	84	351	134	44	0	723	136	0	2049
08:00 AM	0	0	0	23	20	101	17	1	31	145	43	16	0	257	43	0	697
08:15 AM	0	0	0	22	22	90	9	3	34	95	30	13	0	247	44	1	610
08:30 AM	0	0	0	48	21	71	17	8	43	111	42	15	0	272	40	0	688
08:45 AM	0	0	0	19	16	75	17	4	24	108	27	15	0	248	28	0	581
Total	0	0	0	112	79	337	60	16	132	459	142	59	0	1024	155	1	2576
Grand Total	0	0	0	177	138	737	102	27	216	810	276	103	0	1747	291	1	4625
Apprch %	0	0	0	100	13.7	73.4	10.2	2.7	15.4	57.7	19.6	7.3	0	85.7	14.3	0	
Total %	0	0	0	3.8	3	15.9	2.2	0.6	4.7	17.5	6	2.2	0	37.8	6.3	0	



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

File Name : #16 ALMADEN&SANTACLARAAM
Site Code : 16
Start Date : 5/6/2015
Page No : 2

	NOTRE DAME AVE Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD E Northbound					SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	22	22	**22**	**124**	**23**	5	**174**	25	100	35	**23**	183	0	242	39	0	281	660
08:00 AM	0	0	0	23	23	20	101	17	1	139	31	**145**	**43**	16	**235**	0	257	43	0	300	**697**
08:15 AM	0	0	0	22	22	22	90	9	3	124	34	95	30	13	172	0	247	**44**	**1**	292	610
08:30 AM	0	0	0	**48**	**48**	21	71	17	**8**	117	**43**	111	42	15	211	0	**272**	40	0	**312**	688
Total Volume	0	0	0	115	115	85	386	66	17	554	133	451	150	67	801	0	1018	166	1	1185	2655
% App. Total	0	0	0	100		15.3	69.7	11.9	3.1		16.6	56.3	18.7	8.4		0	85.9	14	0.1		
PHF	.000	.000	.000	.599	.599	.966	.778	.717	.531	.796	.773	.778	.872	.728	.852	.000	.936	.943	.250	.950	.952

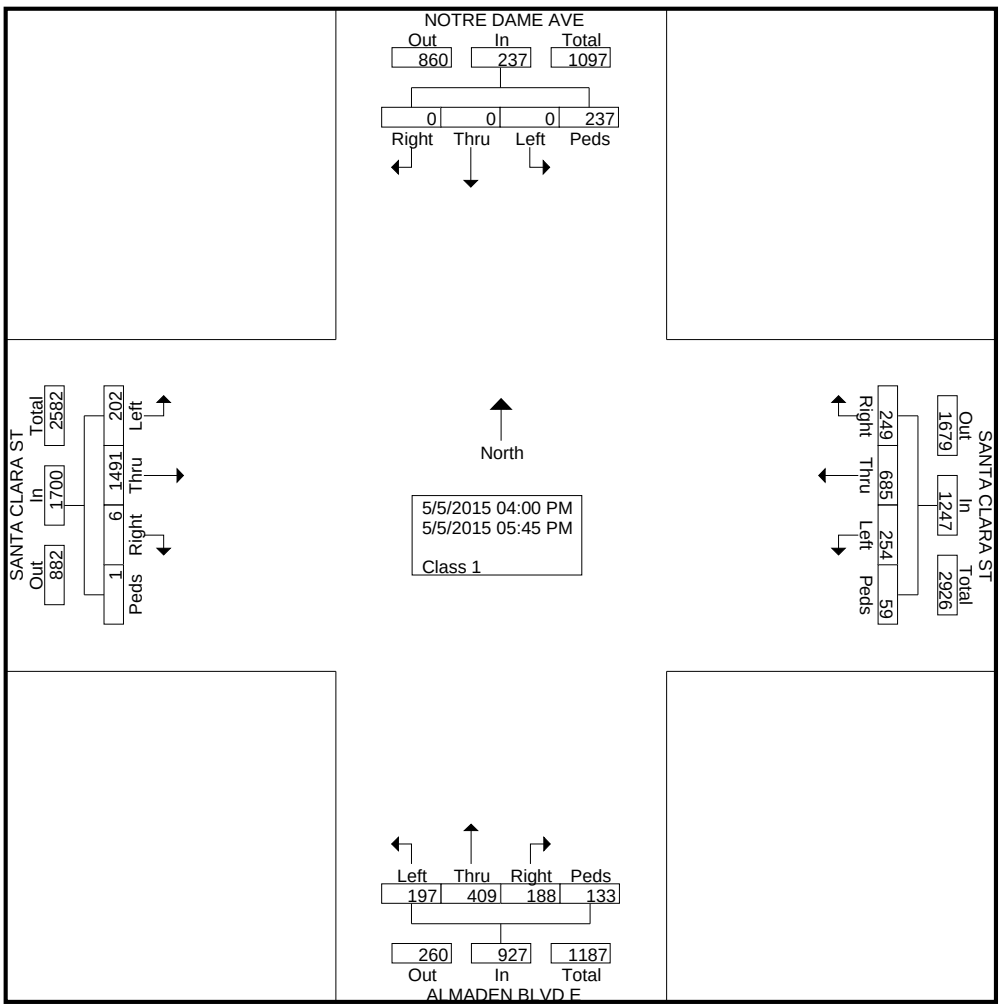


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #16 ALMADEN&SANTACLARAPM
Site Code : 16
Start Date : 5/5/2015
Page No : 1

Groups Printed- Class 1

	NOTRE DAME AVE Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD E Northbound				SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	0	0	0	16	20	66	21	2	19	51	14	11	0	183	14	0	417
04:15 PM	0	0	0	25	19	93	28	1	17	43	18	9	0	152	19	0	424
04:30 PM	0	0	0	30	37	68	26	5	21	48	22	13	0	153	24	0	447
04:45 PM	0	0	0	20	28	98	30	9	23	40	25	14	0	201	31	0	519
Total	0	0	0	91	104	325	105	17	80	182	79	47	0	689	88	0	1807
05:00 PM	0	0	0	42	34	98	36	12	26	75	36	28	4	188	36	0	615
05:15 PM	0	0	0	37	42	90	42	5	33	56	38	21	0	223	31	1	619
05:30 PM	0	0	0	30	43	77	37	9	23	47	24	18	2	220	27	0	557
05:45 PM	0	0	0	37	26	95	34	16	26	49	20	19	0	171	20	0	513
Total	0	0	0	146	145	360	149	42	108	227	118	86	6	802	114	1	2304
Grand Total	0	0	0	237	249	685	254	59	188	409	197	133	6	1491	202	1	4111
Apprch %	0	0	0	100	20	54.9	20.4	4.7	20.3	44.1	21.3	14.3	0.4	87.7	11.9	0.1	
Total %	0	0	0	5.8	6.1	16.7	6.2	1.4	4.6	9.9	4.8	3.2	0.1	36.3	4.9	0	



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

File Name : #16 ALMADEN&SANTACLARAPM
Site Code : 16
Start Date : 5/5/2015
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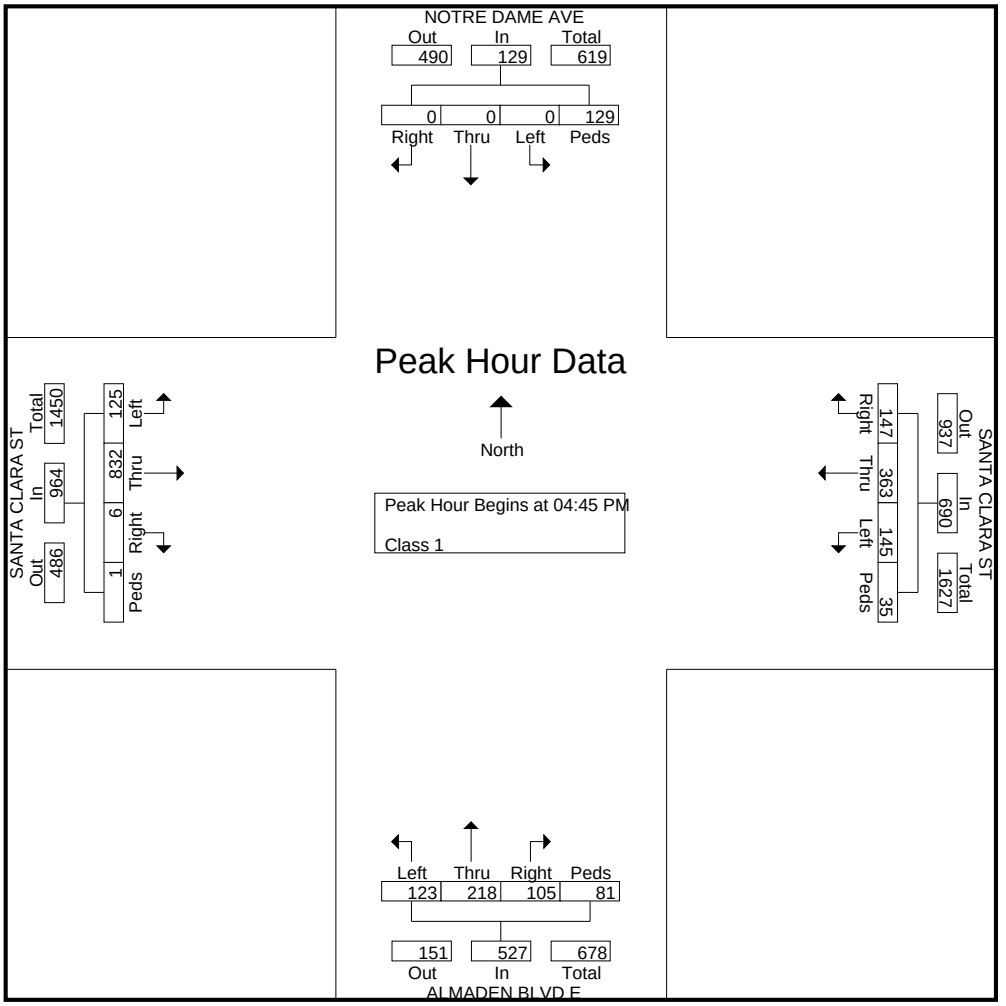
	NOTRE DAME AVE Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD E Northbound					SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	20	20	28	**98**	30	9	165	23	40	25	14	102	0	201	31	0	232	519
05:00 PM	0	0	0	**42**	**42**	34	98	36	**12**	**180**	26	**75**	36	**28**	**165**	**4**	188	**36**	0	228	615
05:15 PM	0	0	0	37	37	42	90	**42**	5	179	**33**	56	**38**	21	148	0	**223**	31	**1**	**255**	**619**
05:30 PM	0	0	0	30	30	**43**	77	37	9	166	23	47	24	18	112	2	220	27	0	249	557
Total Volume	0	0	0	129	129	147	363	145	35	690	105	218	123	81	527	6	832	125	1	964	2310
% App. Total	0	0	0	100		21.3	52.6	21	5.1		19.9	41.4	23.3	15.4		0.6	86.3	13	0.1		
PHF	.000	.000	.000	.768	.768	.855	.926	.863	.729	.958	.795	.727	.809	.723	.798	.375	.933	.868	.250	.945	.933



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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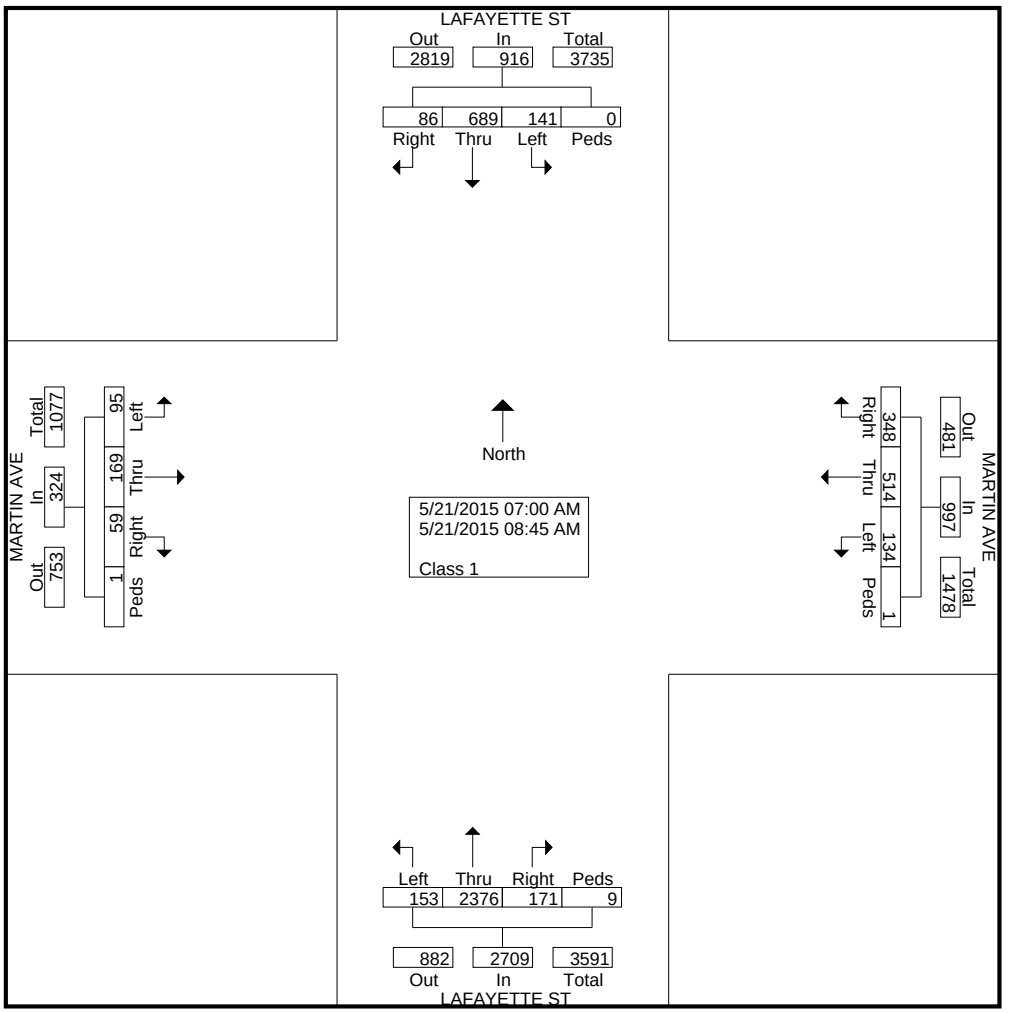
File Name : #16 LAFAYETTE&MARTINAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				MARTIN AVE Westbound				LAFAYETTE ST Northbound				MARTIN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	15	60	14	0	23	37	16	1	16	197	13	2	0	8	13	0	415
07:15 AM	12	59	11	0	29	32	21	0	19	249	17	4	3	20	11	0	487
07:30 AM	13	82	15	0	38	75	16	0	19	289	18	0	4	19	11	0	599
07:45 AM	8	97	21	0	55	92	21	0	22	321	17	1	7	23	7	0	692
Total	48	298	61	0	145	236	74	1	76	1056	65	7	14	70	42	0	2193
08:00 AM	10	122	23	0	56	69	20	0	25	300	19	0	9	28	11	1	693
08:15 AM	9	91	21	0	49	69	11	0	30	332	23	1	9	25	16	0	686
08:30 AM	7	76	15	0	50	77	11	0	23	365	25	0	11	24	10	0	694
08:45 AM	12	102	21	0	48	63	18	0	17	323	21	1	16	22	16	0	680
Total	38	391	80	0	203	278	60	0	95	1320	88	2	45	99	53	1	2753
Grand Total	86	689	141	0	348	514	134	1	171	2376	153	9	59	169	95	1	4946
Apprch %	9.4	75.2	15.4	0	34.9	51.6	13.4	0.1	6.3	87.7	5.6	0.3	18.2	52.2	29.3	0.3	
Total %	1.7	13.9	2.9	0	7	10.4	2.7	0	3.5	48	3.1	0.2	1.2	3.4	1.9	0	



All Traffic Data Services,Inc.
9660 W 44th Ave
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File Name : #16 LAFAYETTE&MARTINAM
Site Code :
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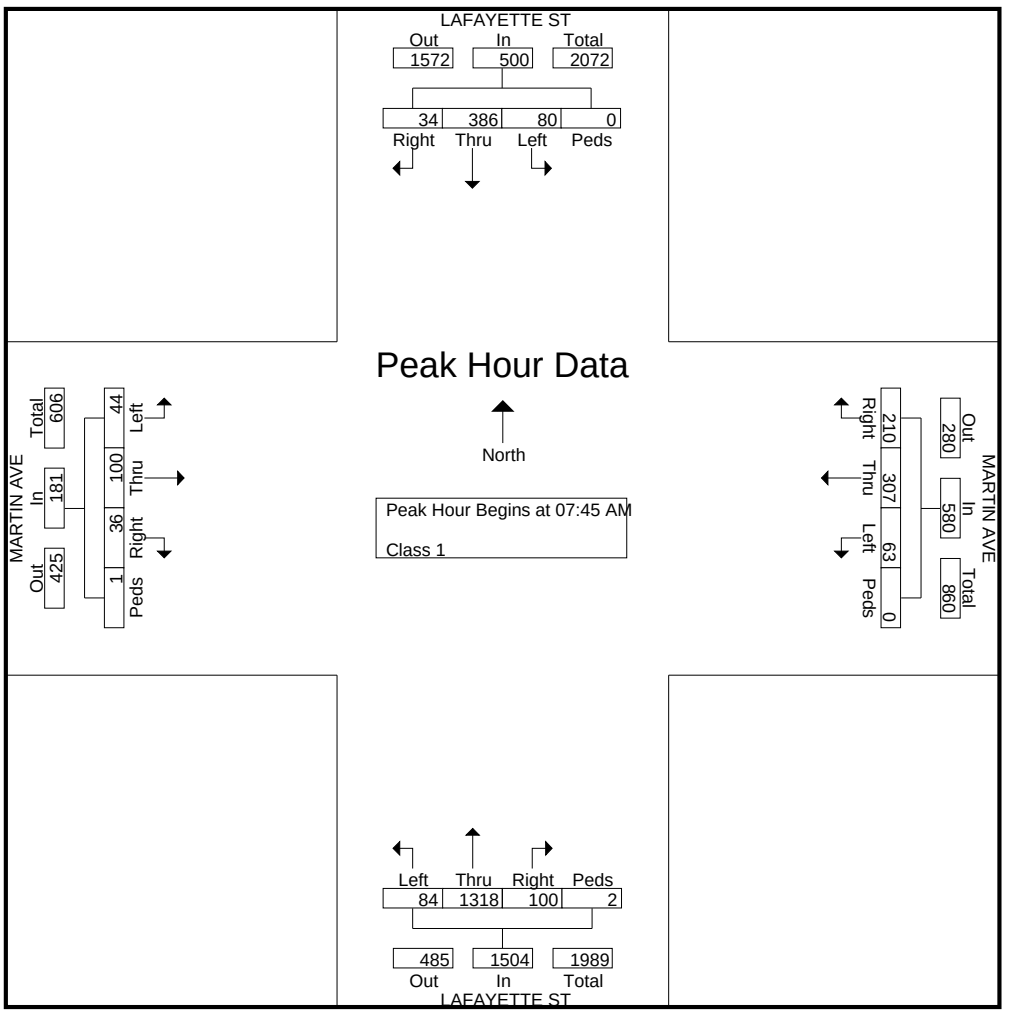
	LAFAYETTE ST Southbound					MARTIN AVE Westbound					LAFAYETTE ST Northbound					MARTIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	8	97	21	0	126	55	92	21	0	168	22	321	17	1	361	7	23	7	0	37	692
08:00 AM	10	122	23	0	155	56	69	20	0	145	25	300	19	0	344	9	28	11	1	49	693
08:15 AM	9	91	21	0	121	49	69	11	0	129	30	332	23	1	386	9	25	16	0	50	686
08:30 AM	7	76	15	0	98	50	77	11	0	138	23	365	25	0	413	11	24	10	0	45	694
Total Volume	34	386	80	0	500	210	307	63	0	580	100	1318	84	2	1504	36	100	44	1	181	2765
% App. Total	6.8	77.2	16	0		36.2	52.9	10.9	0		6.6	87.6	5.6	0.1		19.9	55.2	24.3	0.6		
PHF	.850	.791	.870	.000	.806	.938	.834	.750	.000	.863	.833	.903	.840	.500	.910	.818	.893	.688	.250	.905	.996



All Traffic Data Services,Inc.
9660 W 44th Ave
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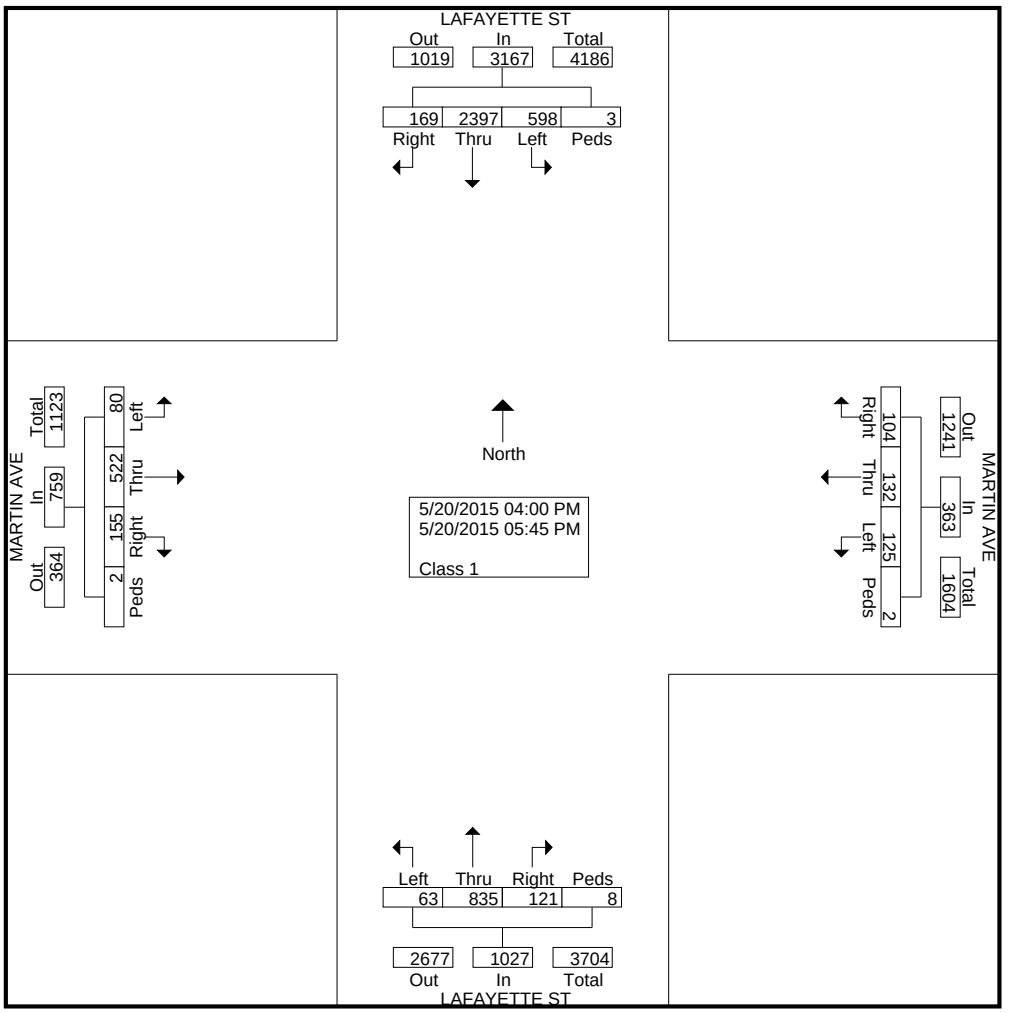
File Name : #16 LAFAYETTE&MARTINPM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				MARTIN AVE Westbound				LAFAYETTE ST Northbound				MARTIN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	14	241	64	1	14	7	9	1	28	113	11	1	31	51	9	0	595
04:15 PM	13	271	61	0	14	14	26	1	21	97	4	3	21	46	9	1	602
04:30 PM	18	288	51	0	17	20	24	0	22	108	2	1	20	64	14	1	650
04:45 PM	17	313	46	0	10	20	22	0	13	103	8	0	11	49	11	0	623
Total	62	1113	222	1	55	61	81	2	84	421	25	5	83	210	43	2	2470
05:00 PM	23	319	86	1	12	18	18	0	11	101	11	2	26	102	12	0	742
05:15 PM	25	345	82	0	14	17	9	0	12	120	9	1	12	71	9	0	726
05:30 PM	30	329	103	1	11	21	8	0	4	93	12	0	13	68	9	0	702
05:45 PM	29	291	105	0	12	15	9	0	10	100	6	0	21	71	7	0	676
Total	107	1284	376	2	49	71	44	0	37	414	38	3	72	312	37	0	2846
Grand Total	169	2397	598	3	104	132	125	2	121	835	63	8	155	522	80	2	5316
Apprch %	5.3	75.7	18.9	0.1	28.7	36.4	34.4	0.6	11.8	81.3	6.1	0.8	20.4	68.8	10.5	0.3	
Total %	3.2	45.1	11.2	0.1	2	2.5	2.4	0	2.3	15.7	1.2	0.2	2.9	9.8	1.5	0	



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File Name : #16 LAFAYETTE&MARTINPM
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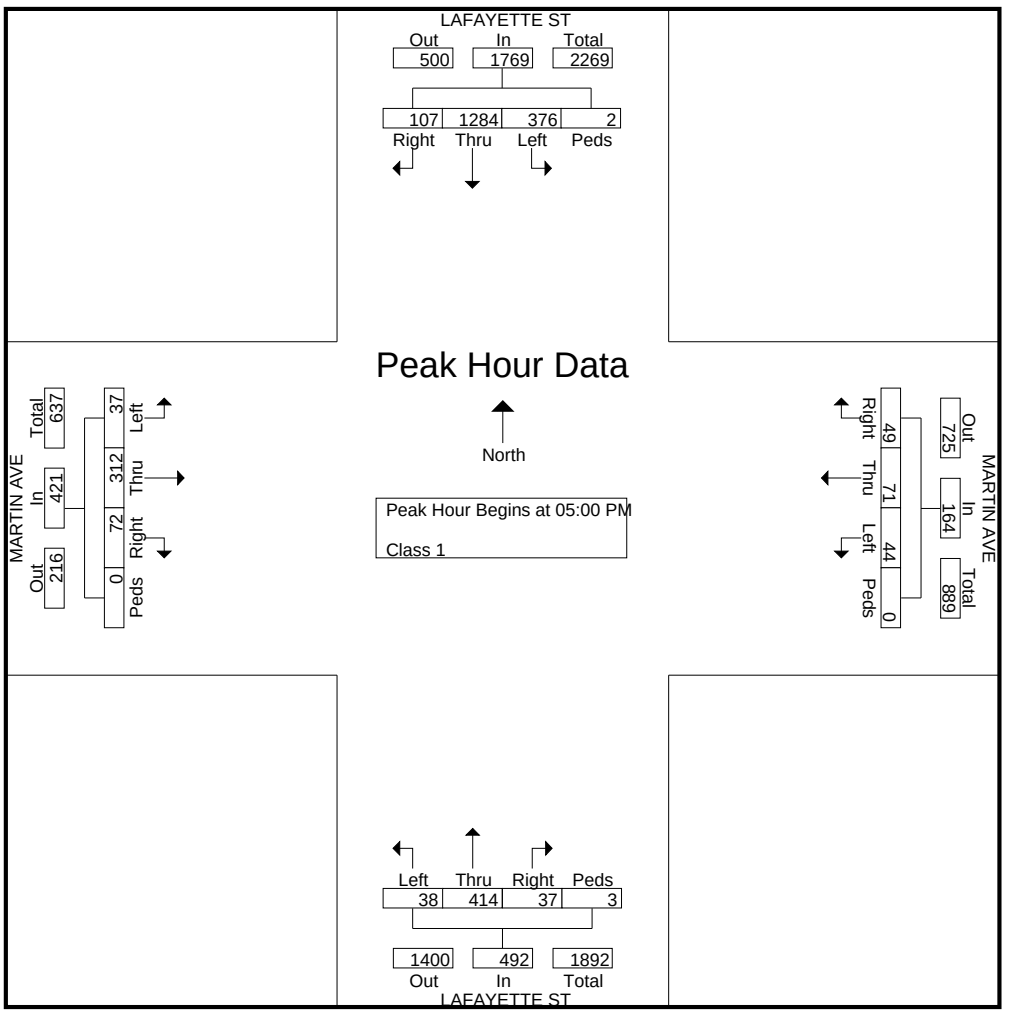
	LAFAYETTE ST Southbound					MARTIN AVE Westbound					LAFAYETTE ST Northbound					MARTIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	23	319	86	1	429	12	18	18	0	48	11	101	11	2	125	26	102	12	0	140	742
05:15 PM	25	345	82	0	452	14	17	9	0	40	12	120	9	1	142	12	71	9	0	92	726
05:30 PM	30	329	103	1	463	11	21	8	0	40	4	93	12	0	109	13	68	9	0	90	702
05:45 PM	29	291	105	0	425	12	15	9	0	36	10	100	6	0	116	21	71	7	0	99	676
Total Volume	107	1284	376	2	1769	49	71	44	0	164	37	414	38	3	492	72	312	37	0	421	2846
% App. Total	6	72.6	21.3	0.1		29.9	43.3	26.8	0		7.5	84.1	7.7	0.6		17.1	74.1	8.8	0		
PHF	.892	.930	.895	.500	.955	.875	.845	.611	.000	.854	.771	.863	.792	.375	.866	.692	.765	.771	.000	.752	.959



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

File Name : #17 ALMADEN&SANFERNANDOAM
Site Code : 17
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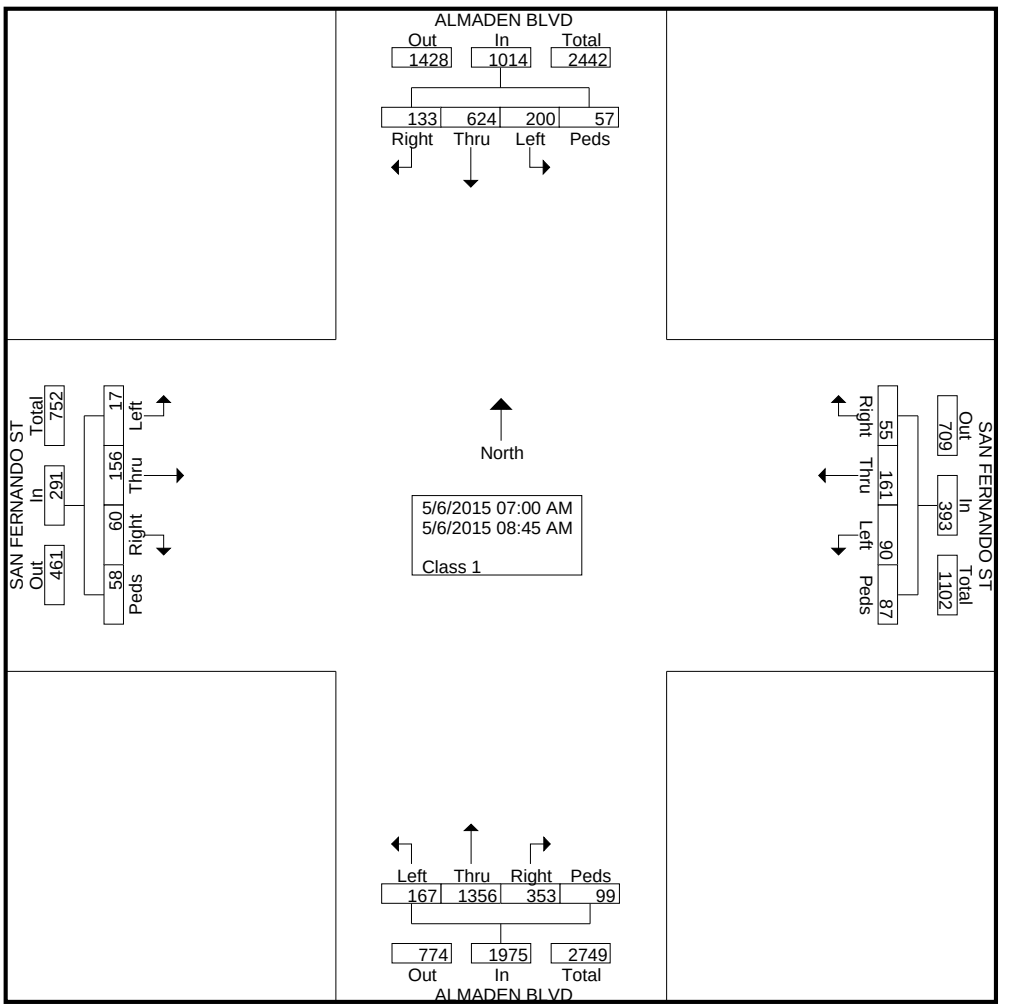
Groups Printed- Class 1

	ALMADEN BLVD Southbound				SAN FERNANDO ST Westbound				ALMADEN BLVD Northbound				SAN FERNANDO ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	9	52	11	6	4	13	9	5	19	81	12	2	5	12	1	2	243
07:15 AM	16	62	33	6	2	17	4	6	32	161	13	9	8	12	1	8	390
07:30 AM	16	57	16	4	6	14	15	8	38	190	23	7	2	17	0	11	424
07:45 AM	16	82	29	6	5	36	8	9	50	179	24	21	10	17	0	2	494
Total	57	253	89	22	17	80	36	28	139	611	72	39	25	58	2	23	1551
08:00 AM	17	85	33	10	7	19	10	15	44	212	22	10	4	19	6	10	523
08:15 AM	24	87	29	10	9	21	15	17	56	192	21	14	7	33	2	9	546
08:30 AM	18	91	26	6	14	13	8	18	70	154	23	16	8	21	4	7	497
08:45 AM	17	108	23	9	8	28	21	9	44	187	29	20	16	25	3	9	556
Total	76	371	111	35	38	81	54	59	214	745	95	60	35	98	15	35	2122
Grand Total	133	624	200	57	55	161	90	87	353	1356	167	99	60	156	17	58	3673
Apprch %	13.1	61.5	19.7	5.6	14	41	22.9	22.1	17.9	68.7	8.5	5	20.6	53.6	5.8	19.9	
Total %	3.6	17	5.4	1.6	1.5	4.4	2.5	2.4	9.6	36.9	4.5	2.7	1.6	4.2	0.5	1.6	



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

File Name : #17 ALMADEN&SANFERNANDOAM
Site Code : 17
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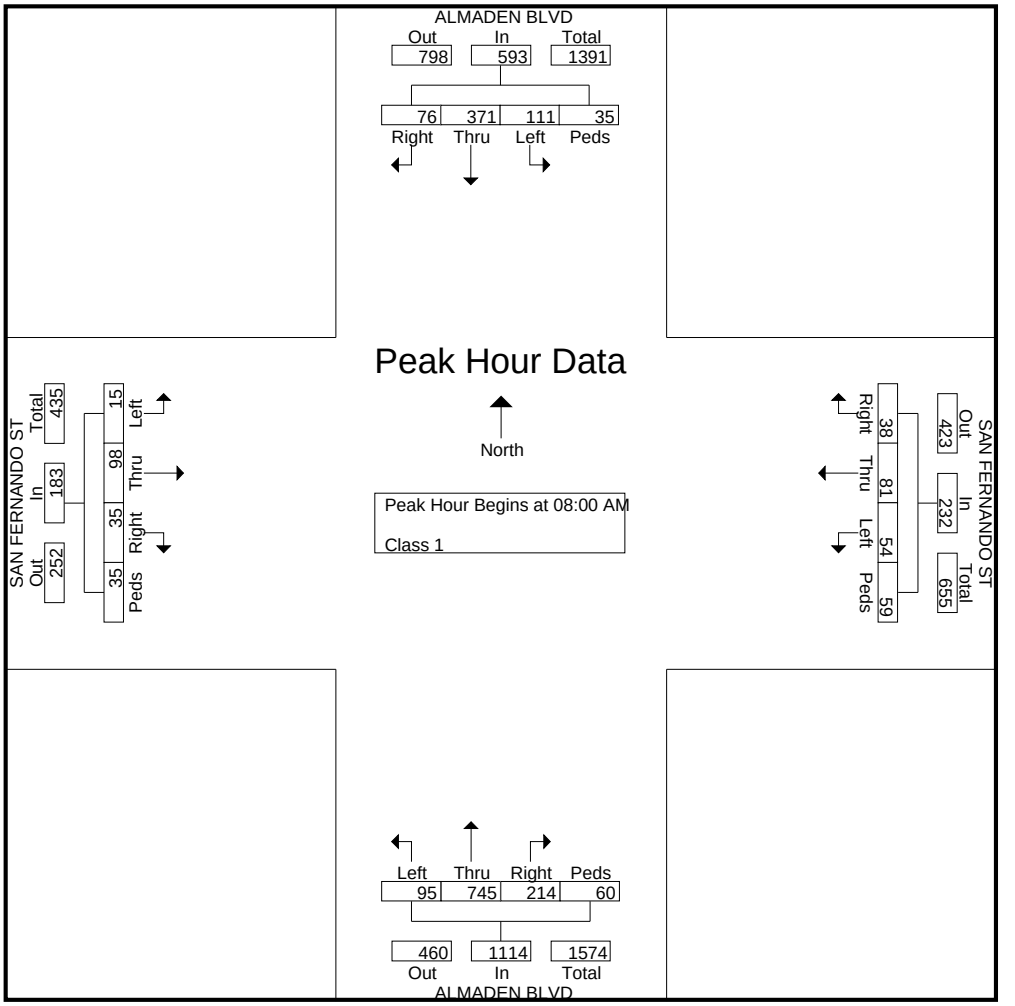
	ALMADEN BLVD Southbound					SAN FERNANDO ST Westbound					ALMADEN BLVD Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	17	85	**33**	**10**	145	7	19	10	15	51	44	**212**	22	10	**288**	4	19	**6**	**10**	39	523
08:15 AM	**24**	87	29	10	150	9	21	15	17	62	56	192	21	14	283	7	**33**	2	9	51	546
08:30 AM	18	91	26	6	141	**14**	13	8	**18**	53	**70**	154	23	16	263	8	21	4	7	40	497
08:45 AM	17	**108**	23	9	**157**	8	**28**	**21**	9	**66**	44	187	**29**	**20**	280	**16**	25	3	9	**53**	**556**
Total Volume	76	371	111	35	593	38	81	54	59	232	214	745	95	60	1114	35	98	15	35	183	2122
% App. Total	12.8	62.6	18.7	5.9		16.4	34.9	23.3	25.4		19.2	66.9	8.5	5.4		19.1	53.6	8.2	19.1		
PHF	.792	.859	.841	.875	.944	.679	.723	.643	.819	.879	.764	.879	.819	.750	.967	.547	.742	.625	.875	.863	.954

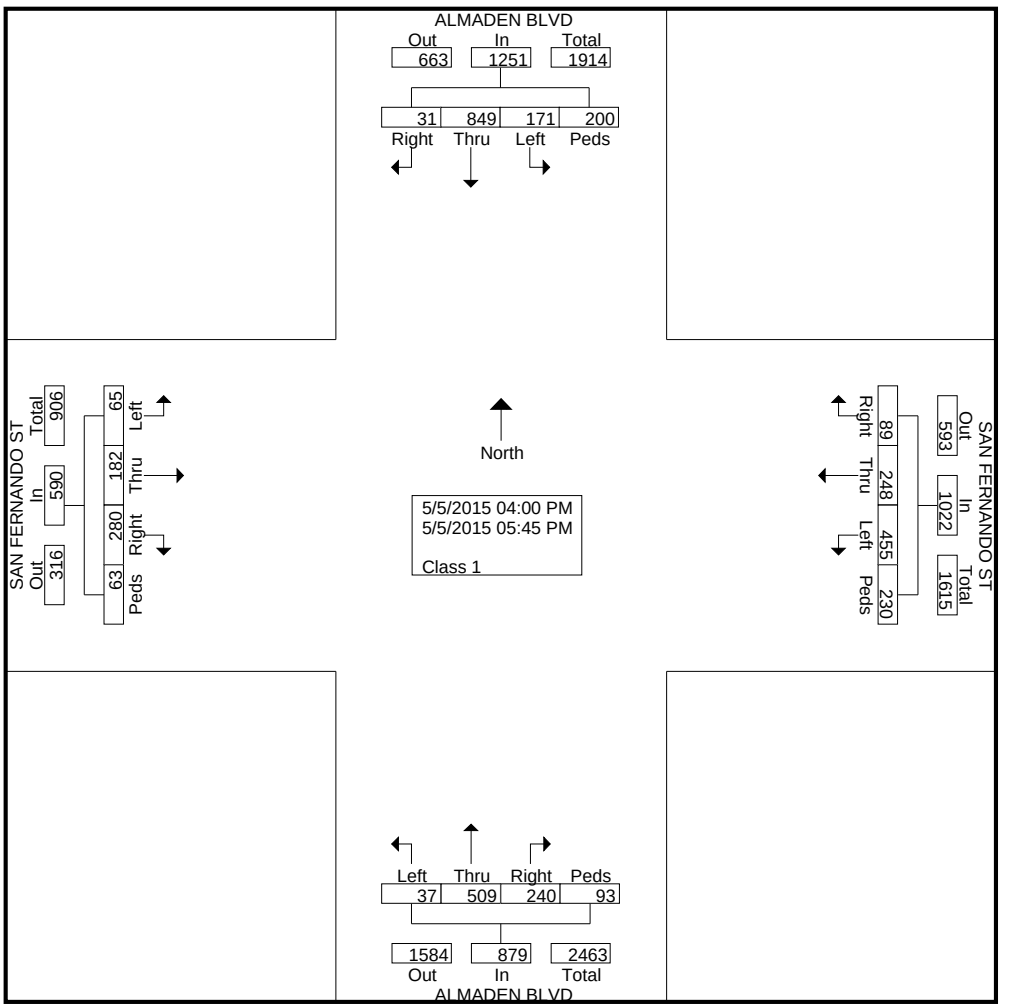


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #17 ALMADEN&SANFERNANDOPM
Site Code : 17
Start Date : 5/5/2015
Page No : 1

Groups Printed- Class 1

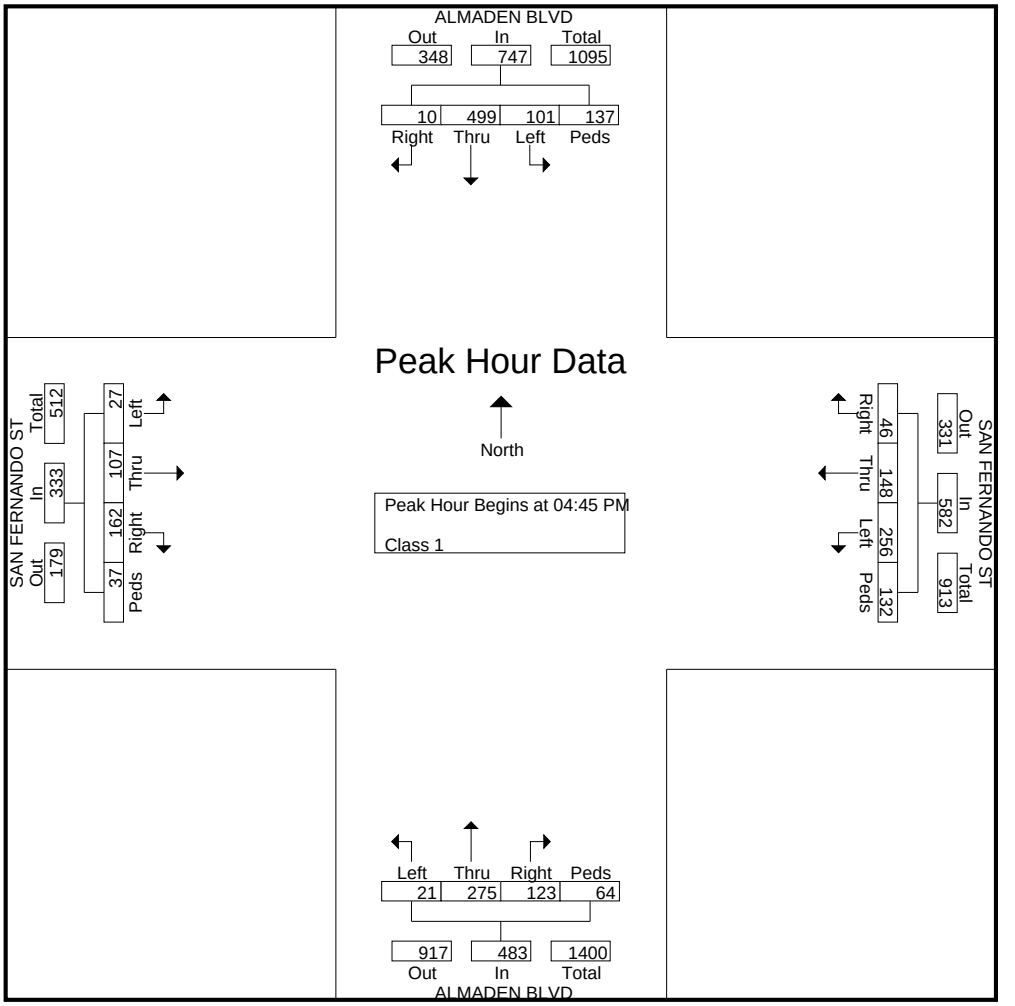
	ALMADEN BLVD Southbound				SAN FERNANDO ST Westbound				ALMADEN BLVD Northbound				SAN FERNANDO ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	6	75	11	20	8	17	36	12	32	58	2	8	25	8	10	7	335
04:15 PM	10	97	13	12	11	29	42	14	30	58	4	3	31	21	8	8	391
04:30 PM	3	92	21	11	12	23	69	32	26	60	6	9	37	25	15	5	446
04:45 PM	4	92	25	20	12	30	56	18	35	61	6	7	33	29	8	8	444
Total	23	356	70	63	43	99	203	76	123	237	18	27	126	83	41	28	1616
05:00 PM	4	146	21	68	14	44	75	64	40	73	4	31	53	26	11	9	683
05:15 PM	0	127	24	27	11	51	67	26	21	61	4	10	45	29	5	9	517
05:30 PM	2	134	31	22	9	23	58	24	27	80	7	16	31	23	3	11	501
05:45 PM	2	86	25	20	12	31	52	40	29	58	4	9	25	21	5	6	425
Total	8	493	101	137	46	149	252	154	117	272	19	66	154	99	24	35	2126
Grand Total	31	849	171	200	89	248	455	230	240	509	37	93	280	182	65	63	3742
Apprch %	2.5	67.9	13.7	16	8.7	24.3	44.5	22.5	27.3	57.9	4.2	10.6	47.5	30.8	11	10.7	
Total %	0.8	22.7	4.6	5.3	2.4	6.6	12.2	6.1	6.4	13.6	1	2.5	7.5	4.9	1.7	1.7	



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

File Name : #17 ALMADEN&SANFERNANDOPM
Site Code : 17
Start Date : 5/5/2015
Page No : 2

	ALMADEN BLVD Southbound					SAN FERNANDO ST Westbound					ALMADEN BLVD Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**4**	92	25	20	141	12	30	56	18	116	35	61	6	7	109	33	**29**	8	8	78	444
05:00 PM	4	**146**	21	**68**	**239**	**14**	44	**75**	**64**	**197**	**40**	73	4	**31**	**148**	**53**	26	**11**	9	**99**	**683**
05:15 PM	0	127	24	27	178	11	**51**	67	26	155	21	61	4	10	96	45	29	5	9	88	517
05:30 PM	2	134	**31**	22	189	9	23	58	24	114	27	**80**	**7**	16	130	31	23	3	**11**	68	501
Total Volume	10	499	101	137	747	46	148	256	132	582	123	275	21	64	483	162	107	27	37	333	2145
% App. Total	1.3	66.8	13.5	18.3		7.9	25.4	44	22.7		25.5	56.9	4.3	13.3		48.6	32.1	8.1	11.1		
PHF	.625	.854	.815	.504	.781	.821	.725	.853	.516	.739	.769	.859	.750	.516	.816	.764	.922	.614	.841	.841	.785



All Traffic Data Services,Inc.
9660 W 44th Ave
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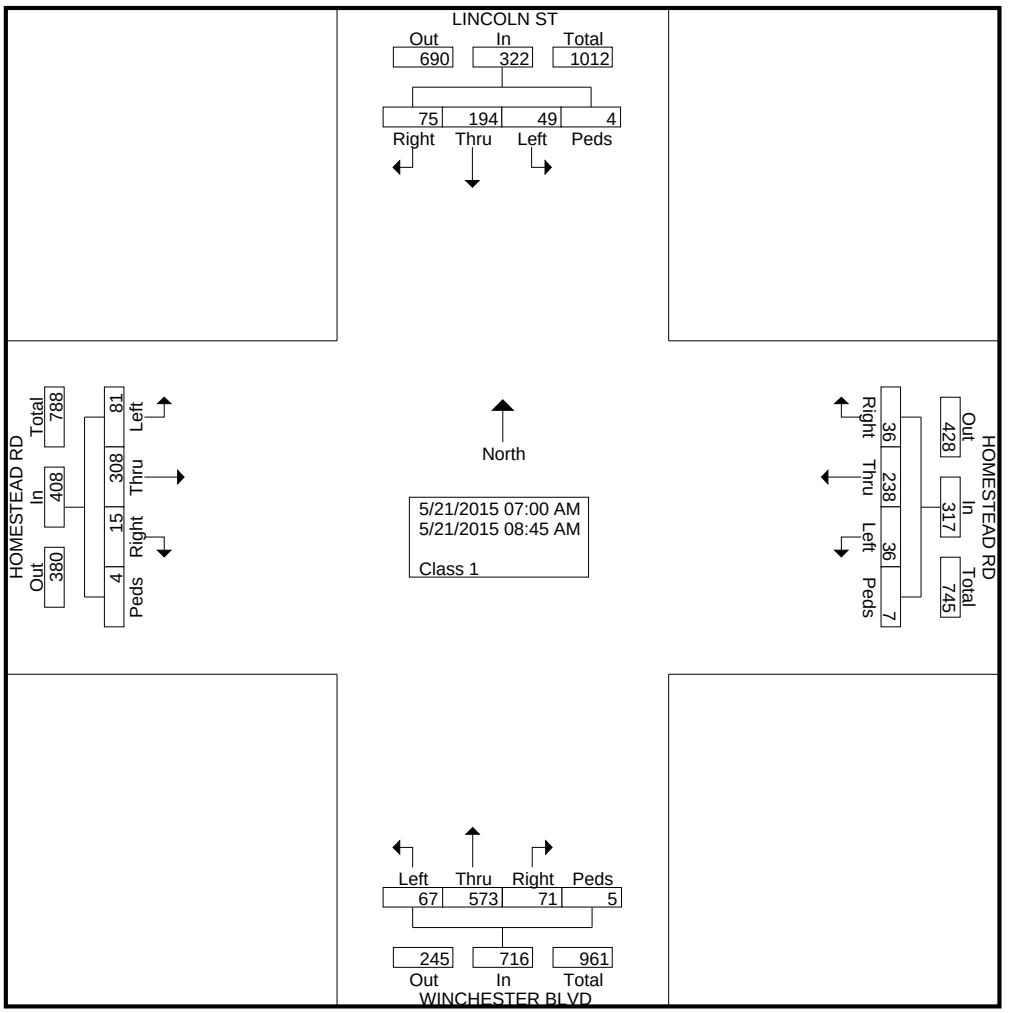
File Name : #17 HOMESTEAD&LINCOLNAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	LINCOLN ST Southbound				HOMESTEAD RD Westbound				WINCHESTER BLVD Northbound				HOMESTEAD RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	8	8	5	0	1	14	5	0	3	42	9	0	3	10	8	1	117
07:15 AM	5	21	5	0	5	19	4	0	3	48	6	1	3	27	7	2	156
07:30 AM	4	24	4	0	6	29	1	1	8	74	7	1	5	33	10	0	207
07:45 AM	14	39	8	0	4	41	1	1	11	81	16	0	2	58	16	0	292
Total	31	92	22	0	16	103	11	2	25	245	38	2	13	128	41	3	772
08:00 AM	18	37	10	2	5	56	7	2	12	87	12	1	0	54	9	0	312
08:15 AM	10	20	6	0	6	28	5	0	9	97	3	0	0	61	9	0	254
08:30 AM	7	27	6	0	3	26	5	2	12	87	9	1	1	32	11	1	230
08:45 AM	9	18	5	2	6	25	8	1	13	57	5	1	1	33	11	0	195
Total	44	102	27	4	20	135	25	5	46	328	29	3	2	180	40	1	991
Grand Total	75	194	49	4	36	238	36	7	71	573	67	5	15	308	81	4	1763
Apprch %	23.3	60.2	15.2	1.2	11.4	75.1	11.4	2.2	9.9	80	9.4	0.7	3.7	75.5	19.9	1	
Total %	4.3	11	2.8	0.2	2	13.5	2	0.4	4	32.5	3.8	0.3	0.9	17.5	4.6	0.2	



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File Name : #17 HOMESTEAD&LINCOLNAM
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Start Date : 5/21/2015
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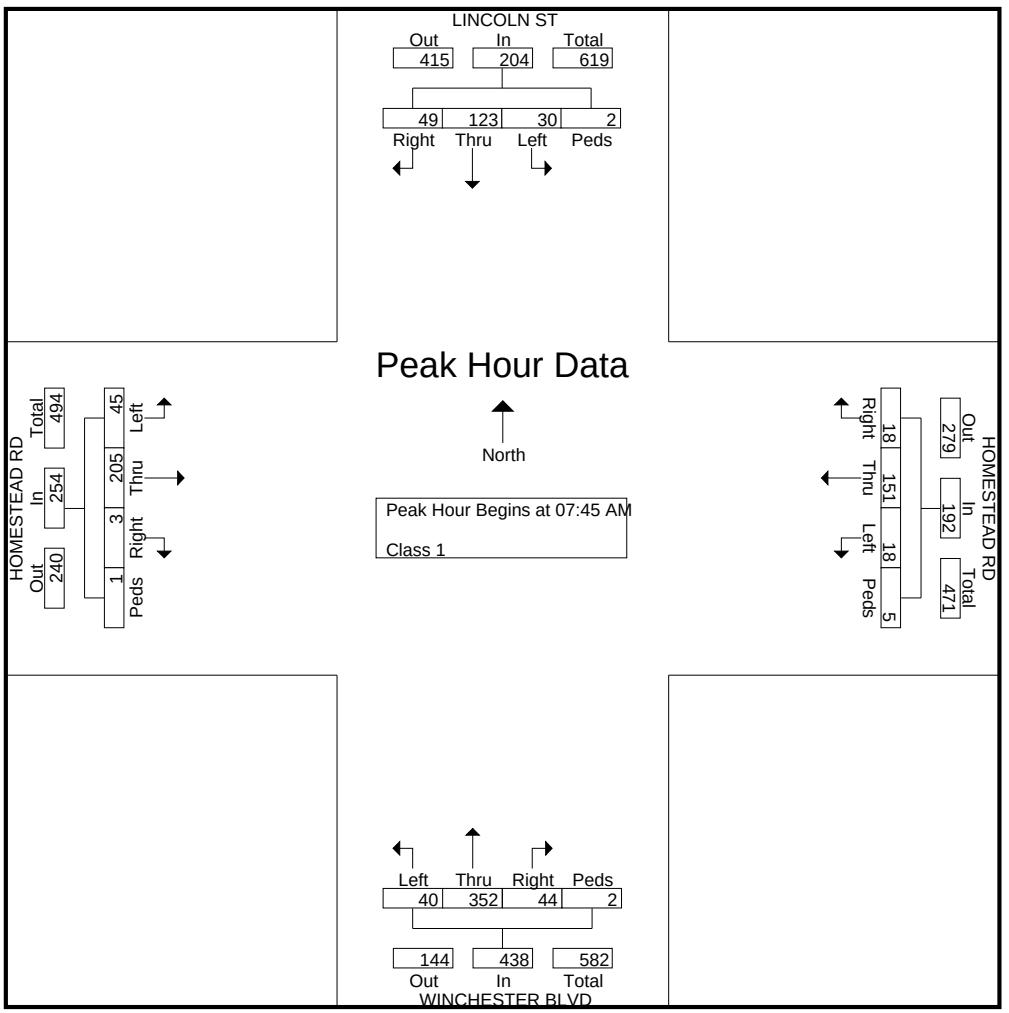
	LINCOLN ST Southbound					HOMESTEAD RD Westbound					WINCHESTER BLVD Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	39	8	0	61	4	41	1	1	47	11	81	16	0	108	2	58	16	0	76	292
08:00 AM	18	37	10	2	67	5	56	7	2	70	12	87	12	1	112	0	54	9	0	63	312
08:15 AM	10	20	6	0	36	6	28	5	0	39	9	97	3	0	109	0	61	9	0	70	254
08:30 AM	7	27	6	0	40	3	26	5	2	36	12	87	9	1	109	1	32	11	1	45	230
Total Volume	49	123	30	2	204	18	151	18	5	192	44	352	40	2	438	3	205	45	1	254	1088
% App. Total	24	60.3	14.7	1		9.4	78.6	9.4	2.6		10	80.4	9.1	0.5		1.2	80.7	17.7	0.4		
PHF	.681	.788	.750	.250	.761	.750	.674	.643	.625	.686	.917	.907	.625	.500	.978	.375	.840	.703	.250	.836	.872



All Traffic Data Services,Inc.
9660 W 44th Ave
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File Name : #17 HOMESTEAD&LINCOLNPM
Site Code :
Start Date : 5/20/2015
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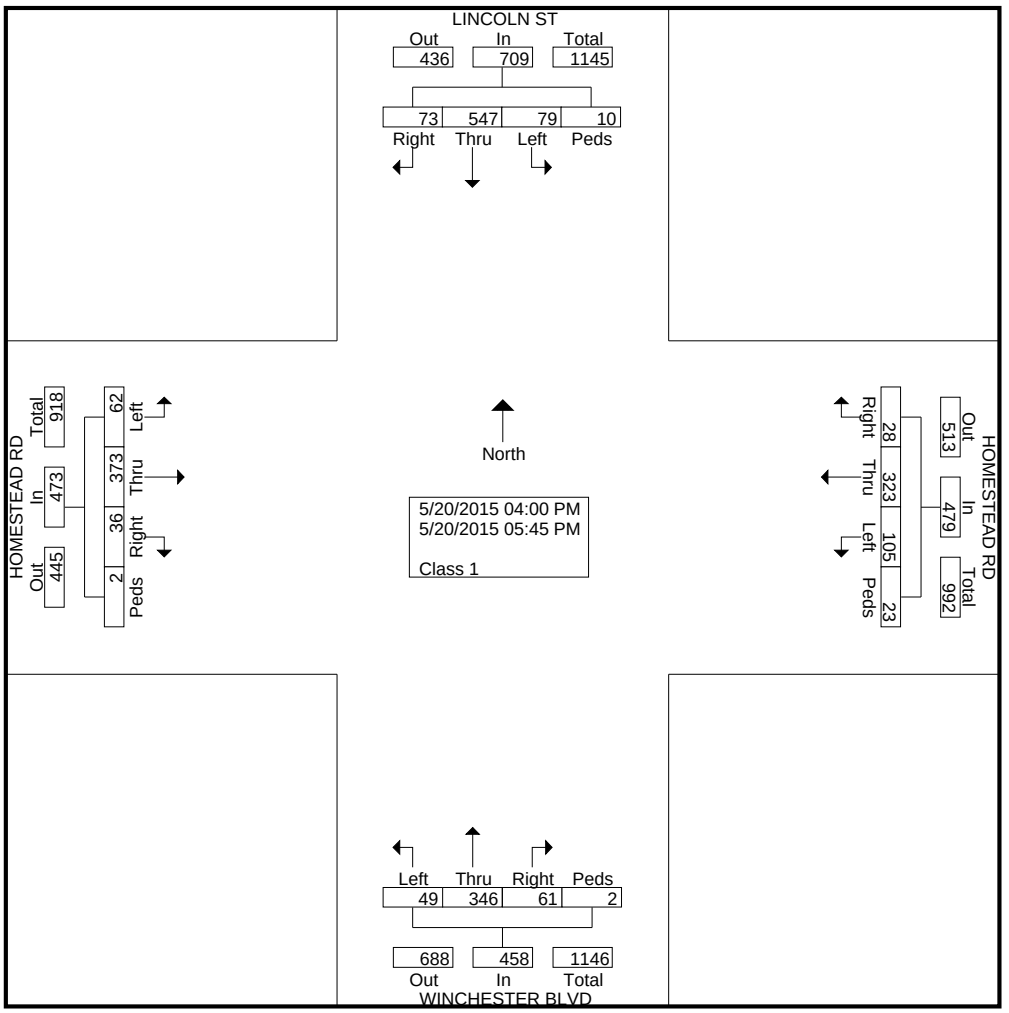
Groups Printed- Class 1

	LINCOLN ST Southbound				HOMESTEAD RD Westbound				WINCHESTER BLVD Northbound				HOMESTEAD RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	11	39	8	0	6	36	5	0	9	47	5	1	3	39	3	0	212
04:15 PM	7	38	5	3	5	34	10	1	10	47	6	0	6	51	4	0	227
04:30 PM	9	61	5	0	4	34	17	4	5	34	8	0	4	36	9	1	231
04:45 PM	9	58	11	3	2	61	12	7	5	47	3	1	8	42	12	0	281
Total	36	196	29	6	17	165	44	12	29	175	22	2	21	168	28	1	951
05:00 PM	11	91	13	0	4	44	19	2	12	46	7	0	1	40	10	0	300
05:15 PM	10	77	11	4	2	41	15	6	6	48	10	0	5	57	10	1	303
05:30 PM	2	94	13	0	3	33	16	2	8	37	6	0	7	42	8	0	271
05:45 PM	14	89	13	0	2	40	11	1	6	40	4	0	2	66	6	0	294
Total	37	351	50	4	11	158	61	11	32	171	27	0	15	205	34	1	1168
Grand Total	73	547	79	10	28	323	105	23	61	346	49	2	36	373	62	2	2119
Apprch %	10.3	77.2	11.1	1.4	5.8	67.4	21.9	4.8	13.3	75.5	10.7	0.4	7.6	78.9	13.1	0.4	
Total %	3.4	25.8	3.7	0.5	1.3	15.2	5	1.1	2.9	16.3	2.3	0.1	1.7	17.6	2.9	0.1	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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File Name : #17 HOMESTEAD&LINCOLNPM
Site Code :
Start Date : 5/20/2015
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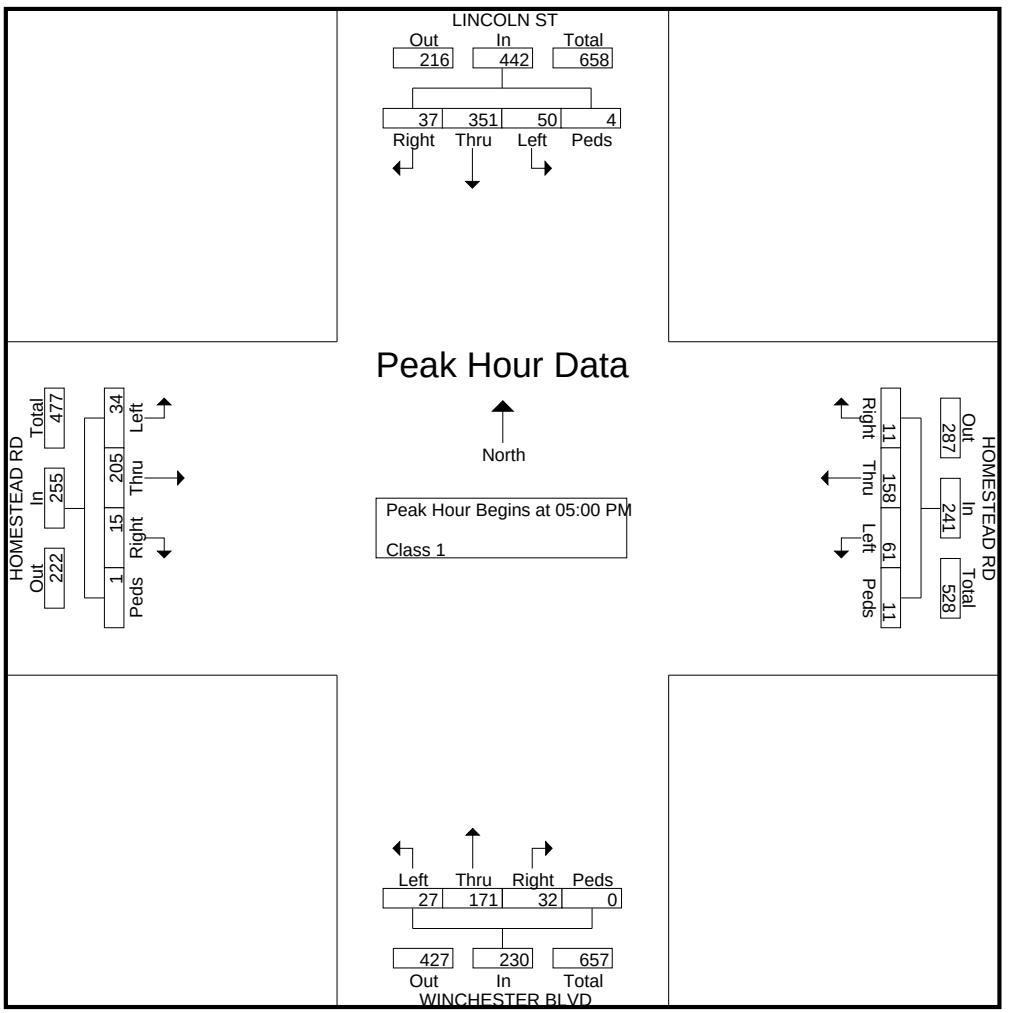
	LINCOLN ST Southbound					HOMESTEAD RD Westbound					WINCHESTER BLVD Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	11	91	13	0	115	4	44	19	2	69	12	46	7	0	65	1	40	10	0	51	300
05:15 PM	10	77	11	4	102	2	41	15	6	64	6	48	10	0	64	5	57	10	1	73	303
05:30 PM	2	94	13	0	109	3	33	16	2	54	8	37	6	0	51	7	42	8	0	57	271
05:45 PM	14	89	13	0	116	2	40	11	1	54	6	40	4	0	50	2	66	6	0	74	294
Total Volume	37	351	50	4	442	11	158	61	11	241	32	171	27	0	230	15	205	34	1	255	1168
% App. Total	8.4	79.4	11.3	0.9		4.6	65.6	25.3	4.6		13.9	74.3	11.7	0		5.9	80.4	13.3	0.4		
PHF	.661	.934	.962	.250	.953	.688	.898	.803	.458	.873	.667	.891	.675	.000	.885	.536	.777	.850	.250	.861	.964

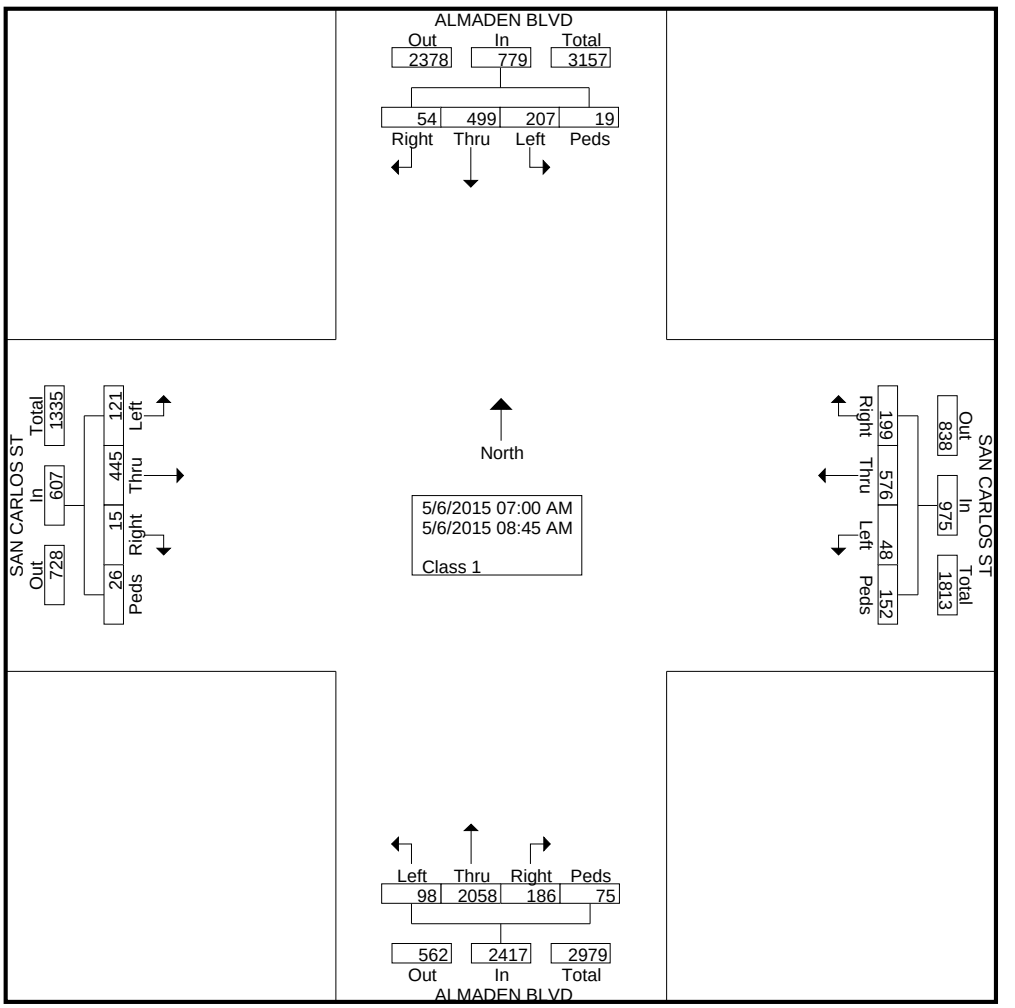


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #18 ALMADEN&SANCARLOSAM
Site Code : 18
Start Date : 5/6/2015
Page No : 1

Groups Printed- Class 1

	ALMADEN BLVD Southbound				SAN CARLOS ST Westbound				ALMADEN BLVD Northbound				SAN CARLOS ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	3	43	24	2	11	68	5	4	13	128	10	7	2	39	9	2	370
07:15 AM	7	51	21	3	19	64	5	13	22	216	17	9	2	35	5	5	494
07:30 AM	6	53	28	3	21	81	4	15	15	294	9	5	4	39	11	6	594
07:45 AM	6	71	16	6	29	77	5	30	27	262	21	13	5	48	23	7	646
Total	22	218	89	14	80	290	19	62	77	900	57	34	13	161	48	20	2104
08:00 AM	8	55	18	0	18	65	7	14	28	314	19	8	1	62	11	0	628
08:15 AM	5	69	33	0	36	86	9	22	24	274	3	11	0	70	22	0	664
08:30 AM	8	78	28	0	25	61	8	35	33	298	5	12	1	77	20	0	689
08:45 AM	11	79	39	5	40	74	5	19	24	272	14	10	0	75	20	6	693
Total	32	281	118	5	119	286	29	90	109	1158	41	41	2	284	73	6	2674
Grand Total	54	499	207	19	199	576	48	152	186	2058	98	75	15	445	121	26	4778
Apprch %	6.9	64.1	26.6	2.4	20.4	59.1	4.9	15.6	7.7	85.1	4.1	3.1	2.5	73.3	19.9	4.3	
Total %	1.1	10.4	4.3	0.4	4.2	12.1	1	3.2	3.9	43.1	2.1	1.6	0.3	9.3	2.5	0.5	



All Traffic Data Services, Inc
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Wheat Ridge,CO 80033
303-216-2439

File Name : #18 ALMADEN&SANCARLOSAM
Site Code : 18
Start Date : 5/6/2015
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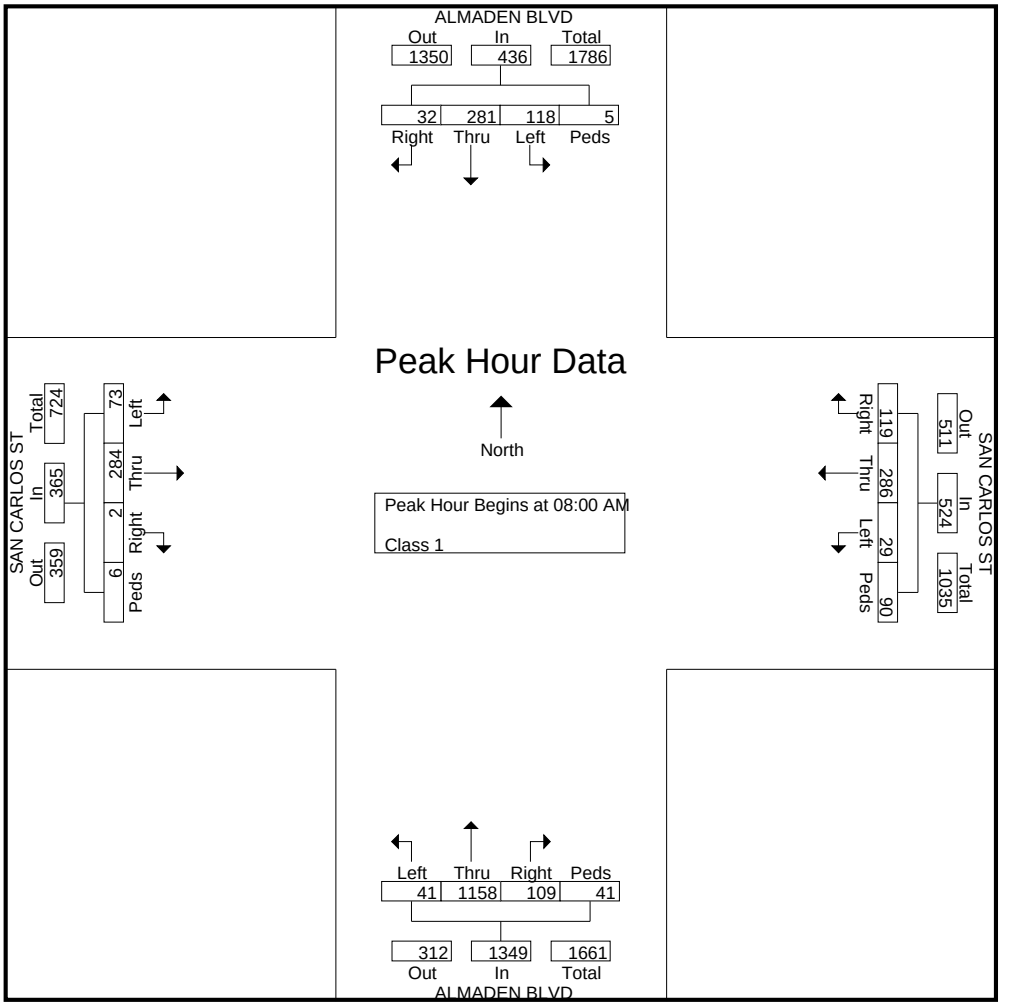
	ALMADEN BLVD Southbound					SAN CARLOS ST Westbound					ALMADEN BLVD Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	55	18	0	81	18	65	7	14	104	28	**314**	**19**	8	**369**	**1**	62	11	0	74	628
08:15 AM	5	69	33	0	107	36	**86**	**9**	22	**153**	24	274	3	11	312	0	70	**22**	0	92	664
08:30 AM	8	78	28	0	114	25	61	8	**35**	129	**33**	298	5	**12**	348	1	**77**	20	0	98	689
08:45 AM	**11**	**79**	**39**	**5**	**134**	**40**	74	5	19	138	24	272	14	10	320	0	75	20	**6**	**101**	**693**
Total Volume	32	281	118	5	436	119	286	29	90	524	109	1158	41	41	1349	2	284	73	6	365	2674
% App. Total	7.3	64.4	27.1	1.1		22.7	54.6	5.5	17.2		8.1	85.8	3	3		0.5	77.8	20	1.6		
PHF	.727	.889	.756	.250	.813	.744	.831	.806	.643	.856	.826	.922	.539	.854	.914	.500	.922	.830	.250	.903	.965



All Traffic Data Services,Inc.
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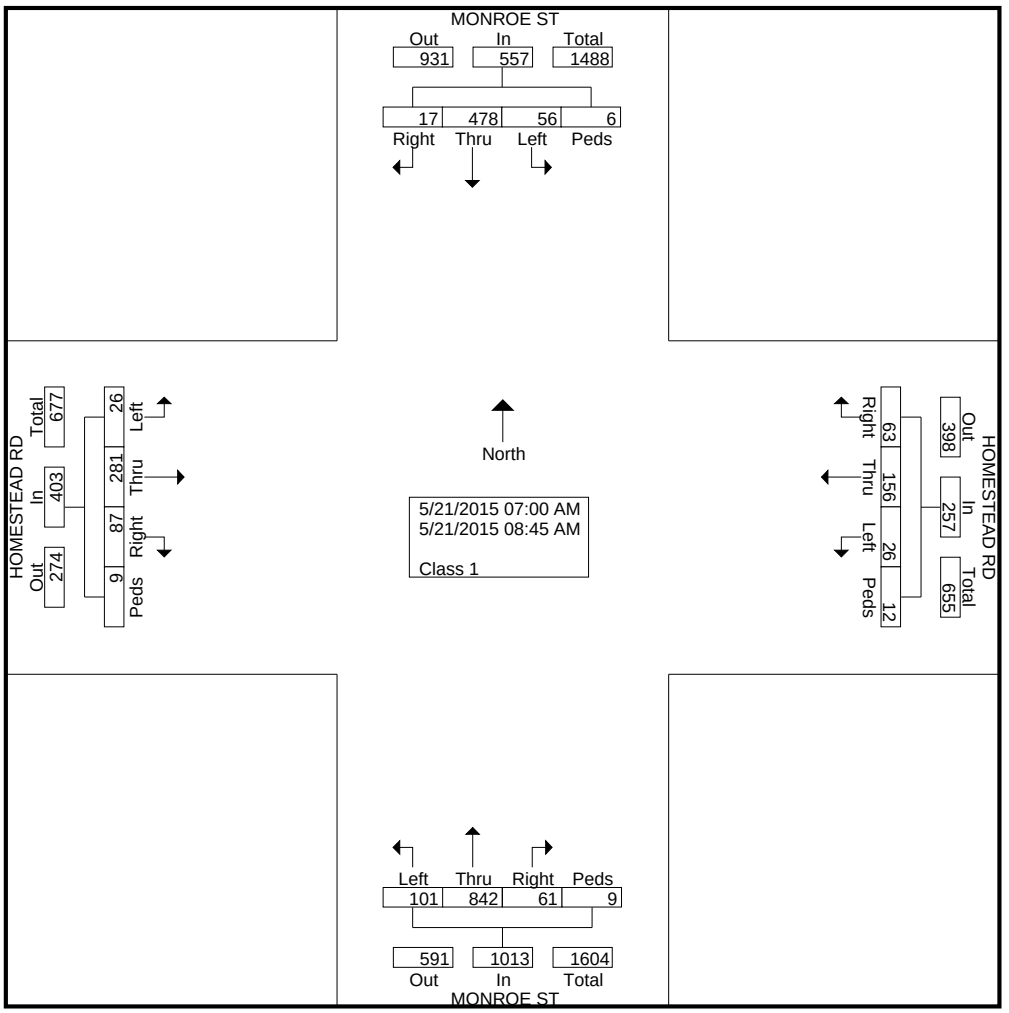
File Name : #18 HOMESTEAD&MONROEAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

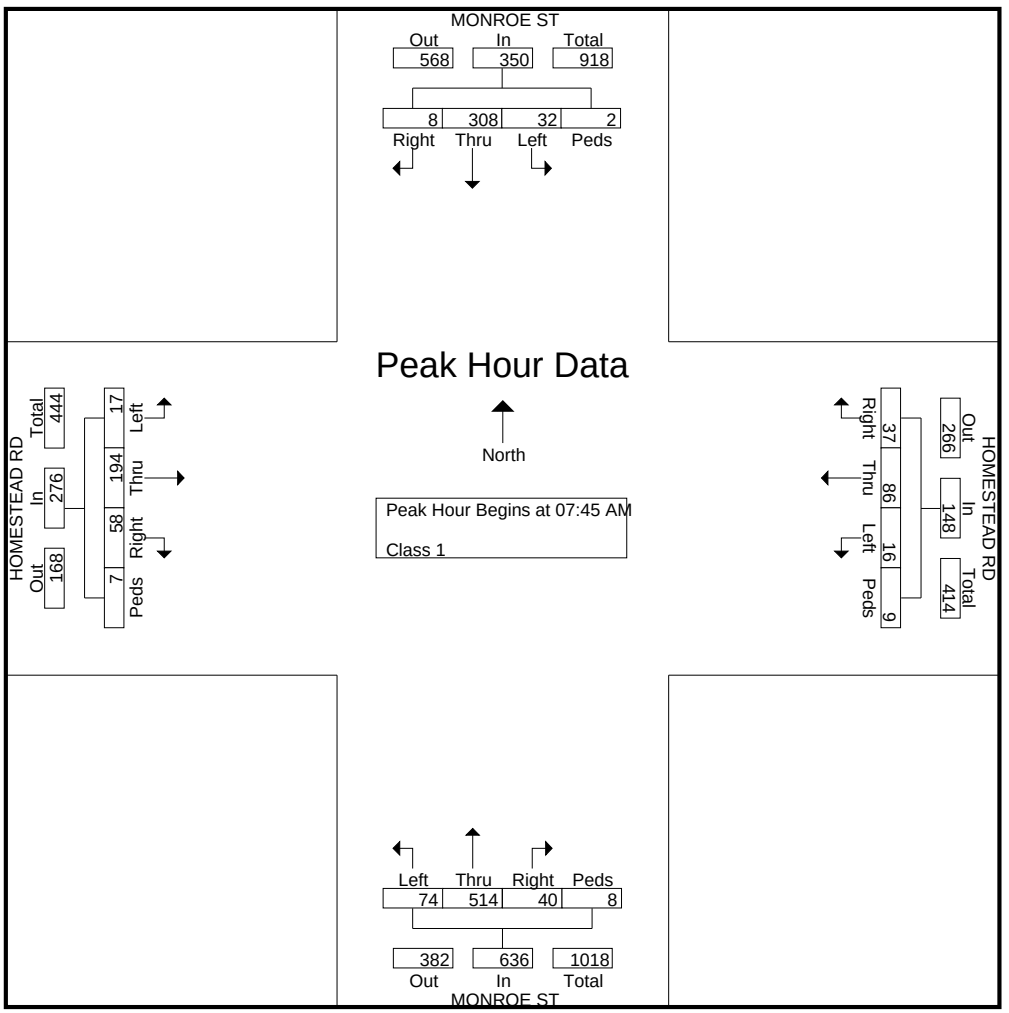
	MONROE ST Southbound				HOMESTEAD RD Westbound				MONROE ST Northbound				HOMESTEAD RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	1	27	3	0	4	14	4	0	5	48	3	0	5	8	2	0	124
07:15 AM	0	42	3	1	5	13	2	2	3	71	7	0	5	21	2	2	179
07:30 AM	4	54	7	2	4	21	4	0	6	94	9	1	11	26	4	0	247
07:45 AM	1	79	13	0	12	24	2	3	12	124	17	0	16	48	5	4	360
Total	6	202	26	3	25	72	12	5	26	337	36	1	37	103	13	6	910
08:00 AM	1	104	8	2	13	28	9	4	8	140	25	5	16	51	5	1	420
08:15 AM	3	83	6	0	5	21	1	2	11	117	19	1	21	51	3	1	345
08:30 AM	3	42	5	0	7	13	4	0	9	133	13	2	5	44	4	1	285
08:45 AM	4	47	11	1	13	22	0	1	7	115	8	0	8	32	1	0	270
Total	11	276	30	3	38	84	14	7	35	505	65	8	50	178	13	3	1320
Grand Total	17	478	56	6	63	156	26	12	61	842	101	9	87	281	26	9	2230
Apprch %	3.1	85.8	10.1	1.1	24.5	60.7	10.1	4.7	6	83.1	10	0.9	21.6	69.7	6.5	2.2	
Total %	0.8	21.4	2.5	0.3	2.8	7	1.2	0.5	2.7	37.8	4.5	0.4	3.9	12.6	1.2	0.4	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #18 HOMESTEAD&MONROEAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	MONROE ST Southbound					HOMESTEAD RD Westbound					MONROE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	79	13	0	93	12	24	2	3	41	12	124	17	0	153	16	48	5	4	73	360
08:00 AM	1	104	8	2	115	13	28	9	4	54	8	140	25	5	178	16	51	5	1	73	420
08:15 AM	3	83	6	0	92	5	21	1	2	29	11	117	19	1	148	21	51	3	1	76	345
08:30 AM	3	42	5	0	50	7	13	4	0	24	9	133	13	2	157	5	44	4	1	54	285
Total Volume	8	308	32	2	350	37	86	16	9	148	40	514	74	8	636	58	194	17	7	276	1410
% App. Total	2.3	88	9.1	0.6		25	58.1	10.8	6.1		6.3	80.8	11.6	1.3		21	70.3	6.2	2.5		
PHF	.667	.740	.615	.250	.761	.712	.768	.444	.563	.685	.833	.918	.740	.400	.893	.690	.951	.850	.438	.908	.839



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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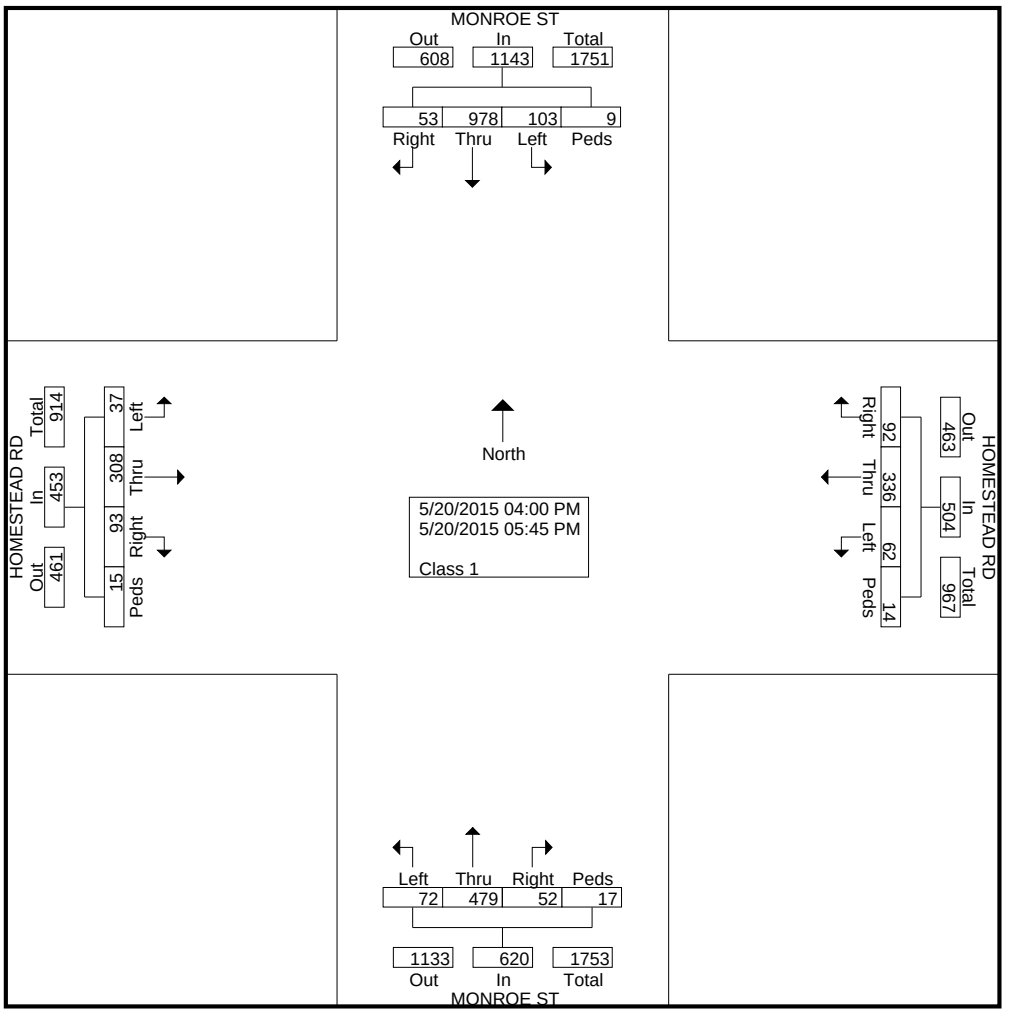
File Name : #18 HOMESTEAD&MONROEPM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

	MONROE ST Southbound				HOMESTEAD RD Westbound				MONROE ST Northbound				HOMESTEAD RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	4	53	14	1	13	33	6	3	5	61	15	2	7	39	5	1	262
04:15 PM	5	96	14	4	14	32	7	3	13	41	9	1	12	45	4	0	300
04:30 PM	8	120	10	2	7	39	6	0	8	61	6	0	12	29	5	0	313
04:45 PM	7	100	9	0	9	51	6	0	9	61	12	2	12	32	5	2	317
Total	24	369	47	7	43	155	25	6	35	224	42	5	43	145	19	3	1192
05:00 PM	8	136	15	0	12	49	8	2	4	59	8	5	12	42	4	5	369
05:15 PM	10	150	15	1	17	51	13	2	5	75	11	6	10	43	5	3	417
05:30 PM	5	148	10	0	11	42	12	2	6	67	5	0	15	39	8	4	374
05:45 PM	6	175	16	1	9	39	4	2	2	54	6	1	13	39	1	0	368
Total	29	609	56	2	49	181	37	8	17	255	30	12	50	163	18	12	1528
Grand Total	53	978	103	9	92	336	62	14	52	479	72	17	93	308	37	15	2720
Apprch %	4.6	85.6	9	0.8	18.3	66.7	12.3	2.8	8.4	77.3	11.6	2.7	20.5	68	8.2	3.3	
Total %	1.9	36	3.8	0.3	3.4	12.4	2.3	0.5	1.9	17.6	2.6	0.6	3.4	11.3	1.4	0.6	



All Traffic Data Services,Inc.
9660 W 44th Ave
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File Name : #18 HOMESTEAD&MONROEPM
Site Code :
Start Date : 5/20/2015
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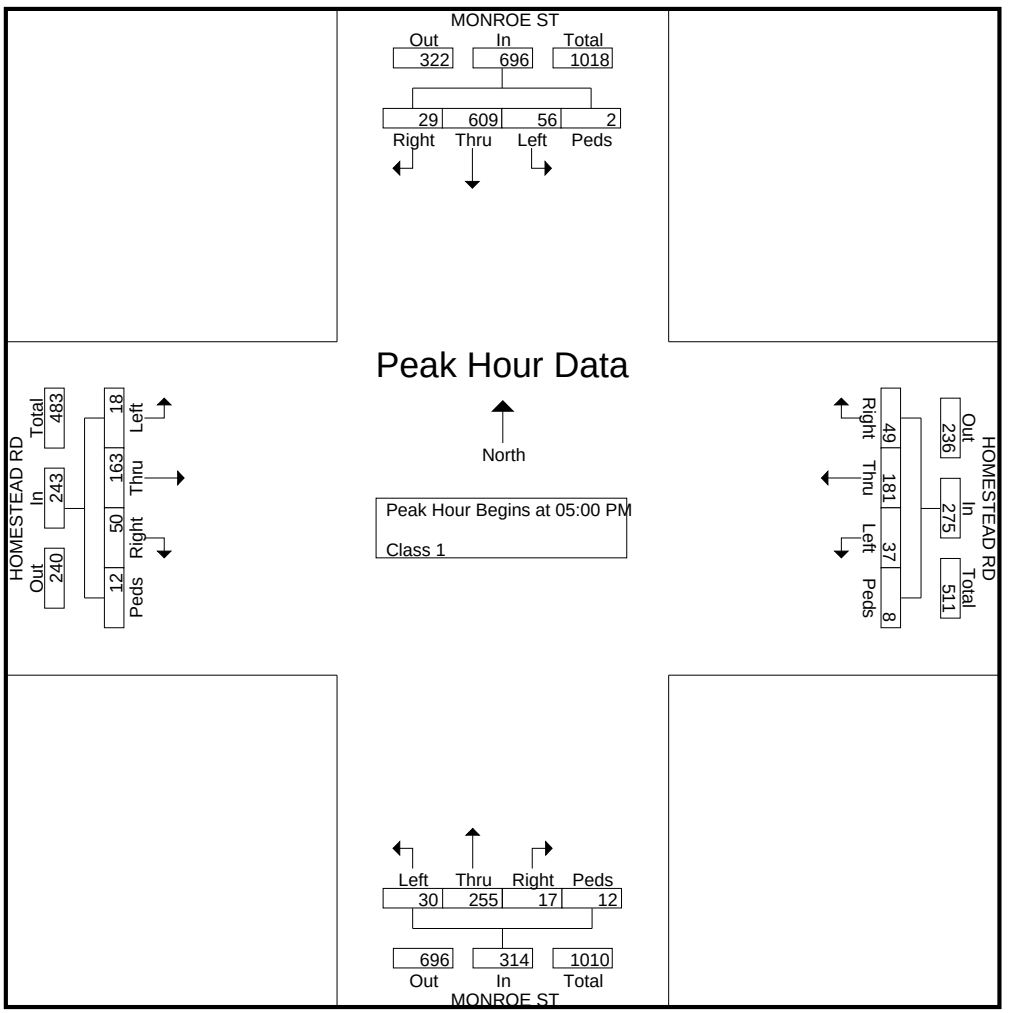
	MONROE ST Southbound					HOMESTEAD RD Westbound					MONROE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	136	15	0	159	12	49	8	2	71	4	59	8	5	76	12	42	4	5	63	369
05:15 PM	10	150	15	1	176	17	51	13	2	83	5	75	11	6	97	10	43	5	3	61	417
05:30 PM	5	148	10	0	163	11	42	12	2	67	6	67	5	0	78	15	39	8	4	66	374
05:45 PM	6	175	16	1	198	9	39	4	2	54	2	54	6	1	63	13	39	1	0	53	368
Total Volume	29	609	56	2	696	49	181	37	8	275	17	255	30	12	314	50	163	18	12	243	1528
% App. Total	4.2	87.5	8	0.3		17.8	65.8	13.5	2.9		5.4	81.2	9.6	3.8		20.6	67.1	7.4	4.9		
PHF	.725	.870	.875	.500	.879	.721	.887	.712	1.00	.828	.708	.850	.682	.500	.809	.833	.948	.563	.600	.920	.916



All Traffic Data Services,Inc.
9660 W 44th Ave
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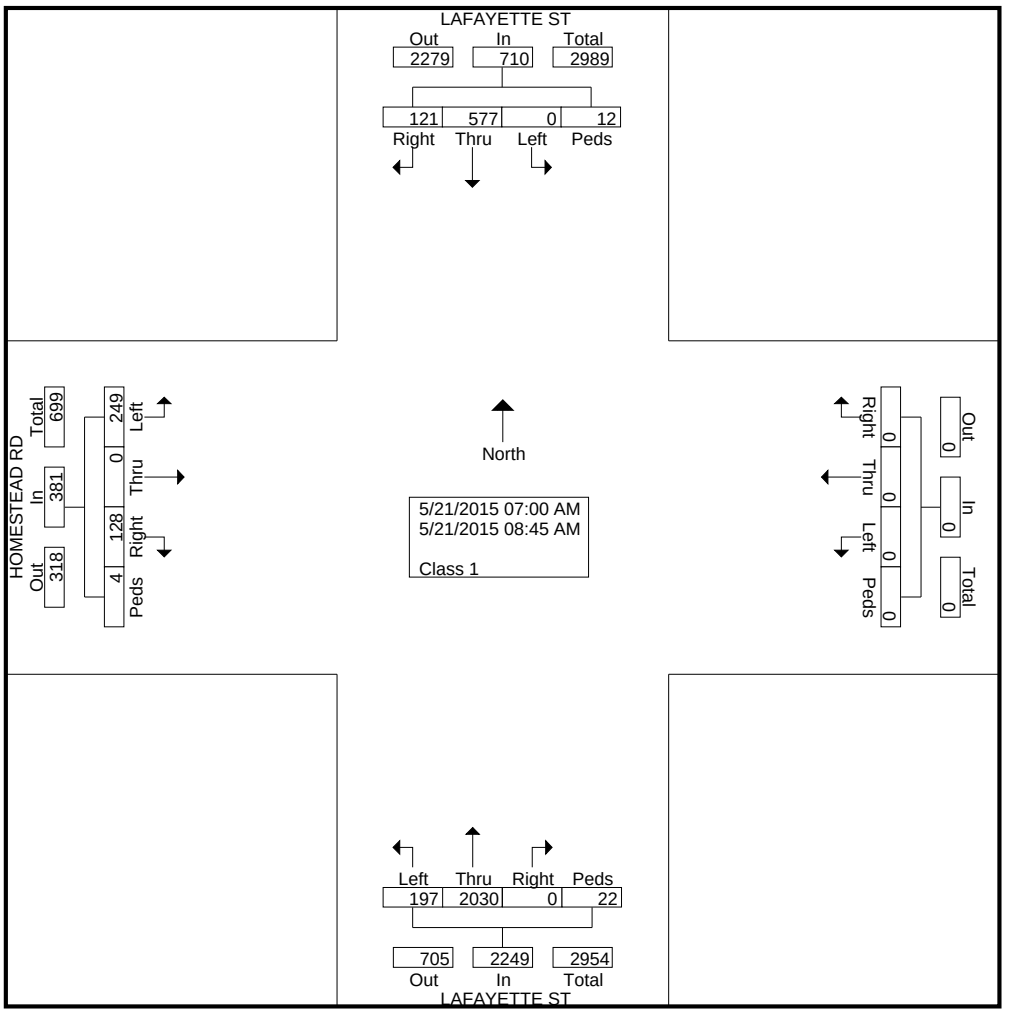
File Name : #19 HOMESTEAD&LAFAYETTEAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				Westbound				LAFAYETTE ST Northbound				HOMESTEAD RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	8	27	0	1	0	0	0	0	0	152	9	2	8	0	8	0	215
07:15 AM	7	50	0	3	0	0	0	0	0	184	14	4	5	0	12	1	280
07:30 AM	11	67	0	0	0	0	0	0	0	236	30	2	10	0	27	0	383
07:45 AM	22	85	0	2	0	0	0	0	0	264	30	3	18	0	36	0	460
Total	48	229	0	6	0	0	0	0	0	836	83	11	41	0	83	1	1338
08:00 AM	28	118	0	2	0	0	0	0	0	303	24	4	17	0	56	0	552
08:15 AM	16	104	0	3	0	0	0	0	0	312	32	4	30	0	43	0	544
08:30 AM	20	65	0	0	0	0	0	0	0	301	34	2	20	0	33	0	475
08:45 AM	9	61	0	1	0	0	0	0	0	278	24	1	20	0	34	3	431
Total	73	348	0	6	0	0	0	0	0	1194	114	11	87	0	166	3	2002
Grand Total	121	577	0	12	0	0	0	0	0	2030	197	22	128	0	249	4	3340
Apprch %	17	81.3	0	1.7	0	0	0	0	0	90.3	8.8	1	33.6	0	65.4	1	
Total %	3.6	17.3	0	0.4	0	0	0	0	0	60.8	5.9	0.7	3.8	0	7.5	0.1	



All Traffic Data Services,Inc.
9660 W 44th Ave
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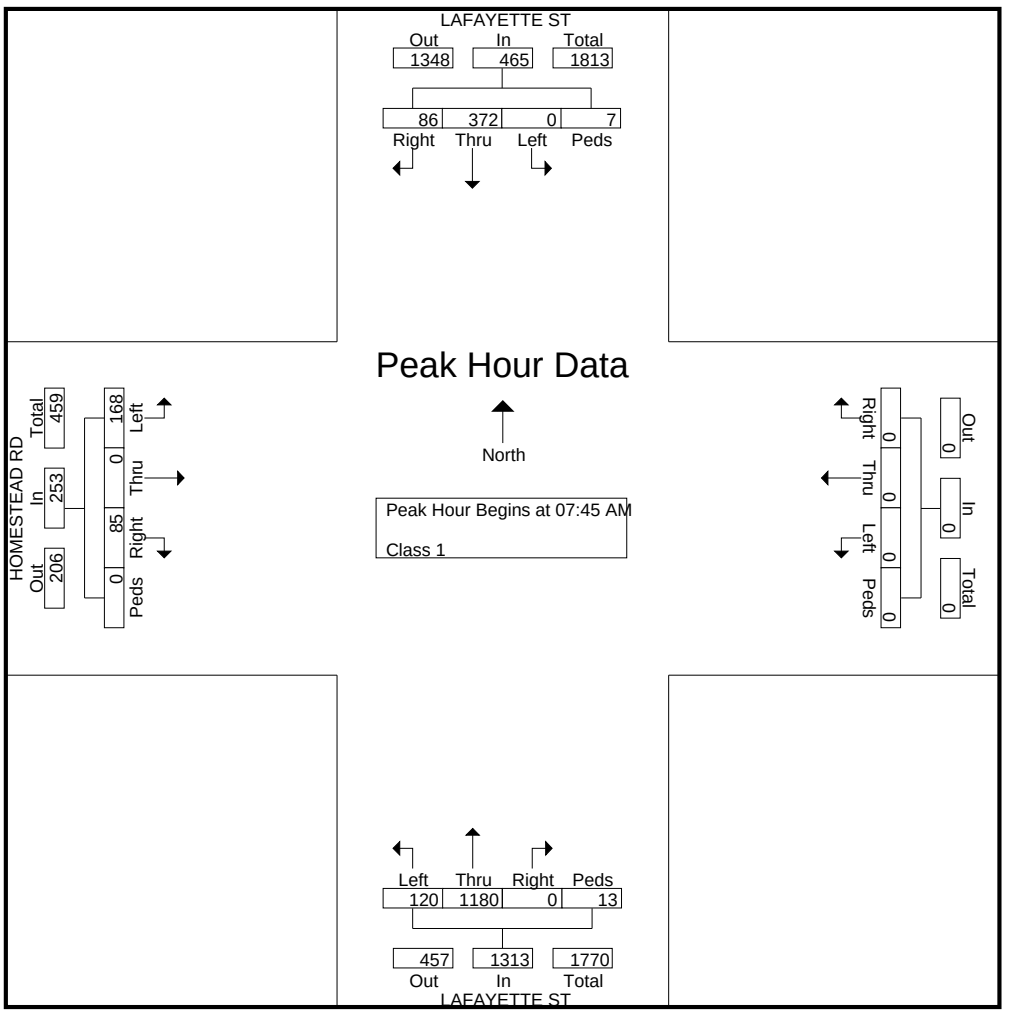
File Name : #19 HOMESTEAD&LAFAYETTEAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	LAFAYETTE ST Southbound					Westbound					LAFAYETTE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	22	85	0	2	109	0	0	0	0	0	0	264	30	3	297	18	0	36	0	54	460
08:00 AM	28	118	0	2	148	0	0	0	0	0	0	303	24	4	331	17	0	56	0	73	552
08:15 AM	16	104	0	3	123	0	0	0	0	0	0	312	32	4	348	30	0	43	0	73	544
08:30 AM	20	65	0	0	85	0	0	0	0	0	0	301	34	2	337	20	0	33	0	53	475
Total Volume	86	372	0	7	465	0	0	0	0	0	0	1180	120	13	1313	85	0	168	0	253	2031
% App. Total	18.5	80	0	1.5		0	0	0	0		0	89.9	9.1	1		33.6	0	66.4	0		
PHF	.768	.788	.000	.583	.785	.000	.000	.000	.000	.000	.000	.946	.882	.813	.943	.708	.000	.750	.000	.866	.920

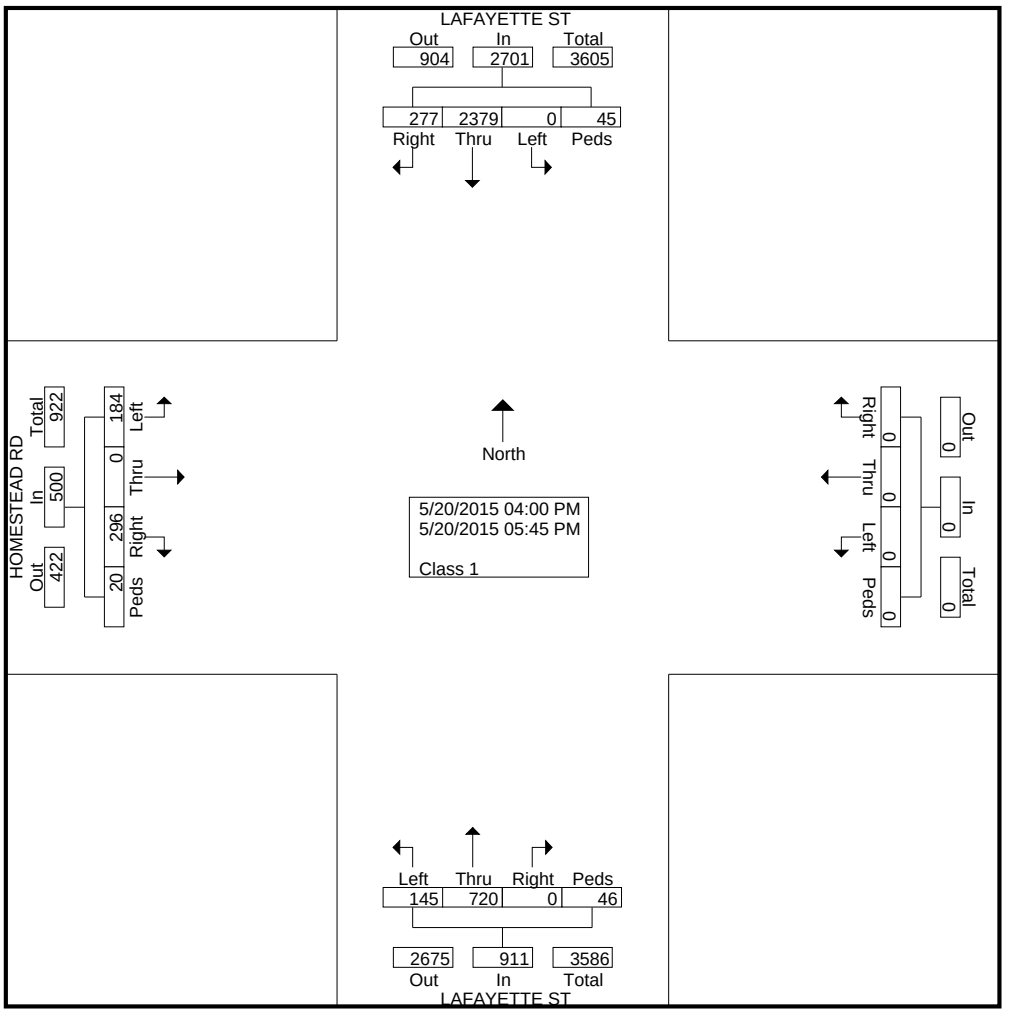


All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #19 HOMESTEAD&LAFAYETTEPM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				Westbound				LAFAYETTE ST Northbound				HOMESTEAD RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	25	270	0	7	0	0	0	0	0	90	17	5	36	0	16	1	467
04:15 PM	18	256	0	4	0	0	0	0	0	72	17	5	37	0	29	2	440
04:30 PM	21	293	0	8	0	0	0	0	0	87	21	6	44	0	20	3	503
04:45 PM	35	296	0	6	0	0	0	0	0	98	16	5	39	0	27	4	526
Total	99	1115	0	25	0	0	0	0	0	347	71	21	156	0	92	10	1936
05:00 PM	44	325	0	5	0	0	0	0	0	102	15	11	37	0	23	4	566
05:15 PM	36	314	0	4	0	0	0	0	0	93	24	11	36	0	27	0	545
05:30 PM	61	322	0	4	0	0	0	0	0	86	17	1	30	0	21	1	543
05:45 PM	37	303	0	7	0	0	0	0	0	92	18	2	37	0	21	5	522
Total	178	1264	0	20	0	0	0	0	0	373	74	25	140	0	92	10	2176
Grand Total	277	2379	0	45	0	0	0	0	0	720	145	46	296	0	184	20	4112
Apprch %	10.3	88.1	0	1.7	0	0	0	0	0	79	15.9	5	59.2	0	36.8	4	
Total %	6.7	57.9	0	1.1	0	0	0	0	0	17.5	3.5	1.1	7.2	0	4.5	0.5	



All Traffic Data Services,Inc.
9660 W 44th Ave
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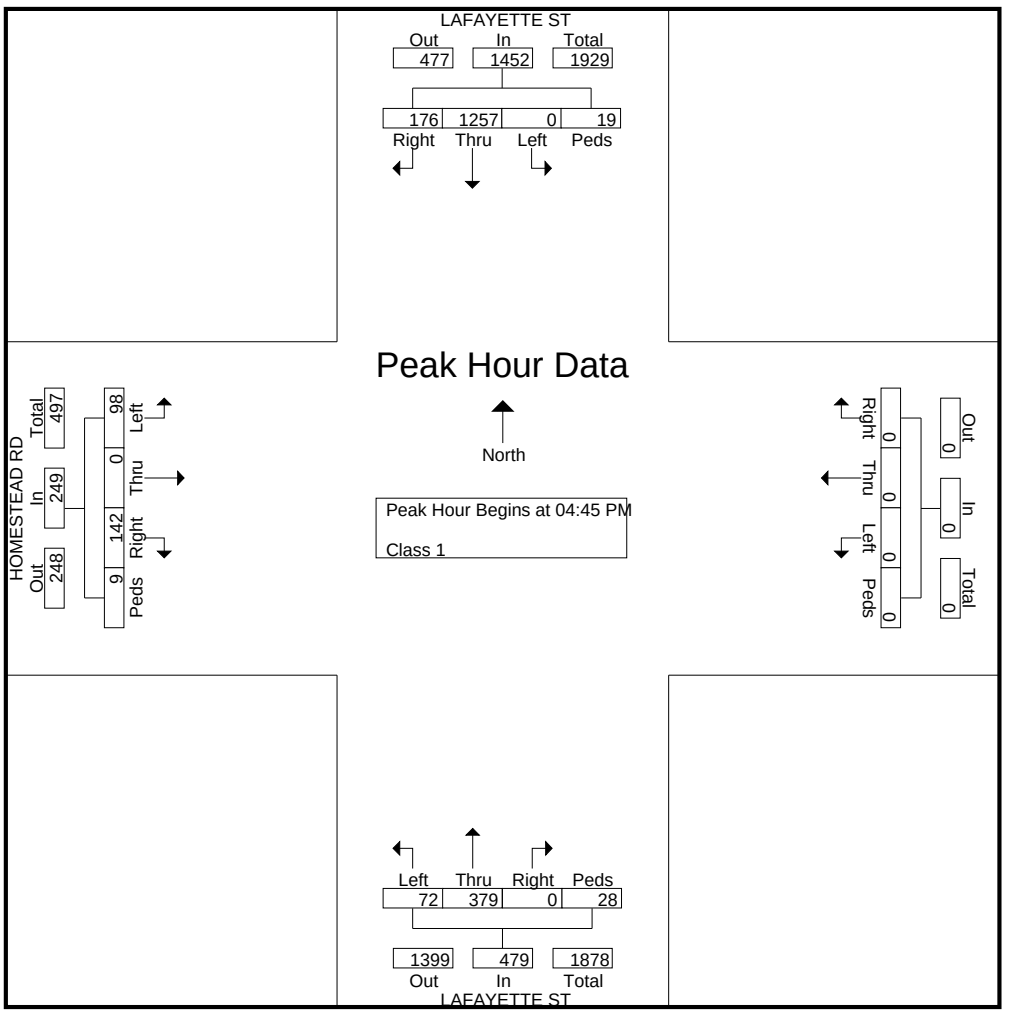
File Name : #19 HOMESTEAD&LAFAYETTEPM
Site Code :
Start Date : 5/20/2015
Page No : 2

	LAFAYETTE ST Southbound					Westbound					LAFAYETTE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	35	296	0	6	337	0	0	0	0	0	0	98	16	5	119	39	0	27	4	70	526
05:00 PM	44	325	0	5	374	0	0	0	0	0	0	102	15	11	128	37	0	23	4	64	566
05:15 PM	36	314	0	4	354	0	0	0	0	0	0	93	24	11	128	36	0	27	0	63	545
05:30 PM	61	322	0	4	387	0	0	0	0	0	0	86	17	1	104	30	0	21	1	52	543
Total Volume	176	1257	0	19	1452	0	0	0	0	0	0	379	72	28	479	142	0	98	9	249	2180
% App. Total	12.1	86.6	0	1.3		0	0	0	0		0	79.1	15	5.8		57	0	39.4	3.6		
PHF	.721	.967	.000	.792	.938	.000	.000	.000	.000	.000	.000	.929	.750	.636	.936	.910	.000	.907	.563	.889	.963

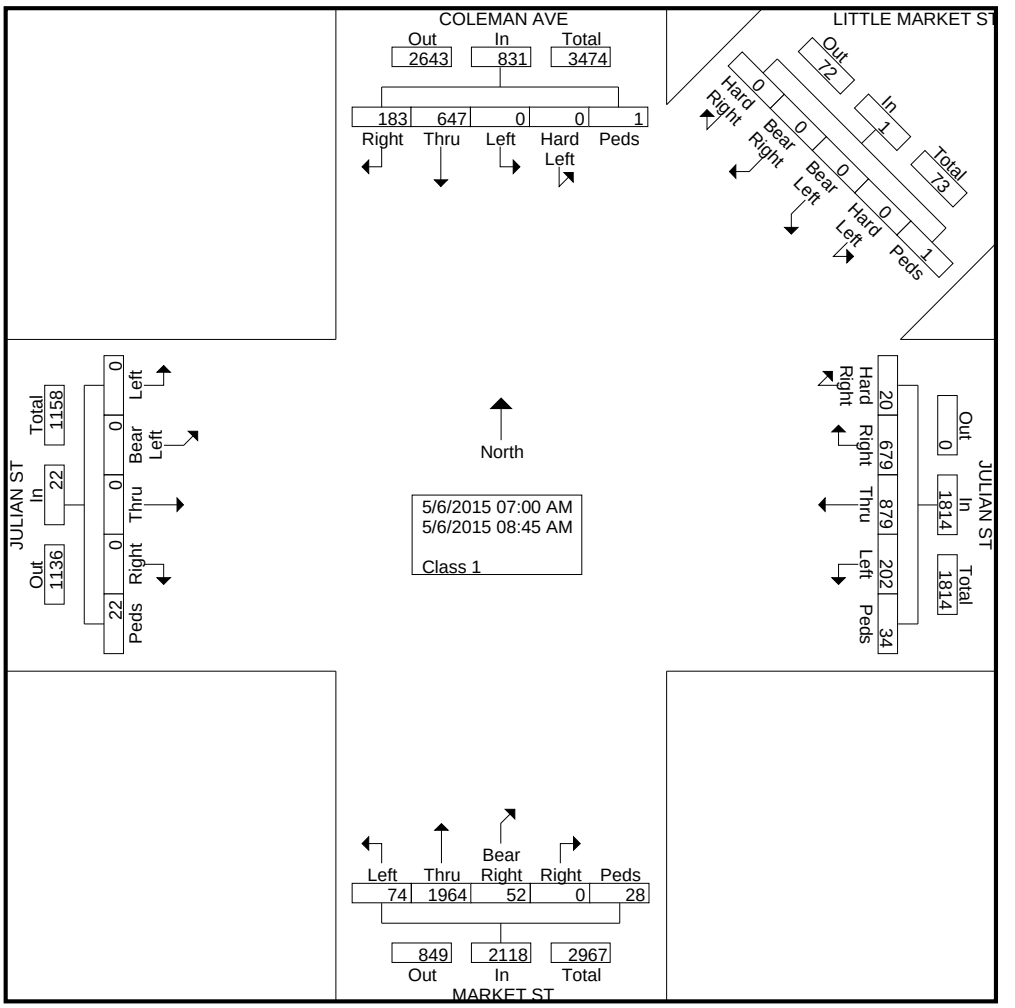


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #19 MARKET&JULIANAM
Site Code :
Start Date : 5/6/2015
Page No : 1

Groups Printed- Class 1

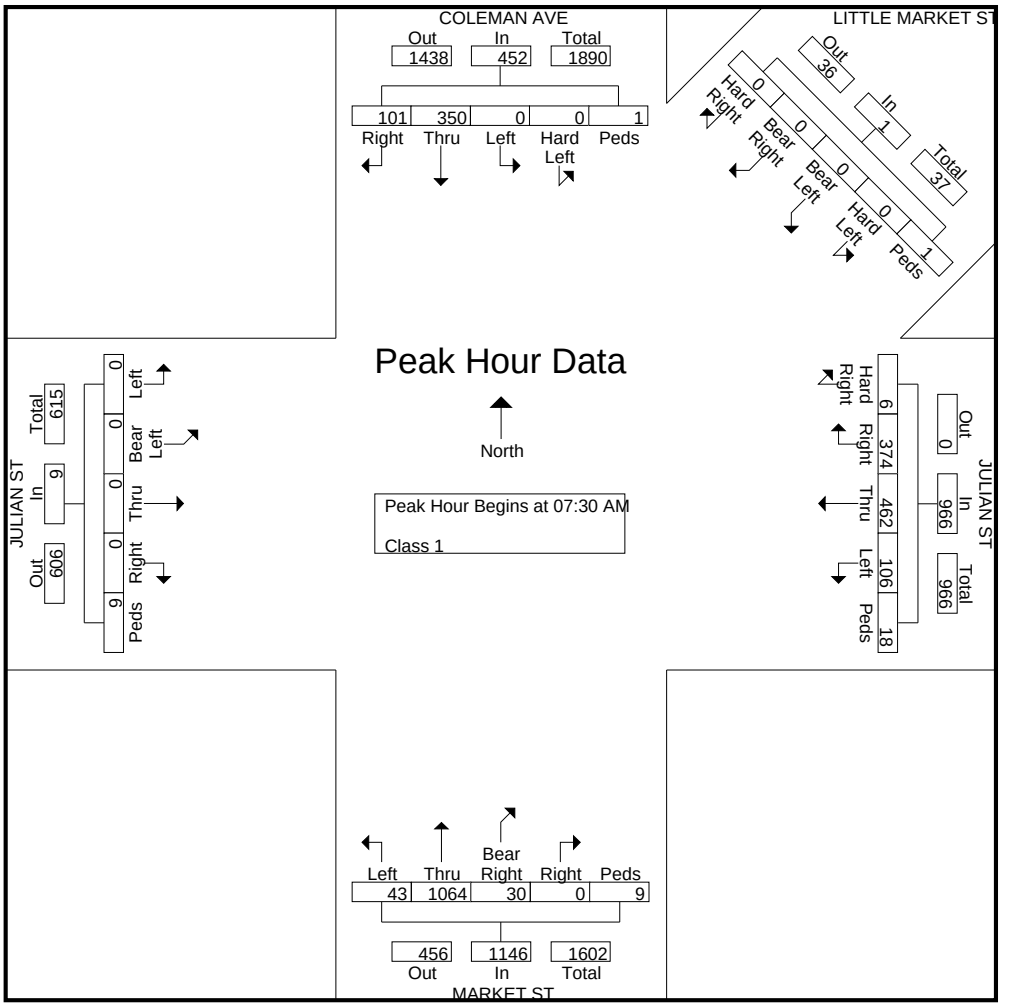
	COLEMAN AVE Southbound					LITTLE MARKET ST Southwestbound					JULIAN ST Westbound					MARKET ST Northbound					JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	Int. Total
07:00 AM	14	35	0	0	0	0	0	0	0	0	4	70	66	18	1	0	2	183	8	3	0	0	0	0	6	410
07:15 AM	20	70	0	0	0	0	0	0	0	0	2	87	114	21	1	0	3	264	8	3	0	0	0	0	2	595
07:30 AM	24	76	0	0	0	0	0	0	0	0	2	107	119	20	6	0	4	298	10	3	0	0	0	0	4	673
07:45 AM	22	101	0	0	0	0	0	0	0	1	1	89	141	25	4	0	6	283	10	2	0	0	0	0	2	687
Total	80	282	0	0	0	0	0	0	0	1	9	353	440	84	12	0	15	1028	36	11	0	0	0	0	14	2365
08:00 AM	32	83	0	0	1	0	0	0	0	0	1	98	104	27	5	0	15	235	7	2	0	0	0	0	2	612
08:15 AM	23	90	0	0	0	0	0	0	0	0	2	80	98	34	3	0	5	248	16	2	0	0	0	0	1	602
08:30 AM	22	99	0	0	0	0	0	0	0	0	3	74	110	30	8	0	8	255	4	7	0	0	0	0	2	622
08:45 AM	26	93	0	0	0	0	0	0	0	0	5	74	127	27	6	0	9	198	11	6	0	0	0	0	3	585
Total	103	365	0	0	1	0	0	0	0	0	11	326	439	118	22	0	37	936	38	17	0	0	0	0	8	2421
Grand Total	183	647	0	0	1	0	0	0	0	1	20	679	879	202	34	0	52	1964	74	28	0	0	0	0	22	4786
Apprch %	22	77.9	0	0	0.1	0	0	0	0	100	1.1	37.4	48.5	11.1	1.9	0	2.5	92.7	3.5	1.3	0	0	0	0	100	
Total %	3.8	13.5	0	0	0	0	0	0	0	0	0.4	14.2	18.4	4.2	0.7	0	1.1	41	1.5	0.6	0	0	0	0	0.5	



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

File Name : #19 MARKET&JULIANAM
Site Code :
Start Date : 5/6/2015
Page No : 2

	COLEMAN AVE Southbound						LITTLE MARKET ST Southwestbound						JULIAN ST Westbound						MARKET ST Northbound						JULIAN ST Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 07:30 AM																														
07:30 AM	24	76	0	0	0	100	0	0	0	0	0	0	**2**	**107**	119	20	**6**	254	0	4	**298**	10	**3**	**315**	0	0	0	0	**4**	**4**	673
07:45 AM	22	**101**	0	0	0	**123**	0	0	0	0	**1**	**1**	1	89	**141**	25	4	**260**	0	6	283	10	2	301	0	0	0	0	2	2	**687**
08:00 AM	**32**	83	0	0	**1**	116	0	0	0	0	0	0	1	98	104	27	5	235	0	**15**	235	7	2	259	0	0	0	0	2	2	612
08:15 AM	23	90	0	0	0	113	0	0	0	0	0	0	2	80	98	**34**	3	217	0	5	248	**16**	2	271	0	0	0	0	1	1	602
Total Volume	101	350	0	0	1	452	0	0	0	0	1	1	6	374	462	106	18	966	0	30	1064	43	9	1146	0	0	0	0	9	9	2574
% App. Total	22.3	77.4	0	0	0.2		0	0	0	0	100		0.6	38.7	47.8	11	1.9		0	2.6	92.8	3.8	0.8		0	0	0	0	100		
PHF	.789	.866	.000	.000	.250	.919	.000	.000	.000	.000	.250	.250	.750	.874	.819	.779	.750	.929	.000	.500	.893	.672	.750	.910	.000	.000	.000	.000	.563	.563	.937

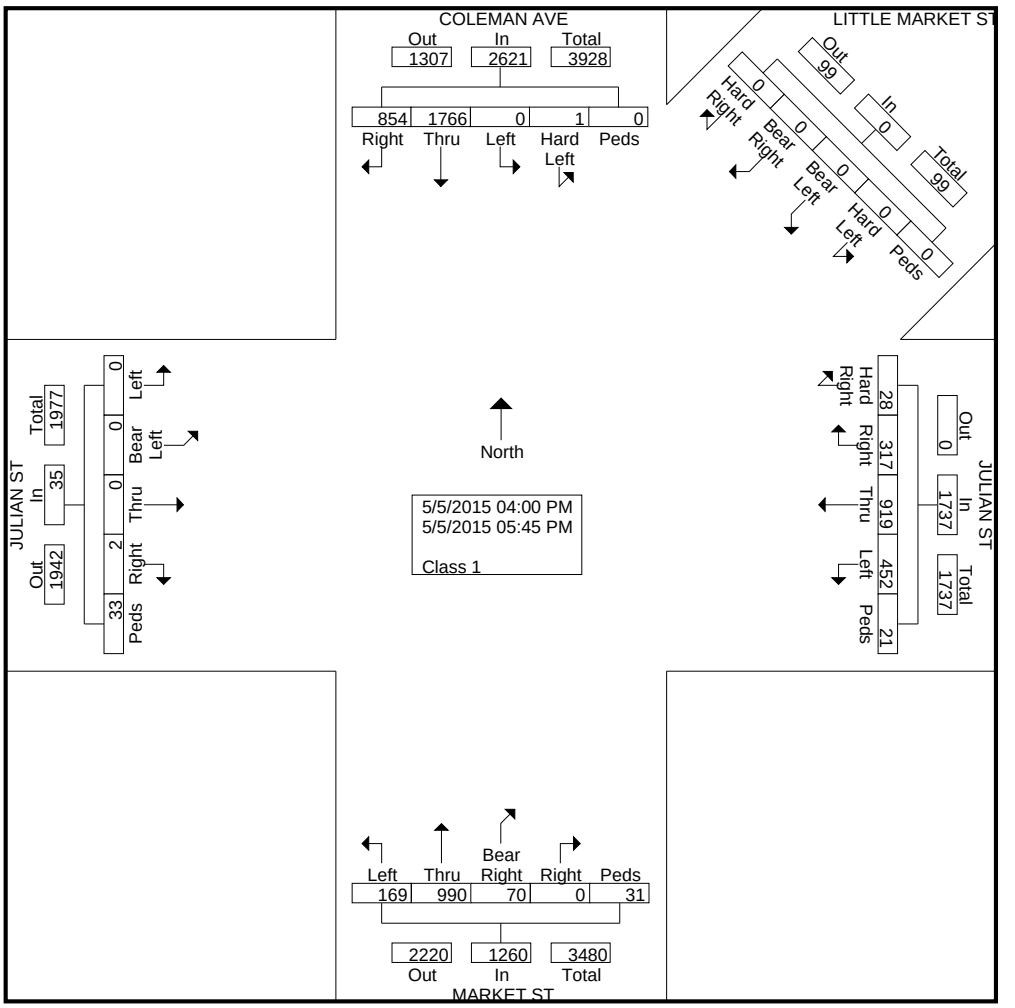


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #19 MARKET&JULIANPM
Site Code :
Start Date : 5/5/2015
Page No : 1

Groups Printed- Class 1

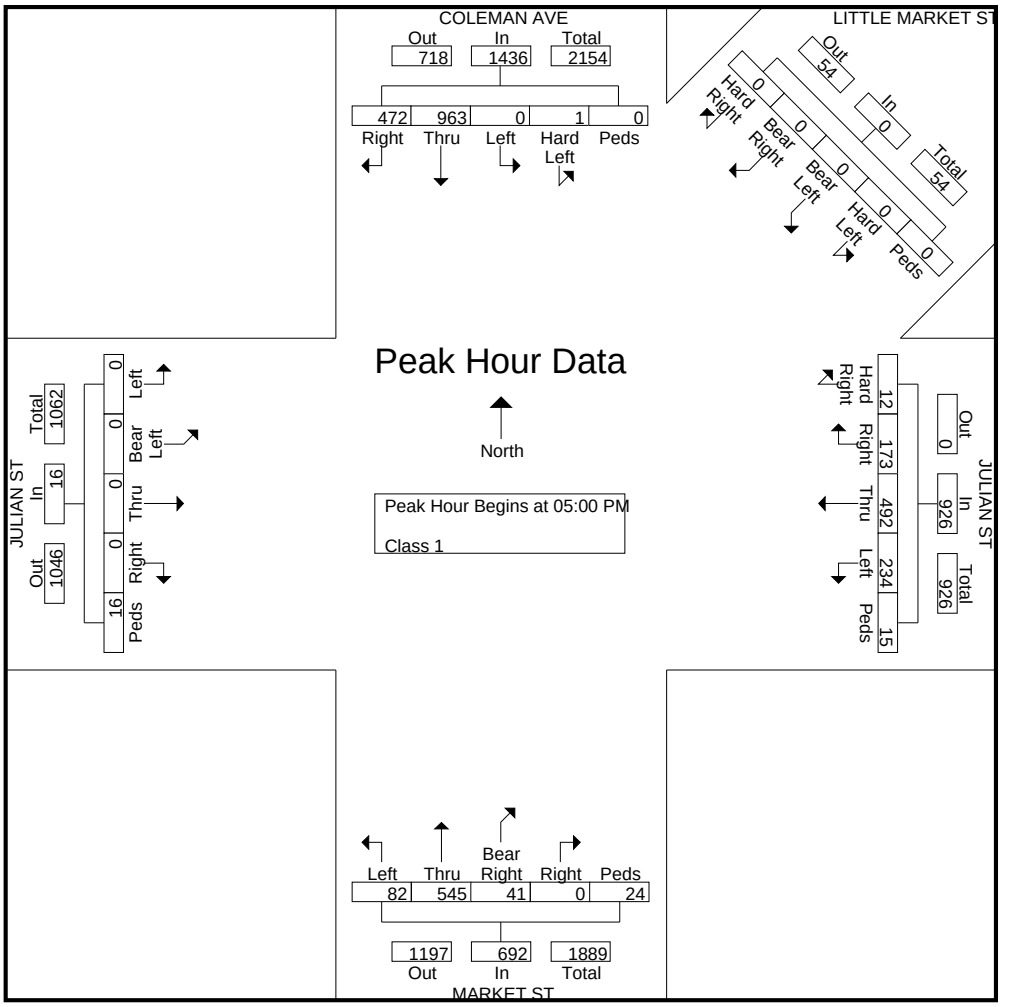
	COLEMAN AVE Southbound					LITTLE MARKET ST Southwestbound					JULIAN ST Westbound					MARKET ST Northbound					JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	Int. Total
04:00 PM	87	163	0	0	0	0	0	0	0	0	2	42	104	44	0	0	12	116	20	1	0	0	0	0	7	598
04:15 PM	78	192	0	0	0	0	0	0	0	0	5	36	119	58	1	0	5	82	19	2	2	0	0	0	4	603
04:30 PM	89	219	0	0	0	0	0	0	0	0	5	32	108	48	1	0	6	120	30	2	0	0	0	0	2	662
04:45 PM	128	229	0	0	0	0	0	0	0	0	4	34	96	68	4	0	6	127	18	2	0	0	0	0	4	720
Total	382	803	0	0	0	0	0	0	0	0	16	144	427	218	6	0	29	445	87	7	2	0	0	0	17	2583
05:00 PM	122	250	0	0	0	0	0	0	0	0	3	47	129	35	5	0	8	134	30	6	0	0	0	0	3	772
05:15 PM	119	211	0	1	0	0	0	0	0	0	4	39	112	74	3	0	14	131	24	8	0	0	0	0	3	743
05:30 PM	117	262	0	0	0	0	0	0	0	0	2	40	126	65	4	0	4	150	16	4	0	0	0	0	6	796
05:45 PM	114	240	0	0	0	0	0	0	0	0	3	47	125	60	3	0	15	130	12	6	0	0	0	0	4	759
Total	472	963	0	1	0	0	0	0	0	0	12	173	492	234	15	0	41	545	82	24	0	0	0	0	16	3070
Grand Total	854	1766	0	1	0	0	0	0	0	0	28	317	919	452	21	0	70	990	169	31	2	0	0	0	33	5653
Apprch %	32.6	67.4	0	0	0	0	0	0	0	0	1.6	18.2	52.9	26	1.2	0	5.6	78.6	13.4	2.5	5.7	0	0	0	94.3	
Total %	15.1	31.2	0	0	0	0	0	0	0	0	0.5	5.6	16.3	8	0.4	0	1.2	17.5	3	0.5	0	0	0	0	0.6	



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

File Name : #19 MARKET&JULIANPM
Site Code :
Start Date : 5/5/2015
Page No : 2

	COLEMAN AVE Southbound						LITTLE MARKET ST Southwestbound						JULIAN ST Westbound						MARKET ST Northbound						JULIAN ST Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 05:00 PM																														
05:00 PM	**122**	250	0	0	0	372	0	0	0	0	0	0	3	**47**	**129**	35	**5**	219	0	8	134	**30**	6	**178**	0	0	0	0	3	3	772
05:15 PM	119	211	0	**1**	0	331	0	0	0	0	0	0	**4**	39	112	**74**	3	232	0	14	131	24	**8**	177	0	0	0	0	3	3	743
05:30 PM	117	**262**	0	0	0	**379**	0	0	0	0	0	0	2	40	126	65	4	237	0	4	**150**	16	4	174	0	0	0	0	**6**	**6**	**796**
05:45 PM	114	240	0	0	0	354	0	0	0	0	0	0	3	47	125	60	3	**238**	0	**15**	130	12	6	163	0	0	0	0	4	4	759
Total Volume	472	963	0	1	0	1436	0	0	0	0	0	0	12	173	492	234	15	926	0	41	545	82	24	692	0	0	0	0	16	16	3070
% App. Total	32.9	67.1	0	0.1	0		0	0	0	0	0		1.3	18.7	53.1	25.3	1.6		0	5.9	78.8	11.8	3.5		0	0	0	0	100		
PHF	.967	.919	.000	.250	.000	.947	.000	.000	.000	.000	.000	.000	.750	.920	.953	.791	.750	.973	.000	.683	.908	.683	.750	.972	.000	.000	.000	.000	.667	.667	.964

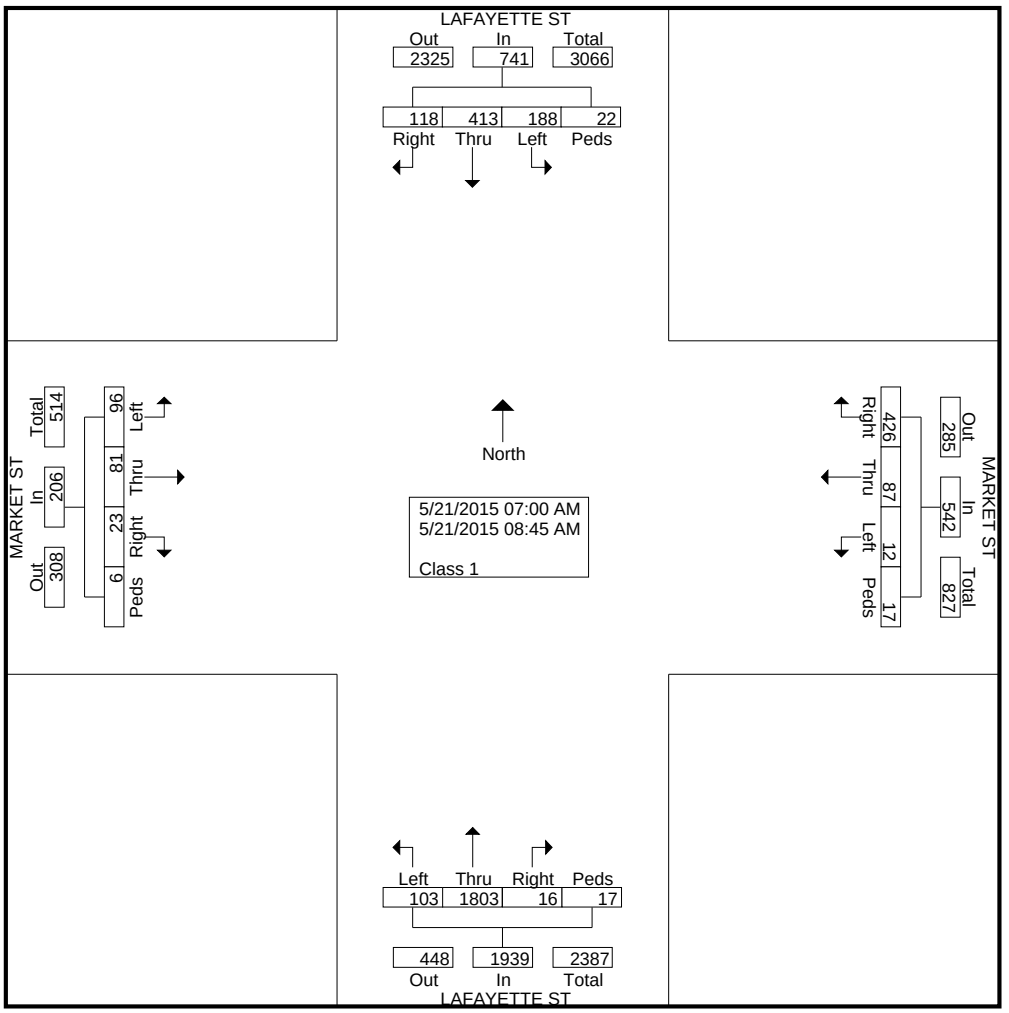


All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #20 LAFAYETTE&MARKETAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				MARKET ST Westbound				LAFAYETTE ST Northbound				MARKET ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	6	19	8	2	39	5	0	1	0	131	5	0	3	1	2	0	222
07:15 AM	4	35	12	1	41	7	1	1	1	169	5	1	1	3	5	0	287
07:30 AM	19	44	16	1	48	11	0	2	2	225	5	2	2	6	12	0	395
07:45 AM	28	46	27	3	59	23	1	1	5	262	30	1	4	9	20	0	519
Total	57	144	63	7	187	46	2	5	8	787	45	4	10	19	39	0	1423
08:00 AM	35	76	36	2	70	18	3	3	3	253	18	1	7	12	29	0	566
08:15 AM	17	92	38	4	69	7	0	6	1	256	15	4	1	21	18	4	553
08:30 AM	5	48	22	4	58	6	3	1	0	272	15	2	3	17	6	0	462
08:45 AM	4	53	29	5	42	10	4	2	4	235	10	6	2	12	4	2	424
Total	61	269	125	15	239	41	10	12	8	1016	58	13	13	62	57	6	2005
Grand Total	118	413	188	22	426	87	12	17	16	1803	103	17	23	81	96	6	3428
Apprch %	15.9	55.7	25.4	3	78.6	16.1	2.2	3.1	0.8	93	5.3	0.9	11.2	39.3	46.6	2.9	
Total %	3.4	12	5.5	0.6	12.4	2.5	0.4	0.5	0.5	52.6	3	0.5	0.7	2.4	2.8	0.2	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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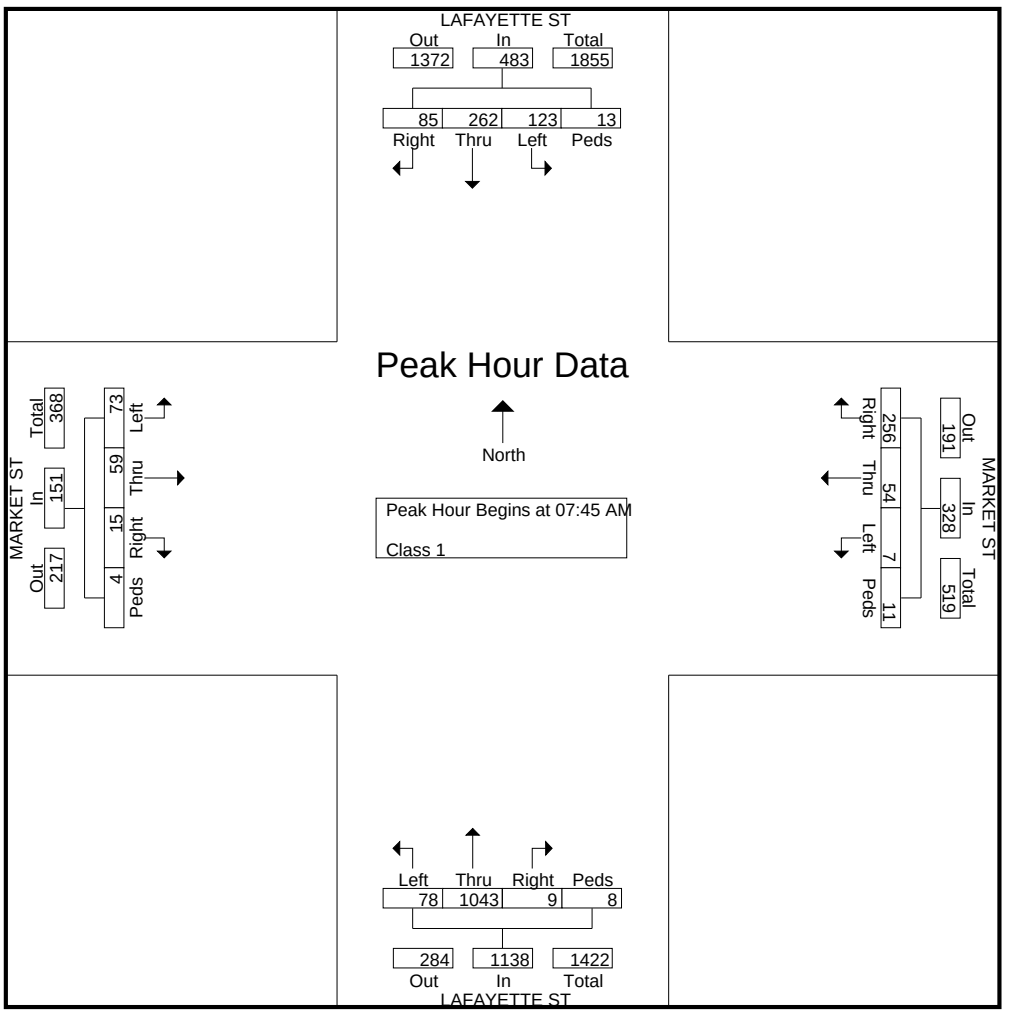
File Name : #20 LAFAYETTE&MARKETAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	LAFAYETTE ST Southbound					MARKET ST Westbound					LAFAYETTE ST Northbound					MARKET ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	28	46	27	3	104	59	23	1	1	84	5	262	30	1	298	4	9	20	0	33	519
08:00 AM	35	76	36	2	149	70	18	3	3	94	3	253	18	1	275	7	12	29	0	48	566
08:15 AM	17	92	38	4	151	69	7	0	6	82	1	256	15	4	276	1	21	18	4	44	553
08:30 AM	5	48	22	4	79	58	6	3	1	68	0	272	15	2	289	3	17	6	0	26	462
Total Volume	85	262	123	13	483	256	54	7	11	328	9	1043	78	8	1138	15	59	73	4	151	2100
% App. Total	17.6	54.2	25.5	2.7		78	16.5	2.1	3.4		0.8	91.7	6.9	0.7		9.9	39.1	48.3	2.6		
PHF	.607	.712	.809	.813	.800	.914	.587	.583	.458	.872	.450	.959	.650	.500	.955	.536	.702	.629	.250	.786	.928

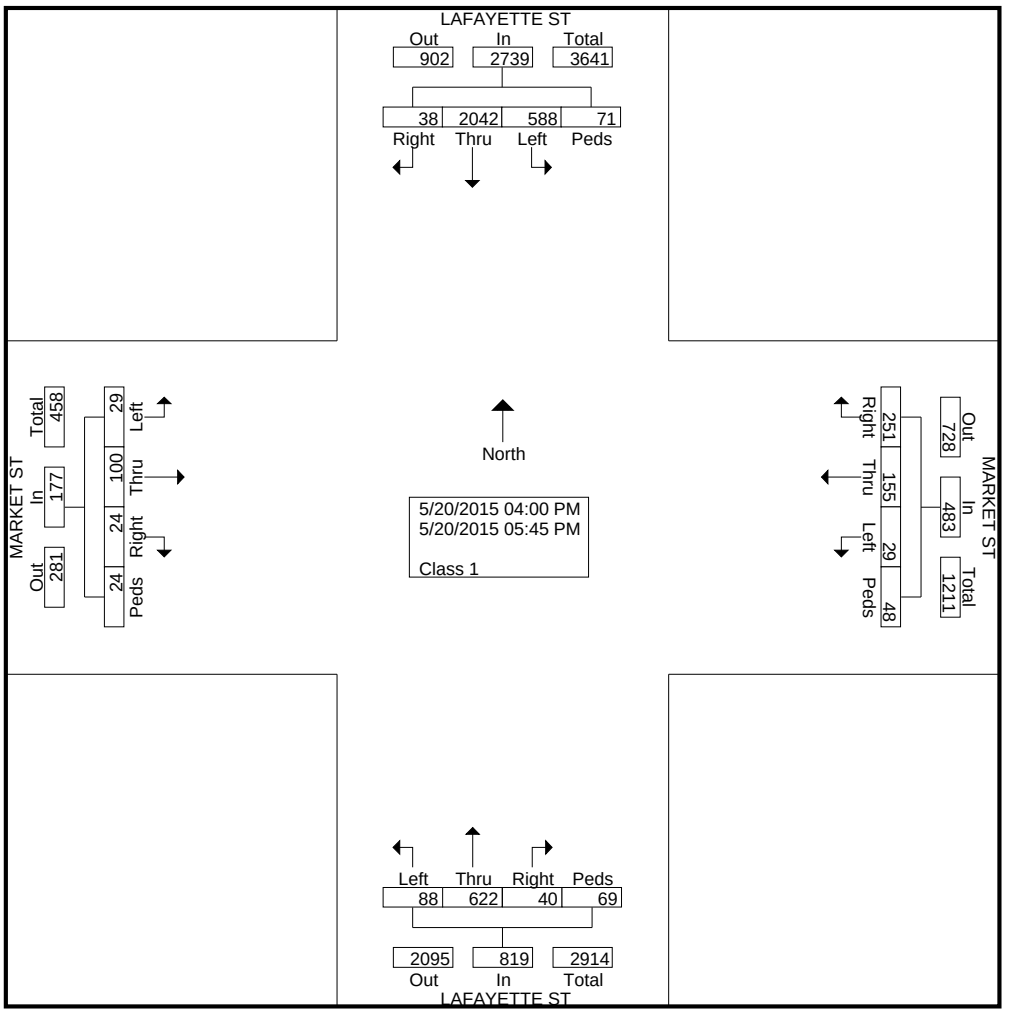


All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #20 LAFAYETTE&MARKETPM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				MARKET ST Westbound				LAFAYETTE ST Northbound				MARKET ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	6	249	66	6	31	14	2	5	2	71	7	7	0	9	5	2	482
04:15 PM	3	211	67	2	30	11	2	4	8	54	11	3	2	5	5	0	418
04:30 PM	4	247	76	5	28	17	3	3	5	76	10	4	6	14	5	3	506
04:45 PM	5	241	63	5	36	20	3	2	3	80	11	14	6	13	1	2	505
Total	18	948	272	18	125	62	10	14	18	281	39	28	14	41	16	7	1911
05:00 PM	7	280	85	10	45	24	1	4	6	82	9	2	1	12	3	4	575
05:15 PM	6	249	63	16	32	25	5	15	8	86	19	15	2	17	5	4	567
05:30 PM	4	311	94	10	22	21	7	3	4	70	12	7	3	12	1	0	581
05:45 PM	3	254	74	17	27	23	6	12	4	103	9	17	4	18	4	9	584
Total	20	1094	316	53	126	93	19	34	22	341	49	41	10	59	13	17	2307
Grand Total	38	2042	588	71	251	155	29	48	40	622	88	69	24	100	29	24	4218
Apprch %	1.4	74.6	21.5	2.6	52	32.1	6	9.9	4.9	75.9	10.7	8.4	13.6	56.5	16.4	13.6	
Total %	0.9	48.4	13.9	1.7	6	3.7	0.7	1.1	0.9	14.7	2.1	1.6	0.6	2.4	0.7	0.6	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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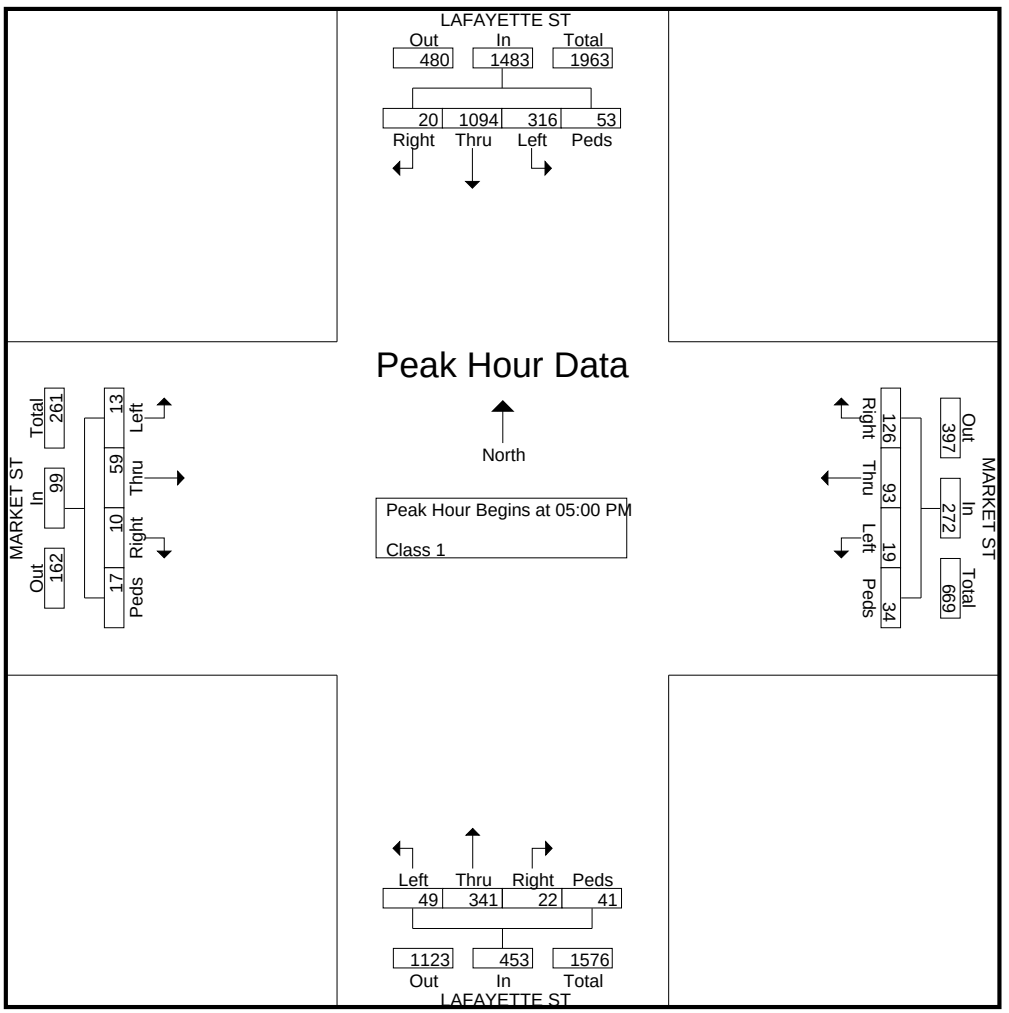
File Name : #20 LAFAYETTE&MARKETPM
Site Code :
Start Date : 5/20/2015
Page No : 2

	LAFAYETTE ST Southbound					MARKET ST Westbound					LAFAYETTE ST Northbound					MARKET ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	280	85	10	382	45	24	1	4	74	6	82	9	2	99	1	12	3	4	20	575
05:15 PM	6	249	63	16	334	32	25	5	15	77	8	86	19	15	128	2	17	5	4	28	567
05:30 PM	4	311	94	10	419	22	21	7	3	53	4	70	12	7	93	3	12	1	0	16	581
05:45 PM	3	254	74	17	348	27	23	6	12	68	4	103	9	17	133	4	18	4	9	35	584
Total Volume	20	1094	316	53	1483	126	93	19	34	272	22	341	49	41	453	10	59	13	17	99	2307
% App. Total	1.3	73.8	21.3	3.6		46.3	34.2	7	12.5		4.9	75.3	10.8	9.1		10.1	59.6	13.1	17.2		
PHF	.714	.879	.840	.779	.885	.700	.930	.679	.567	.883	.688	.828	.645	.603	.852	.625	.819	.650	.472	.707	.988

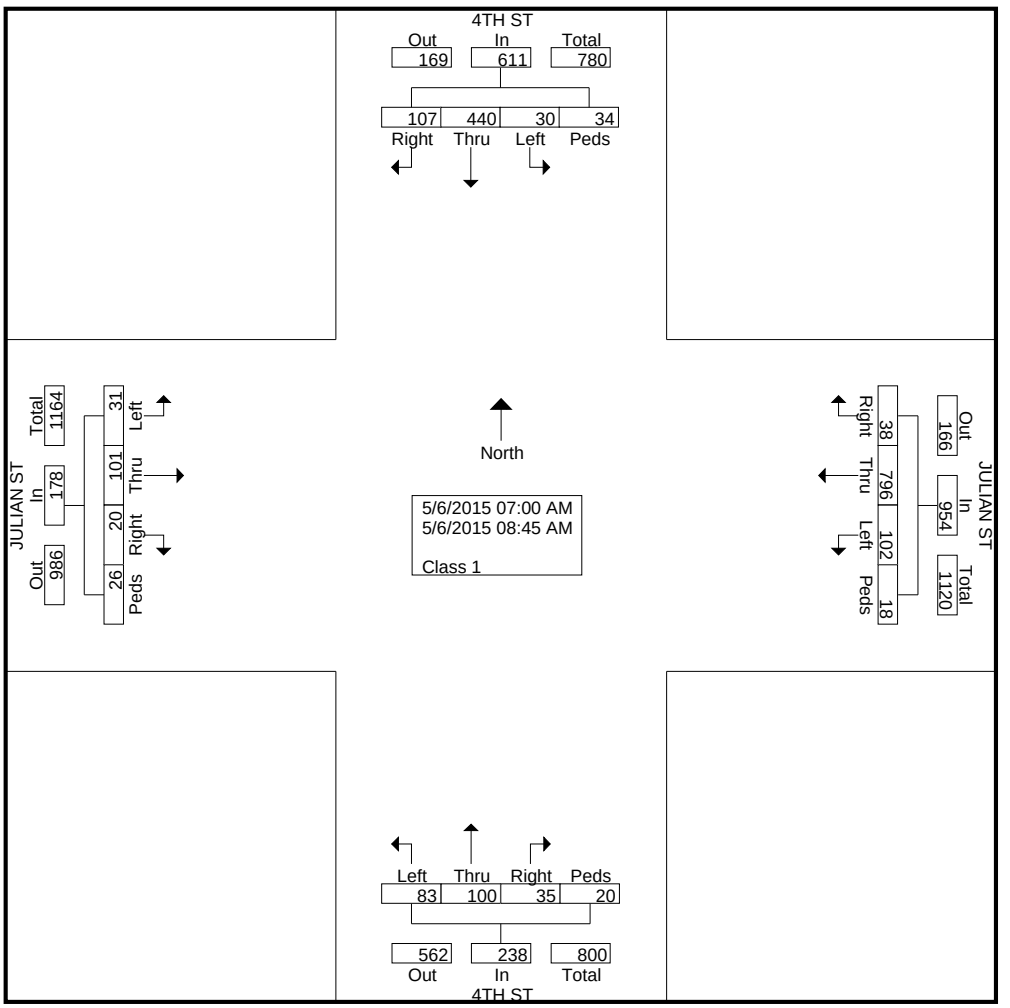


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #21 4TH&JULIANAM
Site Code : 21
Start Date : 5/6/2015
Page No : 1

Groups Printed- Class 1

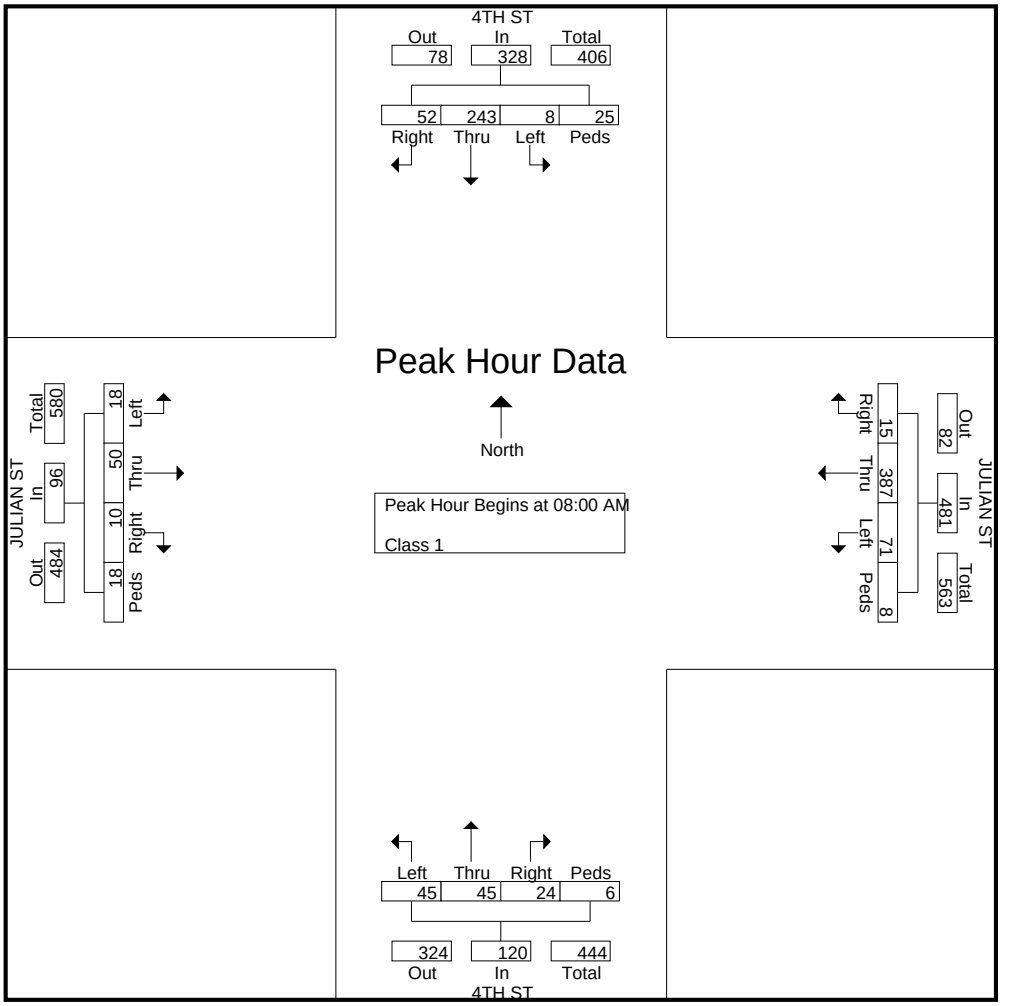
	4TH ST Southbound				JULIAN ST Westbound				4TH ST Northbound				JULIAN ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	5	34	3	2	4	95	13	1	3	8	7	1	1	13	3	1	194
07:15 AM	13	46	3	2	4	109	8	2	5	15	7	4	3	5	1	1	228
07:30 AM	18	55	4	3	12	101	5	5	2	17	12	5	3	19	4	6	271
07:45 AM	19	62	12	2	3	104	5	2	1	15	12	4	3	14	5	0	263
Total	55	197	22	9	23	409	31	10	11	55	38	14	10	51	13	8	956
08:00 AM	14	55	3	7	1	72	13	1	4	10	11	2	6	12	4	2	217
08:15 AM	19	65	2	6	3	106	8	2	6	9	6	0	1	13	5	4	255
08:30 AM	11	70	2	7	5	96	23	1	8	10	18	0	2	9	6	5	273
08:45 AM	8	53	1	5	6	113	27	4	6	16	10	4	1	16	3	7	280
Total	52	243	8	25	15	387	71	8	24	45	45	6	10	50	18	18	1025
Grand Total	107	440	30	34	38	796	102	18	35	100	83	20	20	101	31	26	1981
Apprch %	17.5	72	4.9	5.6	4	83.4	10.7	1.9	14.7	42	34.9	8.4	11.2	56.7	17.4	14.6	
Total %	5.4	22.2	1.5	1.7	1.9	40.2	5.1	0.9	1.8	5	4.2	1	1	5.1	1.6	1.3	



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

File Name : #21 4TH&JULIANAM
Site Code : 21
Start Date : 5/6/2015
Page No : 2

	4TH ST Southbound					JULIAN ST Westbound					4TH ST Northbound					JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	14	55	**3**	**7**	79	1	72	13	1	87	4	10	11	2	27	**6**	12	4	2	24	217
08:15 AM	**19**	65	2	6	**92**	3	106	8	2	119	6	9	6	0	21	1	13	5	4	23	255
08:30 AM	11	**70**	2	7	90	5	96	23	1	125	**8**	10	**18**	0	**36**	2	9	**6**	5	22	273
08:45 AM	8	53	1	5	67	**6**	**113**	**27**	**4**	**150**	6	**16**	10	**4**	36	1	**16**	3	**7**	**27**	**280**
Total Volume	52	243	8	25	328	15	387	71	8	481	24	45	45	6	120	10	50	18	18	96	1025
% App. Total	15.9	74.1	2.4	7.6		3.1	80.5	14.8	1.7		20	37.5	37.5	5		10.4	52.1	18.8	18.8		
PHF	.684	.868	.667	.893	.891	.625	.856	.657	.500	.802	.750	.703	.625	.375	.833	.417	.781	.750	.643	.889	.915

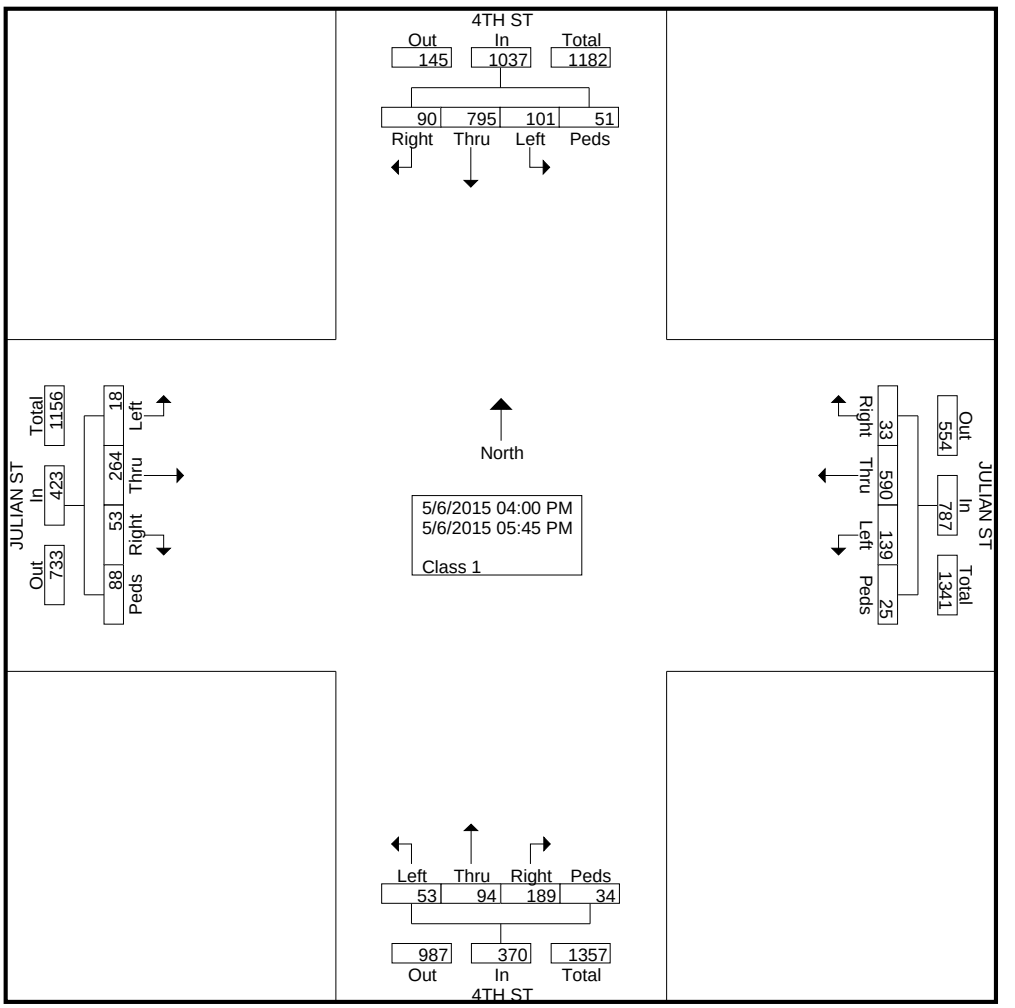


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #21 4TH&JULIANPM
Site Code : 21
Start Date : 5/6/2015
Page No : 1

Groups Printed- Class 1

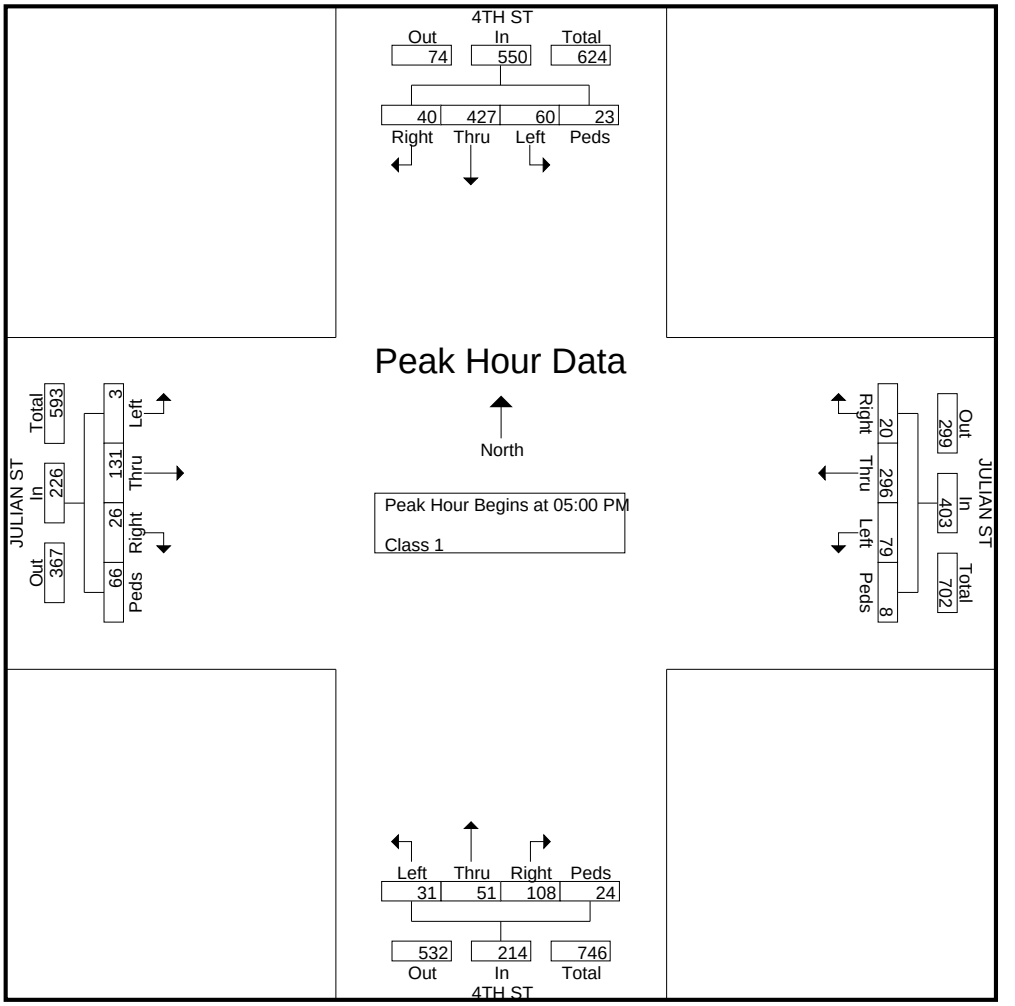
	4TH ST Southbound				JULIAN ST Westbound				4TH ST Northbound				JULIAN ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	16	81	15	6	4	68	14	3	16	9	3	1	7	41	3	9	296
04:15 PM	11	78	11	7	5	82	14	2	21	10	10	5	8	26	3	4	297
04:30 PM	14	105	9	5	4	64	18	6	23	15	3	2	6	25	8	4	311
04:45 PM	9	104	6	10	0	80	14	6	21	9	6	2	6	41	1	5	320
Total	50	368	41	28	13	294	60	17	81	43	22	10	27	133	15	22	1224
05:00 PM	13	85	12	4	7	69	12	1	31	13	11	5	6	40	0	9	318
05:15 PM	15	106	15	8	6	81	24	2	24	8	5	5	5	33	2	14	353
05:30 PM	6	127	19	5	3	83	18	4	29	18	7	9	7	27	1	14	377
05:45 PM	6	109	14	6	4	63	25	1	24	12	8	5	8	31	0	29	345
Total	40	427	60	23	20	296	79	8	108	51	31	24	26	131	3	66	1393
Grand Total	90	795	101	51	33	590	139	25	189	94	53	34	53	264	18	88	2617
Apprch %	8.7	76.7	9.7	4.9	4.2	75	17.7	3.2	51.1	25.4	14.3	9.2	12.5	62.4	4.3	20.8	
Total %	3.4	30.4	3.9	1.9	1.3	22.5	5.3	1	7.2	3.6	2	1.3	2	10.1	0.7	3.4	



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

File Name : #21 4TH&JULIANPM
Site Code : 21
Start Date : 5/6/2015
Page No : 2

	4TH ST Southbound					JULIAN ST Westbound					4TH ST Northbound					JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	85	12	4	114	**7**	69	12	1	89	**31**	13	**11**	5	60	6	**40**	0	9	55	318
05:15 PM	**15**	106	15	**8**	144	6	81	24	2	**113**	24	8	5	5	42	5	33	**2**	14	54	353
05:30 PM	6	**127**	**19**	5	**157**	3	**83**	18	**4**	108	29	**18**	7	**9**	**63**	7	27	1	14	49	**377**
05:45 PM	6	109	14	6	135	4	63	**25**	1	93	24	12	8	5	49	**8**	31	0	**29**	**68**	345
Total Volume	40	427	60	23	550	20	296	79	8	403	108	51	31	24	214	26	131	3	66	226	1393
% App. Total	7.3	77.6	10.9	4.2		5	73.4	19.6	2		50.5	23.8	14.5	11.2		11.5	58	1.3	29.2		
PHF	.667	.841	.789	.719	.876	.714	.892	.790	.500	.892	.871	.708	.705	.667	.849	.813	.819	.375	.569	.831	.924



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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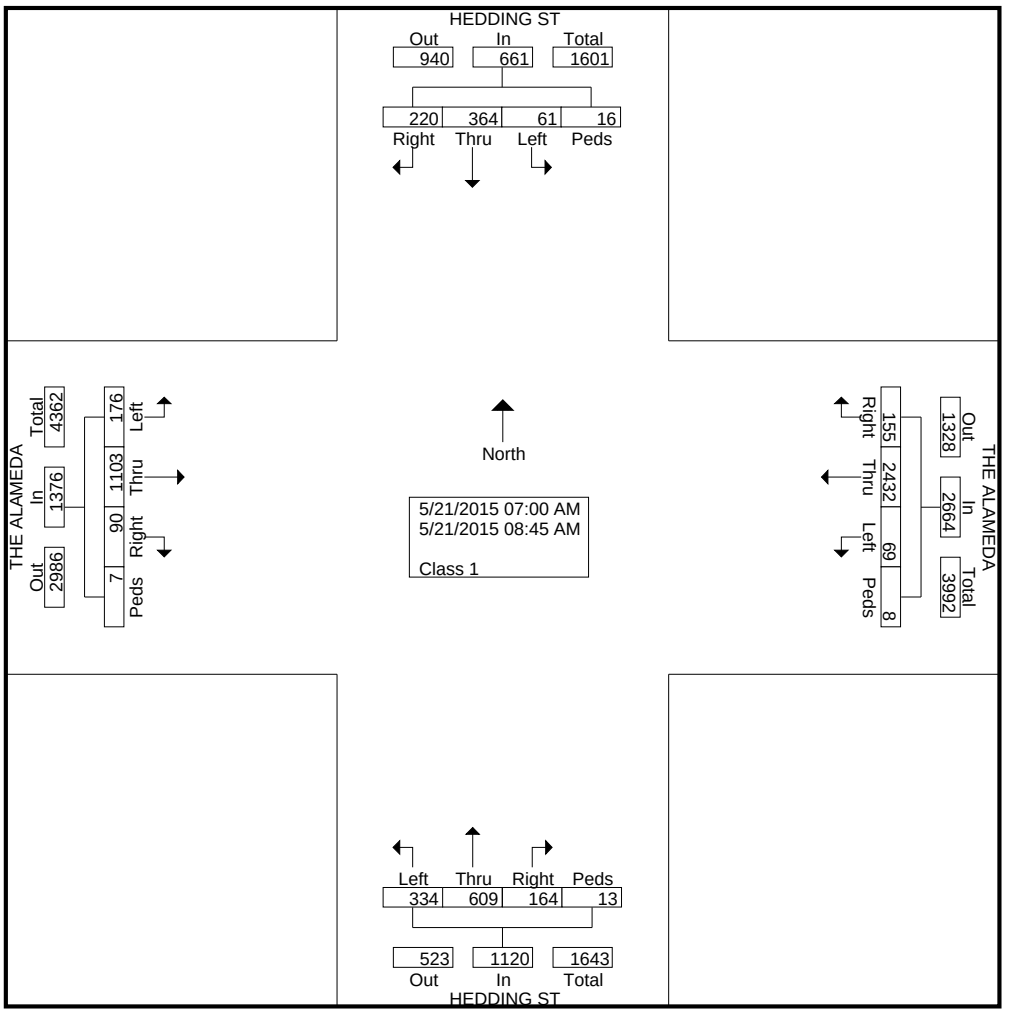
File Name : #21 ALAMEDA&HEDDINGAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	HEDDING ST Southbound				THE ALAMEDA Westbound				HEDDING ST Northbound				THE ALAMEDA Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	21	21	5	1	12	269	9	1	9	27	22	1	13	97	1	2	511
07:15 AM	33	47	11	2	15	297	7	0	15	41	24	4	13	132	21	1	663
07:30 AM	15	62	9	2	20	338	9	0	20	67	54	2	21	141	12	0	772
07:45 AM	34	54	4	0	18	342	9	1	21	93	39	4	3	163	20	3	808
Total	103	184	29	5	65	1246	34	2	65	228	139	11	50	533	54	6	2754
08:00 AM	35	52	3	4	25	349	8	1	23	87	52	0	6	165	39	0	849
08:15 AM	36	54	7	4	29	291	14	3	31	109	45	1	19	146	35	0	824
08:30 AM	26	38	8	2	18	303	4	0	21	114	55	1	5	118	22	0	735
08:45 AM	20	36	14	1	18	243	9	2	24	71	43	0	10	141	26	1	659
Total	117	180	32	11	90	1186	35	6	99	381	195	2	40	570	122	1	3067
Grand Total	220	364	61	16	155	2432	69	8	164	609	334	13	90	1103	176	7	5821
Apprch %	33.3	55.1	9.2	2.4	5.8	91.3	2.6	0.3	14.6	54.4	29.8	1.2	6.5	80.2	12.8	0.5	
Total %	3.8	6.3	1	0.3	2.7	41.8	1.2	0.1	2.8	10.5	5.7	0.2	1.5	18.9	3	0.1	



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9660 W 44th Ave
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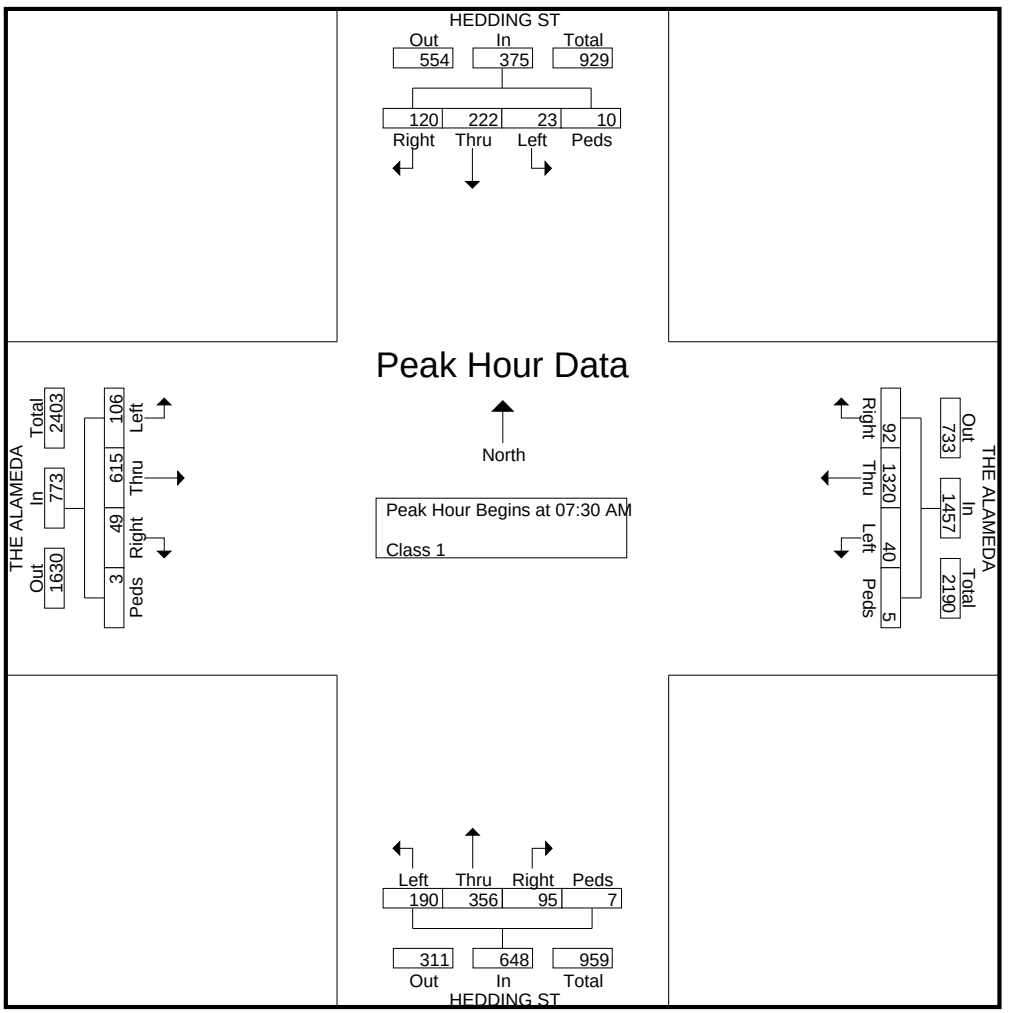
File Name : #21 ALAMEDA&HEDDINGAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	HEDDING ST Southbound					THE ALAMEDA Westbound					HEDDING ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	15	62	9	2	88	20	338	9	0	367	20	67	54	2	143	21	141	12	0	174	772
07:45 AM	34	54	4	0	92	18	342	9	1	370	21	93	39	4	157	3	163	20	3	189	808
08:00 AM	35	52	3	4	94	25	349	8	1	383	23	87	52	0	162	6	165	39	0	210	849
08:15 AM	36	54	7	4	101	29	291	14	3	337	31	109	45	1	186	19	146	35	0	200	824
Total Volume	120	222	23	10	375	92	1320	40	5	1457	95	356	190	7	648	49	615	106	3	773	3253
% App. Total	32	59.2	6.1	2.7		6.3	90.6	2.7	0.3		14.7	54.9	29.3	1.1		6.3	79.6	13.7	0.4		
PHF	.833	.895	.639	.625	.928	.793	.946	.714	.417	.951	.766	.817	.880	.438	.871	.583	.932	.679	.250	.920	.958

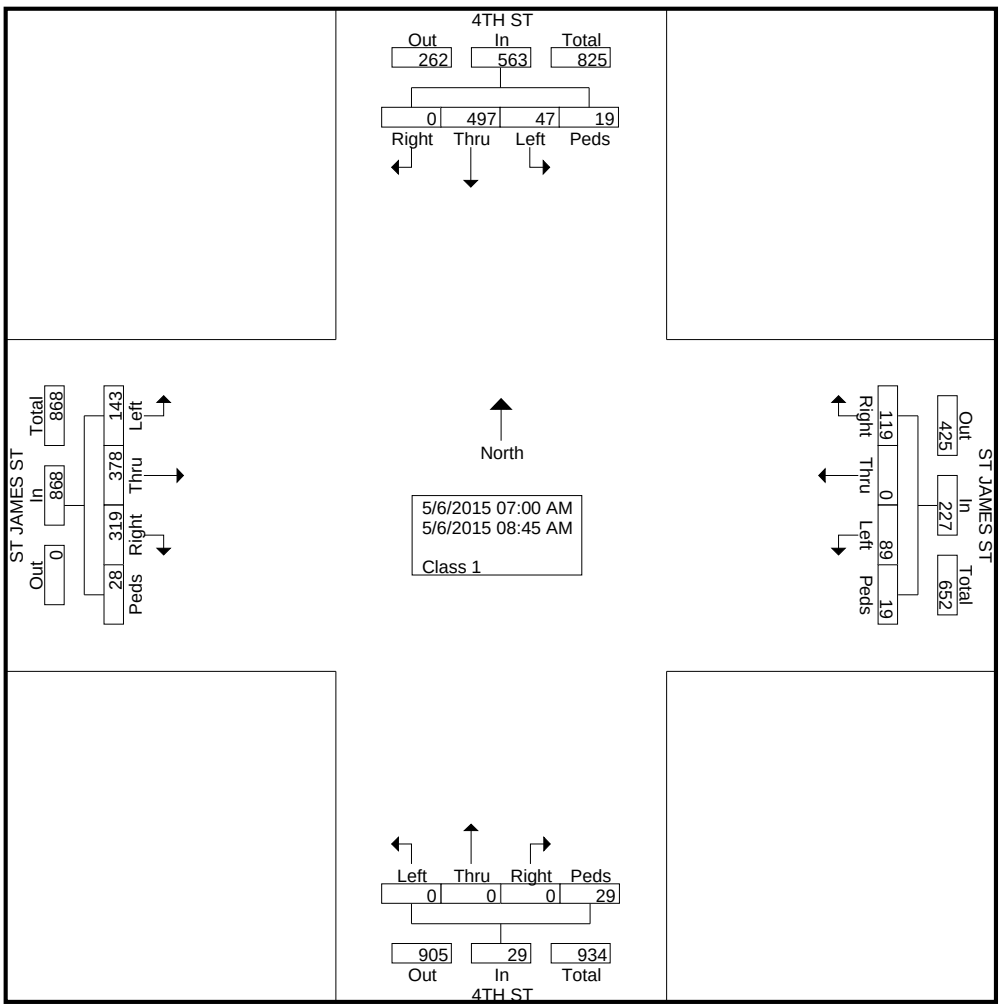


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #22 4TH&STJAMESAM
Site Code : 22
Start Date : 5/6/2015
Page No : 1

Groups Printed- Class 1

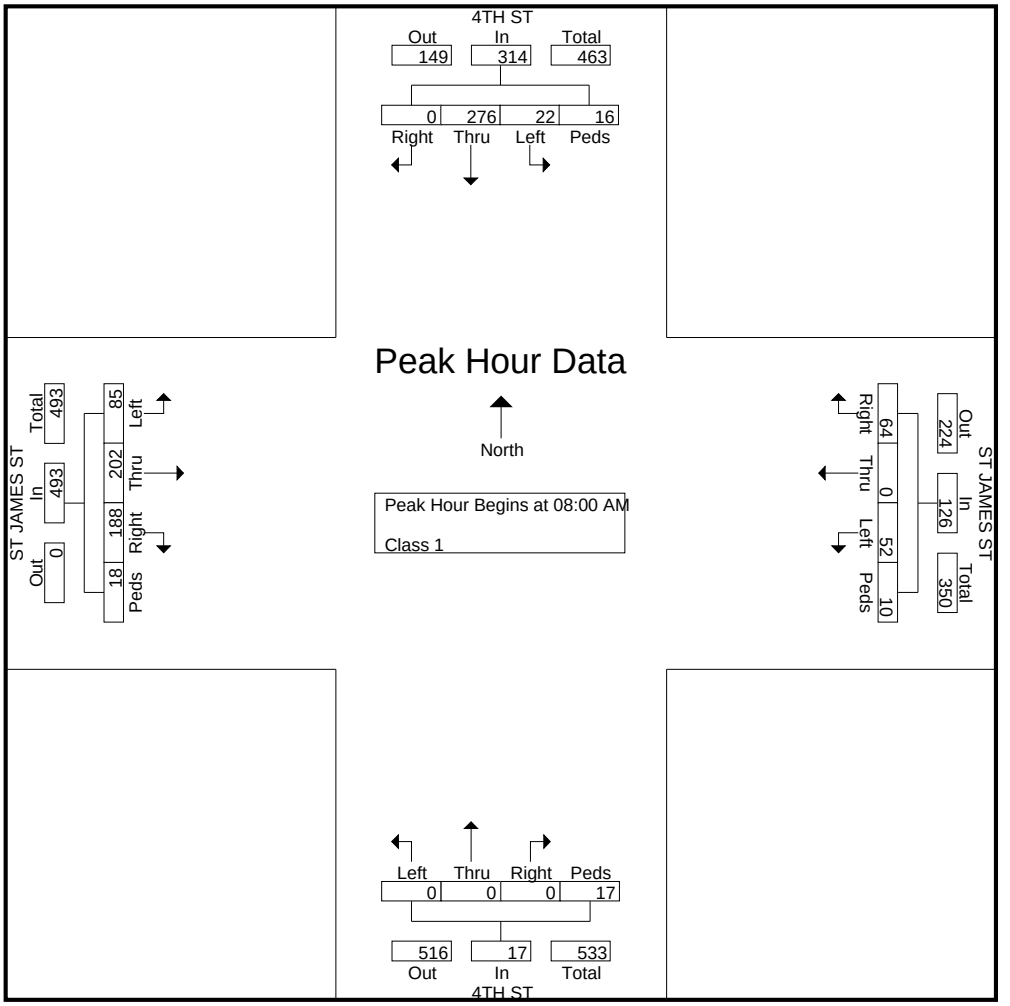
	4TH ST Southbound				ST JAMES ST Westbound				4TH ST Northbound				ST JAMES ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	44	2	0	7	0	7	1	0	0	0	2	22	35	7	3	130
07:15 AM	0	59	4	0	11	0	3	1	0	0	0	1	39	35	17	4	174
07:30 AM	0	48	8	2	11	0	9	6	0	0	0	3	36	48	14	2	187
07:45 AM	0	70	11	1	26	0	18	1	0	0	0	6	34	58	20	1	246
Total	0	221	25	3	55	0	37	9	0	0	0	12	131	176	58	10	737
08:00 AM	0	58	4	7	15	0	17	2	0	0	0	4	37	35	23	3	205
08:15 AM	0	64	8	4	14	0	11	2	0	0	0	0	45	52	14	3	217
08:30 AM	0	80	7	1	15	0	9	1	0	0	0	3	51	60	19	4	250
08:45 AM	0	74	3	4	20	0	15	5	0	0	0	10	55	55	29	8	278
Total	0	276	22	16	64	0	52	10	0	0	0	17	188	202	85	18	950
Grand Total	0	497	47	19	119	0	89	19	0	0	0	29	319	378	143	28	1687
Apprch %	0	88.3	8.3	3.4	52.4	0	39.2	8.4	0	0	0	100	36.8	43.5	16.5	3.2	
Total %	0	29.5	2.8	1.1	7.1	0	5.3	1.1	0	0	0	1.7	18.9	22.4	8.5	1.7	



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

File Name : #22 4TH&STJAMESAM
Site Code : 22
Start Date : 5/6/2015
Page No : 2

	4TH ST Southbound					ST JAMES ST Westbound					4TH ST Northbound					ST JAMES ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	58	4	**7**	69	15	0	**17**	2	34	0	0	0	4	4	37	35	23	3	98	205
08:15 AM	0	64	**8**	4	76	14	0	11	2	27	0	0	0	0	0	45	52	14	3	114	217
08:30 AM	0	**80**	7	1	**88**	15	0	9	1	25	0	0	0	3	3	51	**60**	19	4	134	250
08:45 AM	0	74	3	4	81	**20**	0	15	**5**	**40**	0	0	0	**10**	**10**	**55**	55	**29**	**8**	**147**	**278**
Total Volume	0	276	22	16	314	64	0	52	10	126	0	0	0	17	17	188	202	85	18	493	950
% App. Total	0	87.9	7	5.1		50.8	0	41.3	7.9		0	0	0	100		38.1	41	17.2	3.7		
PHF	.000	.863	.688	.571	.892	.800	.000	.765	.500	.788	.000	.000	.000	.425	.425	.855	.842	.733	.563	.838	.854

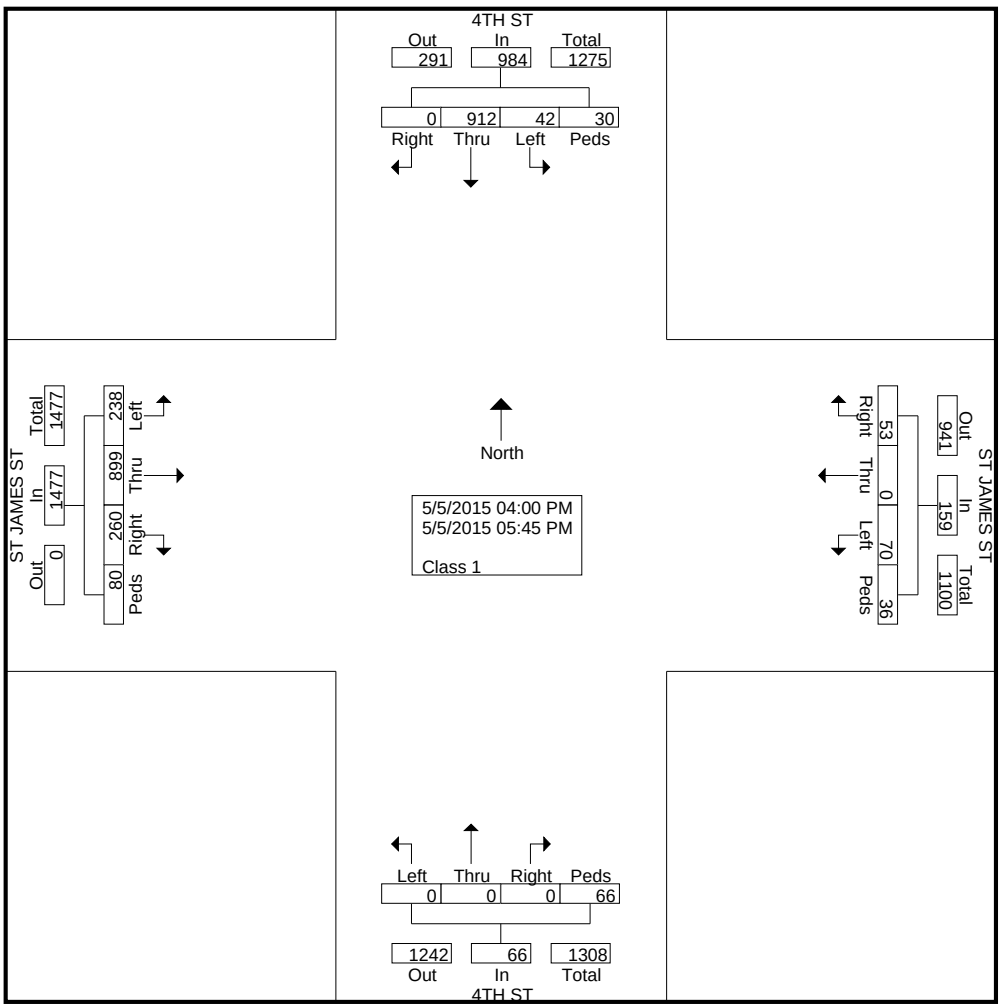


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #22 4TH&STJAMESPM
Site Code : 22
Start Date : 5/5/2015
Page No : 1

Groups Printed- Class 1

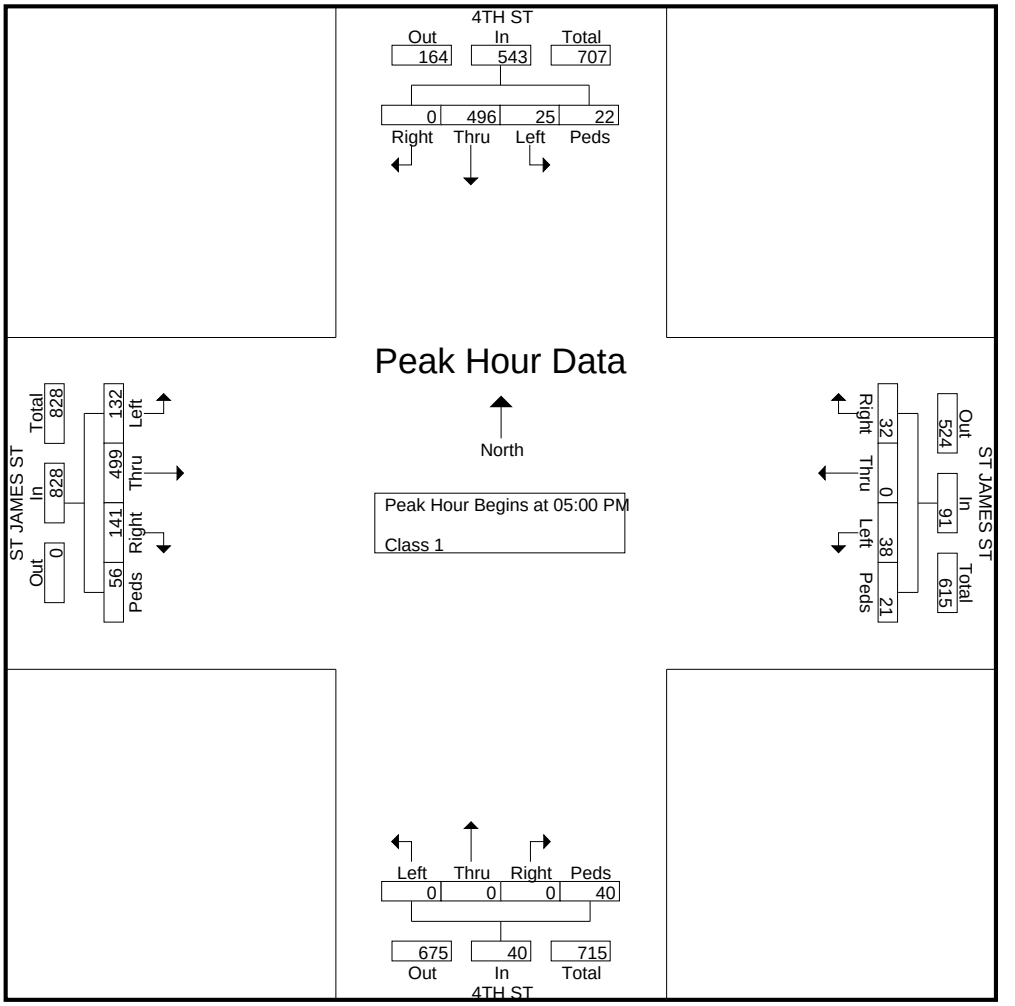
	4TH ST Southbound				ST JAMES ST Westbound				4TH ST Northbound				ST JAMES ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	0	89	6	3	4	0	5	3	0	0	0	6	32	100	19	5	272
04:15 PM	0	93	3	2	10	0	14	4	0	0	0	7	31	102	25	4	295
04:30 PM	0	121	7	1	4	0	8	4	0	0	0	6	23	97	33	9	313
04:45 PM	0	113	1	2	3	0	5	4	0	0	0	7	33	101	29	6	304
Total	0	416	17	8	21	0	32	15	0	0	0	26	119	400	106	24	1184
05:00 PM	0	112	8	5	9	0	7	6	0	0	0	5	37	116	29	12	346
05:15 PM	0	114	7	4	3	0	13	7	0	0	0	10	28	133	33	11	363
05:30 PM	0	145	4	10	8	0	9	5	0	0	0	17	42	120	36	16	412
05:45 PM	0	125	6	3	12	0	9	3	0	0	0	8	34	130	34	17	381
Total	0	496	25	22	32	0	38	21	0	0	0	40	141	499	132	56	1502
Grand Total	0	912	42	30	53	0	70	36	0	0	0	66	260	899	238	80	2686
Apprch %	0	92.7	4.3	3	33.3	0	44	22.6	0	0	0	100	17.6	60.9	16.1	5.4	
Total %	0	34	1.6	1.1	2	0	2.6	1.3	0	0	0	2.5	9.7	33.5	8.9	3	



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

File Name : #22 4TH&STJAMESPM
Site Code : 22
Start Date : 5/5/2015
Page No : 2

	4TH ST Southbound					ST JAMES ST Westbound					4TH ST Northbound					ST JAMES ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	112	**8**	5	125	9	0	7	6	22	0	0	0	5	5	37	116	29	12	194	346
05:15 PM	0	114	7	4	125	3	0	**13**	**7**	23	0	0	0	10	10	28	**133**	33	11	205	363
05:30 PM	0	**145**	4	**10**	**159**	8	0	9	5	22	0	0	0	**17**	**17**	**42**	120	**36**	16	214	**412**
05:45 PM	0	125	6	3	134	**12**	0	9	3	**24**	0	0	0	8	8	34	130	34	**17**	**215**	381
Total Volume	0	496	25	22	543	32	0	38	21	91	0	0	0	40	40	141	499	132	56	828	1502
% App. Total	0	91.3	4.6	4.1		35.2	0	41.8	23.1		0	0	0	100		17	60.3	15.9	6.8		
PHF	.000	.855	.781	.550	.854	.667	.000	.731	.750	.948	.000	.000	.000	.588	.588	.839	.938	.917	.824	.963	.911



All Traffic Data Services,Inc.
9660 W 44th Ave
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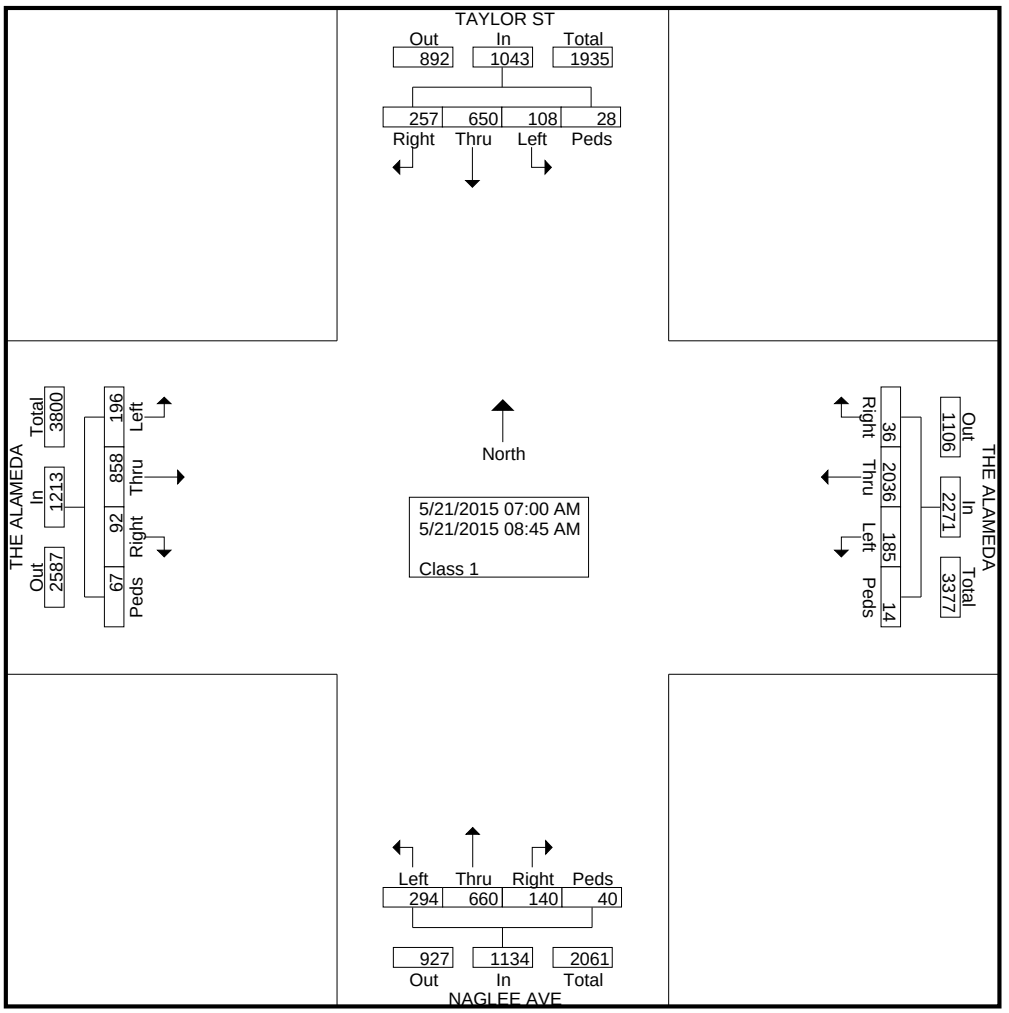
File Name : #22 ALAMEDA&TAYLORAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	TAYLOR ST Southbound				THE ALAMEDA Westbound				NAGLEE AVE Northbound				THE ALAMEDA Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	28	50	9	3	3	202	10	0	4	47	25	0	5	81	14	7	488
07:15 AM	29	109	9	2	2	224	23	0	14	59	37	0	19	102	18	11	658
07:30 AM	32	112	14	2	3	287	24	3	28	104	35	2	12	127	24	7	816
07:45 AM	33	79	13	3	6	300	27	0	22	110	33	12	11	131	22	16	818
Total	122	350	45	10	14	1013	84	3	68	320	130	14	47	441	78	41	2780
08:00 AM	38	76	8	5	2	300	42	0	25	102	41	6	13	111	31	10	810
08:15 AM	27	92	16	4	5	257	21	4	18	87	44	9	10	109	30	6	739
08:30 AM	32	61	15	3	5	249	19	2	17	82	46	4	10	94	33	6	678
08:45 AM	38	71	24	6	10	217	19	5	12	69	33	7	12	103	24	4	654
Total	135	300	63	18	22	1023	101	11	72	340	164	26	45	417	118	26	2881
Grand Total	257	650	108	28	36	2036	185	14	140	660	294	40	92	858	196	67	5661
Apprch %	24.6	62.3	10.4	2.7	1.6	89.7	8.1	0.6	12.3	58.2	25.9	3.5	7.6	70.7	16.2	5.5	
Total %	4.5	11.5	1.9	0.5	0.6	36	3.3	0.2	2.5	11.7	5.2	0.7	1.6	15.2	3.5	1.2	



All Traffic Data Services,Inc.
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File Name : #22 ALAMEDA&TAYLORAM
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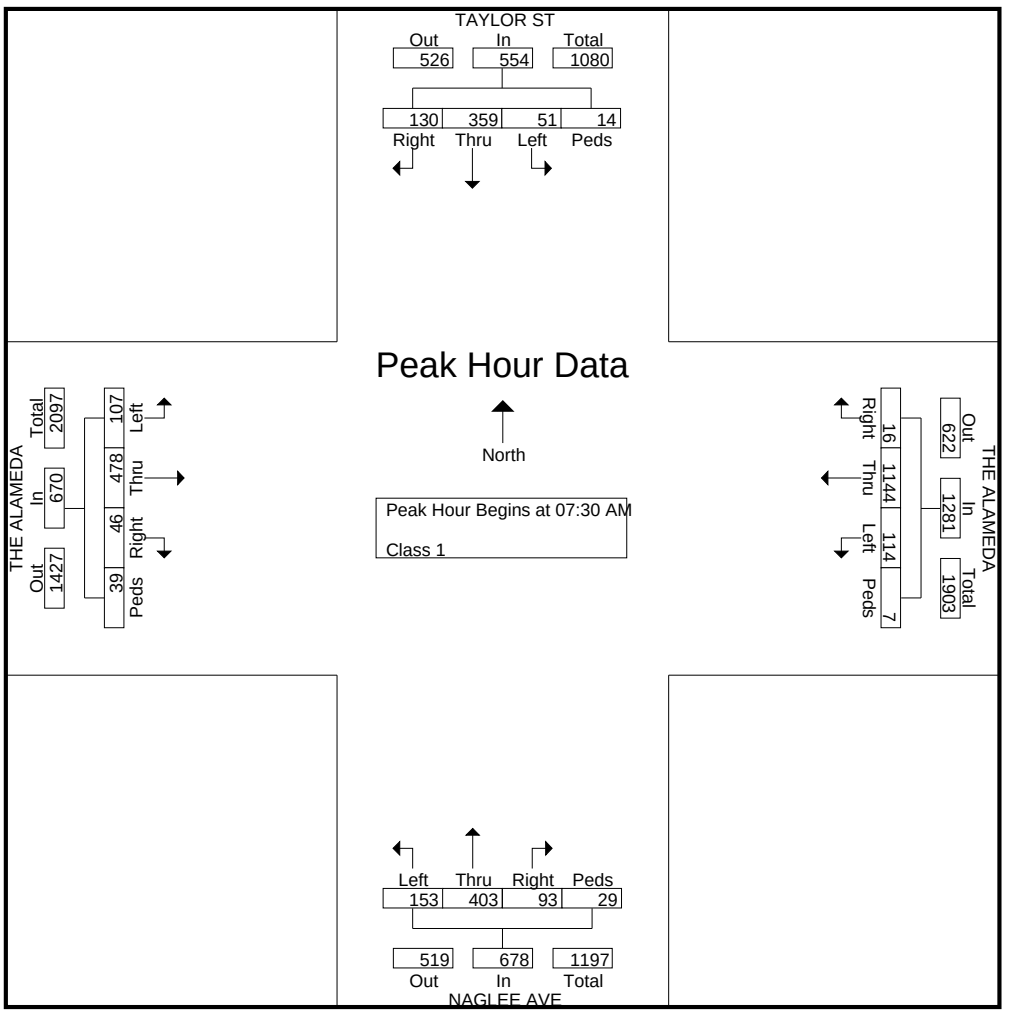
	TAYLOR ST Southbound					THE ALAMEDA Westbound					NAGLEE AVE Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	32	112	14	2	160	3	287	24	3	317	28	104	35	2	169	12	127	24	7	170	816
07:45 AM	33	79	13	3	128	6	300	27	0	333	22	110	33	12	177	11	131	22	16	180	818
08:00 AM	38	76	8	5	127	2	300	42	0	344	25	102	41	6	174	13	111	31	10	165	810
08:15 AM	27	92	16	4	139	5	257	21	4	287	18	87	44	9	158	10	109	30	6	155	739
Total Volume	130	359	51	14	554	16	1144	114	7	1281	93	403	153	29	678	46	478	107	39	670	3183
% App. Total	23.5	64.8	9.2	2.5		1.2	89.3	8.9	0.5		13.7	59.4	22.6	4.3		6.9	71.3	16	5.8		
PHF	.855	.801	.797	.700	.866	.667	.953	.679	.438	.931	.830	.916	.869	.604	.958	.885	.912	.863	.609	.931	.973



All Traffic Data Services,Inc.
9660 W 44th Ave
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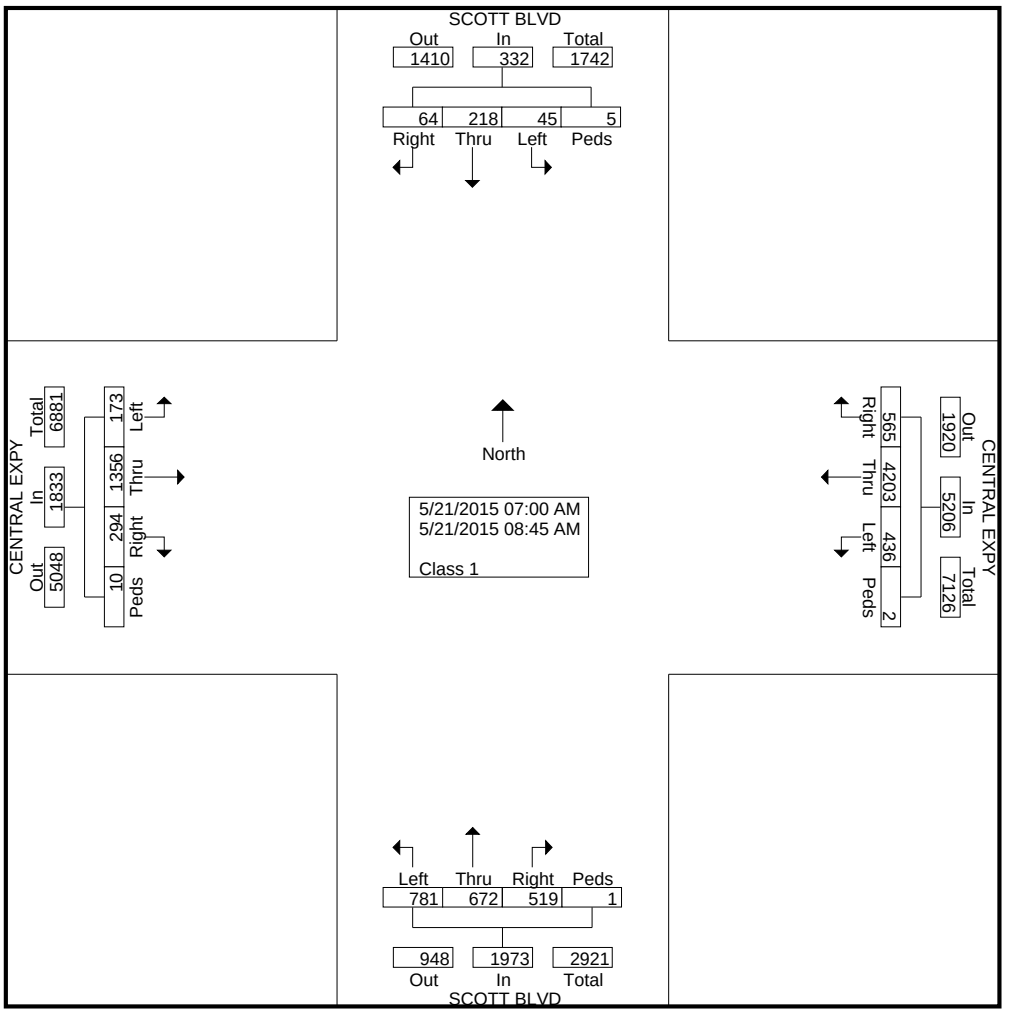
File Name : #23 SCOTT&CENTRALAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	SCOTT BLVD Southbound				CENTRAL EXPY Westbound				SCOTT BLVD Northbound				CENTRAL EXPY Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	5	6	2	0	45	456	28	1	44	53	61	0	26	102	5	0	834
07:15 AM	9	12	1	0	47	553	31	0	58	42	84	0	28	113	6	0	984
07:30 AM	7	18	4	0	69	565	40	1	73	68	94	0	25	159	19	0	1142
07:45 AM	4	38	10	1	86	565	36	0	84	116	109	0	46	162	42	1	1300
Total	25	74	17	1	247	2139	135	2	259	279	348	0	125	536	72	1	4260
08:00 AM	25	48	8	0	77	541	70	0	49	101	91	0	44	201	16	0	1271
08:15 AM	5	39	8	0	73	509	71	0	68	97	126	1	40	211	18	4	1270
08:30 AM	2	28	8	2	96	541	69	0	66	89	96	0	40	211	35	0	1283
08:45 AM	7	29	4	2	72	473	91	0	77	106	120	0	45	197	32	5	1260
Total	39	144	28	4	318	2064	301	0	260	393	433	1	169	820	101	9	5084
Grand Total	64	218	45	5	565	4203	436	2	519	672	781	1	294	1356	173	10	9344
Apprch %	19.3	65.7	13.6	1.5	10.9	80.7	8.4	0	26.3	34.1	39.6	0.1	16	74	9.4	0.5	
Total %	0.7	2.3	0.5	0.1	6	45	4.7	0	5.6	7.2	8.4	0	3.1	14.5	1.9	0.1	



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Wheat Ridge,CO 80033
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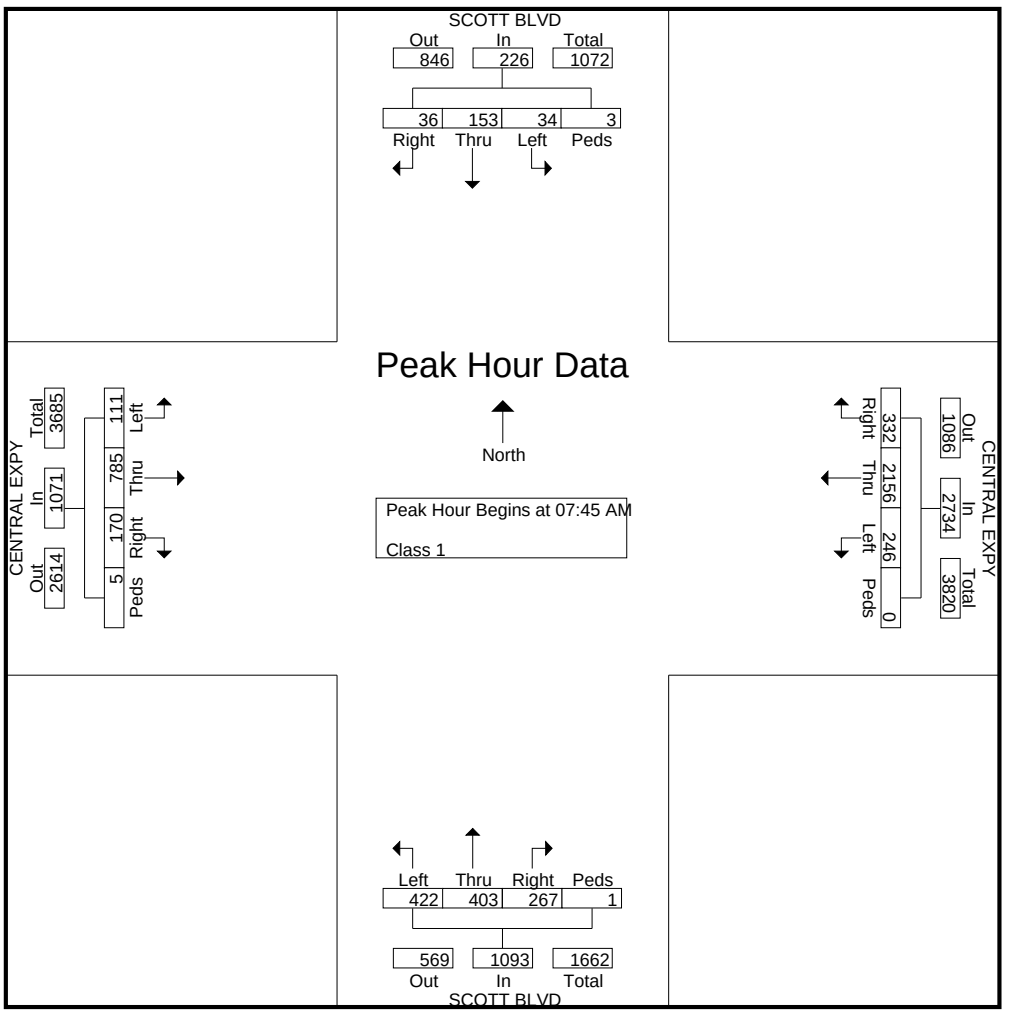
File Name : #23 SCOTT&CENTRALAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	SCOTT BLVD Southbound					CENTRAL EXPY Westbound					SCOTT BLVD Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	38	10	1	53	86	565	36	0	687	84	116	109	0	309	46	162	42	1	251	1300
08:00 AM	25	48	8	0	81	77	541	70	0	688	49	101	91	0	241	44	201	16	0	261	1271
08:15 AM	5	39	8	0	52	73	509	71	0	653	68	97	126	1	292	40	211	18	4	273	1270
08:30 AM	2	28	8	2	40	96	541	69	0	706	66	89	96	0	251	40	211	35	0	286	1283
Total Volume	36	153	34	3	226	332	2156	246	0	2734	267	403	422	1	1093	170	785	111	5	1071	5124
% App. Total	15.9	67.7	15	1.3		12.1	78.9	9	0		24.4	36.9	38.6	0.1		15.9	73.3	10.4	0.5		
PHF	.360	.797	.850	.375	.698	.865	.954	.866	.000	.968	.795	.869	.837	.250	.884	.924	.930	.661	.313	.936	.985

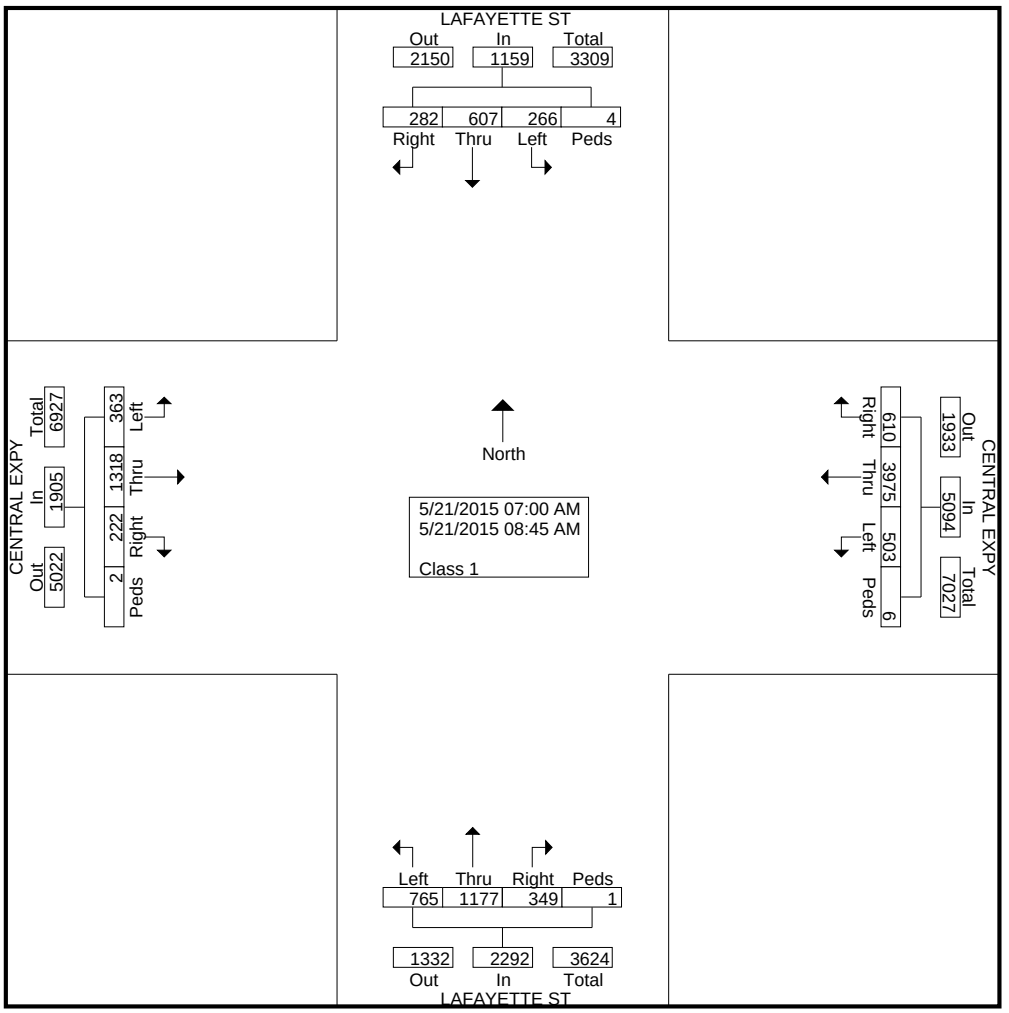


All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #24 LAFAYETTE&CENTRALAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	LAFAYETTE ST Southbound				CENTRAL EXPY Westbound				LAFAYETTE ST Northbound				CENTRAL EXPY Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	26	28	20	0	64	447	82	2	26	74	59	0	13	112	26	0	979
07:15 AM	27	48	27	0	64	489	45	0	39	114	83	0	22	101	32	0	1091
07:30 AM	40	74	32	1	71	488	67	0	41	141	97	0	26	142	38	0	1258
07:45 AM	36	115	33	1	63	510	57	2	50	162	127	1	27	172	60	2	1418
Total	129	265	112	2	262	1934	251	4	156	491	366	1	88	527	156	2	4746
08:00 AM	39	81	27	0	91	544	66	0	40	138	111	0	40	190	43	0	1410
08:15 AM	41	88	42	0	85	512	70	0	39	181	96	0	28	189	48	0	1419
08:30 AM	39	78	37	0	80	497	60	0	55	197	89	0	29	178	60	0	1399
08:45 AM	34	95	48	2	92	488	56	2	59	170	103	0	37	234	56	0	1476
Total	153	342	154	2	348	2041	252	2	193	686	399	0	134	791	207	0	5704
Grand Total	282	607	266	4	610	3975	503	6	349	1177	765	1	222	1318	363	2	10450
Apprch %	24.3	52.4	23	0.3	12	78	9.9	0.1	15.2	51.4	33.4	0	11.7	69.2	19.1	0.1	
Total %	2.7	5.8	2.5	0	5.8	38	4.8	0.1	3.3	11.3	7.3	0	2.1	12.6	3.5	0	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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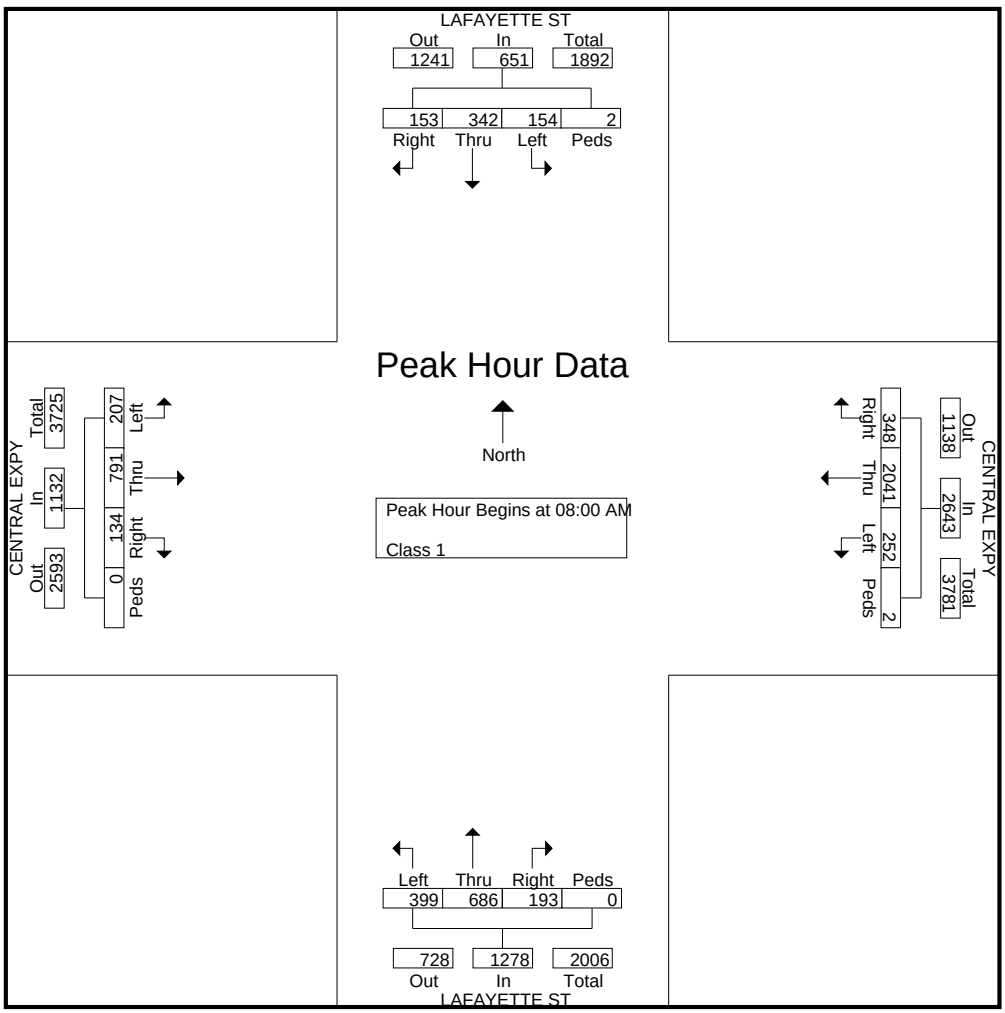
File Name : #24 LAFAYETTE&CENTRALAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	LAFAYETTE ST Southbound					CENTRAL EXPY Westbound					LAFAYETTE ST Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	39	81	27	0	147	91	544	66	0	701	40	138	111	0	289	40	190	43	0	273	1410
08:15 AM	41	88	42	0	171	85	512	70	0	667	39	181	96	0	316	28	189	48	0	265	1419
08:30 AM	39	78	37	0	154	80	497	60	0	637	55	197	89	0	341	29	178	60	0	267	1399
08:45 AM	34	95	48	2	179	92	488	56	2	638	59	170	103	0	332	37	234	56	0	327	1476
Total Volume	153	342	154	2	651	348	2041	252	2	2643	193	686	399	0	1278	134	791	207	0	1132	5704
% App. Total	23.5	52.5	23.7	0.3		13.2	77.2	9.5	0.1		15.1	53.7	31.2	0		11.8	69.9	18.3	0		
PHF	.933	.900	.802	.250	.909	.946	.938	.900	.250	.943	.818	.871	.899	.000	.937	.838	.845	.863	.000	.865	.966

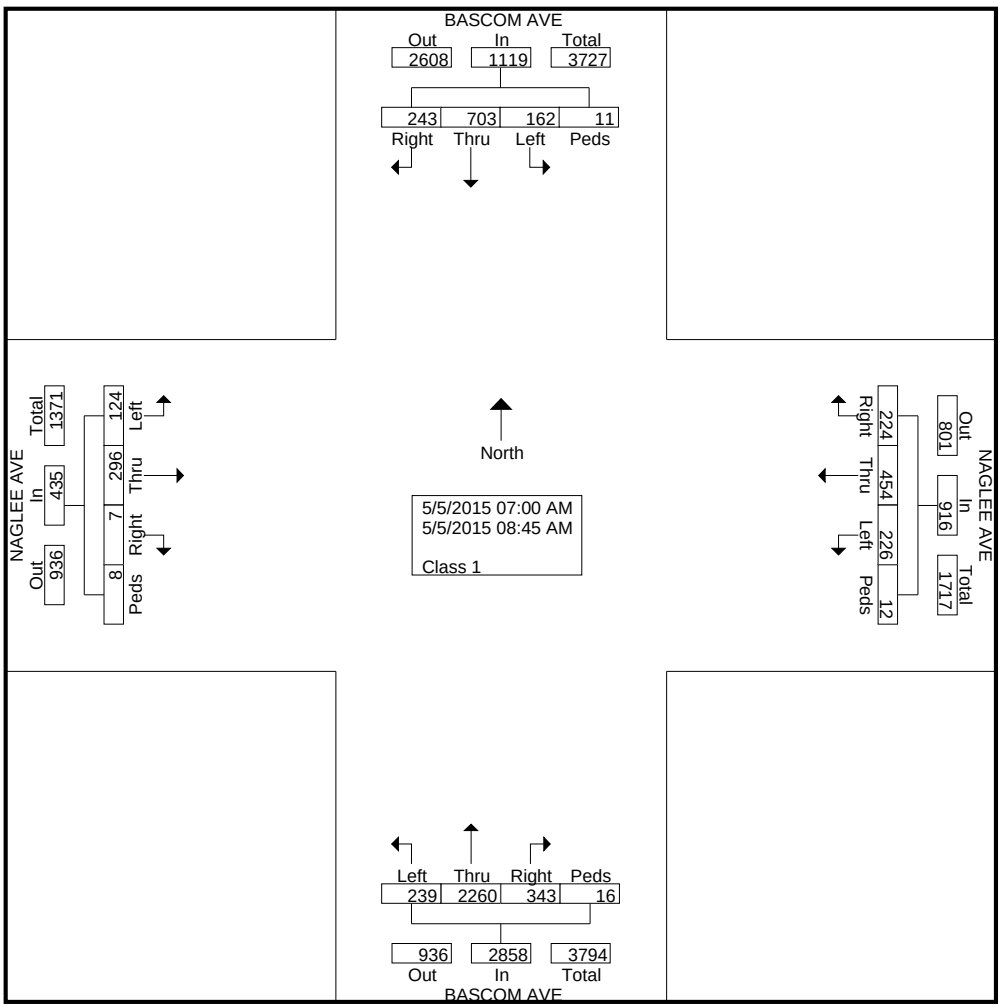


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #25 BASCOM&NAGLEEAM
Site Code : 25
Start Date : 5/5/2015
Page No : 1

Groups Printed- Class 1

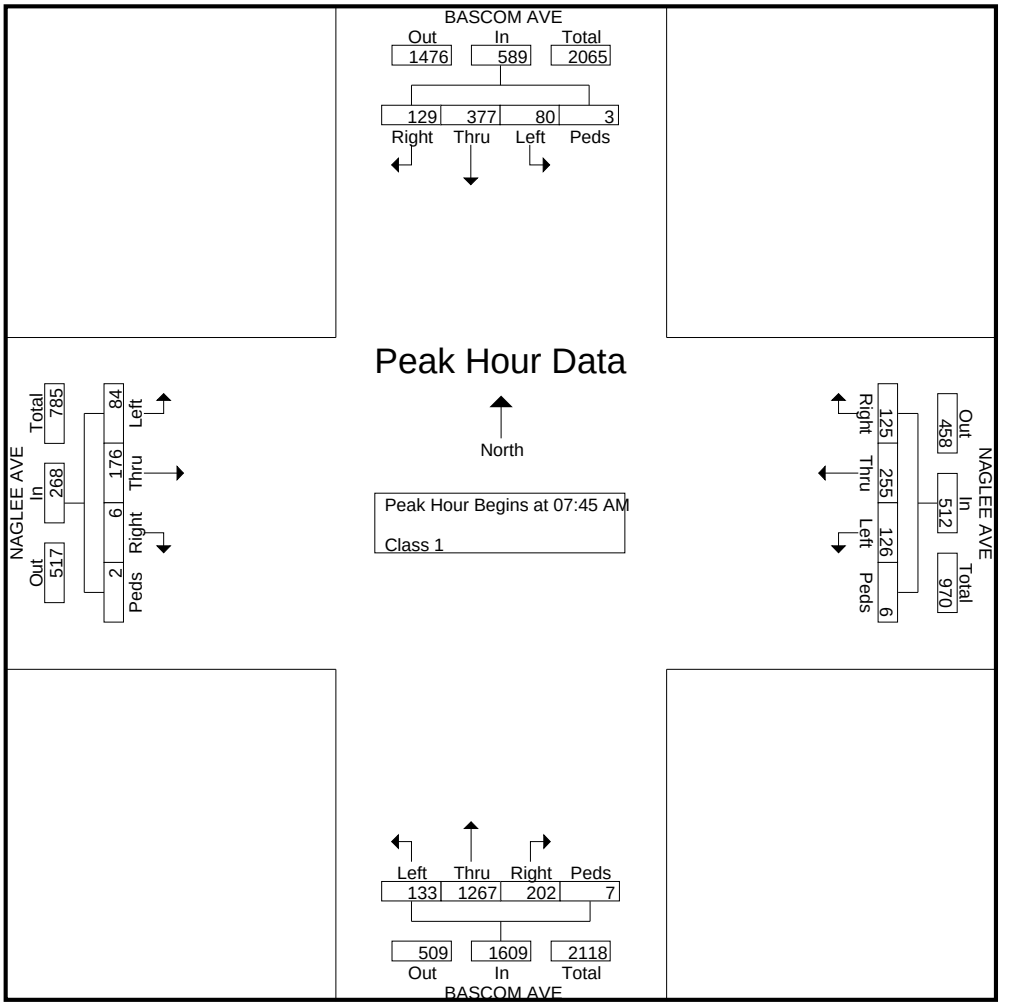
	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				NAGLEE AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	14	64	20	1	24	29	11	2	22	174	17	4	1	11	7	2	403
07:15 AM	26	96	27	4	28	54	24	2	33	220	31	1	0	34	7	3	590
07:30 AM	44	85	24	2	30	65	34	2	28	290	20	2	0	38	14	0	678
07:45 AM	38	93	10	0	25	77	27	2	51	313	35	0	3	45	36	1	756
Total	122	338	81	7	107	225	96	8	134	997	103	7	4	128	64	6	2427
08:00 AM	27	90	24	2	26	68	39	0	49	312	24	1	0	59	21	0	742
08:15 AM	27	92	28	1	42	56	31	3	52	329	51	3	1	38	18	1	773
08:30 AM	37	102	18	0	32	54	29	1	50	313	23	3	2	34	9	0	707
08:45 AM	30	81	11	1	17	51	31	0	58	309	38	2	0	37	12	1	679
Total	121	365	81	4	117	229	130	4	209	1263	136	9	3	168	60	2	2901
Grand Total	243	703	162	11	224	454	226	12	343	2260	239	16	7	296	124	8	5328
Apprch %	21.7	62.8	14.5	1	24.5	49.6	24.7	1.3	12	79.1	8.4	0.6	1.6	68	28.5	1.8	
Total %	4.6	13.2	3	0.2	4.2	8.5	4.2	0.2	6.4	42.4	4.5	0.3	0.1	5.6	2.3	0.2	



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

File Name : #25 BASCOM&NAGLEEAM
Site Code : 25
Start Date : 5/5/2015
Page No : 2

	BASCOM AVE Southbound					NAGLEE AVE Westbound					BASCOM AVE Northbound					NAGLEE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**38**	93	10	0	141	25	**77**	27	2	131	51	313	35	0	399	**3**	45	**36**	**1**	**85**	756
08:00 AM	27	90	24	**2**	143	26	68	**39**	0	**133**	49	312	24	1	386	0	**59**	21	0	80	742
08:15 AM	27	92	**28**	1	148	**42**	56	31	**3**	132	**52**	**329**	**51**	**3**	**435**	1	38	18	1	58	**773**
08:30 AM	37	**102**	18	0	**157**	32	54	29	1	116	50	313	23	3	389	2	34	9	0	45	707
Total Volume	129	377	80	3	589	125	255	126	6	512	202	1267	133	7	1609	6	176	84	2	268	2978
% App. Total	21.9	64	13.6	0.5		24.4	49.8	24.6	1.2		12.6	78.7	8.3	0.4		2.2	65.7	31.3	0.7		
PHF	.849	.924	.714	.375	.938	.744	.828	.808	.500	.962	.971	.963	.652	.583	.925	.500	.746	.583	.500	.788	.963

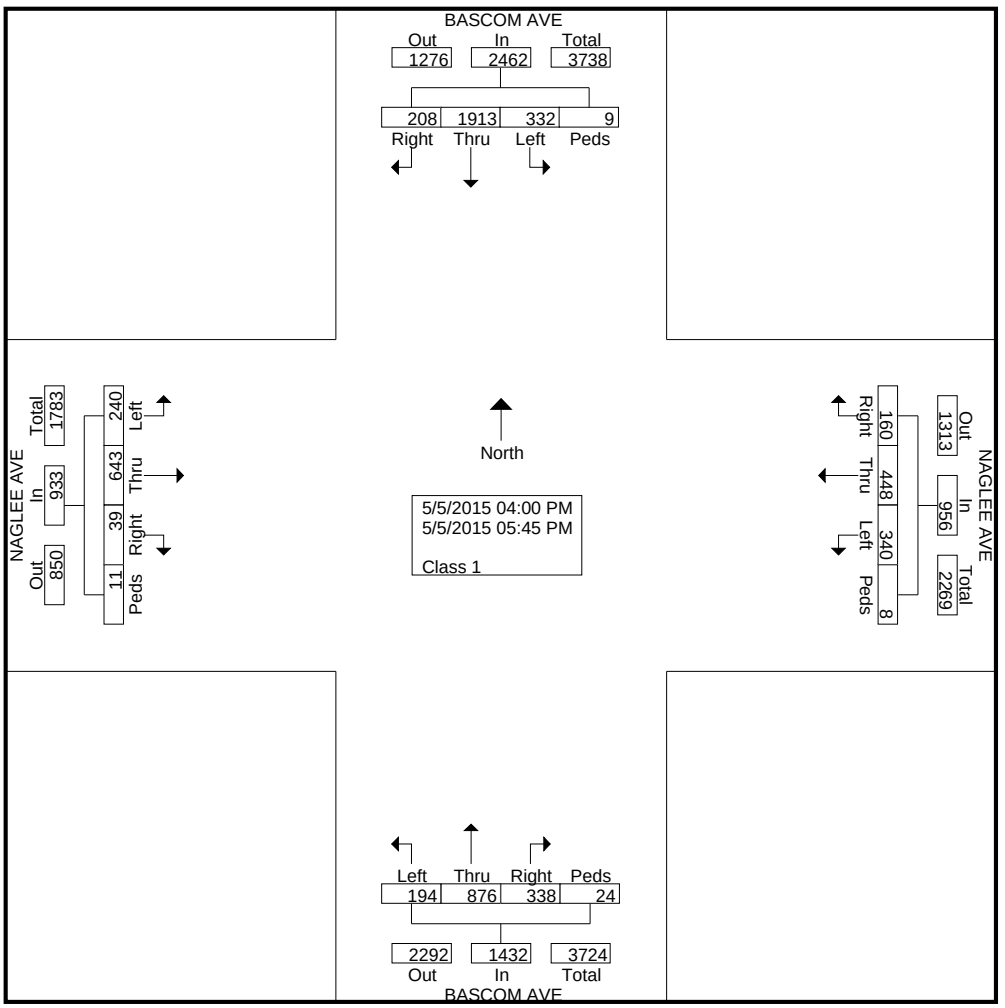


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #25 BASCOM&NAGLEEPM
Site Code : 25
Start Date : 5/5/2015
Page No : 1

Groups Printed- Class 1

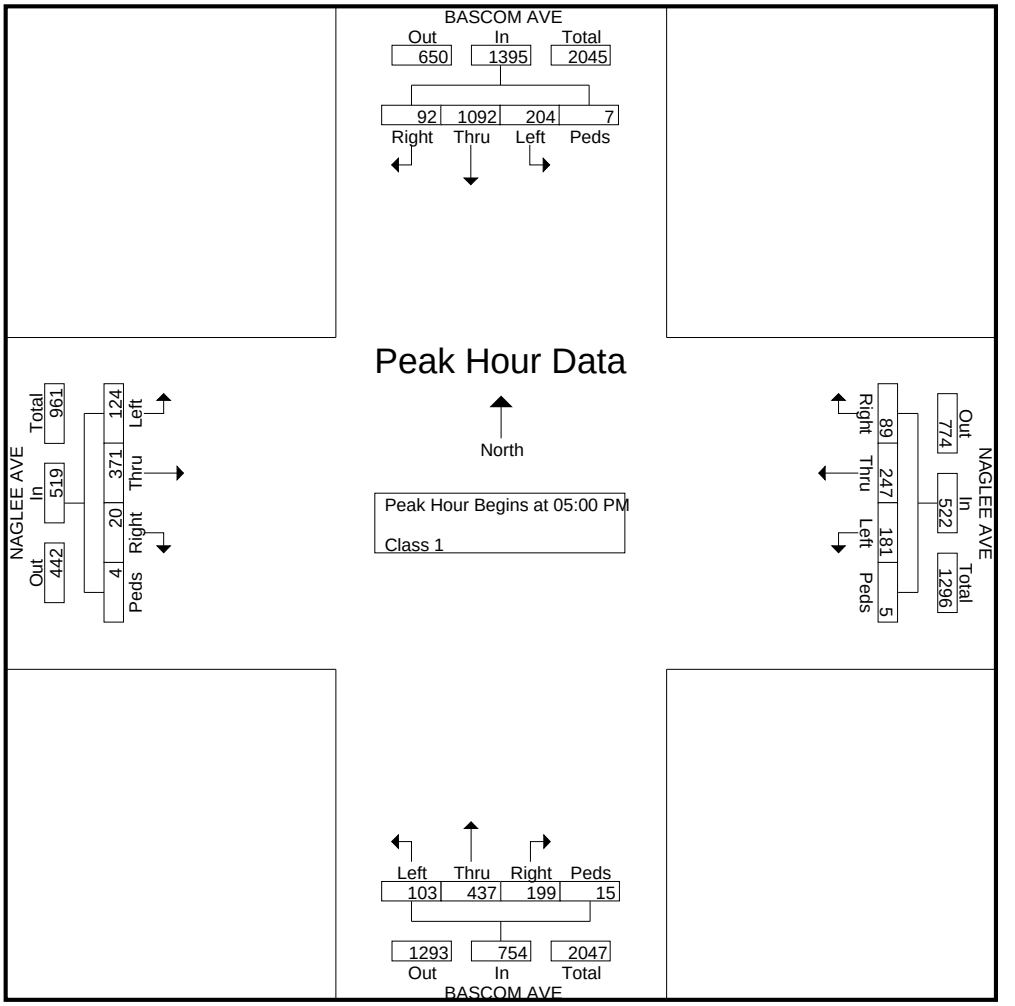
	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				NAGLEE AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	35	207	29	0	17	51	49	1	29	103	26	2	6	67	30	2	654
04:15 PM	27	188	29	0	17	47	36	0	49	90	25	0	6	73	22	1	610
04:30 PM	26	207	35	0	20	54	39	1	32	124	18	3	0	62	45	4	670
04:45 PM	28	219	35	2	17	49	35	1	29	122	22	4	7	70	19	0	659
Total	116	821	128	2	71	201	159	3	139	439	91	9	19	272	116	7	2593
05:00 PM	18	258	49	3	22	72	44	0	46	127	21	5	5	71	27	2	770
05:15 PM	27	285	49	0	20	53	45	5	49	109	25	6	6	92	34	0	805
05:30 PM	28	287	49	1	24	68	49	0	49	102	28	2	5	107	35	0	834
05:45 PM	19	262	57	3	23	54	43	0	55	99	29	2	4	101	28	2	781
Total	92	1092	204	7	89	247	181	5	199	437	103	15	20	371	124	4	3190
Grand Total	208	1913	332	9	160	448	340	8	338	876	194	24	39	643	240	11	5783
Apprch %	8.4	77.7	13.5	0.4	16.7	46.9	35.6	0.8	23.6	61.2	13.5	1.7	4.2	68.9	25.7	1.2	
Total %	3.6	33.1	5.7	0.2	2.8	7.7	5.9	0.1	5.8	15.1	3.4	0.4	0.7	11.1	4.2	0.2	



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

File Name : #25 BASCOM&NAGLEEPM
Site Code : 25
Start Date : 5/5/2015
Page No : 2

	BASCOM AVE Southbound					NAGLEE AVE Westbound					BASCOM AVE Northbound					NAGLEE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	18	258	49	**3**	328	22	**72**	44	0	138	46	**127**	21	5	**199**	5	71	27	**2**	105	770
05:15 PM	27	285	49	0	361	20	53	45	**5**	123	49	109	25	**6**	189	**6**	92	34	0	132	805
05:30 PM	**28**	**287**	49	1	**365**	**24**	68	**49**	0	**141**	49	102	28	2	181	5	**107**	**35**	0	**147**	**834**
05:45 PM	19	262	**57**	3	341	23	54	43	0	120	**55**	99	**29**	2	185	4	101	28	2	135	781
Total Volume	92	1092	204	7	1395	89	247	181	5	522	199	437	103	15	754	20	371	124	4	519	3190
% App. Total	6.6	78.3	14.6	0.5		17	47.3	34.7	1		26.4	58	13.7	2		3.9	71.5	23.9	0.8		
PHF	.821	.951	.895	.583	.955	.927	.858	.923	.250	.926	.905	.860	.888	.625	.947	.833	.867	.886	.500	.883	.956

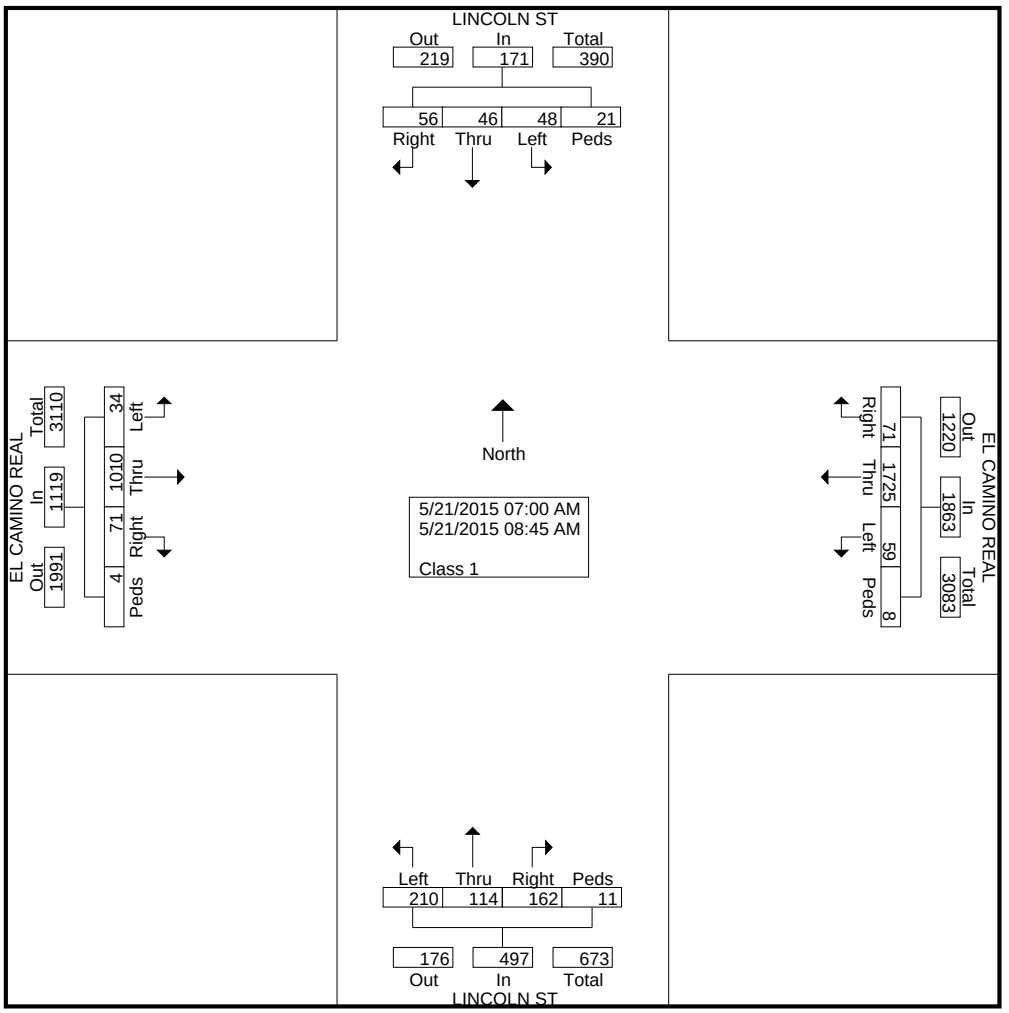


All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

File Name : #25 LINCOLN&ELCAMINOAM
Site Code :
Start Date : 5/21/2015
Page No : 1

Groups Printed- Class 1

	LINCOLN ST Southbound				EL CAMINO REAL Westbound				LINCOLN ST Northbound				EL CAMINO REAL Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	2	5	5	1	7	161	1	1	13	10	19	0	11	82	0	0	318
07:15 AM	7	6	5	0	3	193	1	0	14	4	9	0	9	91	3	0	345
07:30 AM	9	5	6	2	13	236	5	0	19	18	31	2	5	105	4	1	461
07:45 AM	5	7	8	0	11	239	12	2	30	22	26	2	10	151	6	0	531
Total	23	23	24	3	34	829	19	3	76	54	85	4	35	429	13	1	1655
08:00 AM	4	4	5	4	13	226	12	2	24	16	38	1	13	141	5	0	508
08:15 AM	7	8	5	8	8	230	9	1	24	16	37	2	6	167	1	0	529
08:30 AM	12	5	8	0	8	226	11	1	20	11	23	1	7	141	7	2	483
08:45 AM	10	6	6	6	8	214	8	1	18	17	27	3	10	132	8	1	475
Total	33	23	24	18	37	896	40	5	86	60	125	7	36	581	21	3	1995
Grand Total	56	46	48	21	71	1725	59	8	162	114	210	11	71	1010	34	4	3650
Apprch %	32.7	26.9	28.1	12.3	3.8	92.6	3.2	0.4	32.6	22.9	42.3	2.2	6.3	90.3	3	0.4	
Total %	1.5	1.3	1.3	0.6	1.9	47.3	1.6	0.2	4.4	3.1	5.8	0.3	1.9	27.7	0.9	0.1	



All Traffic Data Services,Inc.
9660 W 44th Ave
Wheat Ridge,CO 80033
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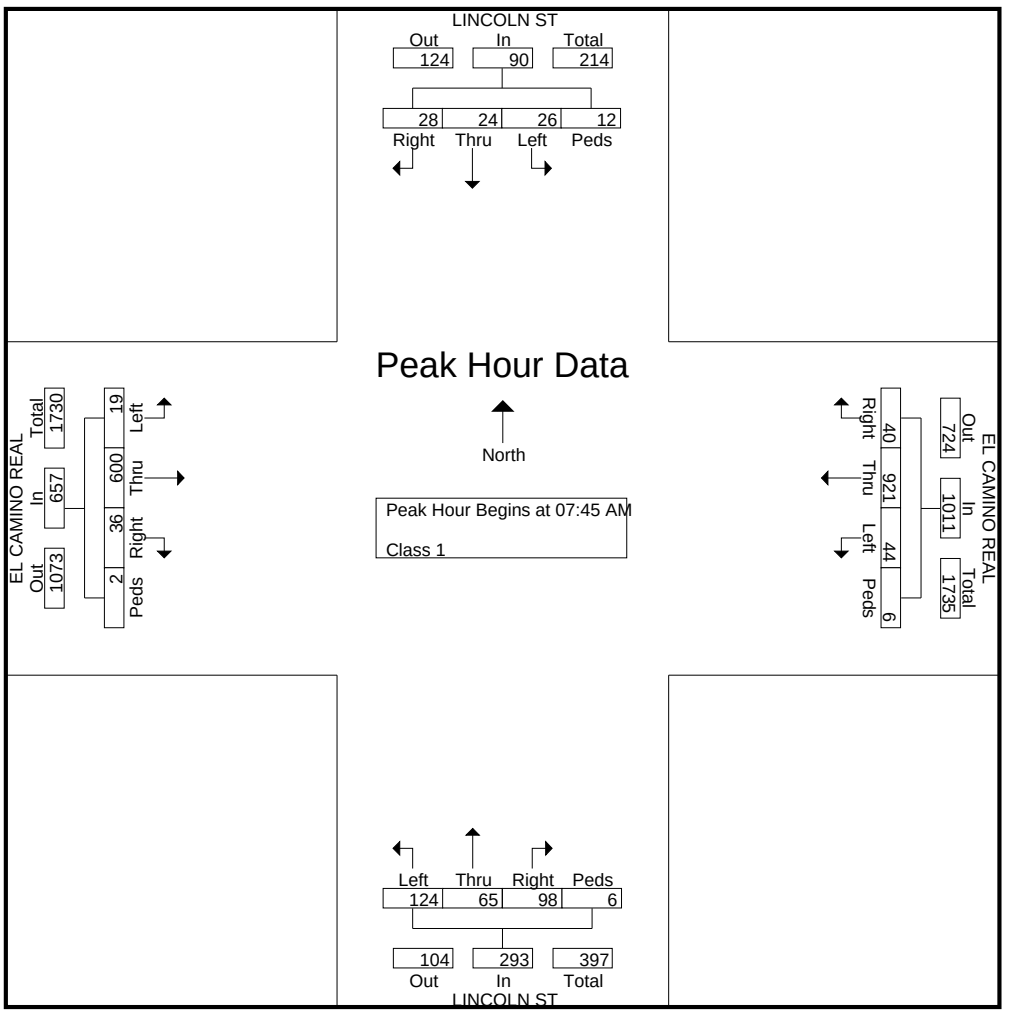
File Name : #25 LINCOLN&ELCAMINOAM
Site Code :
Start Date : 5/21/2015
Page No : 2

	LINCOLN ST Southbound					EL CAMINO REAL Westbound					LINCOLN ST Northbound					EL CAMINO REAL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	7	8	0	20	11	239	12	2	264	30	22	26	2	80	10	151	6	0	167	531
08:00 AM	4	4	5	4	17	13	226	12	2	253	24	16	38	1	79	13	141	5	0	159	508
08:15 AM	7	8	5	8	28	8	230	9	1	248	24	16	37	2	79	6	167	1	0	174	529
08:30 AM	12	5	8	0	25	8	226	11	1	246	20	11	23	1	55	7	141	7	2	157	483
Total Volume	28	24	26	12	90	40	921	44	6	1011	98	65	124	6	293	36	600	19	2	657	2051
% App. Total	31.1	26.7	28.9	13.3		4	91.1	4.4	0.6		33.4	22.2	42.3	2		5.5	91.3	2.9	0.3		
PHF	.583	.750	.813	.375	.804	.769	.963	.917	.750	.957	.817	.739	.816	.750	.916	.692	.898	.679	.250	.944	.966

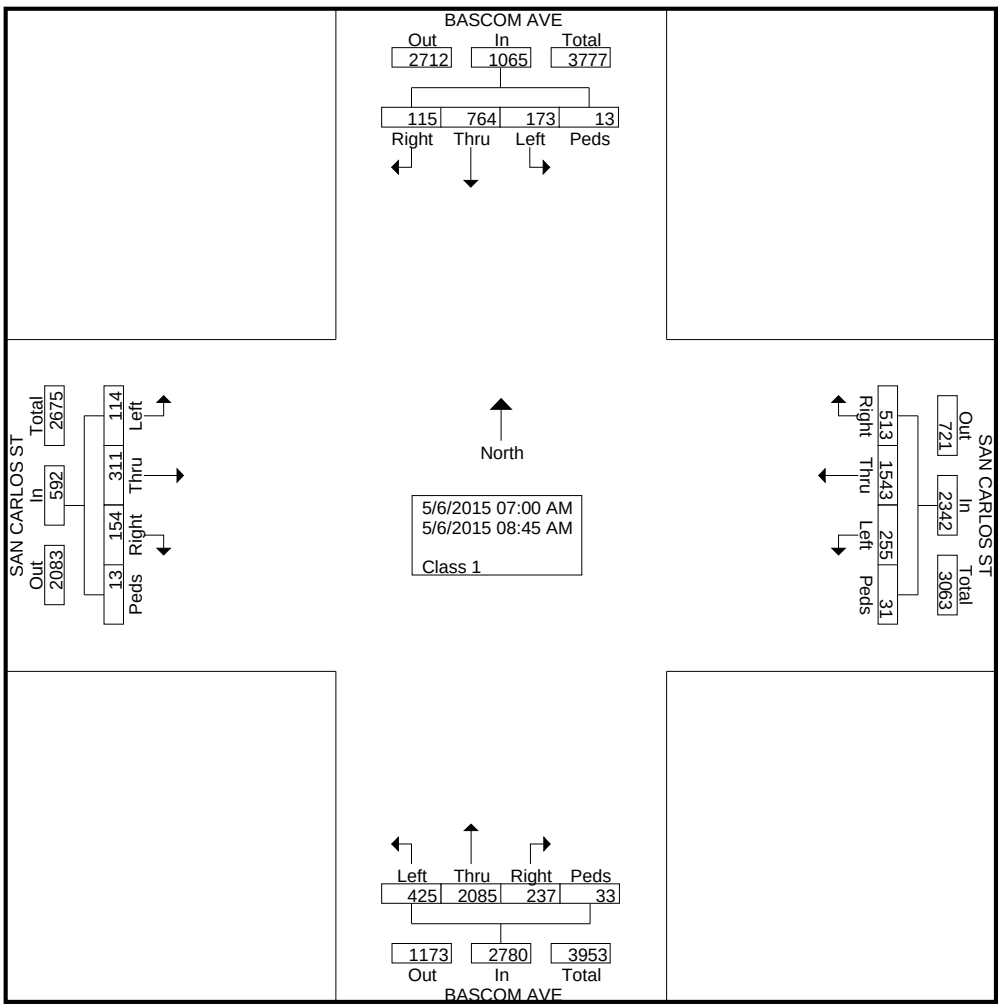


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #26 BASCOM&SANCARLOSAM
Site Code : 26
Start Date : 5/6/2015
Page No : 1

Groups Printed- Class 1

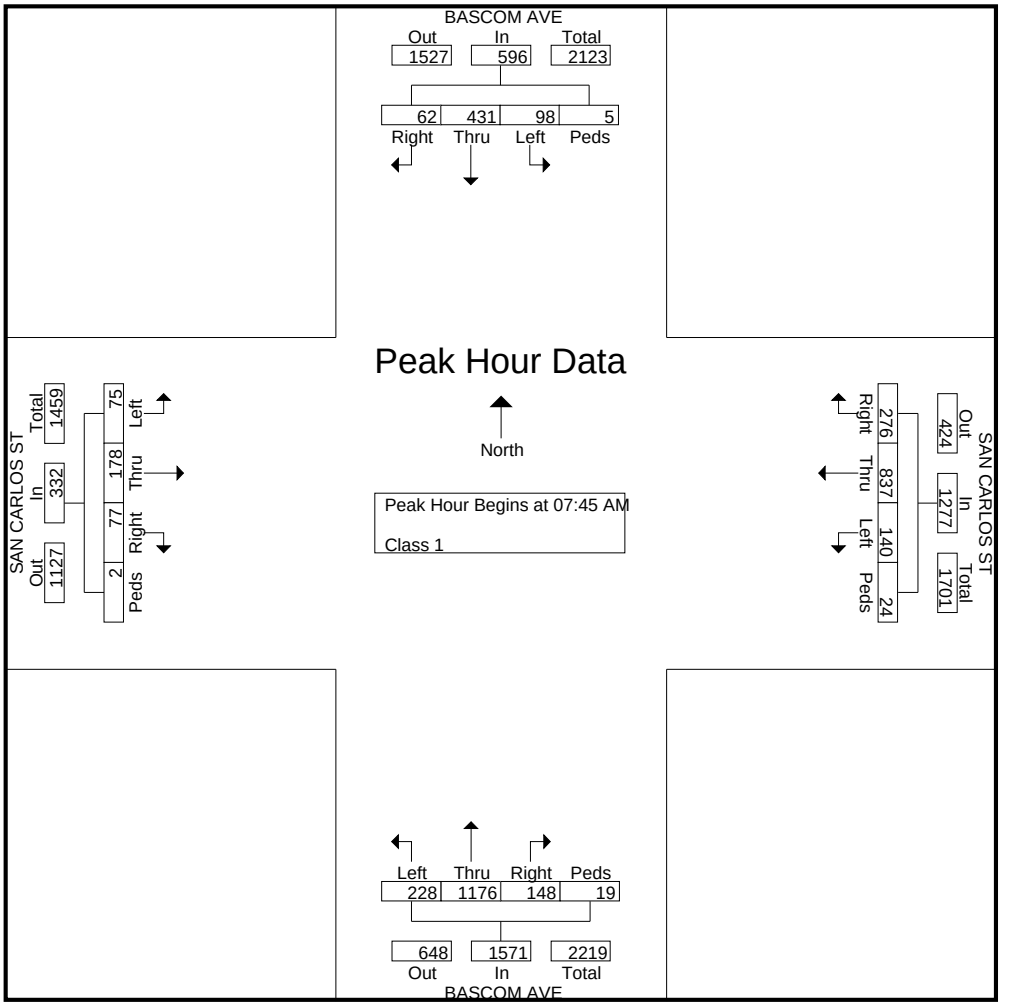
	BASCOM AVE Southbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				SAN CARLOS ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	11	53	20	2	50	132	18	1	11	163	47	2	8	24	4	2	548
07:15 AM	17	86	13	2	49	204	19	1	15	218	57	3	23	30	5	1	743
07:30 AM	13	98	21	3	63	223	39	2	25	250	55	1	29	29	9	7	867
07:45 AM	13	100	22	0	71	281	36	7	41	277	70	2	22	45	11	0	998
Total	54	337	76	7	233	840	112	11	92	908	229	8	82	128	29	10	3156
08:00 AM	15	121	24	1	68	181	40	2	18	331	57	5	16	40	19	2	940
08:15 AM	20	91	23	1	82	212	40	7	40	258	54	5	20	44	32	0	929
08:30 AM	14	119	29	3	55	163	24	8	49	310	47	7	19	49	13	0	909
08:45 AM	12	96	21	1	75	147	39	3	38	278	38	8	17	50	21	1	845
Total	61	427	97	6	280	703	143	20	145	1177	196	25	72	183	85	3	3623
Grand Total	115	764	173	13	513	1543	255	31	237	2085	425	33	154	311	114	13	6779
Apprch %	10.8	71.7	16.2	1.2	21.9	65.9	10.9	1.3	8.5	75	15.3	1.2	26	52.5	19.3	2.2	
Total %	1.7	11.3	2.6	0.2	7.6	22.8	3.8	0.5	3.5	30.8	6.3	0.5	2.3	4.6	1.7	0.2	



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

File Name : #26 BASCOM&SANCARLOSAM
Site Code : 26
Start Date : 5/6/2015
Page No : 2

	BASCOM AVE Southbound					SAN CARLOS ST Westbound					BASCOM AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	13	100	22	0	135	71	**281**	36	7	**395**	41	277	**70**	2	390	**22**	45	11	0	78	**998**
08:00 AM	15	**121**	24	1	161	68	181	**40**	2	291	18	**331**	57	5	411	16	40	19	**2**	77	940
08:15 AM	**20**	91	23	1	135	**82**	212	40	7	341	40	258	54	5	357	20	44	**32**	0	**96**	929
08:30 AM	14	119	**29**	**3**	**165**	55	163	24	**8**	250	**49**	310	47	**7**	**413**	19	**49**	13	0	81	909
Total Volume	62	431	98	5	596	276	837	140	24	1277	148	1176	228	19	1571	77	178	75	2	332	3776
% App. Total	10.4	72.3	16.4	0.8		21.6	65.5	11	1.9		9.4	74.9	14.5	1.2		23.2	53.6	22.6	0.6		
PHF	.775	.890	.845	.417	.903	.841	.745	.875	.750	.808	.755	.888	.814	.679	.951	.875	.908	.586	.250	.865	.946

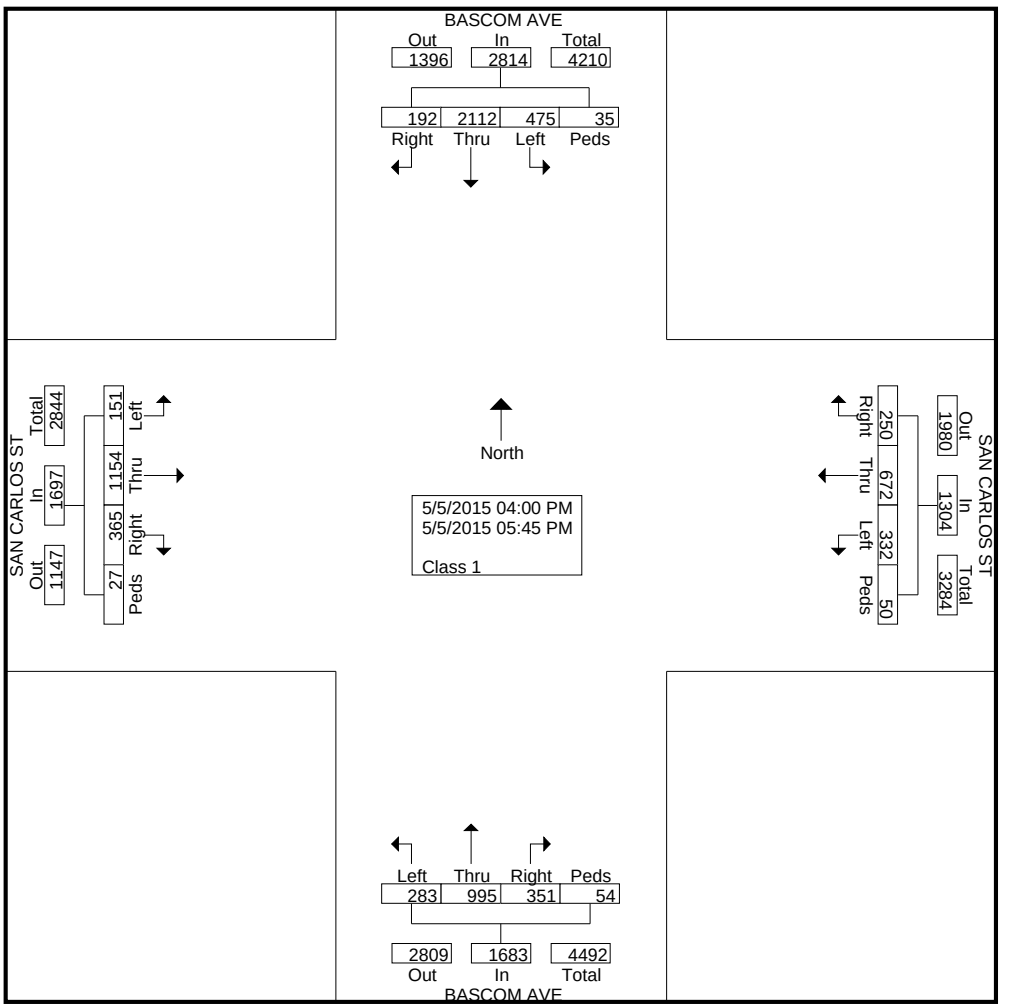


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #26 BASCOM&SANCARLOSPM
Site Code : 26
Start Date : 5/5/2015
Page No : 1

Groups Printed- Class 1

	BASCOM AVE Southbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				SAN CARLOS ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	27	217	64	4	30	77	33	4	41	112	34	5	39	124	14	3	828
04:15 PM	29	223	56	0	28	96	33	9	37	119	39	12	30	144	19	0	874
04:30 PM	21	247	52	5	35	74	50	3	38	123	42	4	46	134	19	8	901
04:45 PM	26	244	53	4	34	87	39	11	29	119	47	8	64	152	25	1	943
Total	103	931	225	13	127	334	155	27	145	473	162	29	179	554	77	12	3546
05:00 PM	31	292	58	4	35	79	38	2	48	141	36	2	53	135	15	1	970
05:15 PM	20	311	68	3	36	86	46	4	55	126	26	11	56	163	20	5	1036
05:30 PM	21	296	60	6	25	89	42	4	46	130	31	1	40	161	19	4	975
05:45 PM	17	282	64	9	27	84	51	13	57	125	28	11	37	141	20	5	971
Total	89	1181	250	22	123	338	177	23	206	522	121	25	186	600	74	15	3952
Grand Total	192	2112	475	35	250	672	332	50	351	995	283	54	365	1154	151	27	7498
Apprch %	6.8	75.1	16.9	1.2	19.2	51.5	25.5	3.8	20.9	59.1	16.8	3.2	21.5	68	8.9	1.6	
Total %	2.6	28.2	6.3	0.5	3.3	9	4.4	0.7	4.7	13.3	3.8	0.7	4.9	15.4	2	0.4	



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

File Name : #26 BASCOM&SANCARLOSPM
Site Code : 26
Start Date : 5/5/2015
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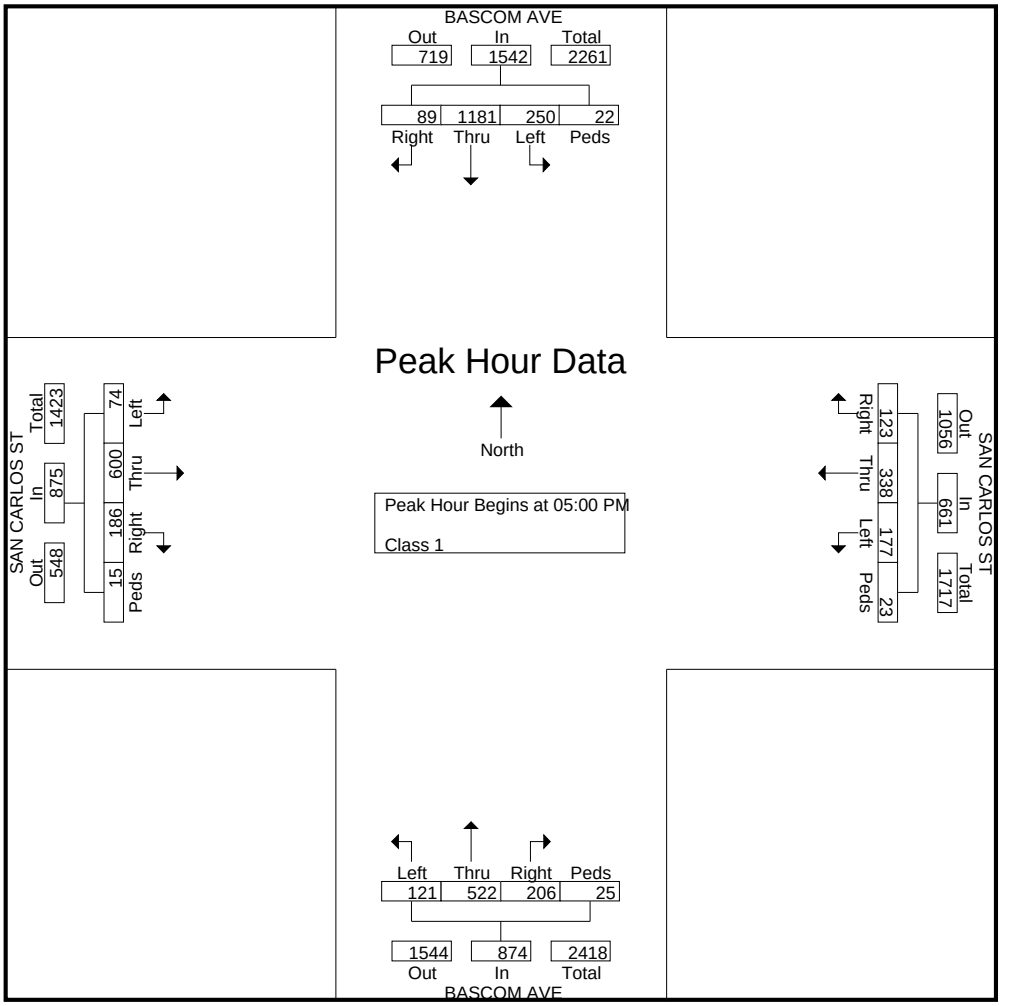
	BASCOM AVE Southbound					SAN CARLOS ST Westbound					BASCOM AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**31**	292	58	4	385	35	79	38	2	154	48	**141**	**36**	2	**227**	53	135	15	1	204	970
05:15 PM	20	**311**	**68**	3	**402**	**36**	86	46	4	172	55	126	26	**11**	218	**56**	**163**	**20**	**5**	**244**	**1036**
05:30 PM	21	296	60	6	383	25	**89**	42	4	160	46	130	31	1	208	40	161	19	4	224	975
05:45 PM	17	282	64	**9**	372	27	84	**51**	**13**	**175**	**57**	125	28	11	221	37	141	20	5	203	971
Total Volume	89	1181	250	22	1542	123	338	177	23	661	206	522	121	25	874	186	600	74	15	875	3952
% App. Total	5.8	76.6	16.2	1.4		18.6	51.1	26.8	3.5		23.6	59.7	13.8	2.9		21.3	68.6	8.5	1.7		
PHF	.718	.949	.919	.611	.959	.854	.949	.868	.442	.944	.904	.926	.840	.568	.963	.830	.920	.925	.750	.897	.954

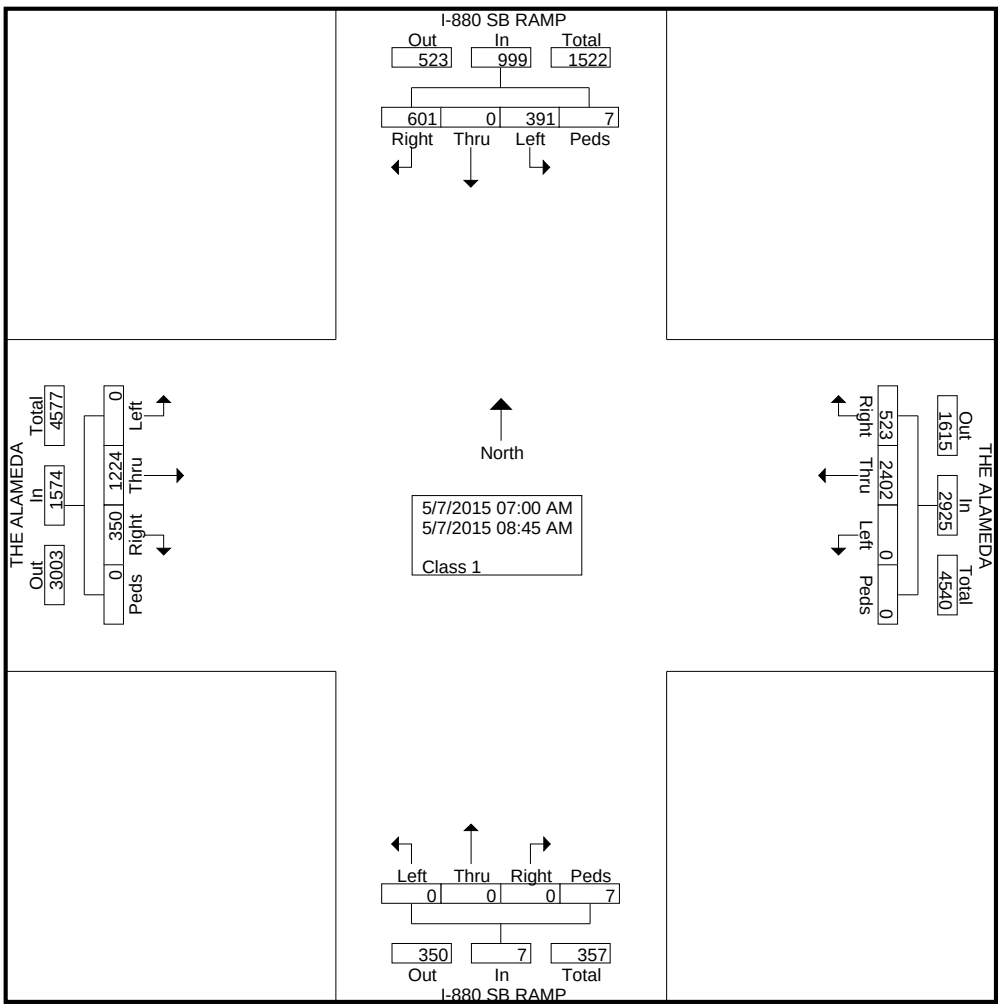


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #34 ALAMEDA&I880SBAM
Site Code :
Start Date : 5/7/2015
Page No : 1

Groups Printed- Class 1

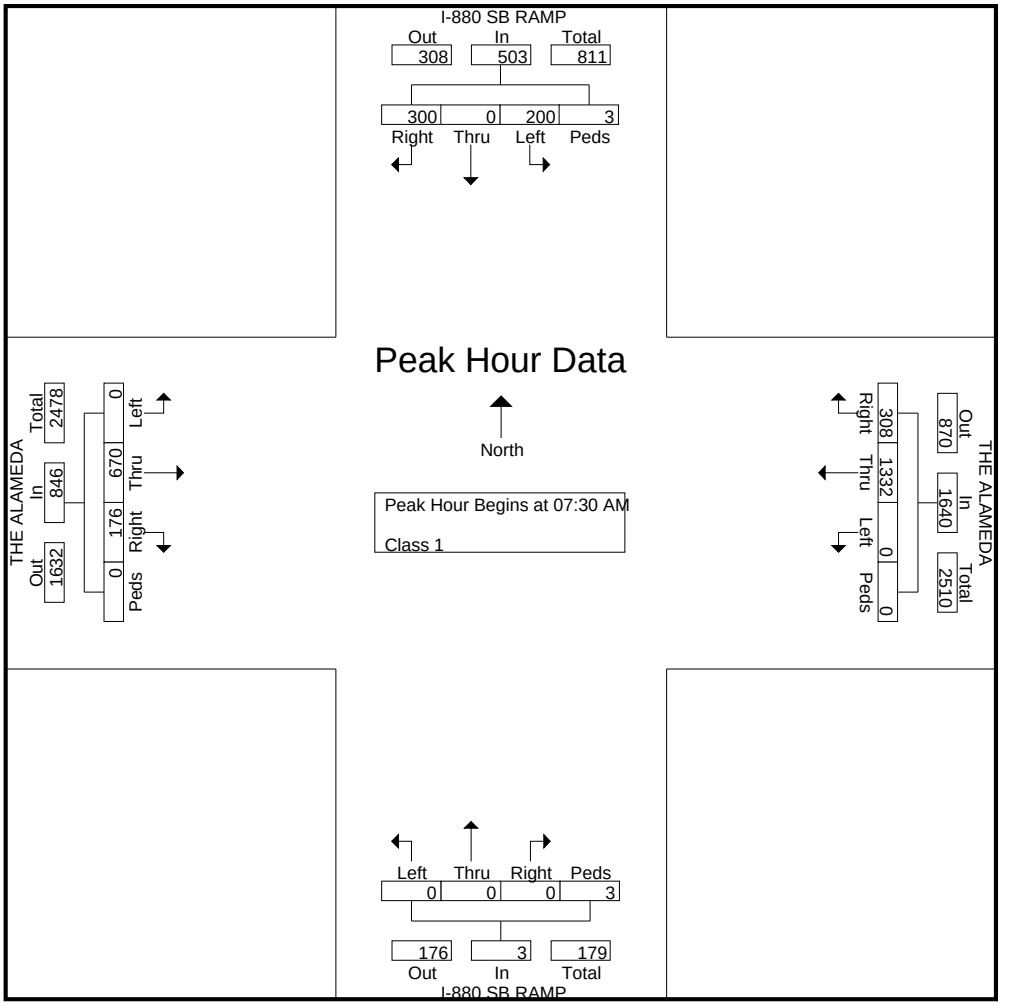
	I-880 SB RAMP Southbound				THE ALAMEDA Westbound				I-880 SB RAMP Northbound				THE ALAMEDA Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	63	0	46	0	39	233	0	0	0	0	0	0	41	113	0	0	535
07:15 AM	74	0	53	1	68	298	0	0	0	0	0	0	44	141	0	0	679
07:30 AM	59	0	48	1	74	294	0	0	0	0	0	1	53	157	0	0	687
07:45 AM	83	0	71	0	99	347	0	0	0	0	0	0	34	166	0	0	800
Total	279	0	218	2	280	1172	0	0	0	0	0	1	172	577	0	0	2701
08:00 AM	70	0	45	1	82	343	0	0	0	0	0	0	48	161	0	0	750
08:15 AM	88	0	36	1	53	348	0	0	0	0	0	2	41	186	0	0	755
08:30 AM	83	0	35	2	60	294	0	0	0	0	0	2	59	152	0	0	687
08:45 AM	81	0	57	1	48	245	0	0	0	0	0	2	30	148	0	0	612
Total	322	0	173	5	243	1230	0	0	0	0	0	6	178	647	0	0	2804
Grand Total	601	0	391	7	523	2402	0	0	0	0	0	7	350	1224	0	0	5505
Apprch %	60.2	0	39.1	0.7	17.9	82.1	0	0	0	0	0	100	22.2	77.8	0	0	
Total %	10.9	0	7.1	0.1	9.5	43.6	0	0	0	0	0	0.1	6.4	22.2	0	0	



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

File Name : #34 ALAMEDA&I880SBAM
Site Code :
Start Date : 5/7/2015
Page No : 2

	I-880 SB RAMP Southbound					THE ALAMEDA Westbound					I-880 SB RAMP Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	59	0	48	**1**	108	74	294	0	0	368	0	0	0	1	1	**53**	157	0	0	210	687
07:45 AM	83	0	**71**	0	**154**	**99**	347	0	0	**446**	0	0	0	0	0	34	166	0	0	200	**800**
08:00 AM	70	0	45	1	116	82	343	0	0	425	0	0	0	0	0	48	161	0	0	209	750
08:15 AM	**88**	0	36	1	125	53	**348**	0	0	401	0	0	0	**2**	**2**	41	**186**	0	0	**227**	755
Total Volume	300	0	200	3	503	308	1332	0	0	1640	0	0	0	3	3	176	670	0	0	846	2992
% App. Total	59.6	0	39.8	0.6		18.8	81.2	0	0		0	0	0	100		20.8	79.2	0	0		
PHF	.852	.000	.704	.750	.817	.778	.957	.000	.000	.919	.000	.000	.000	.375	.375	.830	.901	.000	.000	.932	.935

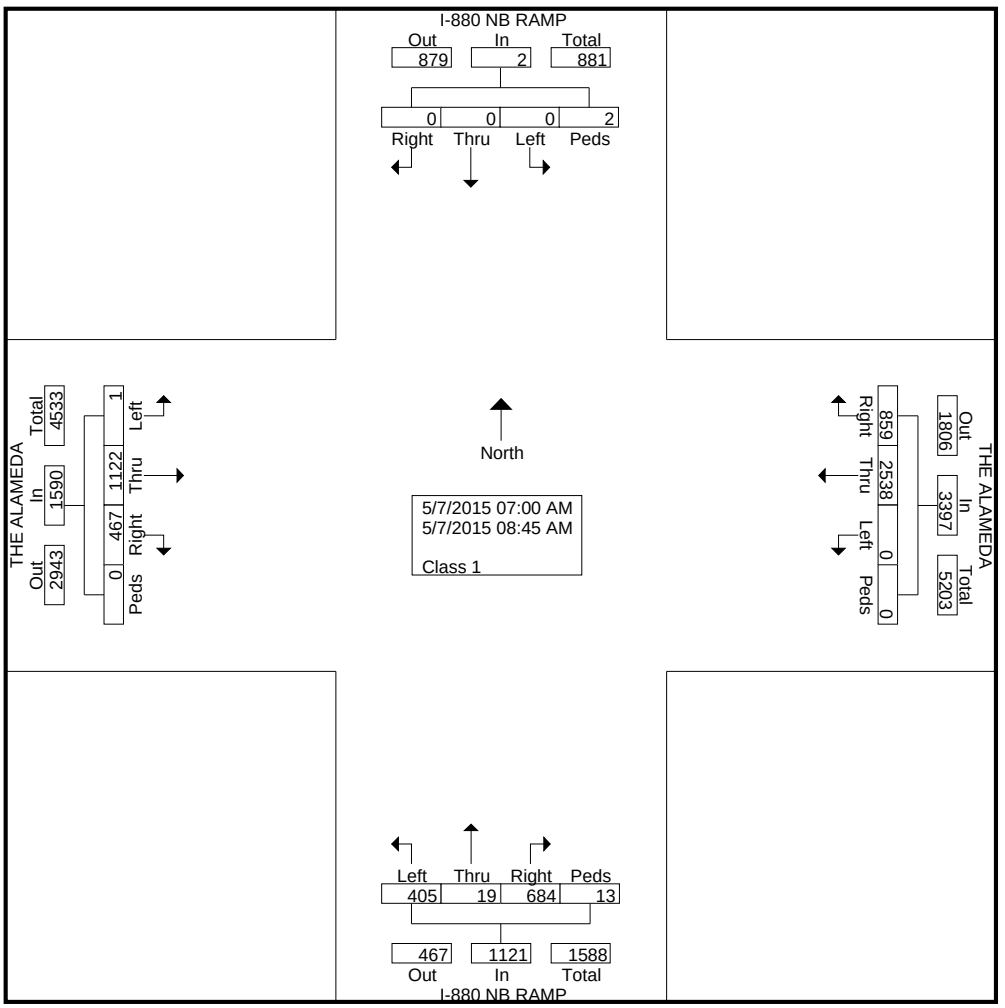


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #35 ALAMEDA&I880NBAM
Site Code :
Start Date : 5/7/2015
Page No : 1

Groups Printed- Class 1

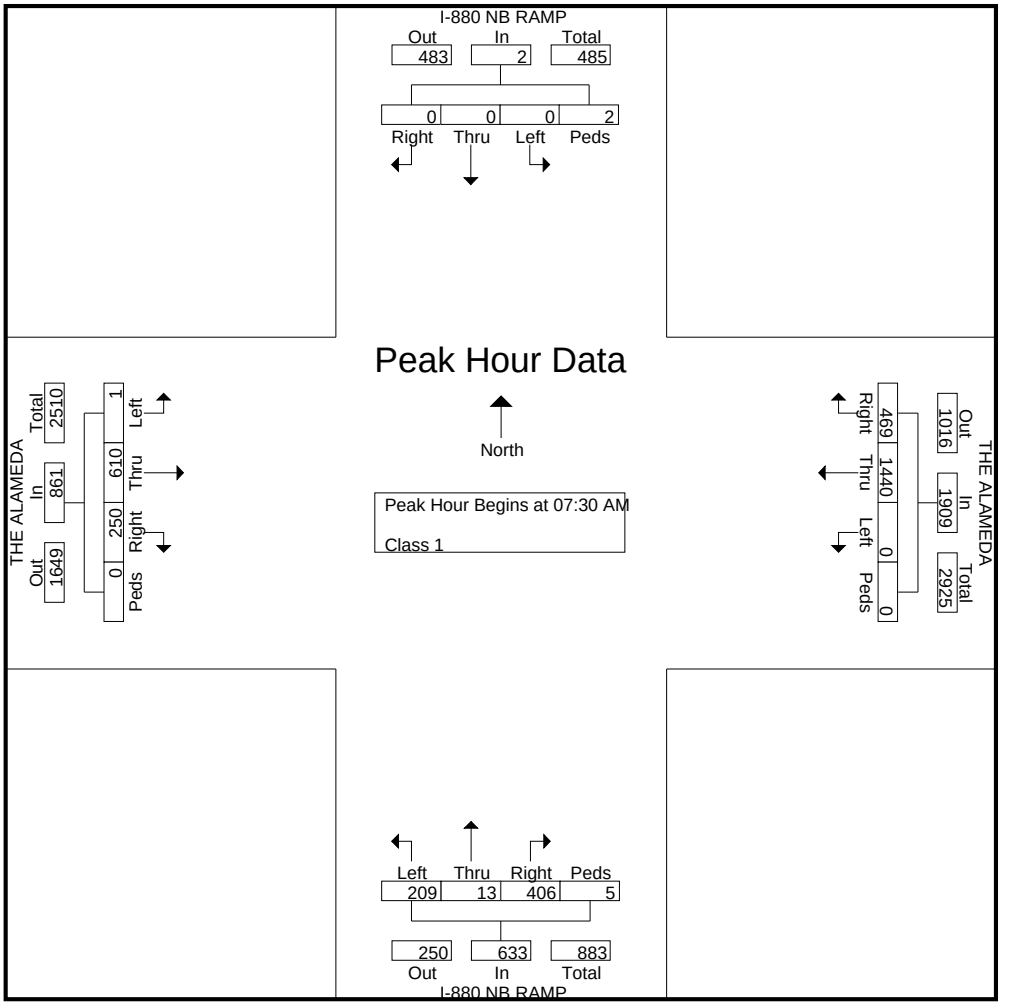
	I-880 NB RAMP Southbound				THE ALAMEDA Westbound				I-880 NB RAMP Northbound				THE ALAMEDA Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	0	0	0	91	228	0	0	62	0	46	0	53	104	0	0	584
07:15 AM	0	0	0	0	111	321	0	0	107	0	38	2	66	131	0	0	776
07:30 AM	0	0	0	0	139	322	0	0	105	1	43	2	70	124	0	0	806
07:45 AM	0	0	0	0	125	380	0	0	121	0	66	1	50	185	0	0	928
Total	0	0	0	0	466	1251	0	0	395	1	193	5	239	544	0	0	3094
08:00 AM	0	0	0	0	108	369	0	0	104	5	57	0	57	148	0	0	848
08:15 AM	0	0	0	2	97	369	0	0	76	7	43	2	73	153	1	0	823
08:30 AM	0	0	0	0	104	307	0	0	55	2	51	5	58	126	0	0	708
08:45 AM	0	0	0	0	84	242	0	0	54	4	61	1	40	151	0	0	637
Total	0	0	0	2	393	1287	0	0	289	18	212	8	228	578	1	0	3016
Grand Total	0	0	0	2	859	2538	0	0	684	19	405	13	467	1122	1	0	6110
Apprch %	0	0	0	100	25.3	74.7	0	0	61	1.7	36.1	1.2	29.4	70.6	0.1	0	
Total %	0	0	0	0	14.1	41.5	0	0	11.2	0.3	6.6	0.2	7.6	18.4	0	0	



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

File Name : #35 ALAMEDA&I880NBAM
Site Code :
Start Date : 5/7/2015
Page No : 2

	I-880 NB RAMP Southbound					THE ALAMEDA Westbound					I-880 NB RAMP Northbound					THE ALAMEDA Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	**139**	322	0	0	461	105	1	43	**2**	151	70	124	0	0	194	806
07:45 AM	0	0	0	0	0	125	**380**	0	0	**505**	**121**	0	**66**	1	**188**	50	**185**	0	0	**235**	**928**
08:00 AM	0	0	0	0	0	108	369	0	0	477	104	5	57	0	166	57	148	0	0	205	848
08:15 AM	0	0	0	**2**	**2**	97	369	0	0	466	76	**7**	43	2	128	**73**	153	**1**	0	227	823
Total Volume	0	0	0	2	2	469	1440	0	0	1909	406	13	209	5	633	250	610	1	0	861	3405
% App. Total	0	0	0	100		24.6	75.4	0	0		64.1	2.1	33	0.8		29	70.8	0.1	0		
PHF	.000	.000	.000	.250	.250	.844	.947	.000	.000	.945	.839	.464	.792	.625	.842	.856	.824	.250	.000	.916	.917

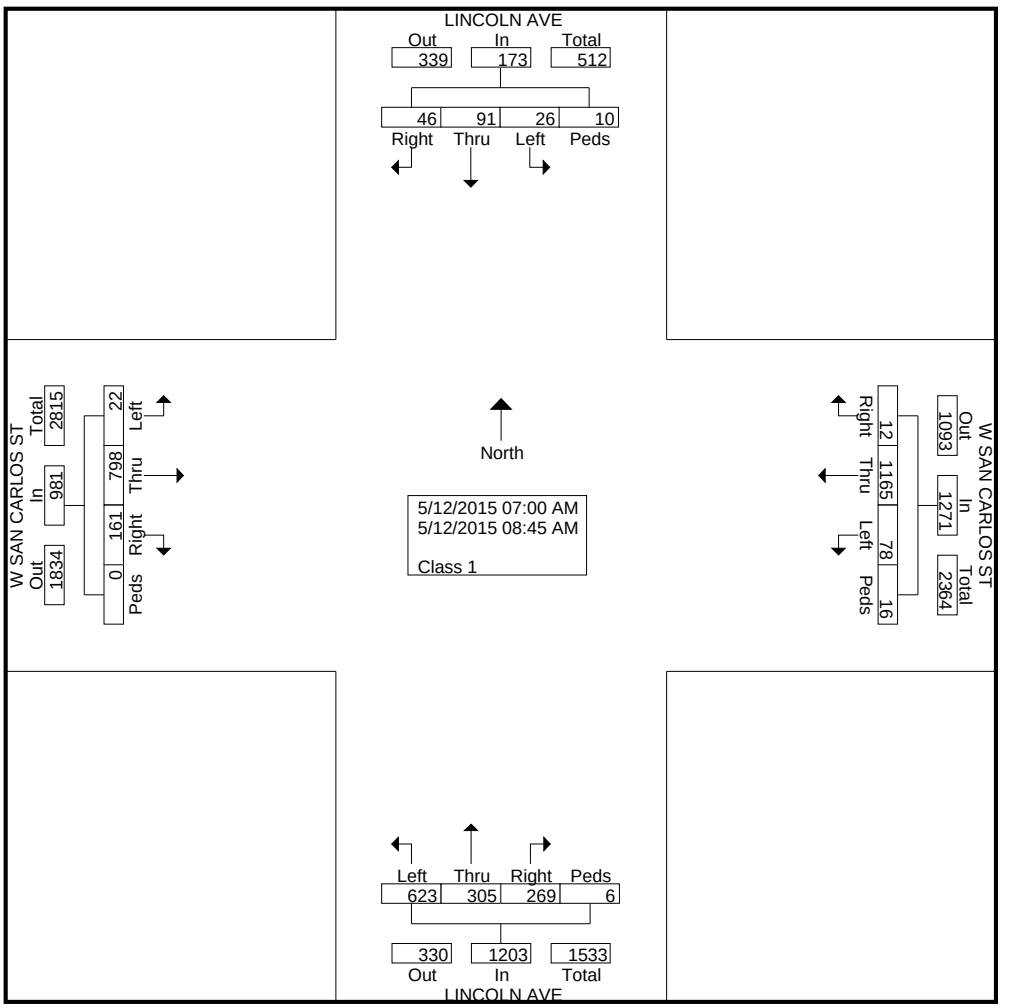


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #37 LINCOLN&SANCARLOSAM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	4	3	4	0	5	139	12	0	14	29	68	0	13	65	1	0	357
07:15 AM	4	7	4	2	0	177	10	1	41	36	107	1	20	81	2	0	493
07:30 AM	7	13	5	1	1	181	16	0	32	45	71	0	23	99	2	0	496
07:45 AM	11	14	3	1	4	154	14	0	47	42	82	2	25	109	0	0	508
Total	26	37	16	4	10	651	52	1	134	152	328	3	81	354	5	0	1854
08:00 AM	7	11	1	1	0	148	8	1	47	36	88	0	14	93	2	0	457
08:15 AM	4	16	5	0	0	116	4	2	32	40	78	0	20	98	5	0	420
08:30 AM	2	13	1	3	1	142	4	7	27	44	76	1	23	125	3	0	472
08:45 AM	7	14	3	2	1	108	10	5	29	33	53	2	23	128	7	0	425
Total	20	54	10	6	2	514	26	15	135	153	295	3	80	444	17	0	1774
Grand Total	46	91	26	10	12	1165	78	16	269	305	623	6	161	798	22	0	3628
Apprch %	26.6	52.6	15	5.8	0.9	91.7	6.1	1.3	22.4	25.4	51.8	0.5	16.4	81.3	2.2	0	
Total %	1.3	2.5	0.7	0.3	0.3	32.1	2.1	0.4	7.4	8.4	17.2	0.2	4.4	22	0.6	0	



All Traffic Data Services, Inc
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303-216-2439

File Name : #37 LINCOLN&SANCARLOSAM
Site Code :
Start Date : 5/12/2015
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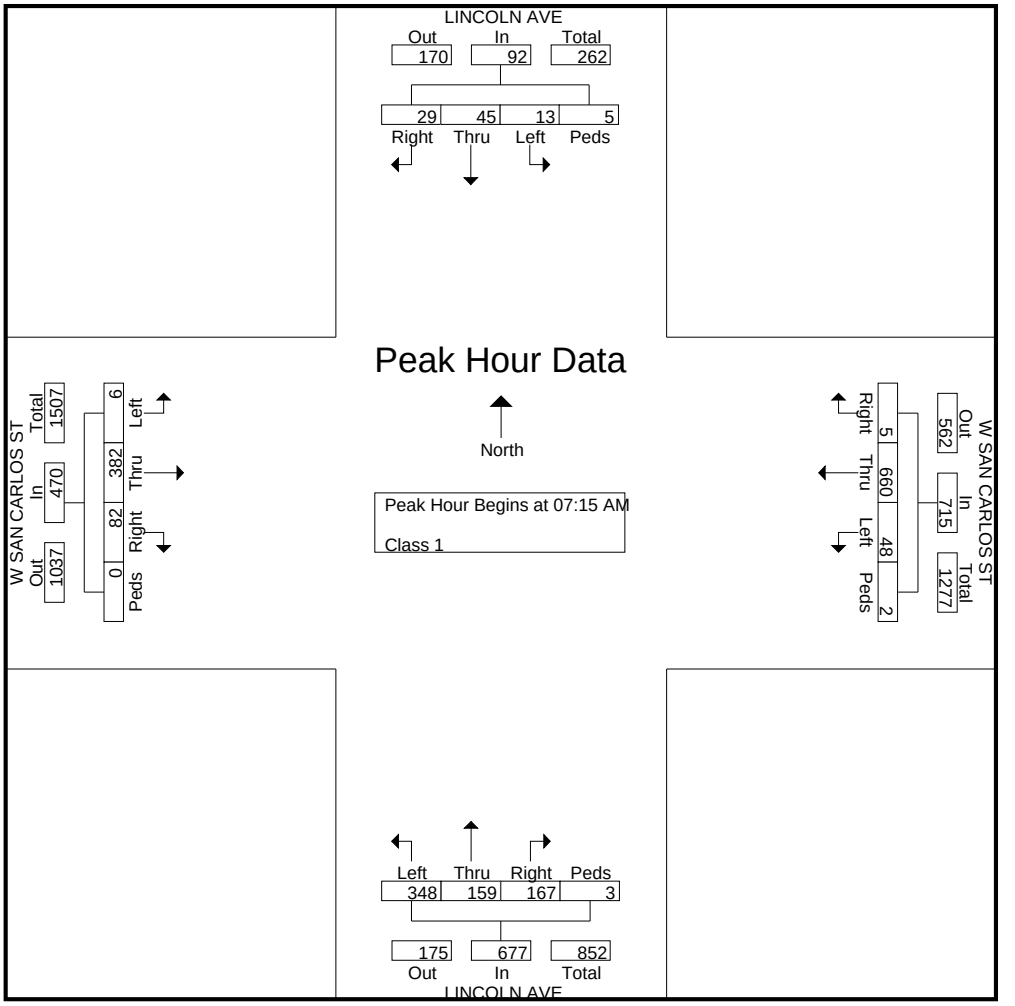
	LINCOLN AVE Southbound					W SAN CARLOS ST Westbound					LINCOLN AVE Northbound					W SAN CARLOS ST Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	7	4	**2**	17	0	177	10	**1**	188	41	36	**107**	1	**185**	20	81	**2**	0	103	493
07:30 AM	7	13	**5**	1	26	1	**181**	**16**	0	**198**	32	**45**	71	0	148	23	99	2	0	124	496
07:45 AM	**11**	**14**	3	1	**29**	**4**	154	14	0	172	**47**	42	82	**2**	173	**25**	**109**	0	0	**134**	**508**
08:00 AM	7	11	1	1	20	0	148	8	1	157	47	36	88	0	171	14	93	2	0	109	457
Total Volume	29	45	13	5	92	5	660	48	2	715	167	159	348	3	677	82	382	6	0	470	1954
% App. Total	31.5	48.9	14.1	5.4		0.7	92.3	6.7	0.3		24.7	23.5	51.4	0.4		17.4	81.3	1.3	0		
PHF	.659	.804	.650	.625	.793	.313	.912	.750	.500	.903	.888	.883	.813	.375	.915	.820	.876	.750	.000	.877	.962



All Traffic Data Services, Inc
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File Name : #37 LINCOLN&SANCARLOSPM
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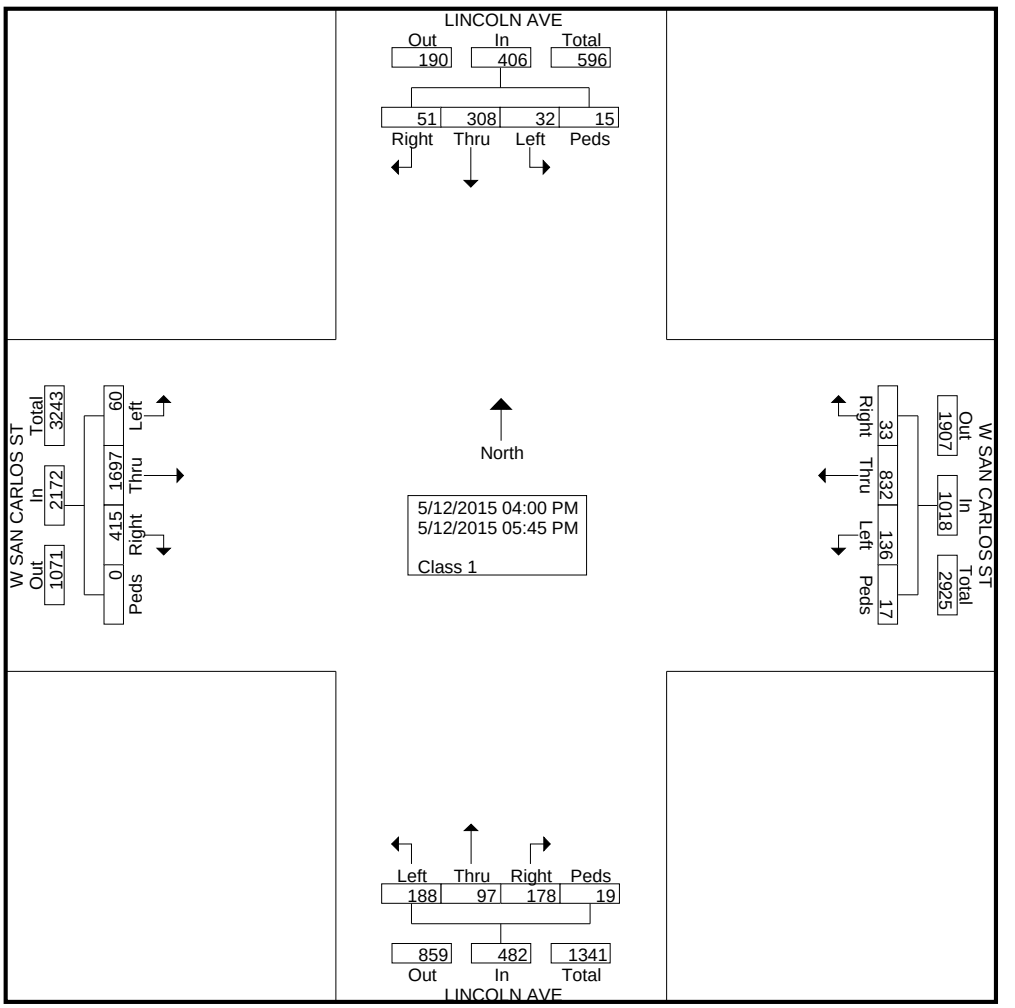
Page No : 1

Groups Printed- Class 1

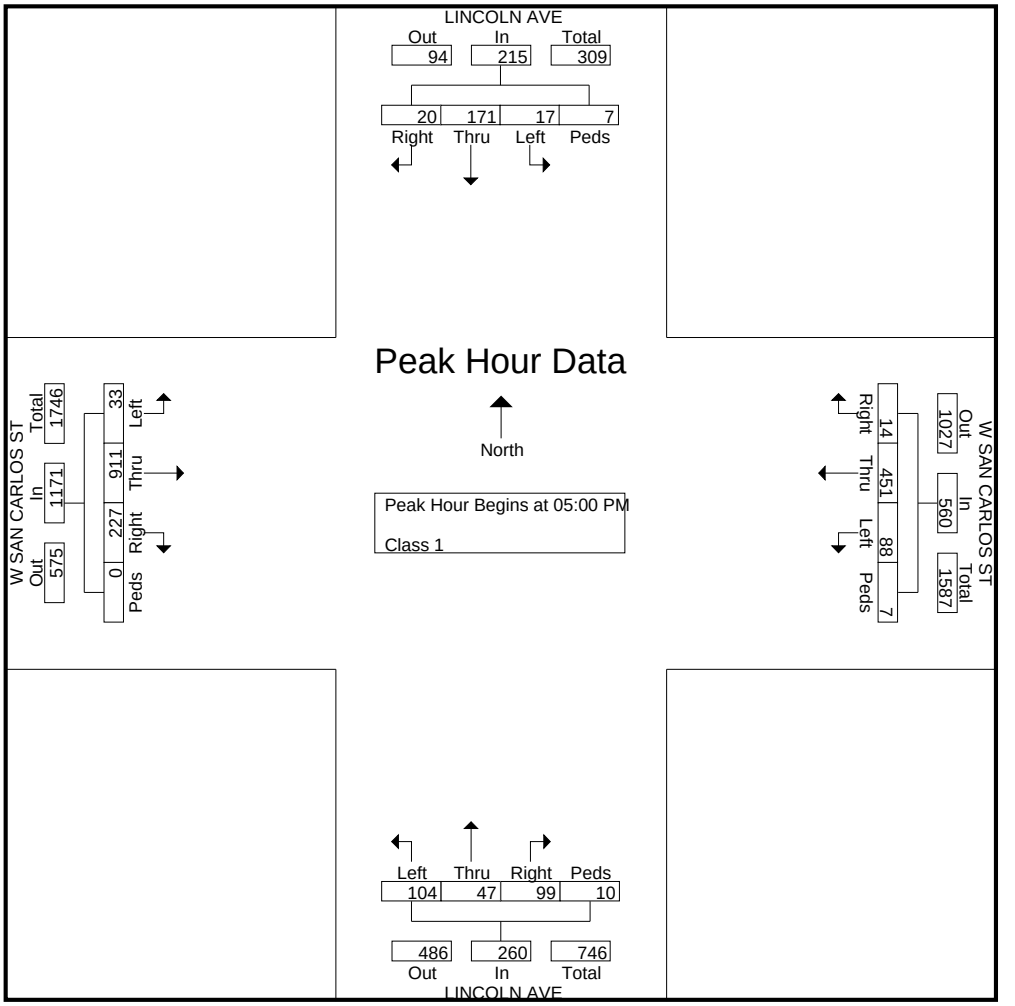
	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	5	28	5	2	4	78	13	2	19	18	22	3	48	186	4	0	437
04:15 PM	10	32	1	0	6	97	15	2	11	11	19	3	36	203	7	0	453
04:30 PM	11	38	5	4	8	94	12	4	31	13	21	2	54	192	12	0	501
04:45 PM	5	39	4	2	1	112	8	2	18	8	22	1	50	205	4	0	481
Total	31	137	15	8	19	381	48	10	79	50	84	9	188	786	27	0	1872
05:00 PM	7	36	3	1	4	102	19	2	33	8	30	2	61	217	1	0	526
05:15 PM	4	43	1	0	4	134	23	3	15	17	17	3	52	243	11	0	570
05:30 PM	6	51	3	2	5	94	23	2	27	9	35	1	55	244	10	0	567
05:45 PM	3	41	10	4	1	121	23	0	24	13	22	4	59	207	11	0	543
Total	20	171	17	7	14	451	88	7	99	47	104	10	227	911	33	0	2206
Grand Total	51	308	32	15	33	832	136	17	178	97	188	19	415	1697	60	0	4078
Apprch %	12.6	75.9	7.9	3.7	3.2	81.7	13.4	1.7	36.9	20.1	39	3.9	19.1	78.1	2.8	0	
Total %	1.3	7.6	0.8	0.4	0.8	20.4	3.3	0.4	4.4	2.4	4.6	0.5	10.2	41.6	1.5	0	



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

File Name : #37 LINCOLN&SANCARLOSPM
Site Code :
Start Date : 5/12/2015
Page No : 2

	LINCOLN AVE Southbound					W SAN CARLOS ST Westbound					LINCOLN AVE Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**7**	36	3	1	47	4	102	19	2	127	**33**	8	30	2	**73**	**61**	217	1	0	279	526
05:15 PM	4	43	1	0	48	4	**134**	**23**	**3**	**164**	15	**17**	17	3	52	52	243	**11**	0	306	**570**
05:30 PM	6	**51**	3	2	**62**	**5**	94	23	2	124	27	9	**35**	1	72	55	**244**	10	0	**309**	567
05:45 PM	3	41	**10**	**4**	58	1	121	23	0	145	24	13	22	**4**	63	59	207	11	0	277	543
Total Volume	20	171	17	7	215	14	451	88	7	560	99	47	104	10	260	227	911	33	0	1171	2206
% App. Total	9.3	79.5	7.9	3.3		2.5	80.5	15.7	1.2		38.1	18.1	40	3.8		19.4	77.8	2.8	0		
PHF	.714	.838	.425	.438	.867	.700	.841	.957	.583	.854	.750	.691	.743	.625	.890	.930	.933	.750	.000	.947	.968

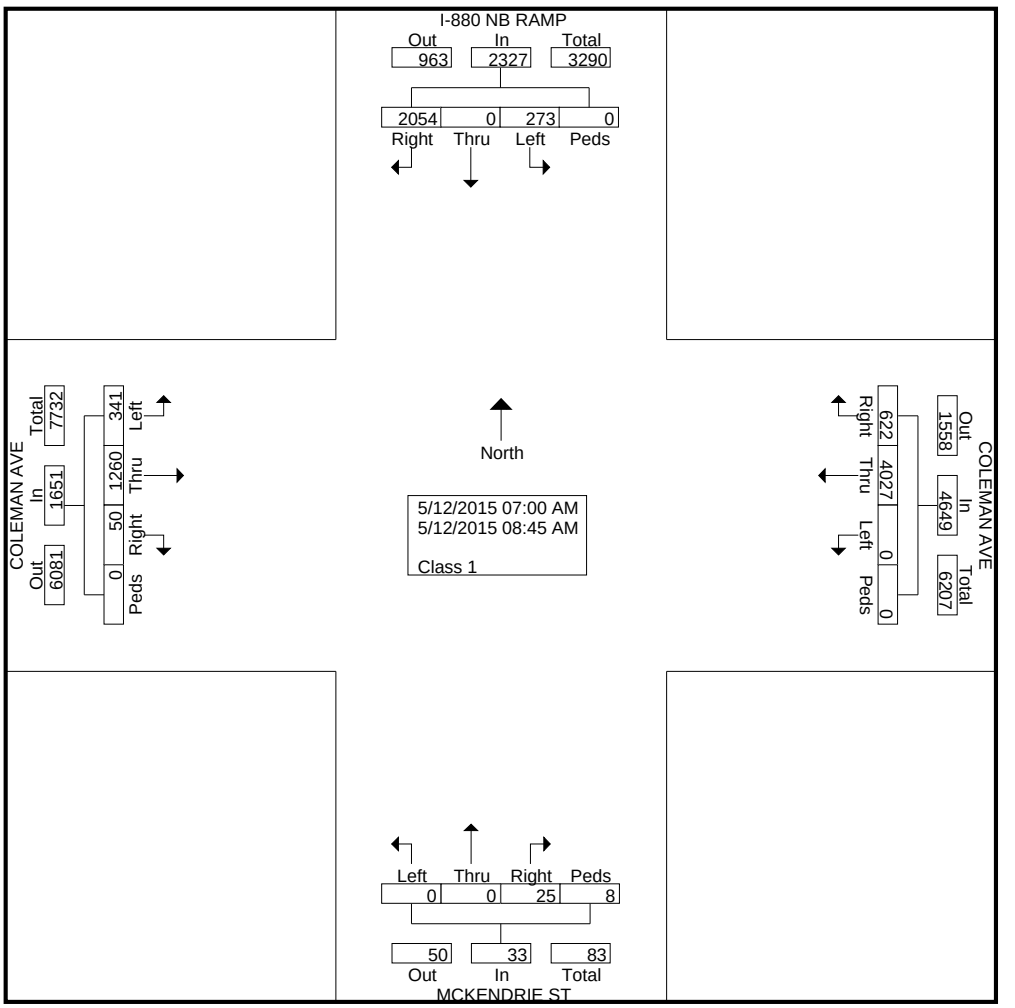


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

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

Groups Printed- Class 1

	I-880 NB RAMP Southbound				COLEMAN AVE Westbound				MCKENDRIE ST Northbound				COLEMAN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	235	0	18	0	59	373	0	0	4	0	0	0	7	127	37	0	860
07:15 AM	232	0	31	0	67	470	0	0	5	0	0	0	10	135	39	0	989
07:30 AM	227	0	40	0	75	515	0	0	1	0	0	0	2	154	38	0	1052
07:45 AM	241	0	31	0	81	568	0	0	3	0	0	1	7	194	38	0	1164
Total	935	0	120	0	282	1926	0	0	13	0	0	1	26	610	152	0	4065
08:00 AM	280	0	45	0	97	516	0	0	4	0	0	0	8	161	38	0	1149
08:15 AM	272	0	34	0	90	541	0	0	2	0	0	1	8	167	57	0	1172
08:30 AM	288	0	36	0	66	540	0	0	4	0	0	0	6	170	44	0	1154
08:45 AM	279	0	38	0	87	504	0	0	2	0	0	6	2	152	50	0	1120
Total	1119	0	153	0	340	2101	0	0	12	0	0	7	24	650	189	0	4595
Grand Total	2054	0	273	0	622	4027	0	0	25	0	0	8	50	1260	341	0	8660
Apprch %	88.3	0	11.7	0	13.4	86.6	0	0	75.8	0	0	24.2	3	76.3	20.7	0	
Total %	23.7	0	3.2	0	7.2	46.5	0	0	0.3	0	0	0.1	0.6	14.5	3.9	0	



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
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File Name : #41 COLEMAN&I880NBAM
Site Code :
Start Date : 5/12/2015
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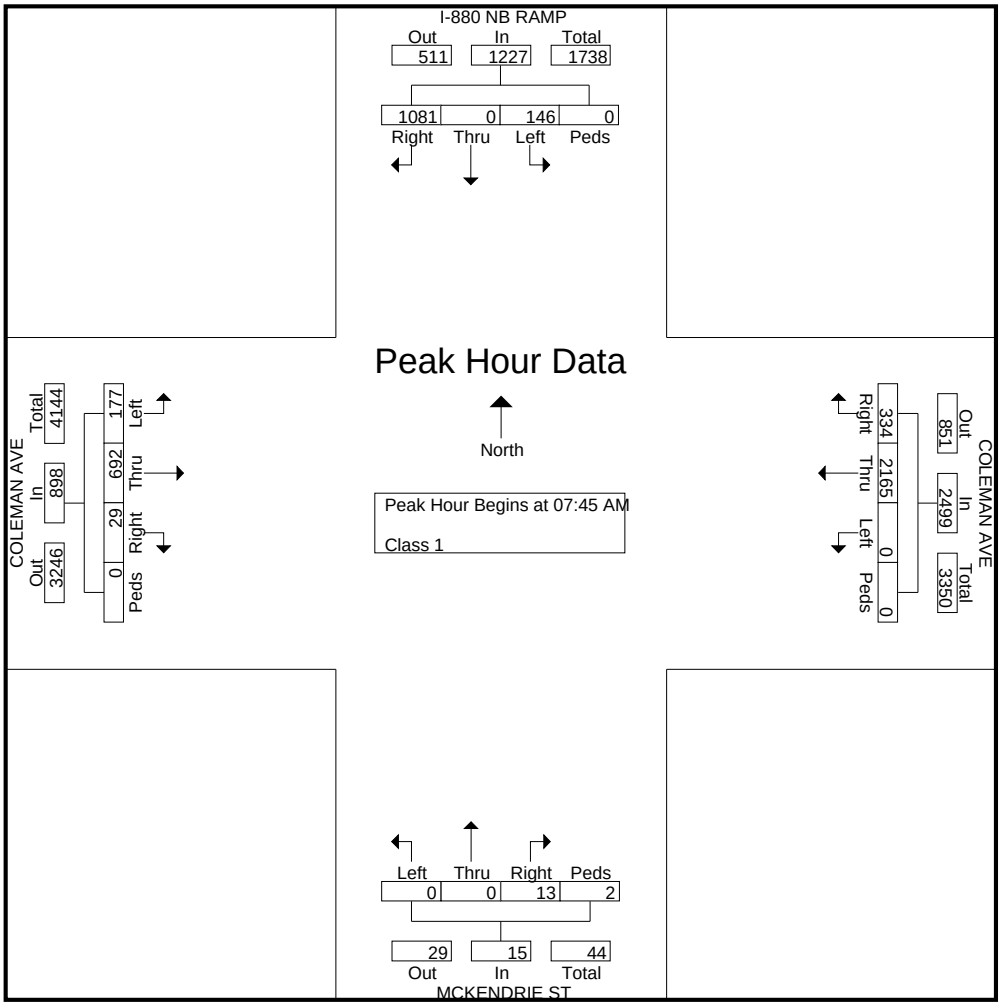
	I-880 NB RAMP Southbound					COLEMAN AVE Westbound					MCKENDRIE ST Northbound					COLEMAN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	241	0	31	0	272	81	**568**	0	0	**649**	3	0	0	**1**	**4**	7	**194**	38	0	**239**	1164
08:00 AM	280	0	**45**	0	**325**	**97**	516	0	0	613	**4**	0	0	0	4	**8**	161	38	0	207	1149
08:15 AM	272	0	34	0	306	90	541	0	0	631	2	0	0	1	3	8	167	**57**	0	232	**1172**
08:30 AM	**288**	0	36	0	324	66	540	0	0	606	4	0	0	0	4	6	170	44	0	220	1154
Total Volume	1081	0	146	0	1227	334	2165	0	0	2499	13	0	0	2	15	29	692	177	0	898	4639
% App. Total	88.1	0	11.9	0		13.4	86.6	0	0		86.7	0	0	13.3		3.2	77.1	19.7	0		
PHF	.938	.000	.811	.000	.944	.861	.953	.000	.000	.963	.813	.000	.000	.500	.938	.906	.892	.776	.000	.939	.990

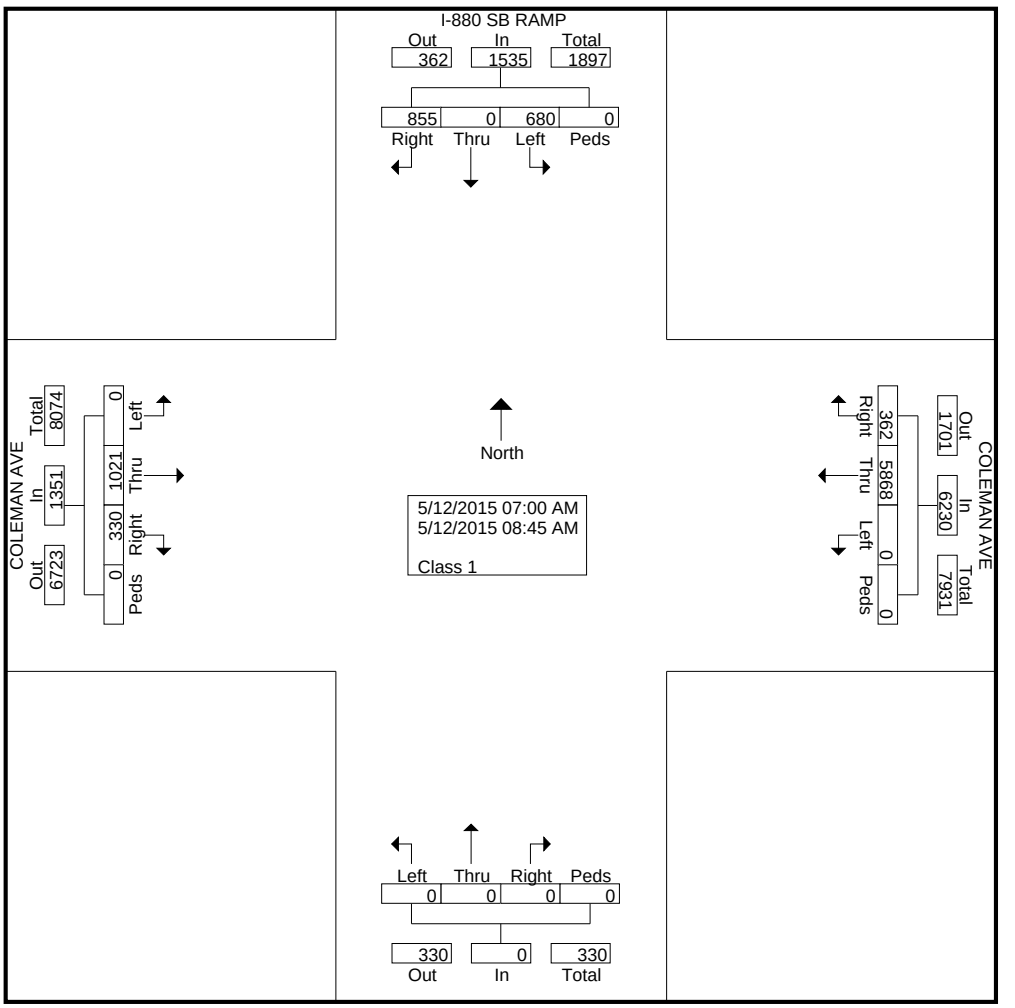


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #42 COLEMAN&I880SBAM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

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



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File Name : #42 COLEMAN&I880SBAM
Site Code :
Start Date : 5/12/2015
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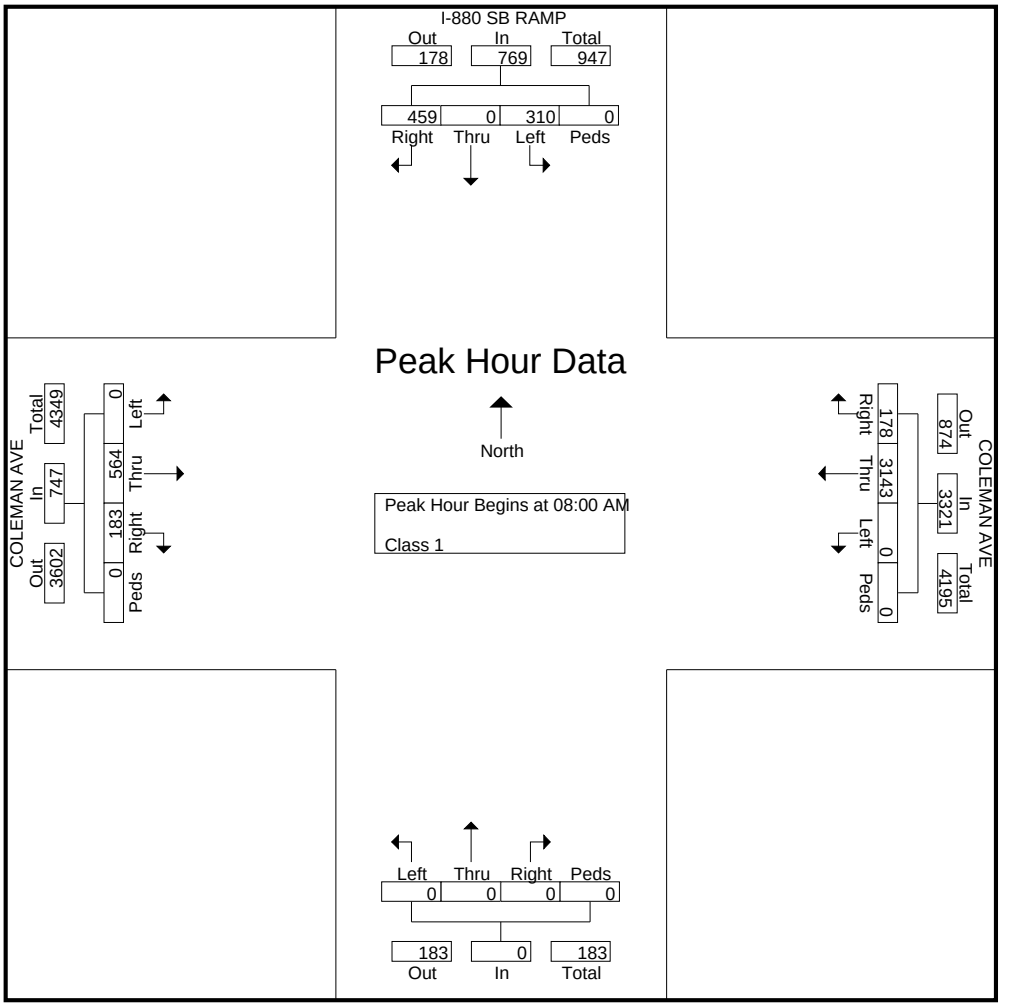
	I-880 SB RAMP Southbound					COLEMAN AVE Westbound					Northbound					COLEMAN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	104	0	**102**	0	**206**	44	751	0	0	795	0	0	0	0	0	39	120	0	0	159	1160
08:15 AM	117	0	69	0	186	37	781	0	0	818	0	0	0	0	0	41	155	0	0	196	1200
08:30 AM	**123**	0	69	0	192	**52**	**812**	0	0	**864**	0	0	0	0	0	**57**	**157**	0	0	**214**	**1270**
08:45 AM	115	0	70	0	185	45	799	0	0	844	0	0	0	0	0	46	132	0	0	178	1207
Total Volume	459	0	310	0	769	178	3143	0	0	3321	0	0	0	0	0	183	564	0	0	747	4837
% App. Total	59.7	0	40.3	0		5.4	94.6	0	0		0	0	0	0		24.5	75.5	0	0		
PHF	.933	.000	.760	.000	.933	.856	.968	.000	.000	.961	.000	.000	.000	.000	.000	.803	.898	.000	.000	.873	.952

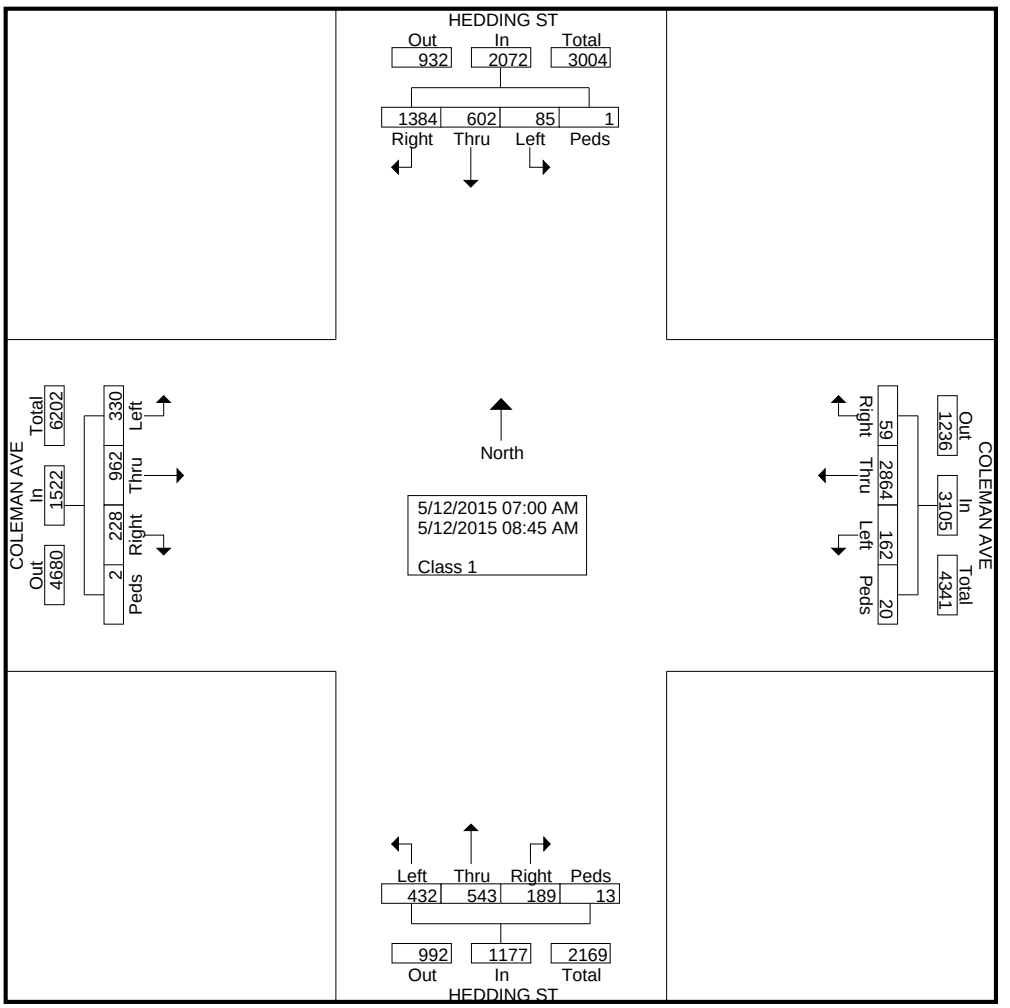


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #43 COLEMAN&HEDDINGAM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	HEDDING ST Southbound				COLEMAN AVE Westbound				HEDDING ST Northbound				COLEMAN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	116	36	3	0	15	279	10	3	15	28	39	1	20	106	36	0	707
07:15 AM	136	66	14	0	7	319	17	1	19	47	48	1	22	110	30	0	837
07:30 AM	187	111	11	0	7	416	20	4	30	46	53	0	41	117	43	0	1086
07:45 AM	166	118	13	0	2	412	21	1	27	72	72	3	41	129	36	1	1114
Total	605	331	41	0	31	1426	68	9	91	193	212	5	124	462	145	1	3744
08:00 AM	200	83	10	1	5	357	29	2	29	91	64	0	42	124	42	1	1080
08:15 AM	193	64	11	0	7	394	28	2	15	87	60	2	15	122	44	0	1044
08:30 AM	196	63	13	0	6	343	15	5	31	100	44	3	20	129	46	0	1014
08:45 AM	190	61	10	0	10	344	22	2	23	72	52	3	27	125	53	0	994
Total	779	271	44	1	28	1438	94	11	98	350	220	8	104	500	185	1	4132
Grand Total	1384	602	85	1	59	2864	162	20	189	543	432	13	228	962	330	2	7876
Apprch %	66.8	29.1	4.1	0	1.9	92.2	5.2	0.6	16.1	46.1	36.7	1.1	15	63.2	21.7	0.1	
Total %	17.6	7.6	1.1	0	0.7	36.4	2.1	0.3	2.4	6.9	5.5	0.2	2.9	12.2	4.2	0	



All Traffic Data Services, Inc
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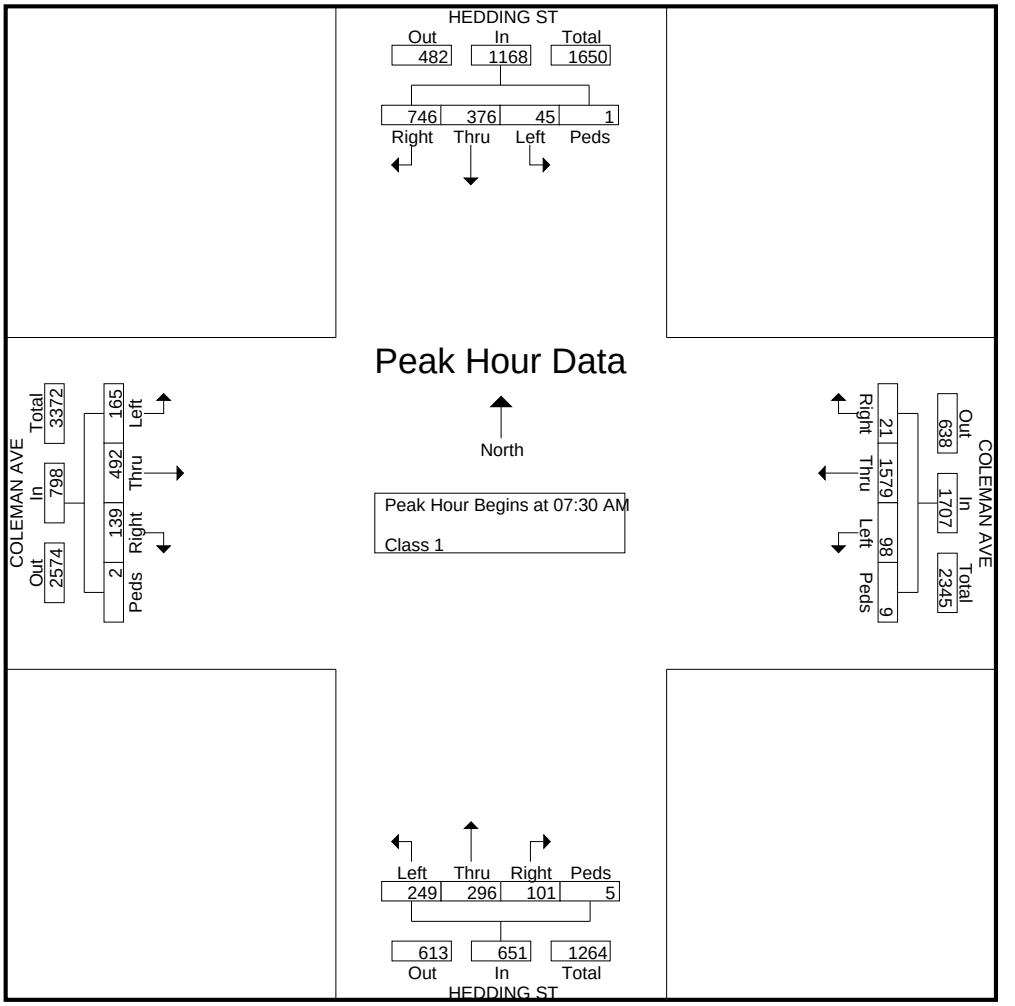
Wheat Ridge,CO 80033
303-216-2439

File Name : #43 COLEMAN&HEDDINGAM
Site Code :
Start Date : 5/12/2015

	HEDDING ST Southbound					COLEMAN AVE Westbound					HEDDING ST Northbound					COLEMAN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	187	111	11	0	**309**	**7**	**416**	20	**4**	**447**	**30**	46	53	0	129	41	117	43	0	201	1086
07:45 AM	166	**118**	**13**	0	297	2	412	21	1	436	27	72	**72**	**3**	174	41	**129**	36	**1**	207	**1114**
08:00 AM	**200**	83	10	**1**	294	5	357	**29**	2	393	29	**91**	64	0	**184**	**42**	124	42	1	**209**	1080
08:15 AM	193	64	11	0	268	7	394	28	2	431	15	87	60	2	164	15	122	**44**	0	181	1044
Total Volume	746	376	45	1	1168	21	1579	98	9	1707	101	296	249	5	651	139	492	165	2	798	4324
% App. Total	63.9	32.2	3.9	0.1		1.2	92.5	5.7	0.5		15.5	45.5	38.2	0.8		17.4	61.7	20.7	0.3		
PHF	.933	.797	.865	.250	.945	.750	.949	.845	.563	.955	.842	.813	.865	.417	.885	.827	.953	.938	.500	.955	.970



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
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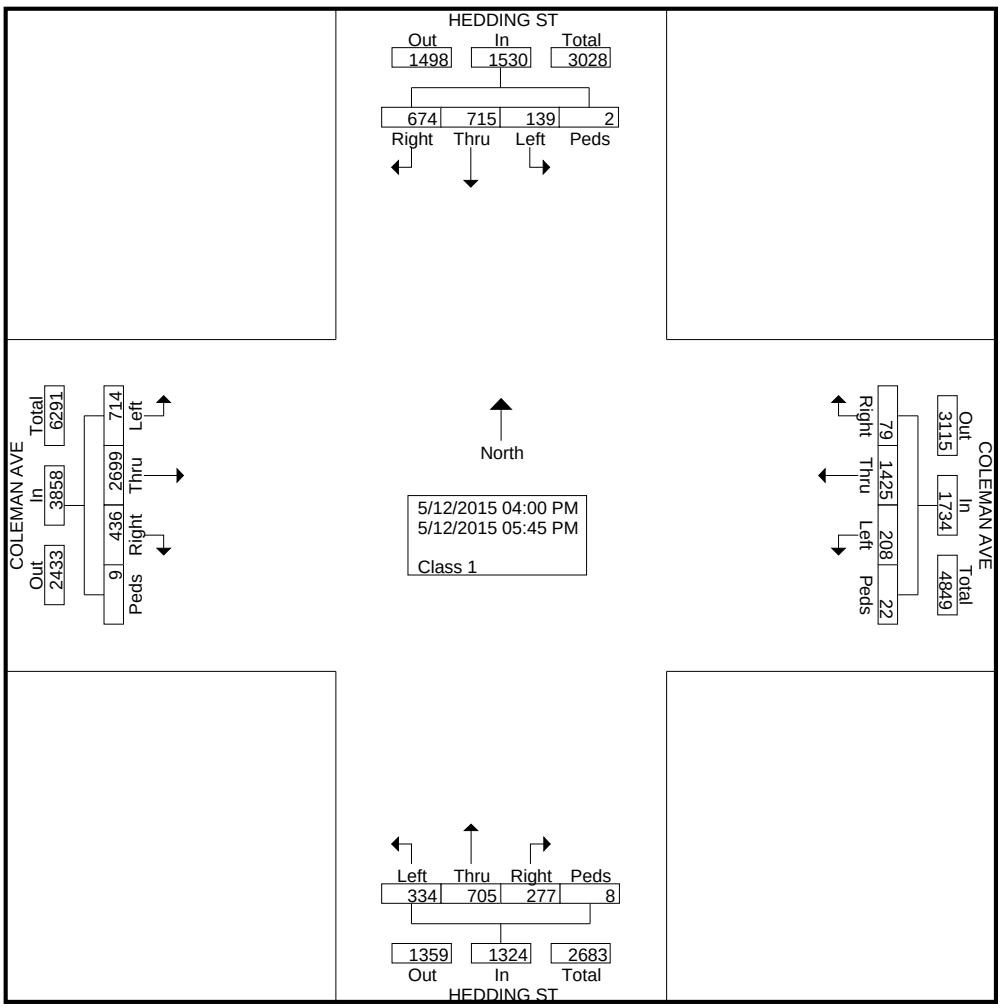
File Name : #43 COLEMAN&HEDDINGPM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	HEDDING ST Southbound				COLEMAN AVE Westbound				HEDDING ST Northbound				COLEMAN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	91	53	20	1	4	160	15	3	32	67	37	1	25	344	82	2	937
04:15 PM	79	57	17	0	6	168	22	2	20	55	42	0	37	341	70	3	919
04:30 PM	82	89	17	0	12	171	23	1	33	75	44	1	38	338	68	1	993
04:45 PM	94	68	13	0	12	160	30	2	34	71	41	0	48	375	67	0	1015
Total	346	267	67	1	34	659	90	8	119	268	164	2	148	1398	287	6	3864
05:00 PM	102	101	18	0	9	198	20	5	44	96	37	2	74	339	94	0	1139
05:15 PM	87	135	17	0	11	212	35	2	51	109	35	3	69	309	109	0	1184
05:30 PM	81	115	19	0	12	174	40	3	27	131	49	0	61	344	109	2	1167
05:45 PM	58	97	18	1	13	182	23	4	36	101	49	1	84	309	115	1	1092
Total	328	448	72	1	45	766	118	14	158	437	170	6	288	1301	427	3	4582
Grand Total	674	715	139	2	79	1425	208	22	277	705	334	8	436	2699	714	9	8446
Apprch %	44.1	46.7	9.1	0.1	4.6	82.2	12	1.3	20.9	53.2	25.2	0.6	11.3	70	18.5	0.2	
Total %	8	8.5	1.6	0	0.9	16.9	2.5	0.3	3.3	8.3	4	0.1	5.2	32	8.5	0.1	



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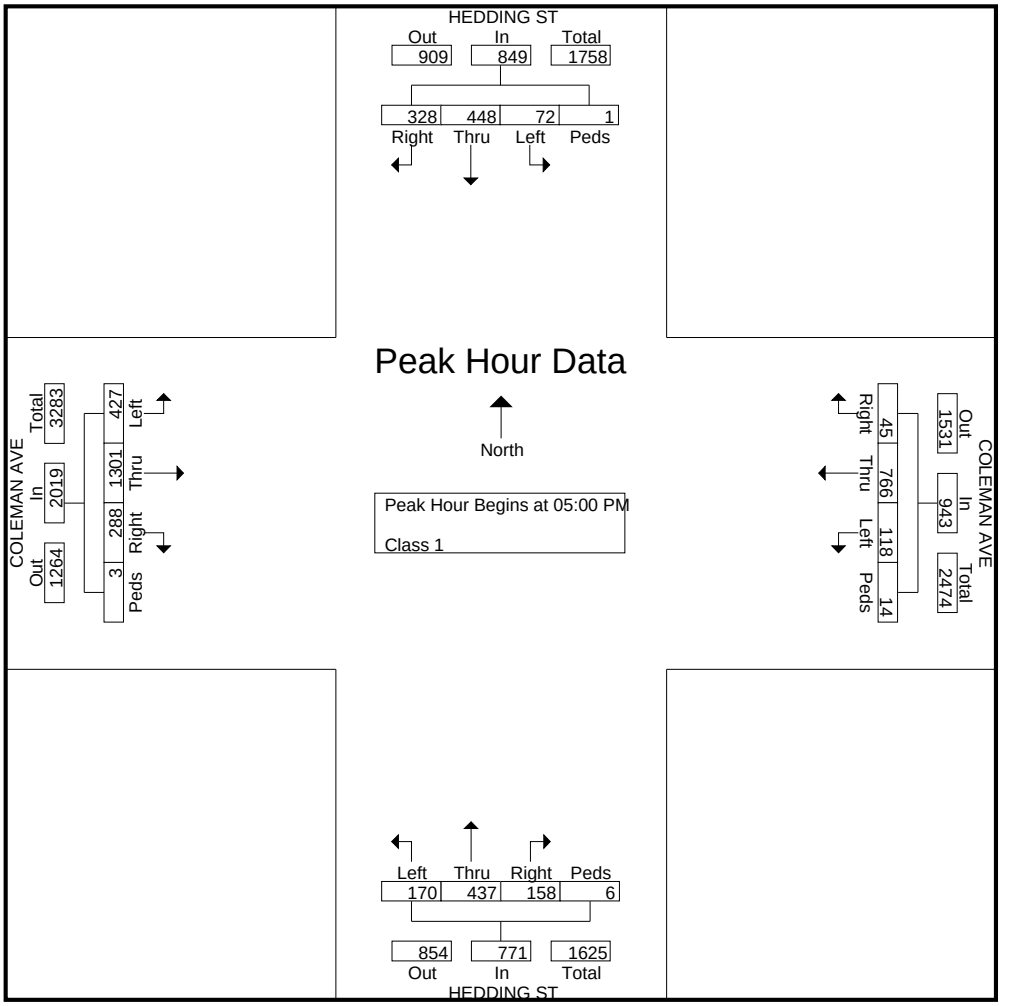
File Name : #43 COLEMAN&HEDDINGPM
Site Code :
Start Date : 5/12/2015
Page No : 2

	HEDDING ST Southbound					COLEMAN AVE Westbound					HEDDING ST Northbound					COLEMAN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**102**	101	18	0	221	9	198	20	**5**	232	44	96	37	2	179	74	339	94	0	507	1139
05:15 PM	87	**135**	17	0	**239**	11	**212**	35	2	**260**	**51**	109	35	**3**	198	69	309	109	0	487	**1184**
05:30 PM	81	115	**19**	0	215	12	174	**40**	3	229	27	**131**	**49**	0	**207**	61	**344**	109	**2**	**516**	1167
05:45 PM	58	97	18	**1**	174	**13**	182	23	4	222	36	101	49	1	187	**84**	309	**115**	1	509	1092
Total Volume	328	448	72	1	849	45	766	118	14	943	158	437	170	6	771	288	1301	427	3	2019	4582
% App. Total	38.6	52.8	8.5	0.1		4.8	81.2	12.5	1.5		20.5	56.7	22	0.8		14.3	64.4	21.1	0.1		
PHF	.804	.830	.947	.250	.888	.865	.903	.738	.700	.907	.775	.834	.867	.500	.931	.857	.945	.928	.375	.978	.967



All Traffic Data Services, Inc
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Wheat Ridge,CO 80033
303-216-2439

File Name : #44 SR87&TAYLORAM
Site Code :
Start Date : 5/12/2015
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Groups Printed- Class 1

	SR87 NB ON RAMP Southbound						TAYLOR ST Westbound						SR87 NB OFF RAMP Northbound						SR87 SB ON RAMP Northeastbound						TAYLOR ST Eastbound						SR87 SB OFF RAMP Southeastbound						
Start Time	Hard Right	Right	Bear Right	Thru	Left	Peds	Right	Bear Right	Thru	Bear Left	Left	Peds	Right	Thru	Bear Left	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Hard Left	Peds	Hard Right	Right	Bear Right	Bear Left	Hard Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	29	0	63	143	141	0	138	0	0	162	1	3	0	0	0	0	0	0	60	0	29	12	0	0	19	0	0	18	0	1	819
07:15 AM	0	0	0	0	0	0	21	0	88	133	123	0	196	0	0	152	4	1	0	0	0	0	0	0	74	0	50	21	0	0	30	0	0	15	0	0	908
07:30 AM	0	0	0	0	0	0	32	0	91	132	132	0	306	0	0	188	1	1	0	0	0	0	0	0	100	0	51	24	0	0	35	0	0	24	0	0	1117
07:45 AM	0	0	0	0	0	0	40	0	82	139	138	0	291	0	0	200	4	1	0	0	0	0	0	1	105	0	72	35	0	0	47	0	0	50	0	0	1205
Total	0	0	0	0	0	0	122	0	324	547	534	0	931	0	0	702	10	6	0	0	0	0	0	1	339	0	202	92	0	0	131	0	0	107	0	1	4049
08:00 AM	0	0	0	0	0	0	23	0	115	164	161	0	249	0	0	167	0	3	0	0	0	0	0	0	114	0	59	49	0	0	32	0	0	28	0	0	1164
08:15 AM	0	0	0	0	0	0	25	0	114	138	122	0	254	0	0	162	0	0	0	0	0	0	0	0	78	0	87	35	0	0	32	0	0	33	0	0	1080
08:30 AM	0	0	0	0	0	0	24	0	75	151	144	0	243	0	0	171	0	0	0	0	0	0	0	0	72	0	58	33	0	0	27	0	0	27	0	1	1026
08:45 AM	0	0	0	0	0	0	17	0	86	139	126	0	267	0	0	148	0	4	0	0	0	0	0	0	57	0	64	29	0	0	28	0	0	41	0	0	1006
Total	0	0	0	0	0	0	89	0	390	592	553	0	1013	0	0	648	0	7	0	0	0	0	0	0	321	0	268	146	0	0	119	0	0	129	0	1	4276
Grand Total	0	0	0	0	0	0	211	0	714	1139	1087	0	1944	0	0	1350	10	13	0	0	0	0	0	1	660	0	470	238	0	0	250	0	0	236	0	2	8325
Apprch %	0	0	0	0	0	0	6.7	0	22.7	36.1	34.5	0	58.6	0	0	40.7	0.3	0.4	0	0	0	0	0	100	48.2	0	34.4	17.4	0	0	51.2	0	0	48.4	0	0.4	
Total %	0	0	0	0	0	0	2.5	0	8.6	13.7	13.1	0	23.4	0	0	16.2	0.1	0.2	0	0	0	0	0	0	7.9	0	5.6	2.9	0	0	3	0	0	2.8	0	0	

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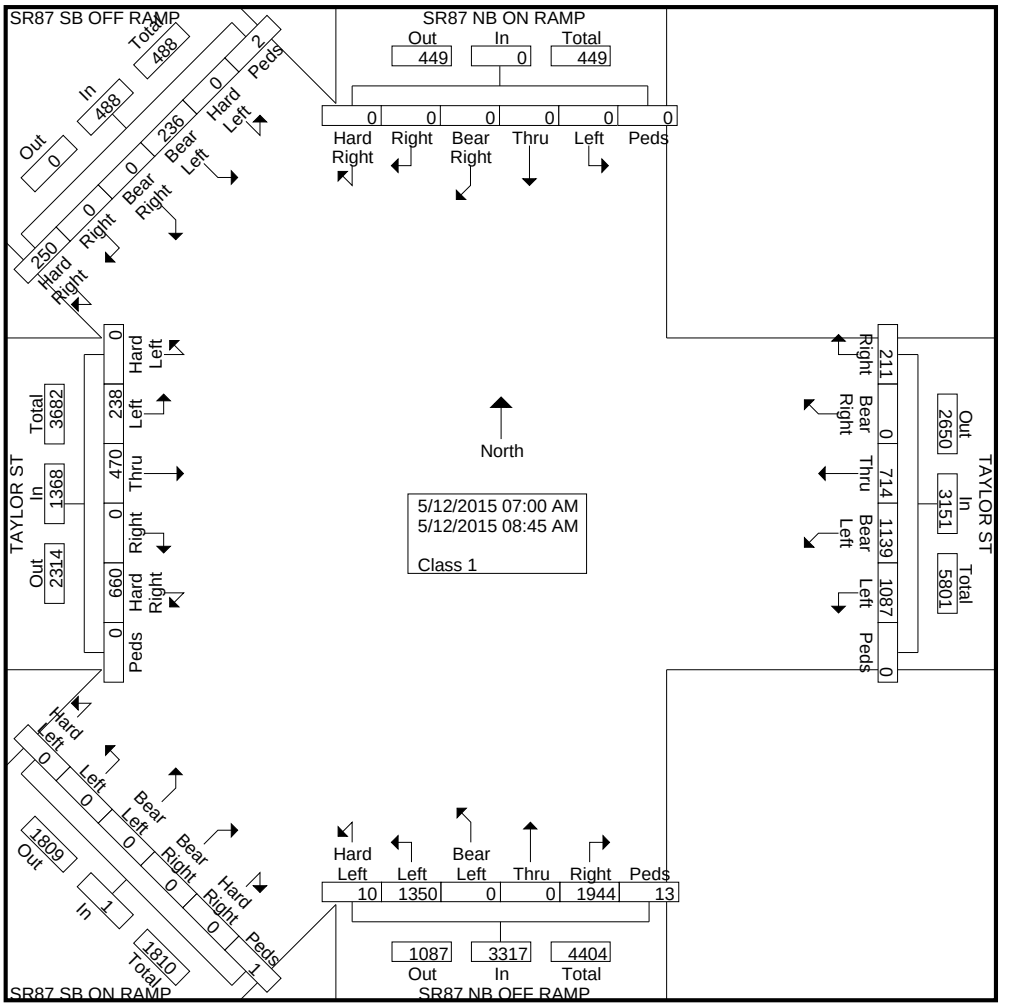

	SR87 NB ON RAMP Southbound							TAYLOR ST Westbound							SR87 NB OFF RAMP Northbound							SR87 SB ON RAMP Northeastbound							TAYLOR ST Eastbound							SR87 SB OFF RAMP Southeastbound							
Start Time							App. Total							App. Total							App. Total							App. Total							App. Total							Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																								
Peak Hour for Entire Intersection Begins at 07:30 AM																																								
07:30 AM							0							387	30 6						496						0						175						59	111 7
07:45 AM							0	40						399				20 0	4		496					1	1						212	47			50		97	120 5
08:00 AM							0			11 5	16 4	16 1		463					3		419						0	11 4			49		222						60	116 4
08:15 AM							0							399							416						0			87			200						65	108 0
Total							0							164 8							182 7						1						809						281	456 6
Total Volume % App. Total																																								
PH	.0	.0	.0	.0	.0	.0	.000	.7	.0	.8	.8	.8	.0	.890	.8	.0	.0	.8	.3	.4	.921	.0	.0	.0	.0	.0	.2	.250	.8	.0	.7	.7	.0	.0	.911	.7	.0	.0	.6	.0	.0	.724	.947
F	00	00	00	00	00	00		50	00	74	73	59	00		99	00	00	96	13	17		00	00	00	00	00	50		71	00	73	30	00	00		77	00	00	75	00	00		

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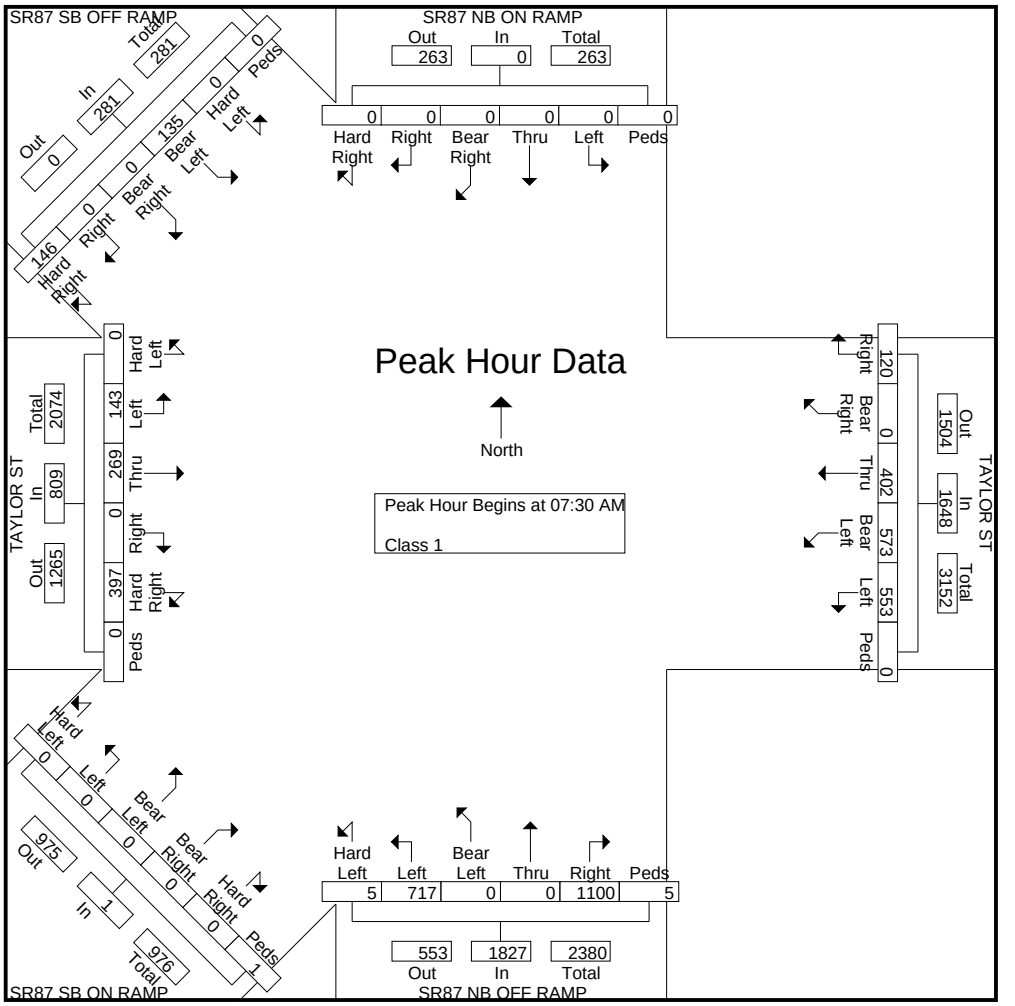

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File Name : #44 SR87&TAYLORPM
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Groups Printed- Class 1

	SR87 NB ON RAMP Southbound						TAYLOR ST Westbound						SR87 NB OFF RAMP Northbound						SR87 SB ON RAMP Northeastbound						TAYLOR ST Eastbound						SR87 SB OFF RAMP Southeastbound						
Start Time	Hard Right	Right	Bear Right	Thru	Left	Peds	Right	Bear Right	Thru	Bear Left	Left	Peds	Right	Thru	Bear Left	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Hard Left	Peds	Hard Right	Right	Bear Right	Bear Left	Hard Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	2	27	0	97	204	199	0	163	0	0	96	0	2	0	0	0	0	0	3	197	0	106	20	0	0	23	0	0	15	0	0	1154
04:15 PM	0	0	0	0	0	6	27	0	79	213	202	0	165	0	0	139	1	0	0	0	0	0	0	0	180	0	95	19	0	0	36	0	0	27	0	0	1189
04:30 PM	0	0	0	0	0	3	31	0	97	215	207	0	159	0	0	121	1	0	0	0	0	0	0	0	144	0	103	23	0	0	23	0	0	24	0	0	1151
04:45 PM	0	0	0	0	0	2	27	0	77	208	206	0	178	0	0	130	1	1	0	0	0	0	0	1	170	0	101	21	0	0	25	0	0	17	0	0	1165
Total	0	0	0	0	0	13	112	0	350	840	814	0	665	0	0	486	3	3	0	0	0	0	0	4	691	0	405	83	0	0	107	0	0	83	0	0	4659
05:00 PM	0	0	0	0	0	0	45	0	90	216	208	0	180	0	0	139	6	1	0	0	0	0	0	1	183	0	115	33	0	0	48	0	0	10	0	1	1276
05:15 PM	0	0	0	0	0	1	40	0	106	171	169	0	169	0	0	161	1	3	0	0	0	0	0	3	153	0	134	27	0	0	35	0	0	17	0	1	1191
05:30 PM	0	0	0	0	0	2	38	0	96	217	218	0	184	0	0	164	1	4	0	0	0	0	0	4	131	0	118	32	0	0	47	0	0	21	0	2	1279
05:45 PM	0	0	0	0	0	0	25	0	114	165	171	0	185	0	0	120	1	4	0	0	0	0	0	3	126	0	125	19	0	0	39	0	0	26	0	0	1123
Total	0	0	0	0	0	3	148	0	406	769	766	0	718	0	0	584	9	12	0	0	0	0	0	11	593	0	492	111	0	0	169	0	0	74	0	4	4869
Grand Total	0	0	0	0	0	16	260	0	756	1609	1580	0	1383	0	0	1070	12	15	0	0	0	0	0	15	1284	0	897	194	0	0	276	0	0	157	0	4	9528
Apprch %	0	0	0	0	0	100	6.2	0	18	38.3	37.6	0	55.8	0	0	43.1	0.5	0.6	0	0	0	0	0	100	54.1	0	37.8	8.2	0	0	63.2	0	0	35.9	0	0.9	
Total %	0	0	0	0	0	0.2	2.7	0	7.9	16.9	16.6	0	14.5	0	0	11.2	0.1	0.2	0	0	0	0	0	0.2	13.5	0	9.4	2	0	0	2.9	0	0	1.6	0	0	

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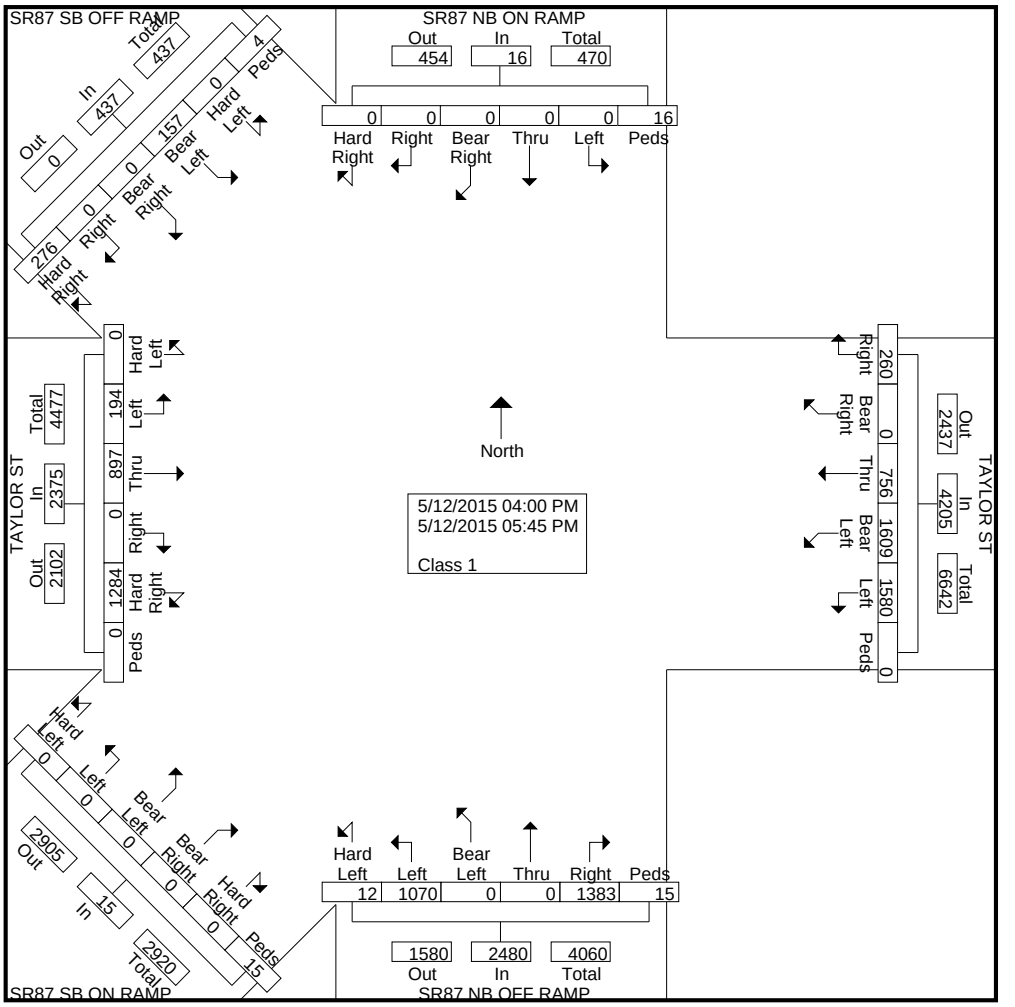

	SR87 NB ON RAMP Southbound							TAYLOR ST Westbound							SR87 NB OFF RAMP Northbound							SR87 SB ON RAMP Northeastbound							TAYLOR ST Eastbound							SR87 SB OFF RAMP Southeastbound							
Start Time							App. Total							App. Total							App. Total							App. Total							App. Total							Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																																								
Peak Hour for Entire Intersection Begins at 04:45 PM																																								
04:45 PM						2	2							518							310							1							292							42	116 5
05:00 PM							0	45						559					6		326							1	18 3				33		331	48						59	127 6
05:15 PM							1			10 6				486							334							3			13 4			314							53	119 1
05:30 PM							2				21 7	21 8		569	18 4			16 4		4	353					4	4						281					21	2	70	127 9
Total Volume							5							213 2							132 3							9						121 8							224	491 1
% App. Total																																									
PH	.0	.0	.0	.0	.0	.6	.625	.8	.0	.8	.9	.9	.0	.937	.9	.0	.0	.9	.3	.5	.937	.0	.0	.0	.0	.0	.5	.563	.8	.0	.8	.8	.0	.0	.920	.8	.0	.0	.7	.0	.5	.800	.960
F	00	00	00	00	00	25		33	00	70	35	19	00		66	00	00	05	75	63		00	00	00	00	00	63		70	00	73	56	00	00		07	00	00	74	00	00		

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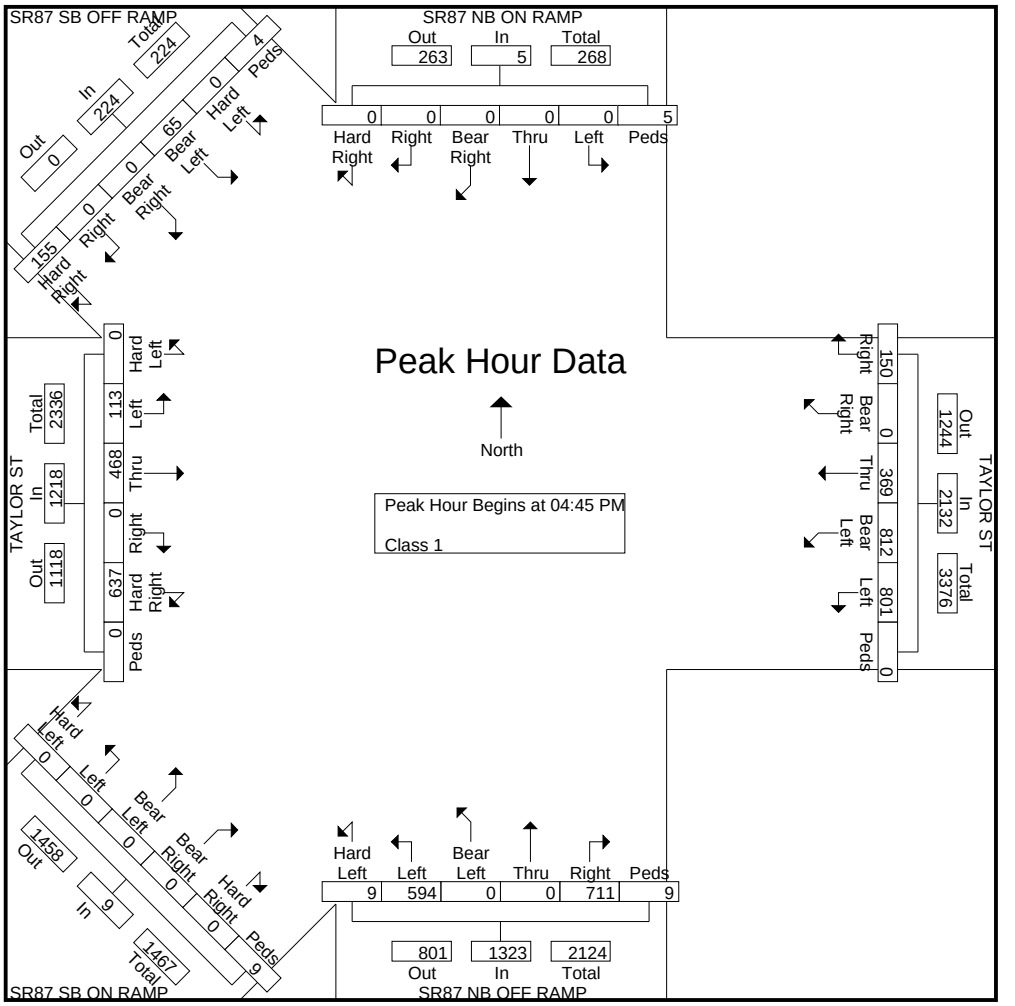

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File Name : #62 ALMADEN&SANTACLARAAM
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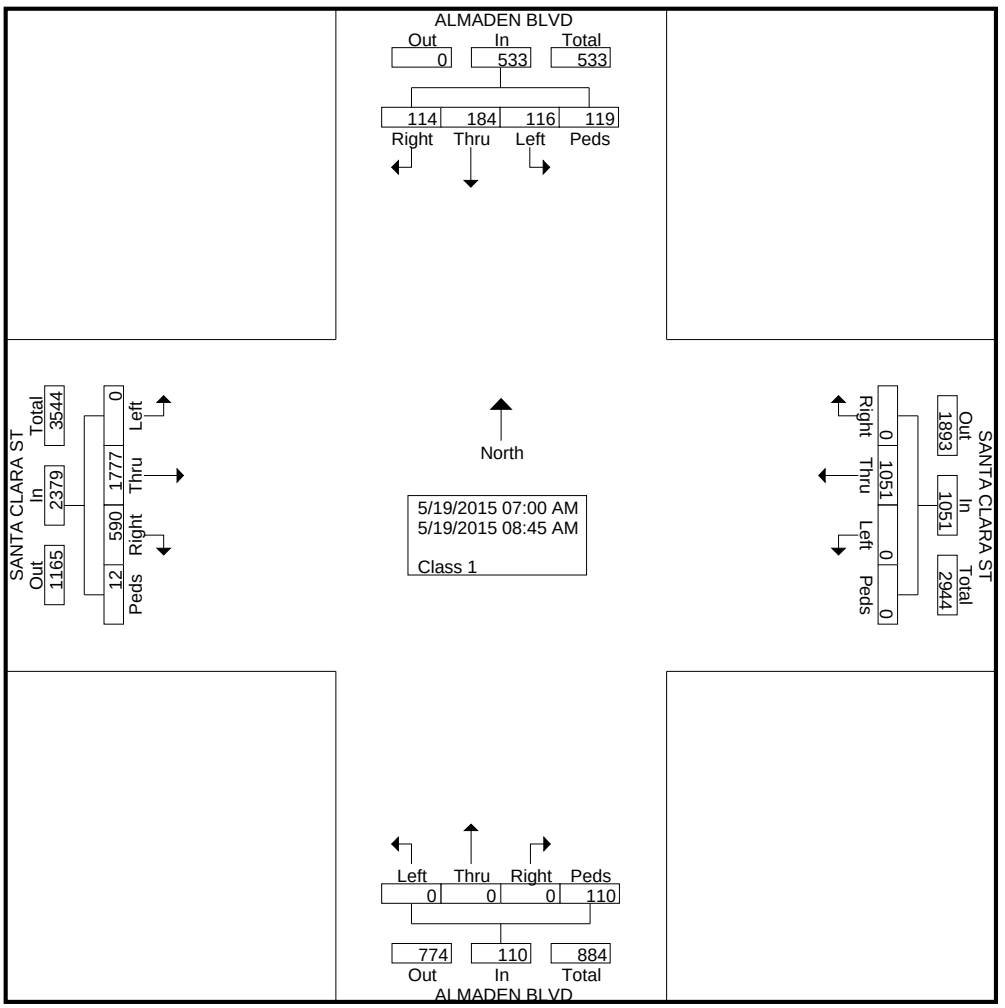
Groups Printed- Class 1

	ALMADEN BLVD Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	7	12	10	11	0	97	0	0	0	0	0	3	49	137	0	0	326
07:15 AM	12	16	8	10	0	142	0	0	0	0	0	7	60	155	0	0	410
07:30 AM	11	22	10	20	0	153	0	0	0	0	0	13	72	191	0	0	492
07:45 AM	15	28	13	17	0	166	0	0	0	0	0	14	76	274	0	0	603
Total	45	78	41	58	0	558	0	0	0	0	0	37	257	757	0	0	1831
08:00 AM	17	22	17	15	0	134	0	0	0	0	0	15	69	266	0	1	556
08:15 AM	14	35	20	16	0	136	0	0	0	0	0	21	91	271	0	5	609
08:30 AM	15	26	15	14	0	107	0	0	0	0	0	13	74	245	0	1	510
08:45 AM	23	23	23	16	0	116	0	0	0	0	0	24	99	238	0	5	567
Total	69	106	75	61	0	493	0	0	0	0	0	73	333	1020	0	12	2242
Grand Total	114	184	116	119	0	1051	0	0	0	0	0	110	590	1777	0	12	4073
Apprch %	21.4	34.5	21.8	22.3	0	100	0	0	0	0	0	100	24.8	74.7	0	0.5	
Total %	2.8	4.5	2.8	2.9	0	25.8	0	0	0	0	0	2.7	14.5	43.6	0	0.3	



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File Name : #62 ALMADEN&SANTACLARAAM
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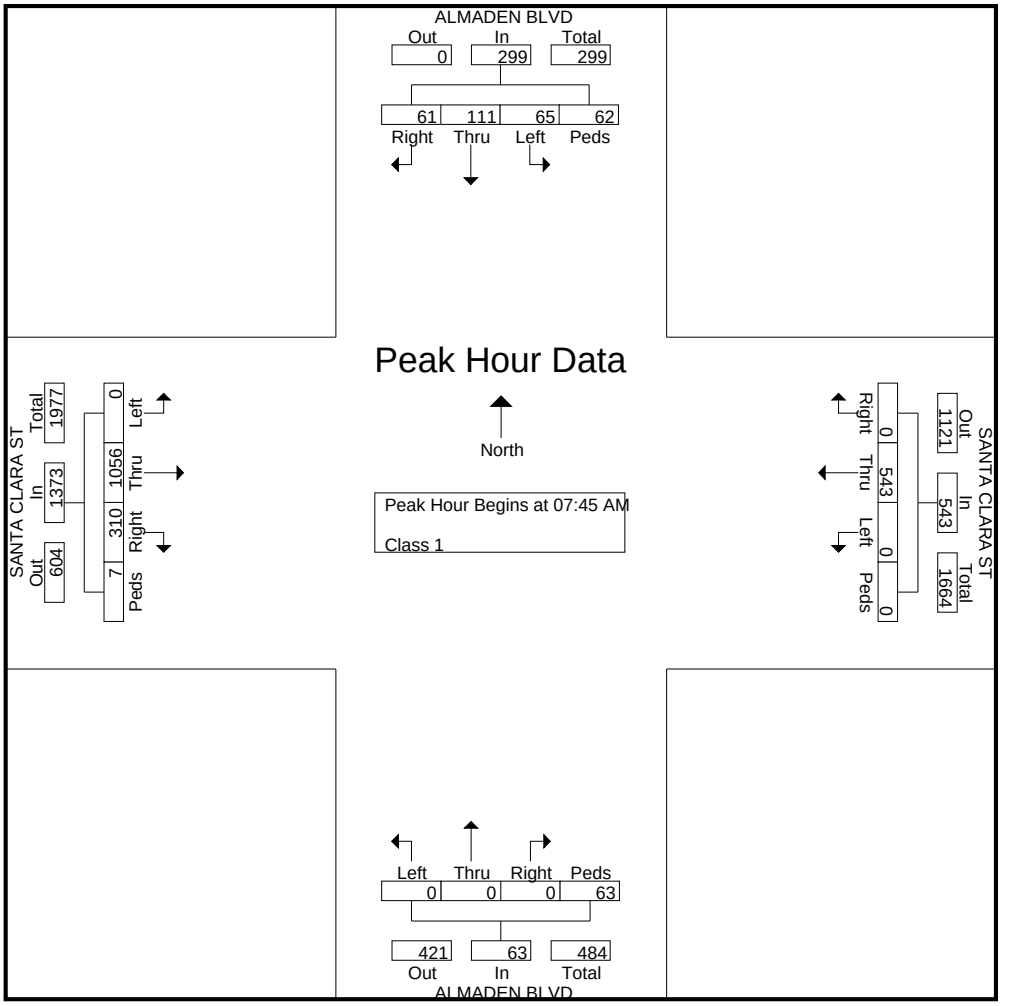
	ALMADEN BLVD Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD Northbound					SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	15	28	13	**17**	73	0	**166**	0	0	**166**	0	0	0	14	14	76	**274**	0	0	350	603
08:00 AM	**17**	22	17	15	71	0	134	0	0	134	0	0	0	15	15	69	266	0	1	336	556
08:15 AM	14	**35**	**20**	16	**85**	0	136	0	0	136	0	0	0	**21**	**21**	**91**	271	0	**5**	**367**	**609**
08:30 AM	15	26	15	14	70	0	107	0	0	107	0	0	0	13	13	74	245	0	1	320	510
Total Volume	61	111	65	62	299	0	543	0	0	543	0	0	0	63	63	310	1056	0	7	1373	2278
% App. Total	20.4	37.1	21.7	20.7		0	100	0	0		0	0	0	100		22.6	76.9	0	0.5		
PHF	.897	.793	.813	.912	.879	.000	.818	.000	.000	.818	.000	.000	.000	.750	.750	.852	.964	.000	.350	.935	.935



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File Name : #62 ALMADEN&SANTACLARAPM
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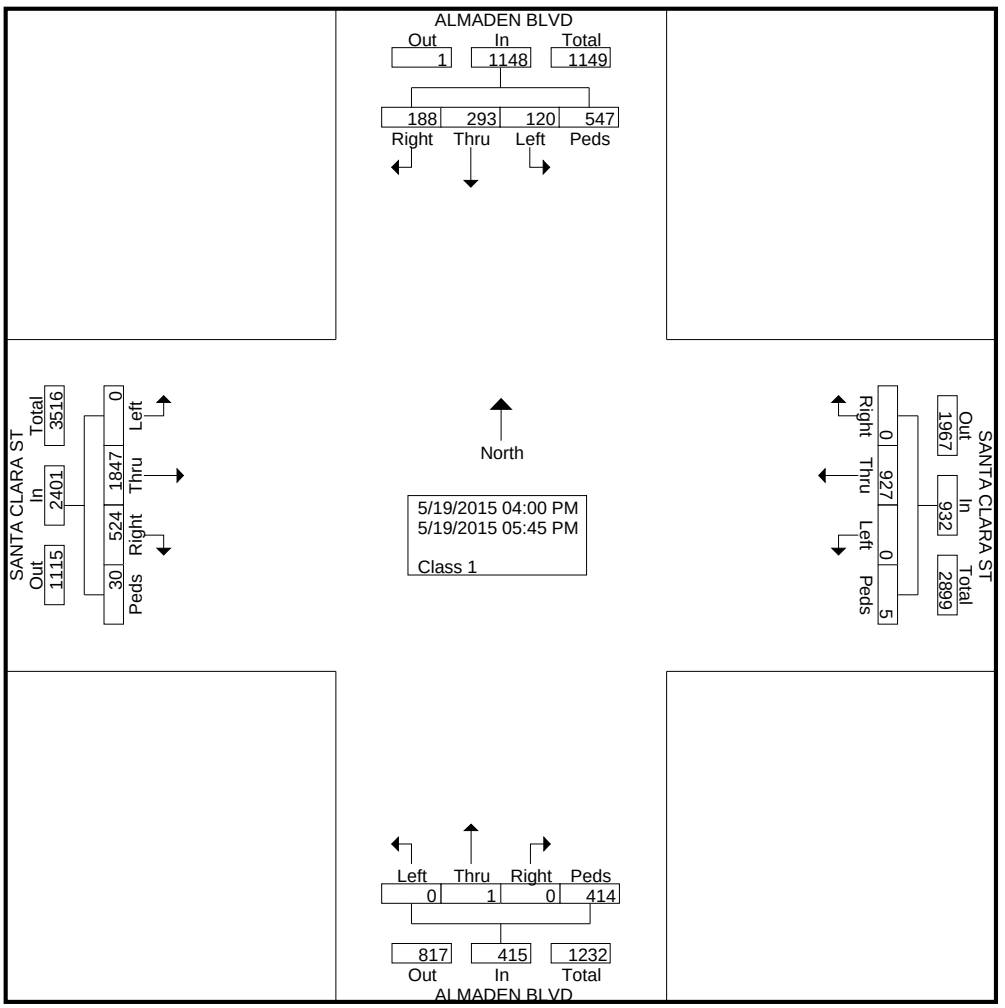
Groups Printed- Class 1

	ALMADEN BLVD Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	14	16	14	37	0	119	0	2	0	0	0	15	61	170	0	5	453
04:15 PM	21	35	17	39	0	110	0	0	0	0	0	19	66	203	0	7	517
04:30 PM	21	39	15	44	0	112	0	0	0	0	0	26	58	237	0	6	558
04:45 PM	22	33	12	66	0	109	0	1	0	0	0	28	45	212	0	3	531
Total	78	123	58	186	0	450	0	3	0	0	0	88	230	822	0	21	2059
05:00 PM	29	61	24	67	0	130	0	0	0	1	0	63	79	239	0	1	694
05:15 PM	32	34	16	91	0	133	0	2	0	0	0	68	78	260	0	3	717
05:30 PM	28	45	7	103	0	103	0	0	0	0	0	87	62	251	0	3	689
05:45 PM	21	30	15	100	0	111	0	0	0	0	0	108	75	275	0	2	737
Total	110	170	62	361	0	477	0	2	0	1	0	326	294	1025	0	9	2837
Grand Total	188	293	120	547	0	927	0	5	0	1	0	414	524	1847	0	30	4896
Apprch %	16.4	25.5	10.5	47.6	0	99.5	0	0.5	0	0.2	0	99.8	21.8	76.9	0	1.2	
Total %	3.8	6	2.5	11.2	0	18.9	0	0.1	0	0	0	8.5	10.7	37.7	0	0.6	



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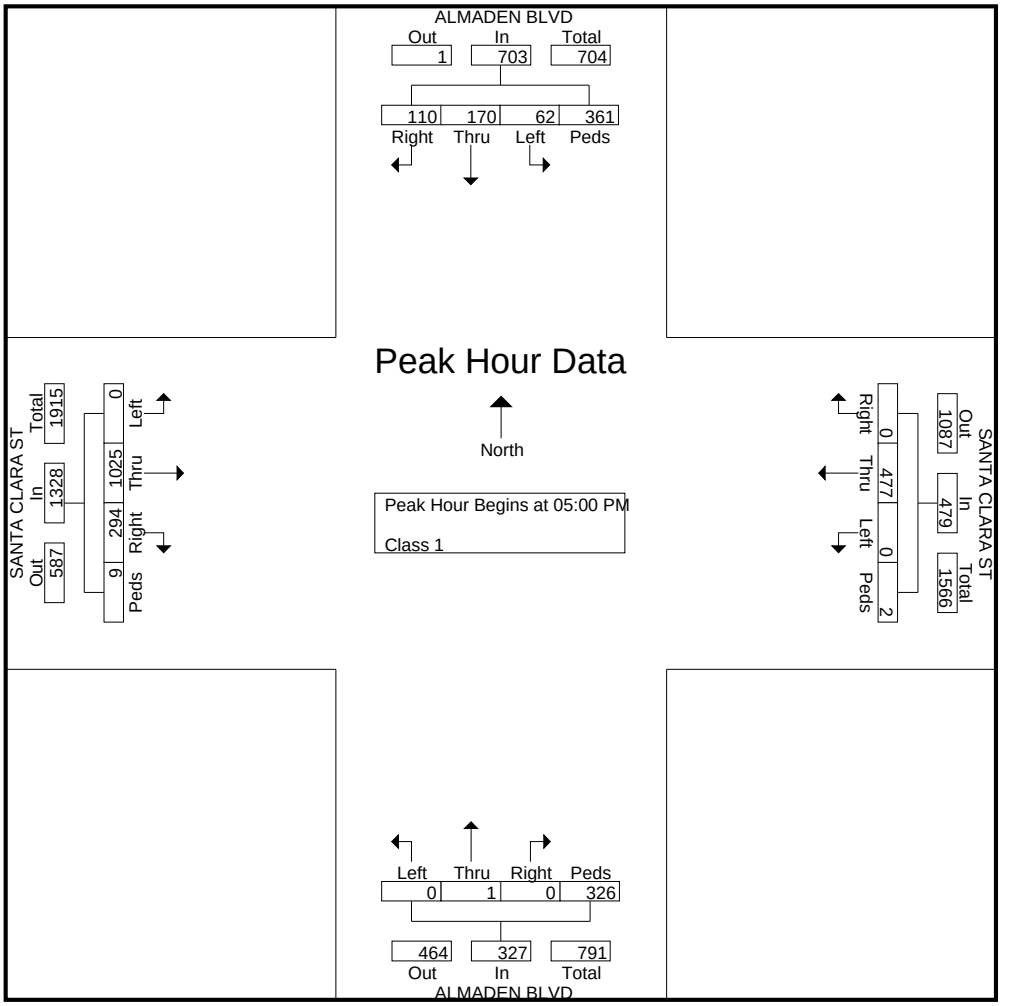
	ALMADEN BLVD Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD Northbound					SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	29	**61**	**24**	67	181	0	130	0	0	130	0	**1**	0	63	64	**79**	239	0	1	319	694
05:15 PM	**32**	34	16	91	173	0	**133**	0	**2**	**135**	0	0	0	68	68	78	260	0	**3**	341	717
05:30 PM	28	45	7	**103**	**183**	0	103	0	0	103	0	0	0	87	87	62	251	0	3	316	689
05:45 PM	21	30	15	100	166	0	111	0	0	111	0	0	0	**108**	**108**	75	**275**	0	2	**352**	**737**
Total Volume	110	170	62	361	703	0	477	0	2	479	0	1	0	326	327	294	1025	0	9	1328	2837
% App. Total	15.6	24.2	8.8	51.4		0	99.6	0	0.4		0	0.3	0	99.7		22.1	77.2	0	0.7		
PHF	.859	.697	.646	.876	.960	.000	.897	.000	.250	.887	.000	.250	.000	.755	.757	.930	.932	.000	.750	.943	.962



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File Name : #65 KING&ALUMROCKAM
Site Code :
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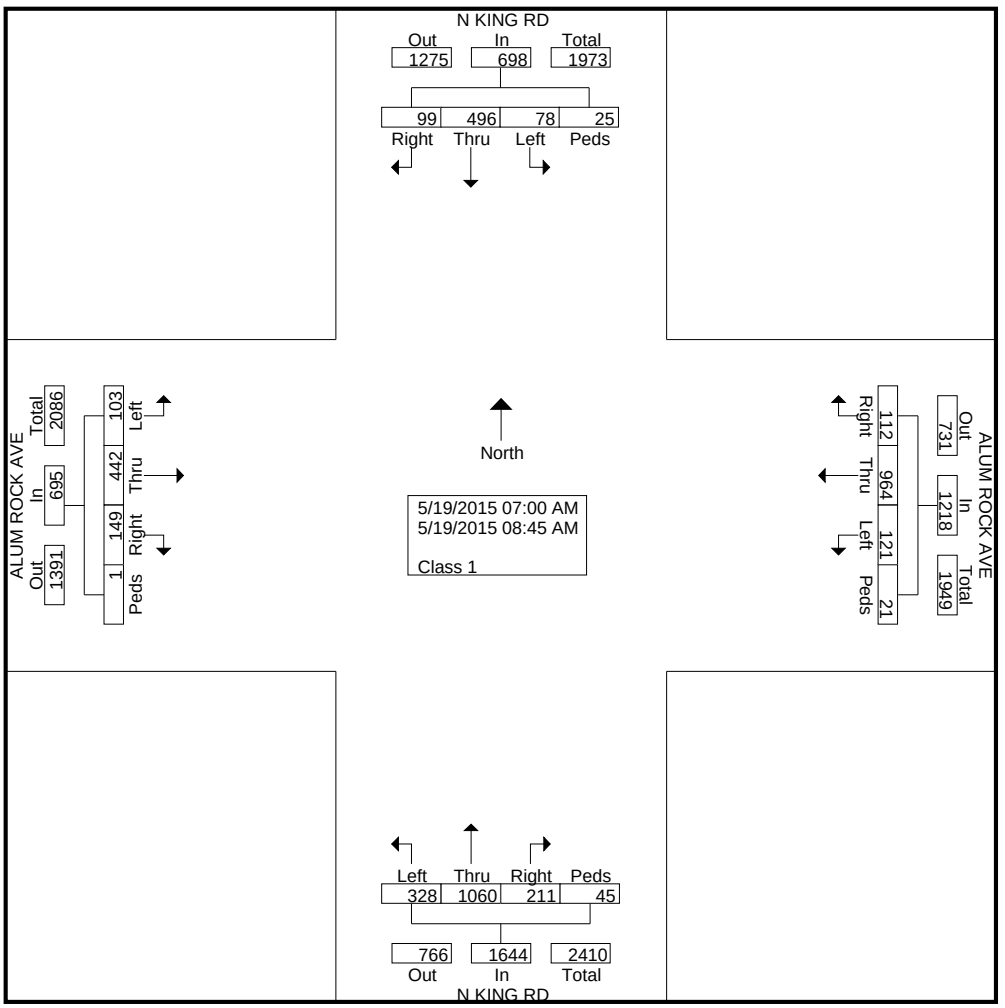
Groups Printed- Class 1

	N KING RD Southbound				ALUM ROCK AVE Westbound				N KING RD Northbound				ALUM ROCK AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	14	56	6	0	13	111	2	4	9	107	41	8	14	41	12	0	438
07:15 AM	15	43	7	0	23	140	10	3	9	120	43	2	11	52	15	0	493
07:30 AM	12	79	7	1	18	138	25	1	25	180	43	9	25	57	14	0	634
07:45 AM	18	103	17	3	18	150	19	4	44	175	44	4	29	63	11	0	702
Total	59	281	37	4	72	539	56	12	87	582	171	23	79	213	52	0	2267
08:00 AM	5	67	14	7	8	132	27	2	40	133	43	6	30	69	9	0	592
08:15 AM	17	56	5	3	12	94	12	1	39	133	38	4	16	48	11	0	489
08:30 AM	12	46	14	7	11	102	7	6	23	114	42	5	17	51	15	0	472
08:45 AM	6	46	8	4	9	97	19	0	22	98	34	7	7	61	16	1	435
Total	40	215	41	21	40	425	65	9	124	478	157	22	70	229	51	1	1988
Grand Total	99	496	78	25	112	964	121	21	211	1060	328	45	149	442	103	1	4255
Apprch %	14.2	71.1	11.2	3.6	9.2	79.1	9.9	1.7	12.8	64.5	20	2.7	21.4	63.6	14.8	0.1	
Total %	2.3	11.7	1.8	0.6	2.6	22.7	2.8	0.5	5	24.9	7.7	1.1	3.5	10.4	2.4	0	



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

File Name : #65 KING&ALUMROCKAM
Site Code :
Start Date : 5/19/2015
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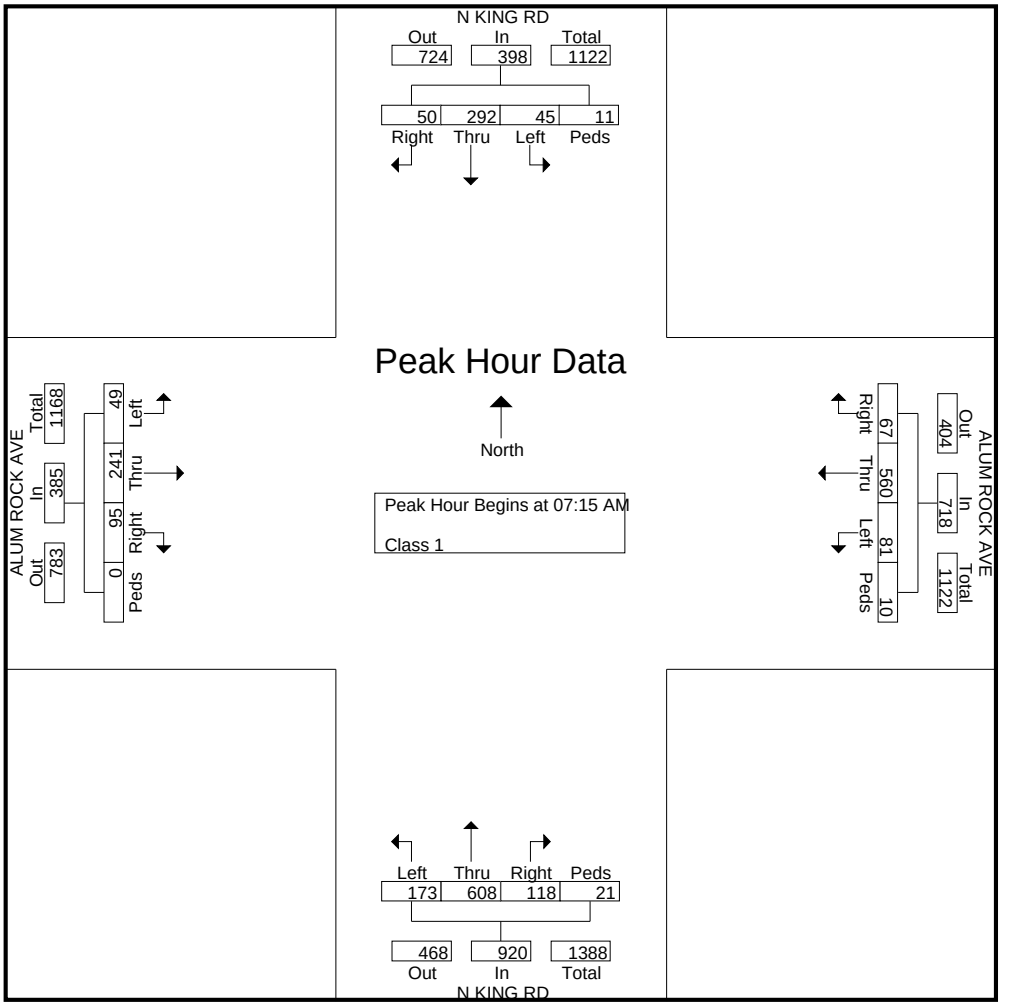
	N KING RD Southbound					ALUM ROCK AVE Westbound					N KING RD Northbound					ALUM ROCK AVE Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	43	7	0	65	**23**	140	10	3	176	9	120	43	2	174	11	52	**15**	0	78	493
07:30 AM	12	79	7	1	99	18	138	25	1	182	25	**180**	43	**9**	257	25	57	14	0	96	634
07:45 AM	**18**	**103**	**17**	3	**141**	18	**150**	19	**4**	**191**	**44**	175	**44**	4	**267**	29	63	11	0	103	**702**
08:00 AM	5	67	14	**7**	93	8	132	**27**	2	169	40	133	43	6	222	**30**	**69**	9	0	**108**	592
Total Volume	50	292	45	11	398	67	560	81	10	718	118	608	173	21	920	95	241	49	0	385	2421
% App. Total	12.6	73.4	11.3	2.8		9.3	78	11.3	1.4		12.8	66.1	18.8	2.3		24.7	62.6	12.7	0		
PHF	.694	.709	.662	.393	.706	.728	.933	.750	.625	.940	.670	.844	.983	.583	.861	.792	.873	.817	.000	.891	.862

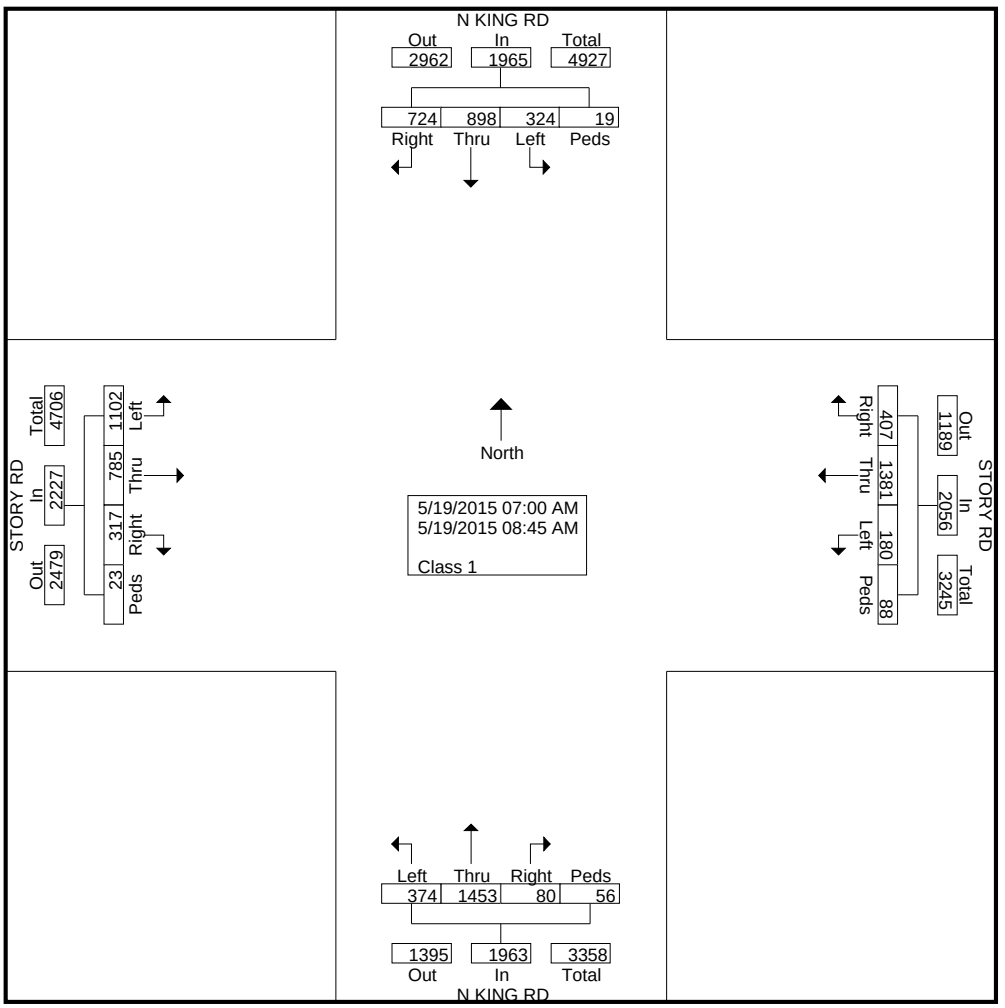


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #66 KING&STORYAM
Site Code :
Start Date : 5/19/2015
Page No : 1

Groups Printed- Class 1

	N KING RD Southbound				STORY RD Westbound				N KING RD Northbound				STORY RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	55	71	15	5	35	151	9	10	9	191	38	12	39	33	99	0	772
07:15 AM	98	142	29	0	54	167	15	17	10	229	52	15	54	83	146	6	1117
07:30 AM	133	138	48	4	85	218	22	16	3	134	33	5	41	90	191	4	1165
07:45 AM	113	152	61	1	48	174	26	7	5	132	51	13	49	145	200	1	1178
Total	399	503	153	10	222	710	72	50	27	686	174	45	183	351	636	11	4232
08:00 AM	81	117	60	2	37	170	16	14	19	208	36	4	44	106	130	3	1047
08:15 AM	97	98	36	1	54	197	24	10	11	205	51	1	28	120	116	2	1051
08:30 AM	74	101	38	2	57	145	36	7	14	207	59	2	36	111	118	3	1010
08:45 AM	73	79	37	4	37	159	32	7	9	147	54	4	26	97	102	4	871
Total	325	395	171	9	185	671	108	38	53	767	200	11	134	434	466	12	3979
Grand Total	724	898	324	19	407	1381	180	88	80	1453	374	56	317	785	1102	23	8211
Apprch %	36.8	45.7	16.5	1	19.8	67.2	8.8	4.3	4.1	74	19.1	2.9	14.2	35.2	49.5	1	
Total %	8.8	10.9	3.9	0.2	5	16.8	2.2	1.1	1	17.7	4.6	0.7	3.9	9.6	13.4	0.3	



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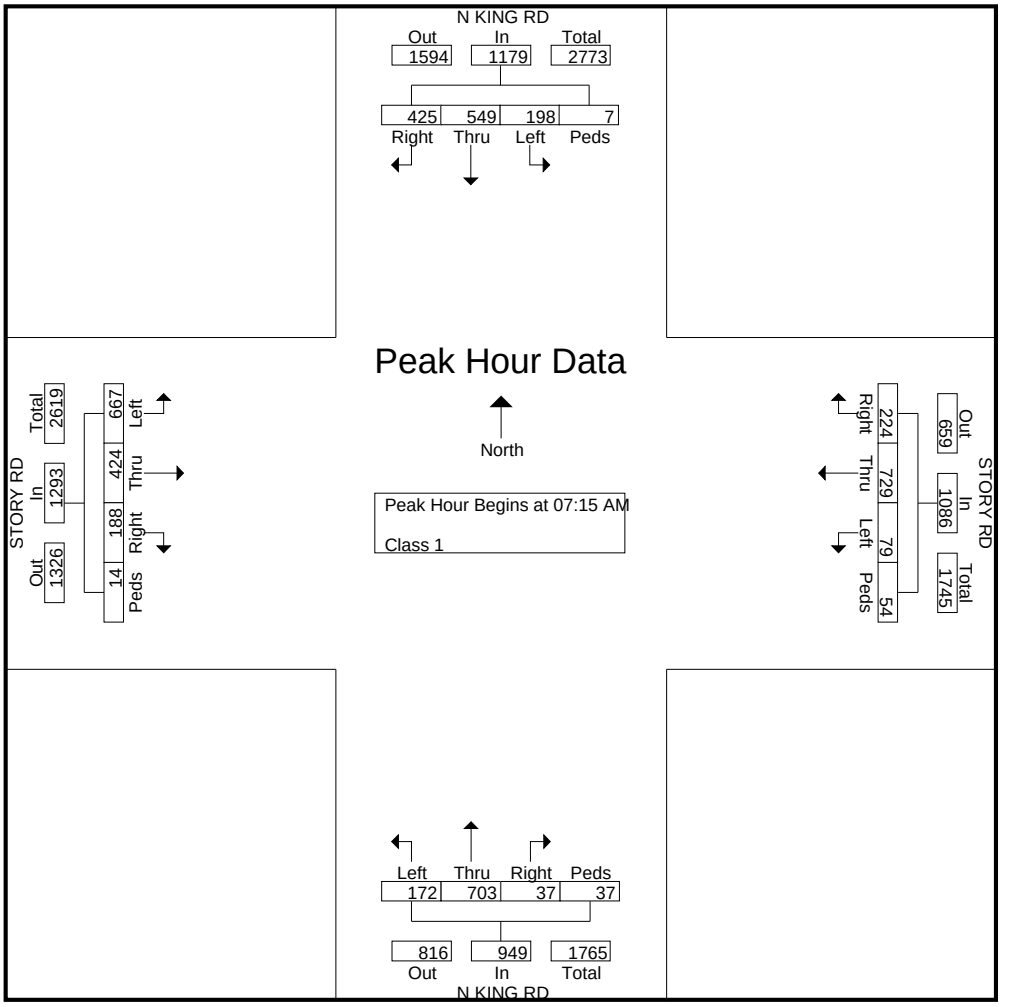
File Name : #66 KING&STORYAM
Site Code :
Start Date : 5/19/2015
Page No : 2

	N KING RD Southbound					STORY RD Westbound					N KING RD Northbound					STORY RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	98	142	29	0	269	54	167	15	**17**	253	10	**229**	**52**	**15**	**306**	**54**	83	146	**6**	289	1117
07:30 AM	**133**	138	48	**4**	323	**85**	**218**	22	16	**341**	3	134	33	5	175	41	90	191	4	326	1165
07:45 AM	113	**152**	**61**	1	**327**	48	174	**26**	7	255	5	132	51	13	201	49	**145**	**200**	1	**395**	**1178**
08:00 AM	81	117	60	2	260	37	170	16	14	237	**19**	208	36	4	267	44	106	130	3	283	1047
Total Volume	425	549	198	7	1179	224	729	79	54	1086	37	703	172	37	949	188	424	667	14	1293	4507
% App. Total	36	46.6	16.8	0.6		20.6	67.1	7.3	5		3.9	74.1	18.1	3.9		14.5	32.8	51.6	1.1		
PHF	.799	.903	.811	.438	.901	.659	.836	.760	.794	.796	.487	.767	.827	.617	.775	.870	.731	.834	.583	.818	.956



All Traffic Data Services, Inc
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Wheat Ridge,CO 80033
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File Name : #66 KING&STORYPM
Site Code :
Start Date : 5/19/2015
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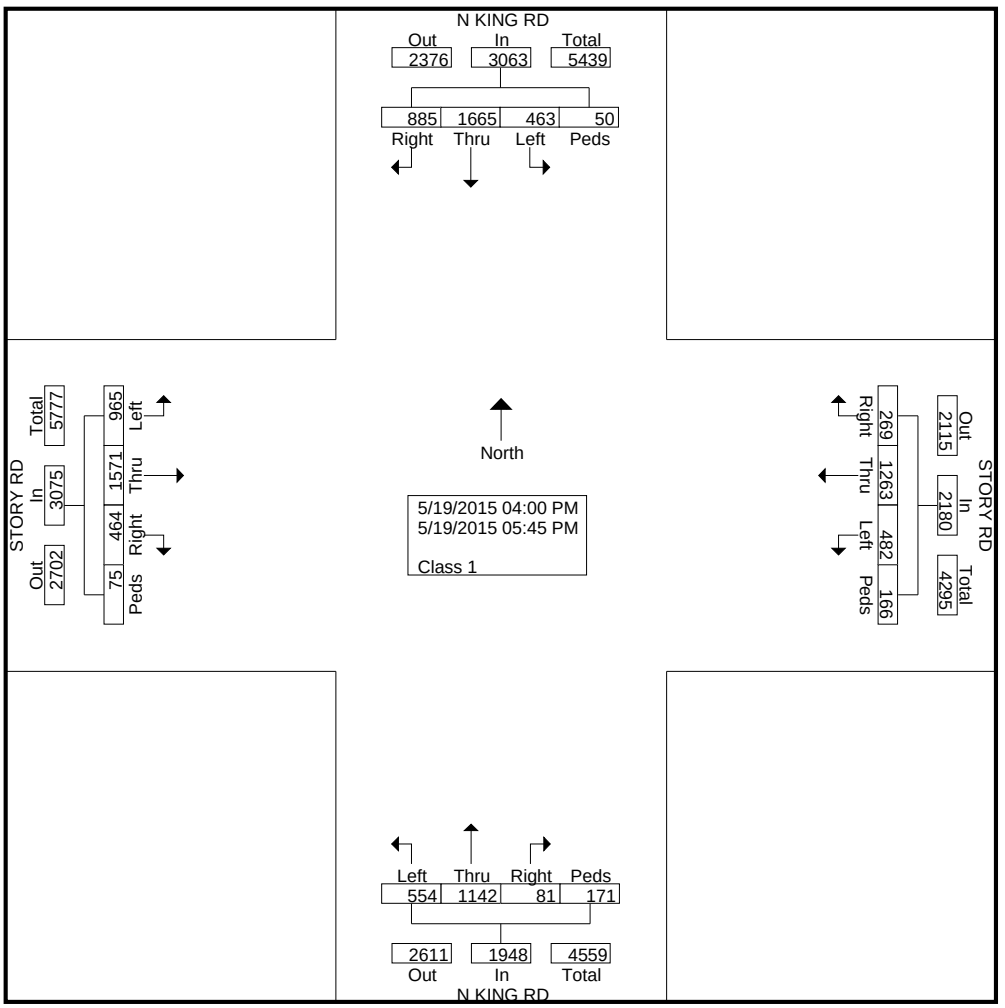
Groups Printed- Class 1

	N KING RD Southbound				STORY RD Westbound				N KING RD Northbound				STORY RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	138	222	58	4	34	140	68	25	9	165	71	11	68	181	97	12	1303
04:15 PM	107	231	89	9	34	138	65	24	16	170	92	16	70	234	131	10	1436
04:30 PM	119	198	56	6	44	170	52	16	10	123	73	15	46	150	119	9	1206
04:45 PM	90	197	44	3	32	167	52	10	2	109	58	19	64	197	124	10	1178
Total	454	848	247	22	144	615	237	75	37	567	294	61	248	762	471	41	5123
05:00 PM	107	223	61	6	29	188	79	26	5	159	62	18	37	195	122	8	1325
05:15 PM	105	204	64	3	34	145	53	22	8	127	61	23	70	224	115	9	1267
05:30 PM	121	197	51	12	26	149	43	26	13	149	67	43	51	188	127	6	1269
05:45 PM	98	193	40	7	36	166	70	17	18	140	70	26	58	202	130	11	1282
Total	431	817	216	28	125	648	245	91	44	575	260	110	216	809	494	34	5143
Grand Total	885	1665	463	50	269	1263	482	166	81	1142	554	171	464	1571	965	75	10266
Apprch %	28.9	54.4	15.1	1.6	12.3	57.9	22.1	7.6	4.2	58.6	28.4	8.8	15.1	51.1	31.4	2.4	
Total %	8.6	16.2	4.5	0.5	2.6	12.3	4.7	1.6	0.8	11.1	5.4	1.7	4.5	15.3	9.4	0.7	



All Traffic Data Services, Inc
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303-216-2439

File Name : #66 KING&STORYPM
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Start Date : 5/19/2015
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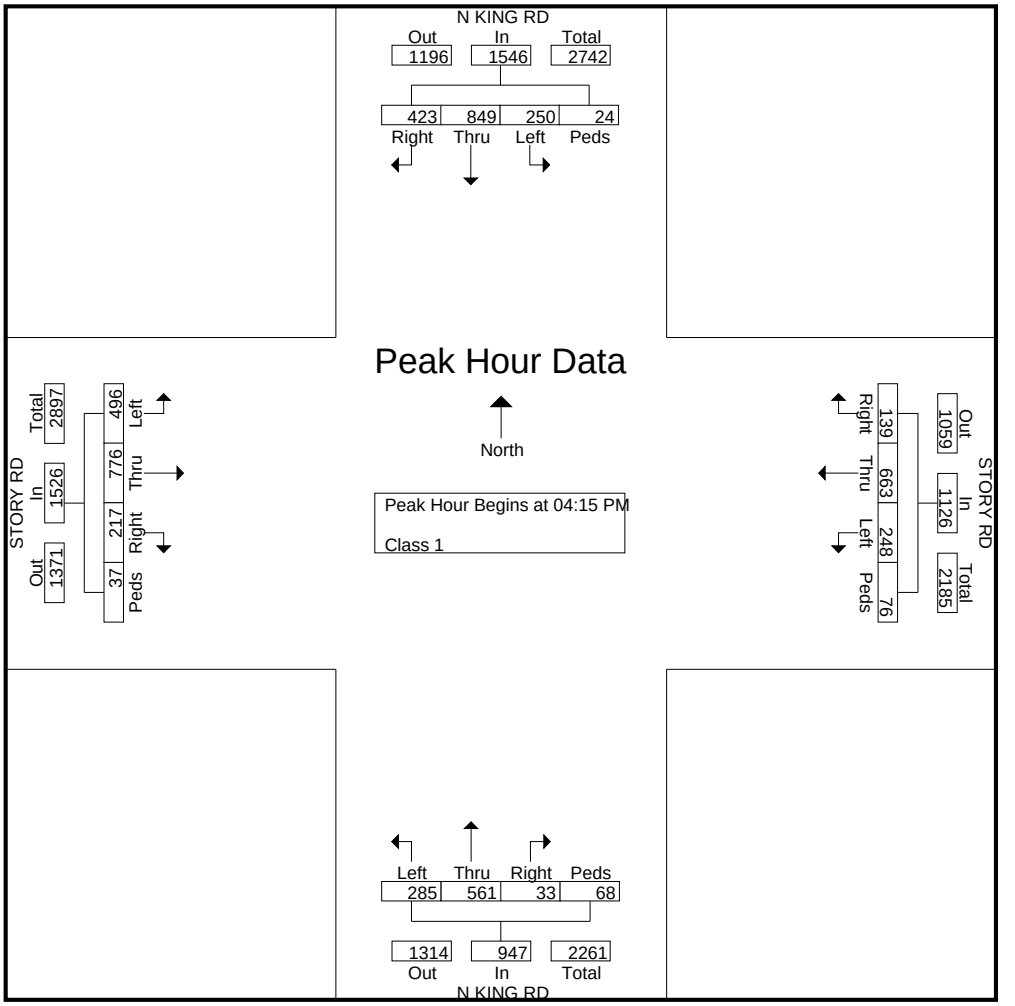
	N KING RD Southbound					STORY RD Westbound					N KING RD Northbound					STORY RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	107	**231**	**89**	**9**	**436**	34	138	65	24	261	**16**	**170**	**92**	16	**294**	**70**	**234**	**131**	**10**	**445**	**1436**
04:30 PM	**119**	198	56	6	379	**44**	170	52	16	282	10	123	73	15	221	46	150	119	9	324	1206
04:45 PM	90	197	44	3	334	32	167	52	10	261	2	109	58	**19**	188	64	197	124	10	395	1178
05:00 PM	107	223	61	6	397	29	**188**	**79**	**26**	**322**	5	159	62	18	244	37	195	122	8	362	1325
Total Volume	423	849	250	24	1546	139	663	248	76	1126	33	561	285	68	947	217	776	496	37	1526	5145
% App. Total	27.4	54.9	16.2	1.6		12.3	58.9	22	6.7		3.5	59.2	30.1	7.2		14.2	50.9	32.5	2.4		
PHF	.889	.919	.702	.667	.886	.790	.882	.785	.731	.874	.516	.825	.774	.895	.805	.775	.829	.947	.925	.857	.896

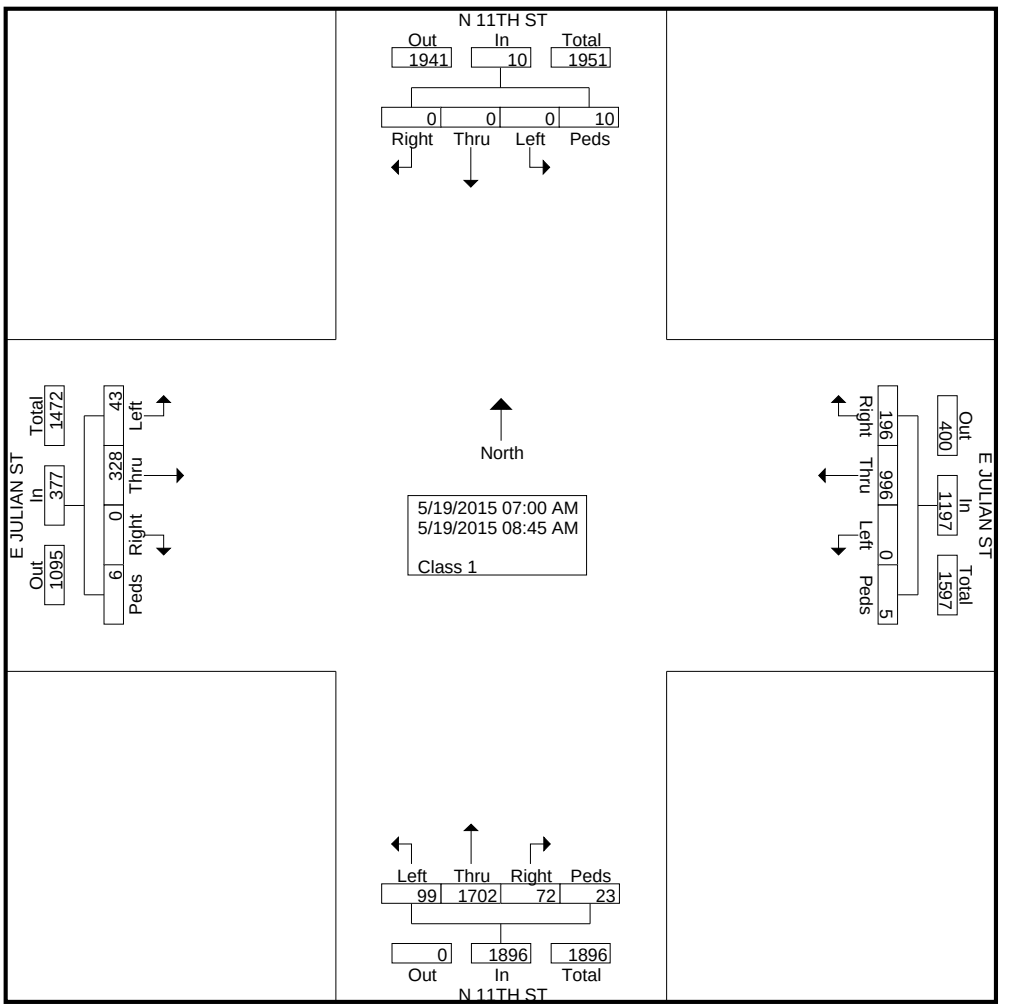


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #75 11TH&JULIANAM
Site Code :
Start Date : 5/19/2015
Page No : 1

Groups Printed- Class 1

	N 11TH ST Southbound				E JULIAN ST Westbound				N 11TH ST Northbound				E JULIAN ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	0	0	0	20	96	0	0	6	165	9	5	0	39	4	2	346
07:15 AM	0	0	0	0	31	134	0	1	10	235	17	3	0	38	4	2	475
07:30 AM	0	0	0	2	31	131	0	2	13	260	9	6	0	61	8	1	524
07:45 AM	0	0	0	1	27	136	0	0	12	236	10	4	0	54	6	0	486
Total	0	0	0	3	109	497	0	3	41	896	45	18	0	192	22	5	1831
08:00 AM	0	0	0	0	17	135	0	0	4	214	19	1	0	50	5	1	446
08:15 AM	0	0	0	2	27	124	0	2	10	219	9	1	0	28	7	0	429
08:30 AM	0	0	0	1	23	129	0	0	7	192	13	2	0	29	6	0	402
08:45 AM	0	0	0	4	20	111	0	0	10	181	13	1	0	29	3	0	372
Total	0	0	0	7	87	499	0	2	31	806	54	5	0	136	21	1	1649
Grand Total	0	0	0	10	196	996	0	5	72	1702	99	23	0	328	43	6	3480
Apprch %	0	0	0	100	16.4	83.2	0	0.4	3.8	89.8	5.2	1.2	0	87	11.4	1.6	
Total %	0	0	0	0.3	5.6	28.6	0	0.1	2.1	48.9	2.8	0.7	0	9.4	1.2	0.2	



All Traffic Data Services, Inc
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File Name : #75 11TH&JULIANAM
Site Code :
Start Date : 5/19/2015
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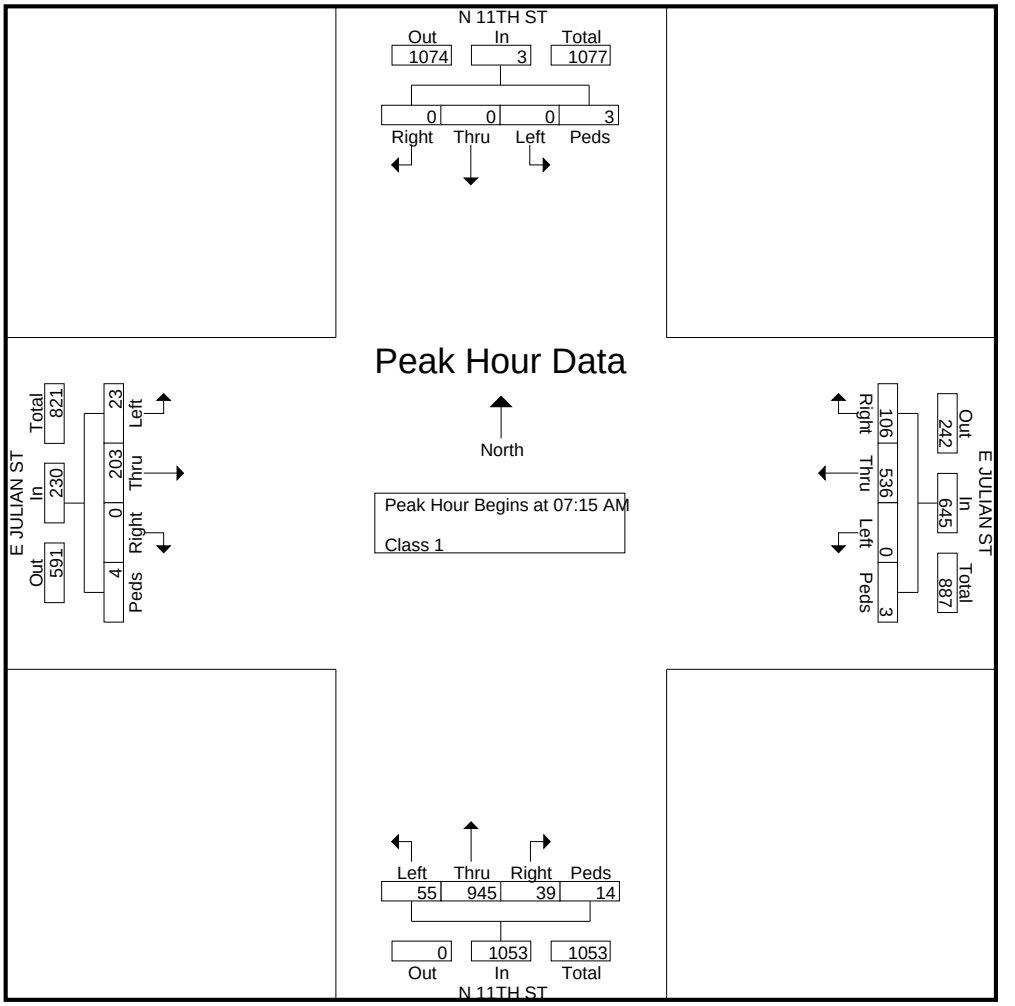
	N 11TH ST Southbound					E JULIAN ST Westbound					N 11TH ST Northbound					E JULIAN ST Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	**31**	134	0	1	**166**	10	235	17	3	265	0	38	4	**2**	44	475
07:30 AM	0	0	0	**2**	**2**	31	131	0	**2**	164	**13**	**260**	9	**6**	**288**	0	**61**	**8**	1	**70**	**524**
07:45 AM	0	0	0	1	1	27	**136**	0	0	163	12	236	10	4	262	0	54	6	0	60	486
08:00 AM	0	0	0	0	0	17	135	0	0	152	4	214	**19**	1	238	0	50	5	1	56	446
Total Volume	0	0	0	3	3	106	536	0	3	645	39	945	55	14	1053	0	203	23	4	230	1931
% App. Total	0	0	0	100		16.4	83.1	0	0.5		3.7	89.7	5.2	1.3		0	88.3	10	1.7		
PHF	.000	.000	.000	.375	.375	.855	.985	.000	.375	.971	.750	.909	.724	.583	.914	.000	.832	.719	.500	.821	.921



All Traffic Data Services, Inc
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Wheat Ridge,CO 80033
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File Name : #75 11TH&JULIANPM
Site Code :
Start Date : 5/19/2015
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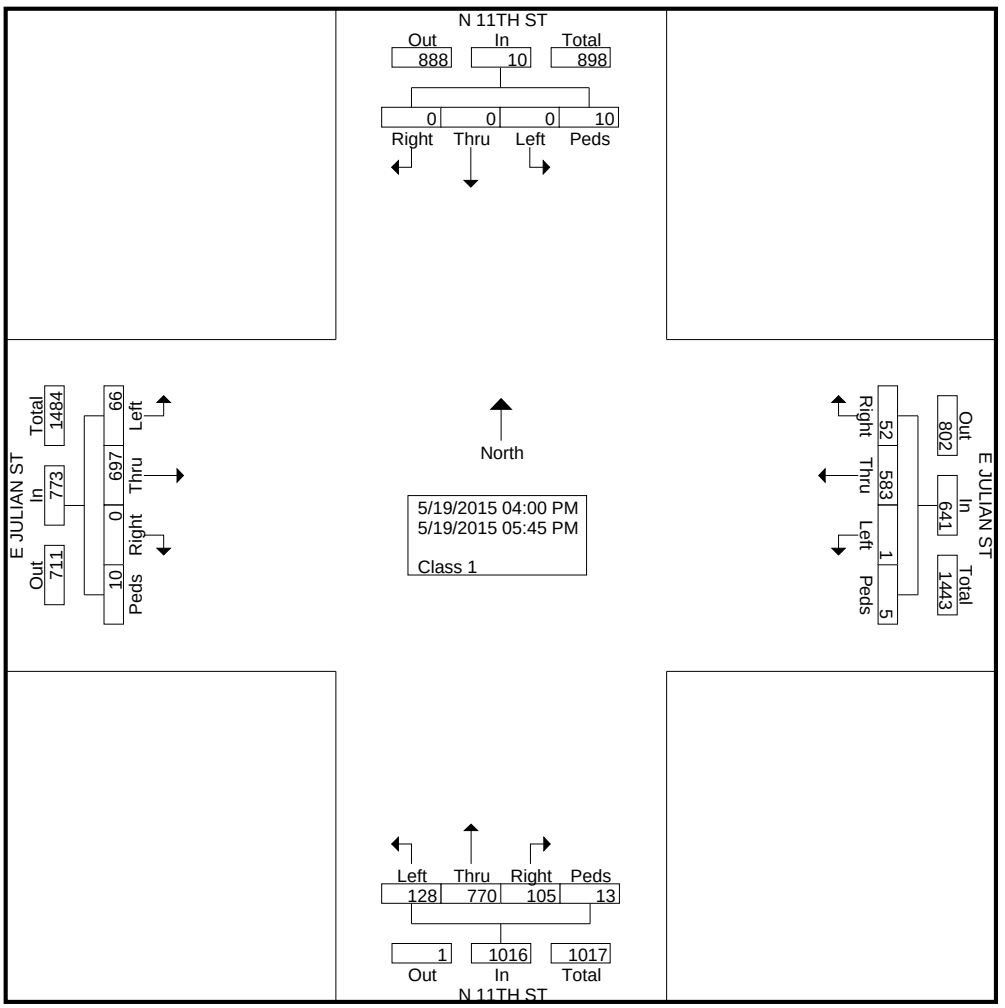
Groups Printed- Class 1

	N 11TH ST Southbound				E JULIAN ST Westbound				N 11TH ST Northbound				E JULIAN ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	0	0	0	4	8	57	0	1	10	86	16	1	0	71	8	1	263
04:15 PM	0	0	0	0	7	79	0	1	17	80	20	0	0	85	9	0	298
04:30 PM	0	0	0	1	11	80	1	1	20	94	15	0	0	66	12	0	301
04:45 PM	0	0	0	1	3	63	0	0	11	95	12	0	0	86	8	0	279
Total	0	0	0	6	29	279	1	3	58	355	63	1	0	308	37	1	1141
05:00 PM	0	0	0	4	7	68	0	1	2	119	12	1	0	110	6	0	330
05:15 PM	0	0	0	0	1	81	0	1	11	112	13	7	0	103	6	1	336
05:30 PM	0	0	0	0	9	77	0	0	19	92	24	2	0	84	8	3	318
05:45 PM	0	0	0	0	6	78	0	0	15	92	16	2	0	92	9	5	315
Total	0	0	0	4	23	304	0	2	47	415	65	12	0	389	29	9	1299
Grand Total	0	0	0	10	52	583	1	5	105	770	128	13	0	697	66	10	2440
Apprch %	0	0	0	100	8.1	91	0.2	0.8	10.3	75.8	12.6	1.3	0	90.2	8.5	1.3	
Total %	0	0	0	0.4	2.1	23.9	0	0.2	4.3	31.6	5.2	0.5	0	28.6	2.7	0.4	



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File Name : #75 11TH&JULIANPM
Site Code :
Start Date : 5/19/2015
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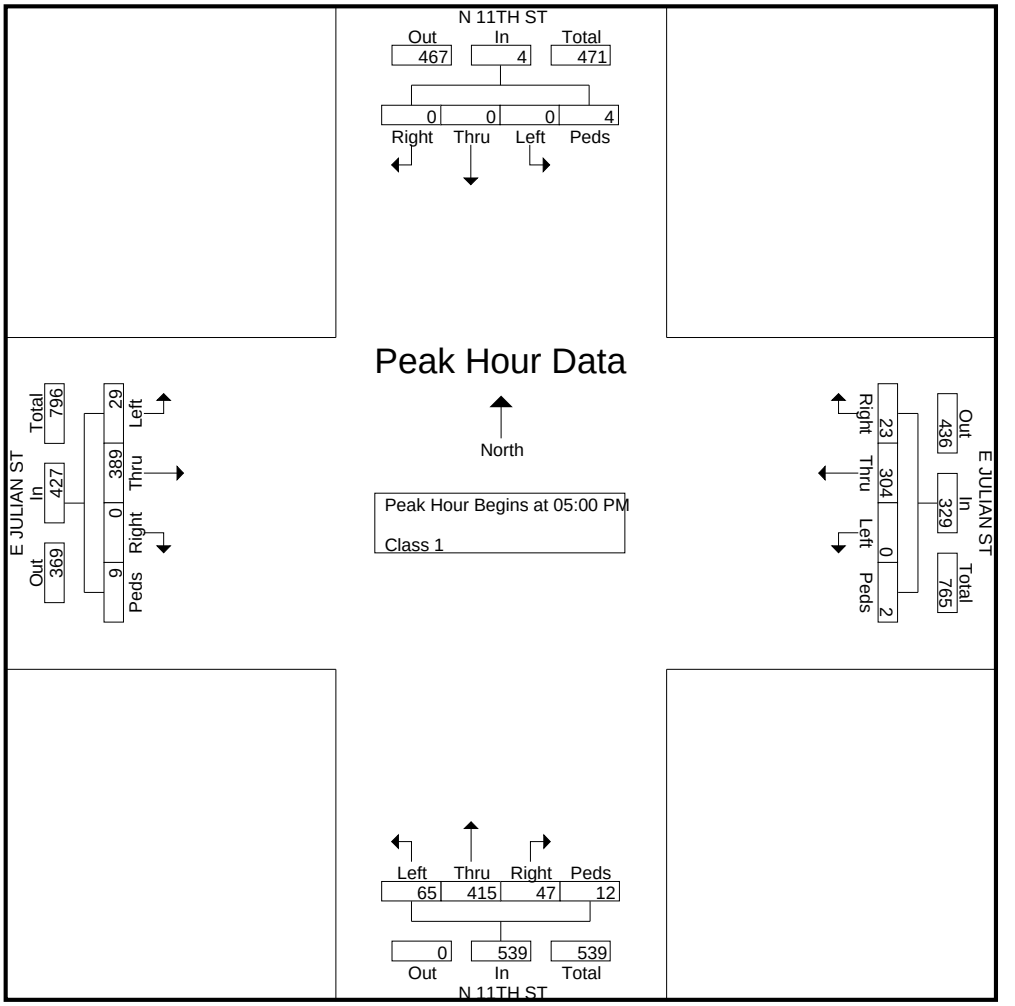
	N 11TH ST Southbound					E JULIAN ST Westbound					N 11TH ST Northbound					E JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	**4**	**4**	7	68	0	**1**	76	2	**119**	12	1	134	0	**110**	6	0	**116**	330
05:15 PM	0	0	0	0	0	1	**81**	0	1	83	11	112	13	**7**	**143**	0	103	6	1	110	**336**
05:30 PM	0	0	0	0	0	**9**	77	0	0	**86**	**19**	92	**24**	2	137	0	84	8	3	95	318
05:45 PM	0	0	0	0	0	6	78	0	0	84	15	92	16	2	125	0	92	**9**	**5**	106	315
Total Volume	0	0	0	4	4	23	304	0	2	329	47	415	65	12	539	0	389	29	9	427	1299
% App. Total	0	0	0	100		7	92.4	0	0.6		8.7	77	12.1	2.2		0	91.1	6.8	2.1		
PHF	.000	.000	.000	.250	.250	.639	.938	.000	.500	.956	.618	.872	.677	.429	.942	.000	.884	.806	.450	.920	.967



All Traffic Data Services, Inc
9660 W 44th Ave
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303-216-2439

File Name : #76 11TH&SANTACLARAAM
Site Code :
Start Date : 5/19/2015
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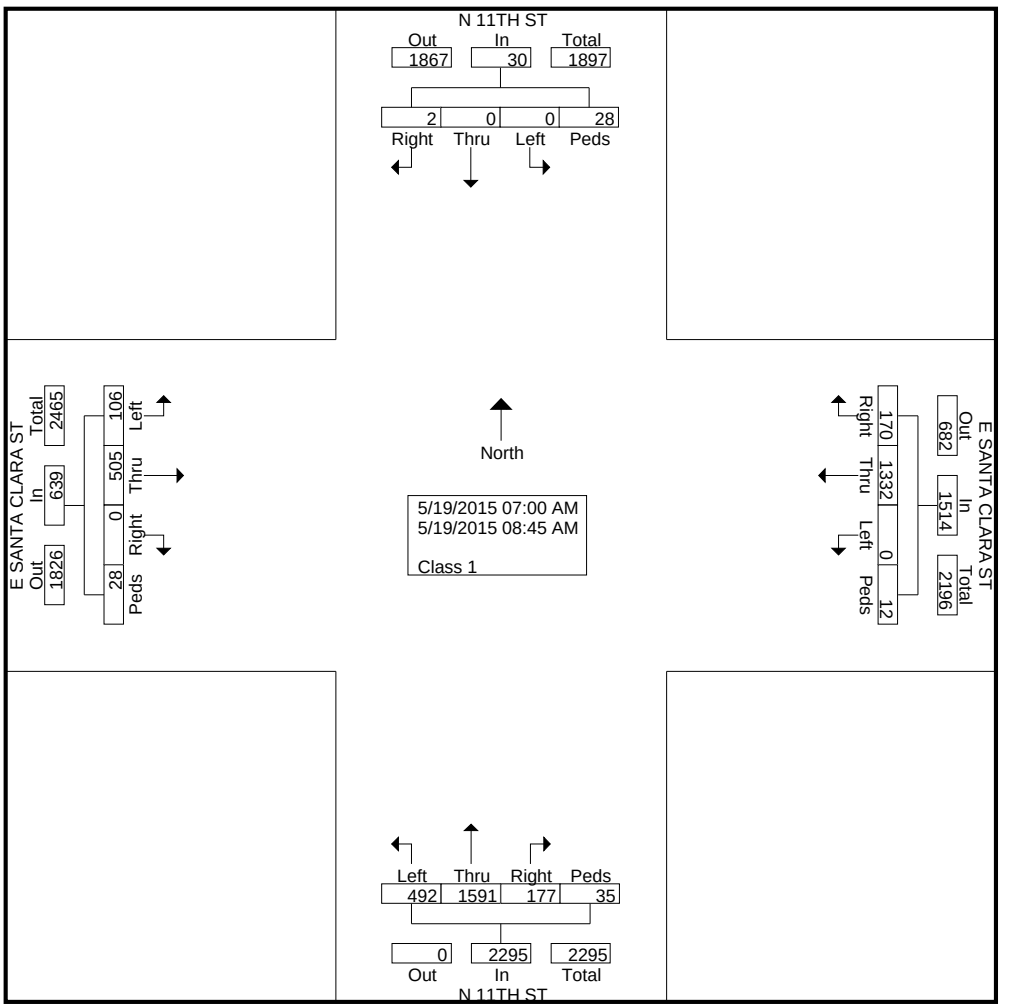
Groups Printed- Class 1

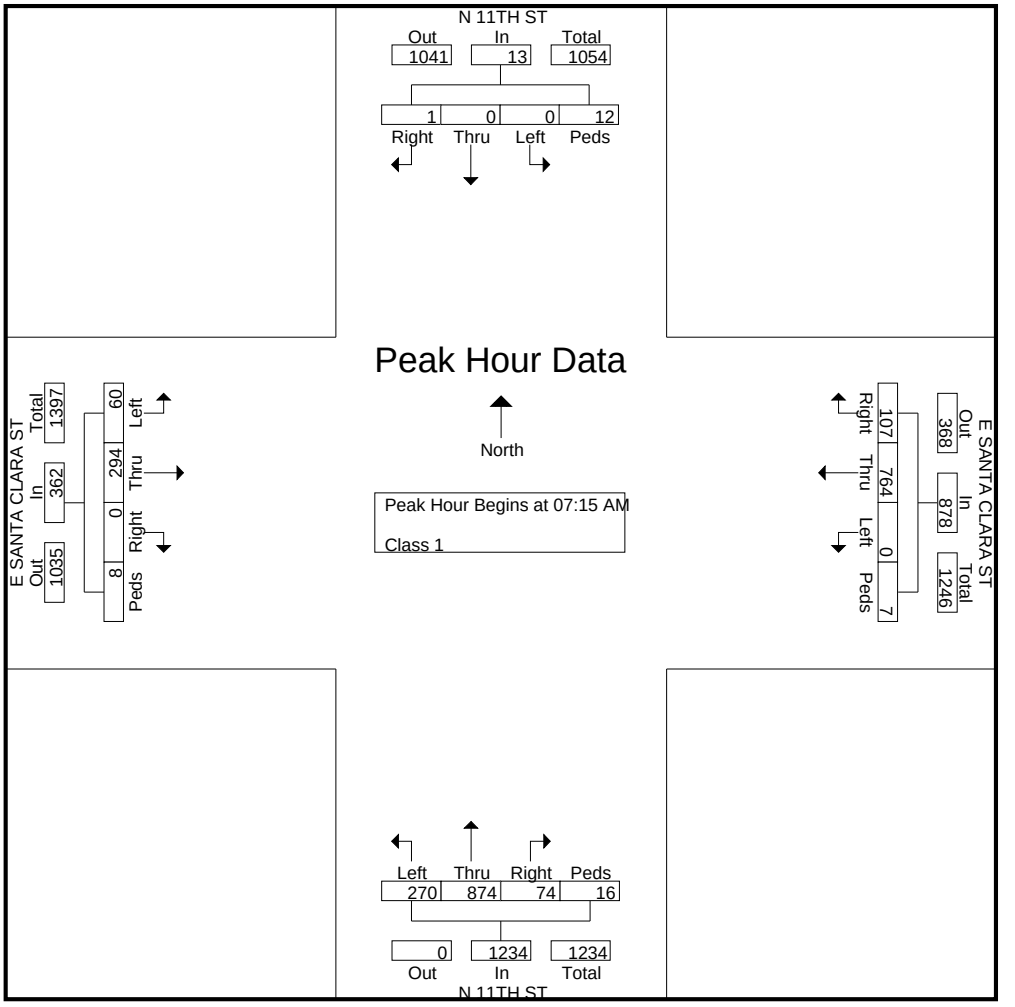
	N 11TH ST Southbound				E SANTA CLARA ST Westbound				N 11TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	1	0	0	3	16	120	0	0	23	149	44	6	0	37	9	4	412
07:15 AM	0	0	0	3	28	167	0	2	13	223	54	3	0	50	13	3	559
07:30 AM	0	0	0	5	24	215	0	1	17	244	62	6	0	63	14	2	653
07:45 AM	1	0	0	2	31	216	0	3	24	217	85	4	0	94	23	1	701
Total	2	0	0	13	99	718	0	6	77	833	245	19	0	244	59	10	2325
08:00 AM	0	0	0	2	24	166	0	1	20	190	69	3	0	87	10	2	574
08:15 AM	0	0	0	5	13	138	0	2	25	230	57	6	0	49	14	3	542
08:30 AM	0	0	0	5	23	138	0	3	28	159	48	6	0	63	14	3	490
08:45 AM	0	0	0	3	11	172	0	0	27	179	73	1	0	62	9	10	547
Total	0	0	0	15	71	614	0	6	100	758	247	16	0	261	47	18	2153
Grand Total	2	0	0	28	170	1332	0	12	177	1591	492	35	0	505	106	28	4478
Apprch %	6.7	0	0	93.3	11.2	88	0	0.8	7.7	69.3	21.4	1.5	0	79	16.6	4.4	
Total %	0	0	0	0.6	3.8	29.7	0	0.3	4	35.5	11	0.8	0	11.3	2.4	0.6	



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

File Name : #76 11TH&SANTACLARAAM
Site Code :
Start Date : 5/19/2015
Page No : 2

	N 11TH ST Southbound					E SANTA CLARA ST Westbound					N 11TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	3	3	28	167	0	2	197	13	223	54	3	293	0	50	13	**3**	66	559
07:30 AM	0	0	0	**5**	**5**	24	215	0	1	240	17	**244**	62	**6**	329	0	63	14	2	79	653
07:45 AM	**1**	0	0	2	3	**31**	**216**	0	**3**	**250**	**24**	217	**85**	4	**330**	0	**94**	**23**	1	**118**	**701**
08:00 AM	0	0	0	2	2	24	166	0	1	191	20	190	69	3	282	0	87	10	2	99	574
Total Volume	1	0	0	12	13	107	764	0	7	878	74	874	270	16	1234	0	294	60	8	362	2487
% App. Total	7.7	0	0	92.3		12.2	87	0	0.8		6	70.8	21.9	1.3		0	81.2	16.6	2.2		
PHF	.250	.000	.000	.600	.650	.863	.884	.000	.583	.878	.771	.895	.794	.667	.935	.000	.782	.652	.667	.767	.887



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

File Name : #76 11TH&SANTACLARAPM
Site Code :
Start Date : 5/19/2015
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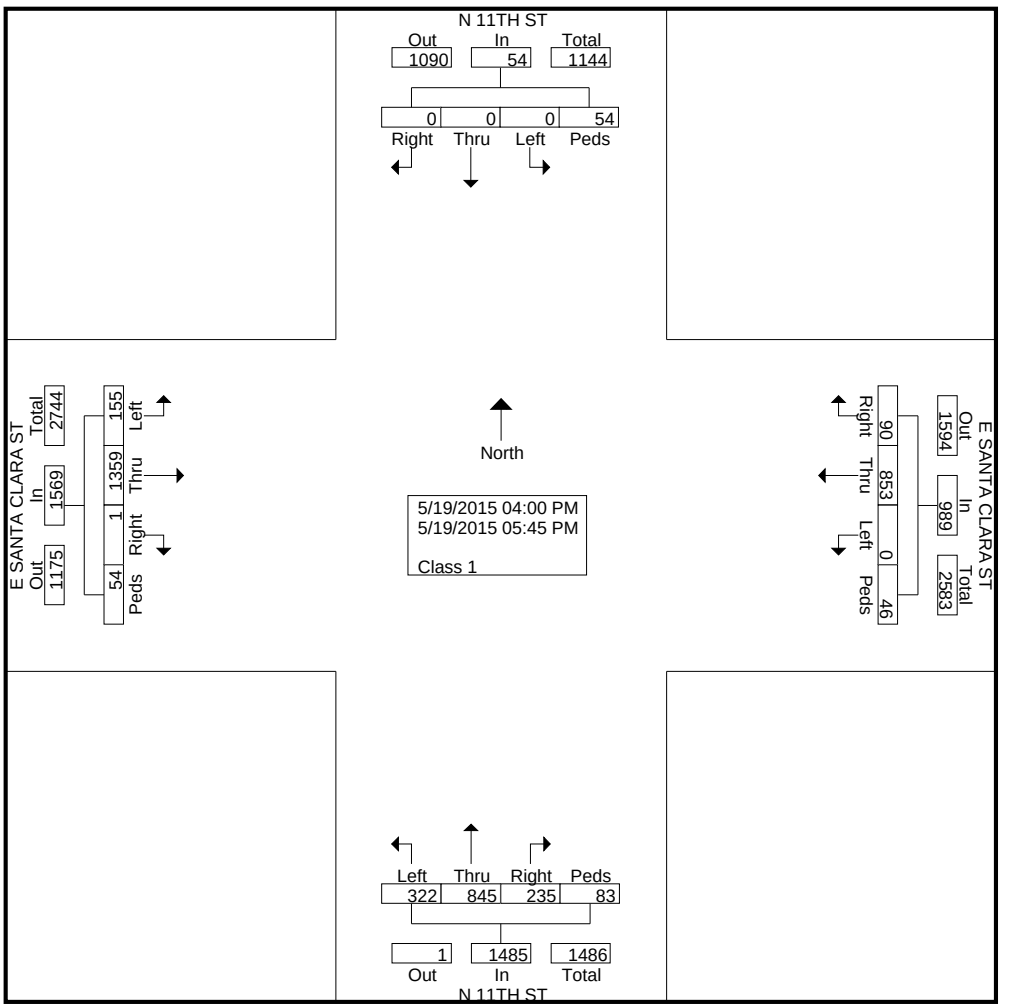
Groups Printed- Class 1

	N 11TH ST Southbound				E SANTA CLARA ST Westbound				N 11TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	0	0	0	7	8	92	0	2	33	96	47	3	0	159	15	3	465
04:15 PM	0	0	0	4	7	106	0	5	30	108	35	7	0	129	23	3	457
04:30 PM	0	0	0	4	9	106	0	5	20	106	36	11	0	171	17	7	492
04:45 PM	0	0	0	3	13	124	0	5	29	113	36	11	0	156	15	7	512
Total	0	0	0	18	37	428	0	17	112	423	154	32	0	615	70	20	1926
05:00 PM	0	0	0	9	12	96	0	8	27	114	35	8	0	189	22	10	530
05:15 PM	0	0	0	8	14	120	0	8	43	113	38	13	0	192	21	9	579
05:30 PM	0	0	0	6	14	100	0	10	33	101	46	12	0	171	20	7	520
05:45 PM	0	0	0	13	13	109	0	3	20	94	49	18	1	192	22	8	542
Total	0	0	0	36	53	425	0	29	123	422	168	51	1	744	85	34	2171
Grand Total	0	0	0	54	90	853	0	46	235	845	322	83	1	1359	155	54	4097
Apprch %	0	0	0	100	9.1	86.2	0	4.7	15.8	56.9	21.7	5.6	0.1	86.6	9.9	3.4	
Total %	0	0	0	1.3	2.2	20.8	0	1.1	5.7	20.6	7.9	2	0	33.2	3.8	1.3	



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
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File Name : #76 11TH&SANTACLARAPM
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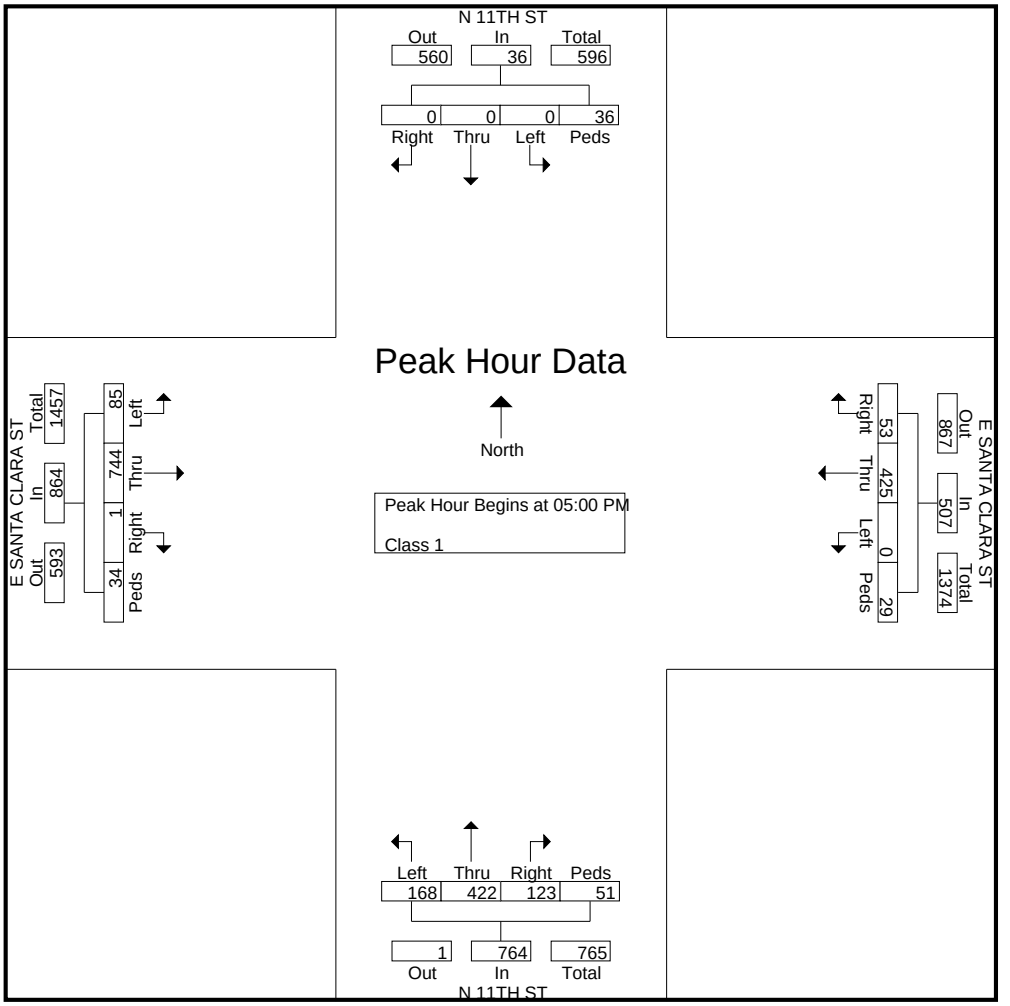
	N 11TH ST Southbound					E SANTA CLARA ST Westbound					N 11TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	9	9	12	96	0	8	116	27	**114**	35	8	184	0	189	**22**	**10**	221	530
05:15 PM	0	0	0	8	8	**14**	**120**	0	8	**142**	**43**	113	38	13	**207**	0	**192**	21	9	222	**579**
05:30 PM	0	0	0	6	6	14	100	0	**10**	124	33	101	46	12	192	0	171	20	7	198	520
05:45 PM	0	0	0	**13**	**13**	13	109	0	3	125	20	94	**49**	**18**	181	**1**	192	22	8	**223**	542
Total Volume	0	0	0	36	36	53	425	0	29	507	123	422	168	51	764	1	744	85	34	864	2171
% App. Total	0	0	0	100		10.5	83.8	0	5.7		16.1	55.2	22	6.7		0.1	86.1	9.8	3.9		
PHF	.000	.000	.000	.692	.692	.946	.885	.000	.725	.893	.715	.925	.857	.708	.923	.250	.969	.966	.850	.969	.937



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

File Name : #84 10TH&JULIANAM
Site Code :
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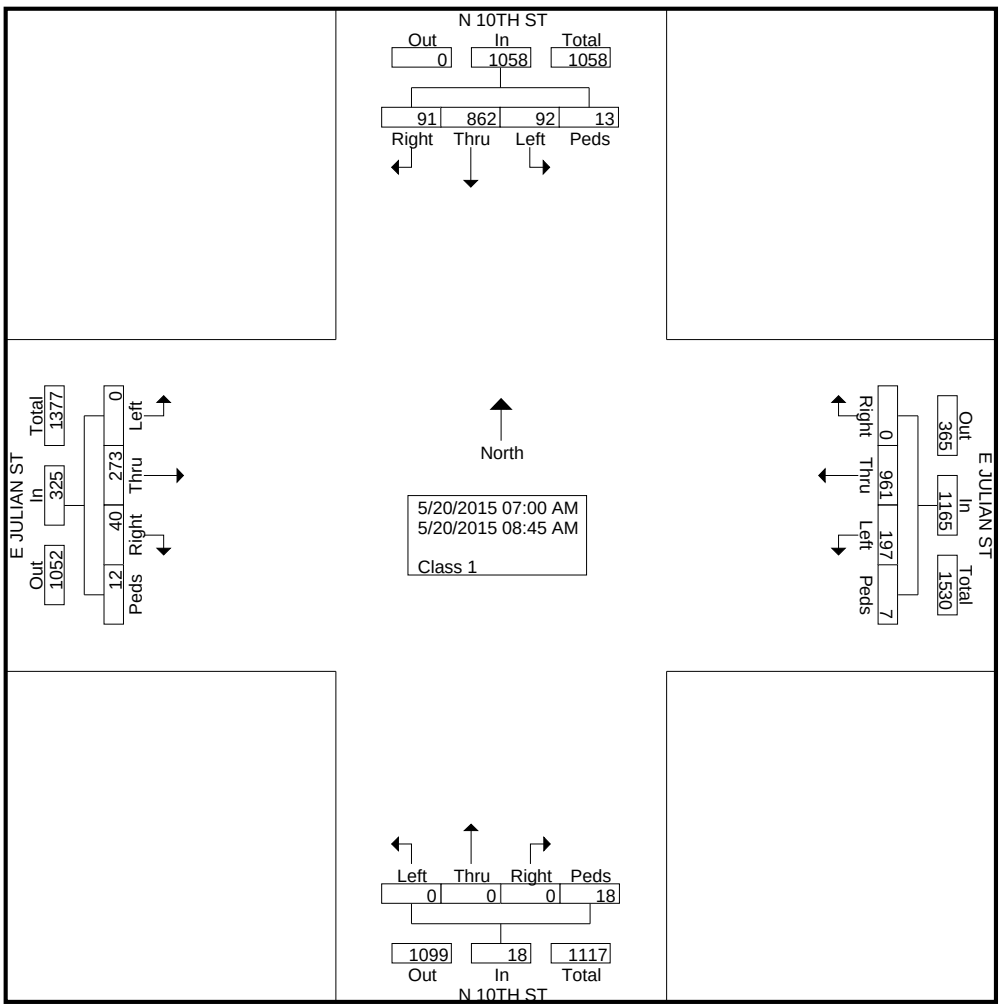
Groups Printed- Class 1

	N 10TH ST Southbound				E JULIAN ST Westbound				N 10TH ST Northbound				E JULIAN ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	7	97	9	5	0	105	17	1	0	0	0	3	1	22	0	0	267
07:15 AM	11	97	9	1	0	120	34	0	0	0	0	4	3	27	0	2	308
07:30 AM	21	133	14	0	0	123	18	1	0	0	0	2	6	37	0	0	355
07:45 AM	15	139	20	0	0	118	40	4	0	0	0	2	7	66	0	6	417
Total	54	466	52	6	0	466	109	6	0	0	0	11	17	152	0	8	1347
08:00 AM	13	110	13	2	0	140	21	0	0	0	0	1	2	37	0	1	340
08:15 AM	6	99	9	0	0	131	22	0	0	0	0	4	7	24	0	2	304
08:30 AM	13	94	6	2	0	125	31	1	0	0	0	1	7	30	0	1	311
08:45 AM	5	93	12	3	0	99	14	0	0	0	0	1	7	30	0	0	264
Total	37	396	40	7	0	495	88	1	0	0	0	7	23	121	0	4	1219
Grand Total	91	862	92	13	0	961	197	7	0	0	0	18	40	273	0	12	2566
Apprch %	8.6	81.5	8.7	1.2	0	82.5	16.9	0.6	0	0	0	100	12.3	84	0	3.7	
Total %	3.5	33.6	3.6	0.5	0	37.5	7.7	0.3	0	0	0	0.7	1.6	10.6	0	0.5	



All Traffic Data Services, Inc
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File Name : #84 10TH&JULIANAM
Site Code :
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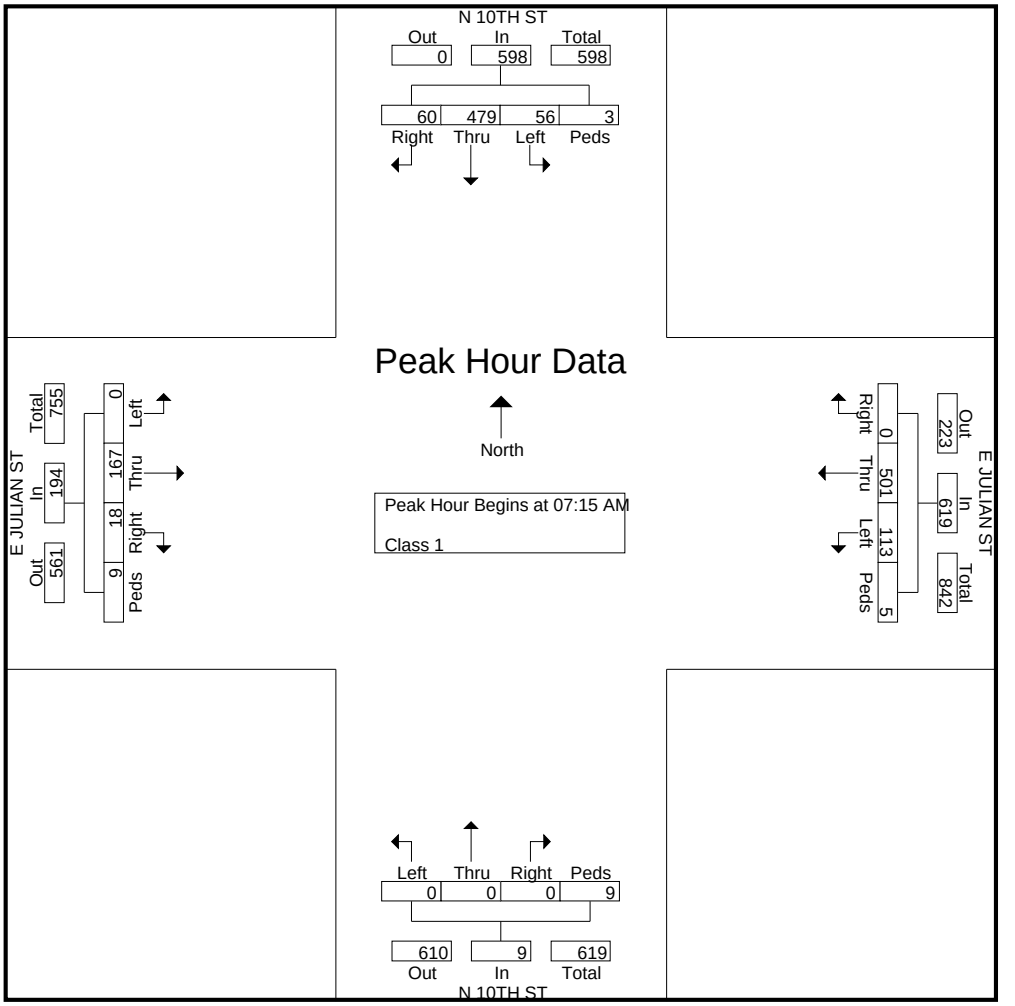
	N 10TH ST Southbound					E JULIAN ST Westbound					N 10TH ST Northbound					E JULIAN ST Eastbound					
Start Time	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Right**	**Thru**	**Left**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	11	97	9	1	118	0	120	34	0	154	0	0	0	**4**	**4**	3	27	0	2	32	308
07:30 AM	**21**	133	14	0	168	0	123	18	1	142	0	0	0	2	2	6	37	0	0	43	355
07:45 AM	15	**139**	**20**	0	**174**	0	118	**40**	**4**	**162**	0	0	0	2	2	**7**	**66**	0	**6**	**79**	**417**
08:00 AM	13	110	13	**2**	138	0	**140**	21	0	161	0	0	0	1	1	2	37	0	1	40	340
Total Volume	60	479	56	3	598	0	501	113	5	619	0	0	0	9	9	18	167	0	9	194	1420
% App. Total	10	80.1	9.4	0.5		0	80.9	18.3	0.8		0	0	0	100		9.3	86.1	0	4.6		
PHF	.714	.862	.700	.375	.859	.000	.895	.706	.313	.955	.000	.000	.000	.563	.563	.643	.633	.000	.375	.614	.851



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

File Name : #84 10TH&JULIANPM
Site Code :
Start Date : 5/19/2015
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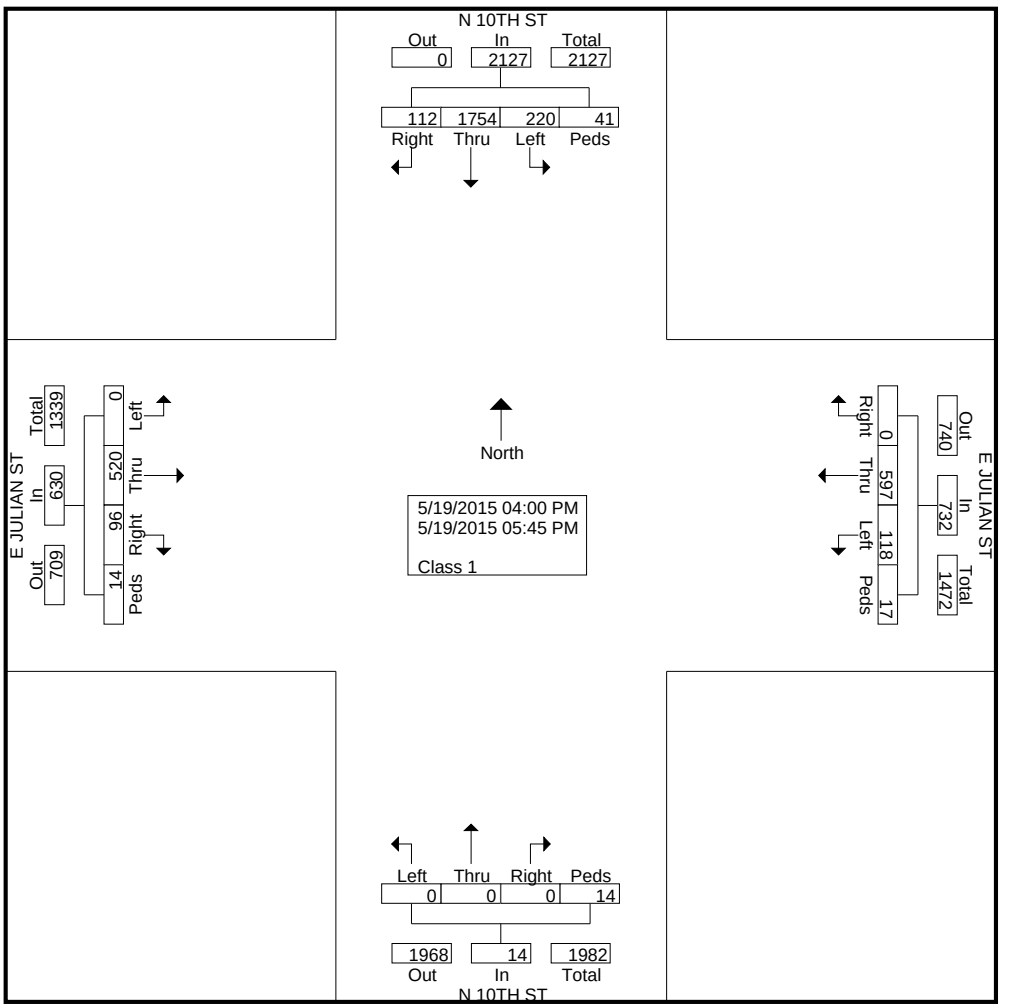
Groups Printed- Class 1

	N 10TH ST Southbound				E JULIAN ST Westbound				N 10TH ST Northbound				E JULIAN ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	17	242	32	2	0	77	13	1	0	0	0	1	9	61	0	0	455
04:15 PM	11	182	22	0	0	65	13	0	0	0	0	2	16	61	0	2	374
04:30 PM	11	208	22	3	0	81	17	5	0	0	0	2	13	58	0	1	421
04:45 PM	13	239	36	4	0	72	13	0	0	0	0	3	14	51	0	1	446
Total	52	871	112	9	0	295	56	6	0	0	0	8	52	231	0	4	1696
05:00 PM	19	230	21	6	0	61	14	2	0	0	0	3	14	71	0	4	445
05:15 PM	12	247	30	11	0	73	17	2	0	0	0	1	11	76	0	1	481
05:30 PM	19	189	33	7	0	80	12	3	0	0	0	0	9	72	0	2	426
05:45 PM	10	217	24	8	0	88	19	4	0	0	0	2	10	70	0	3	455
Total	60	883	108	32	0	302	62	11	0	0	0	6	44	289	0	10	1807
Grand Total	112	1754	220	41	0	597	118	17	0	0	0	14	96	520	0	14	3503
Apprch %	5.3	82.5	10.3	1.9	0	81.6	16.1	2.3	0	0	0	100	15.2	82.5	0	2.2	
Total %	3.2	50.1	6.3	1.2	0	17	3.4	0.5	0	0	0	0.4	2.7	14.8	0	0.4	



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
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File Name : #84 10TH&JULIANPM
Site Code :
Start Date : 5/19/2015
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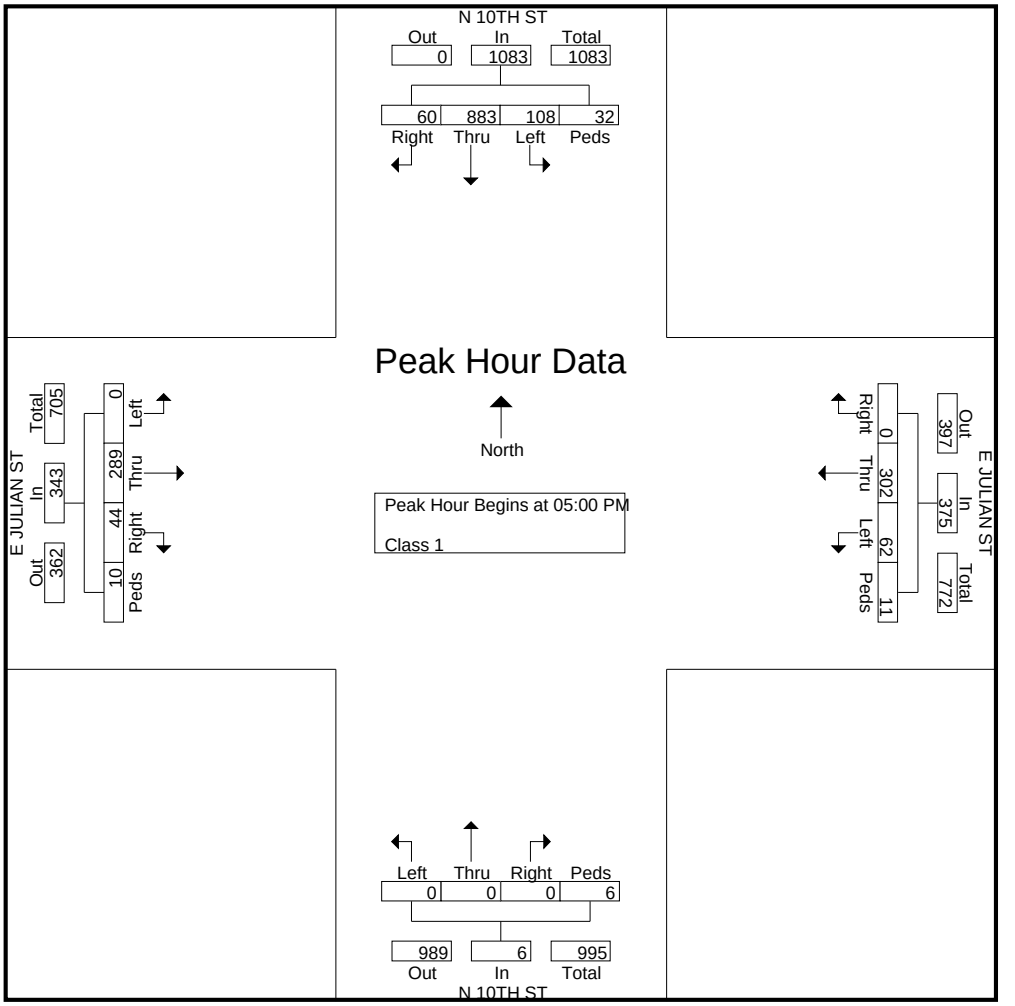
	N 10TH ST Southbound					E JULIAN ST Westbound					N 10TH ST Northbound					E JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**19**	230	21	6	276	0	61	14	2	77	0	0	0	**3**	**3**	**14**	71	0	**4**	**89**	445
05:15 PM	12	**247**	30	**11**	**300**	0	73	17	2	92	0	0	0	1	1	11	**76**	0	1	88	**481**
05:30 PM	19	189	**33**	7	248	0	80	12	3	95	0	0	0	0	0	9	72	0	2	83	426
05:45 PM	10	217	24	8	259	0	**88**	**19**	**4**	**111**	0	0	0	2	2	10	70	0	3	83	455
Total Volume	60	883	108	32	1083	0	302	62	11	375	0	0	0	6	6	44	289	0	10	343	1807
% App. Total	5.5	81.5	10	3		0	80.5	16.5	2.9		0	0	0	100		12.8	84.3	0	2.9		
PHF	.789	.894	.818	.727	.903	.000	.858	.816	.688	.845	.000	.000	.000	.500	.500	.786	.951	.000	.625	.963	.939



All Traffic Data Services, Inc
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Wheat Ridge,CO 80033
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File Name : #85 10TH&SANTACLARAAM
Site Code :
Start Date : 5/20/2015
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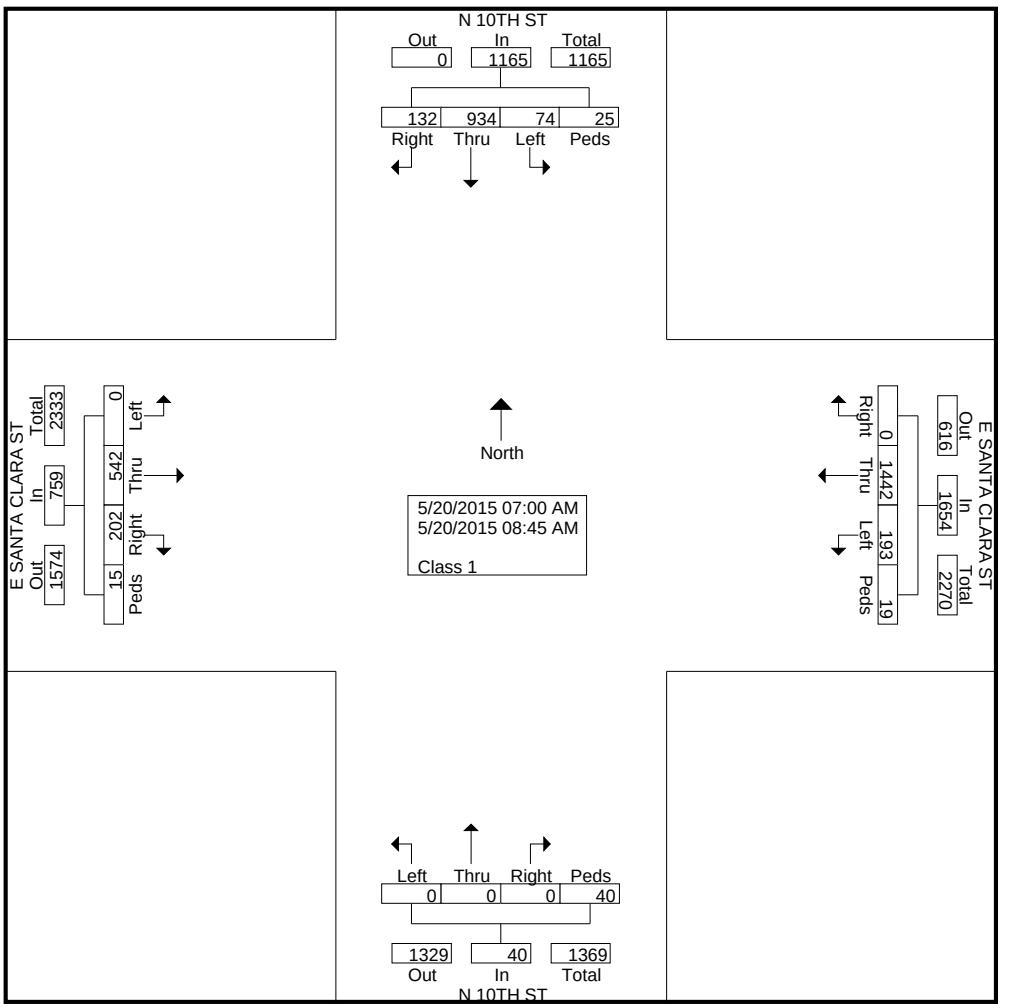
Groups Printed- Class 1

	N 10TH ST Southbound				E SANTA CLARA ST Westbound				N 10TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	11	102	7	6	0	133	24	1	0	0	0	5	25	39	0	0	353
07:15 AM	19	108	7	2	0	168	23	0	0	0	0	8	14	44	0	1	394
07:30 AM	18	108	16	2	0	213	13	4	0	0	0	7	17	68	0	2	468
07:45 AM	18	162	13	2	0	259	28	2	0	0	0	4	28	101	0	2	619
Total	66	480	43	12	0	773	88	7	0	0	0	24	84	252	0	5	1834
08:00 AM	11	138	8	6	0	190	28	5	0	0	0	5	38	97	0	6	532
08:15 AM	19	111	4	3	0	167	27	2	0	0	0	3	31	68	0	3	438
08:30 AM	16	97	13	3	0	146	23	4	0	0	0	3	24	58	0	1	388
08:45 AM	20	108	6	1	0	166	27	1	0	0	0	5	25	67	0	0	426
Total	66	454	31	13	0	669	105	12	0	0	0	16	118	290	0	10	1784
Grand Total	132	934	74	25	0	1442	193	19	0	0	0	40	202	542	0	15	3618
Apprch %	11.3	80.2	6.4	2.1	0	87.2	11.7	1.1	0	0	0	100	26.6	71.4	0	2	
Total %	3.6	25.8	2	0.7	0	39.9	5.3	0.5	0	0	0	1.1	5.6	15	0	0.4	



All Traffic Data Services, Inc
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File Name : #85 10TH&SANTACLARAAM
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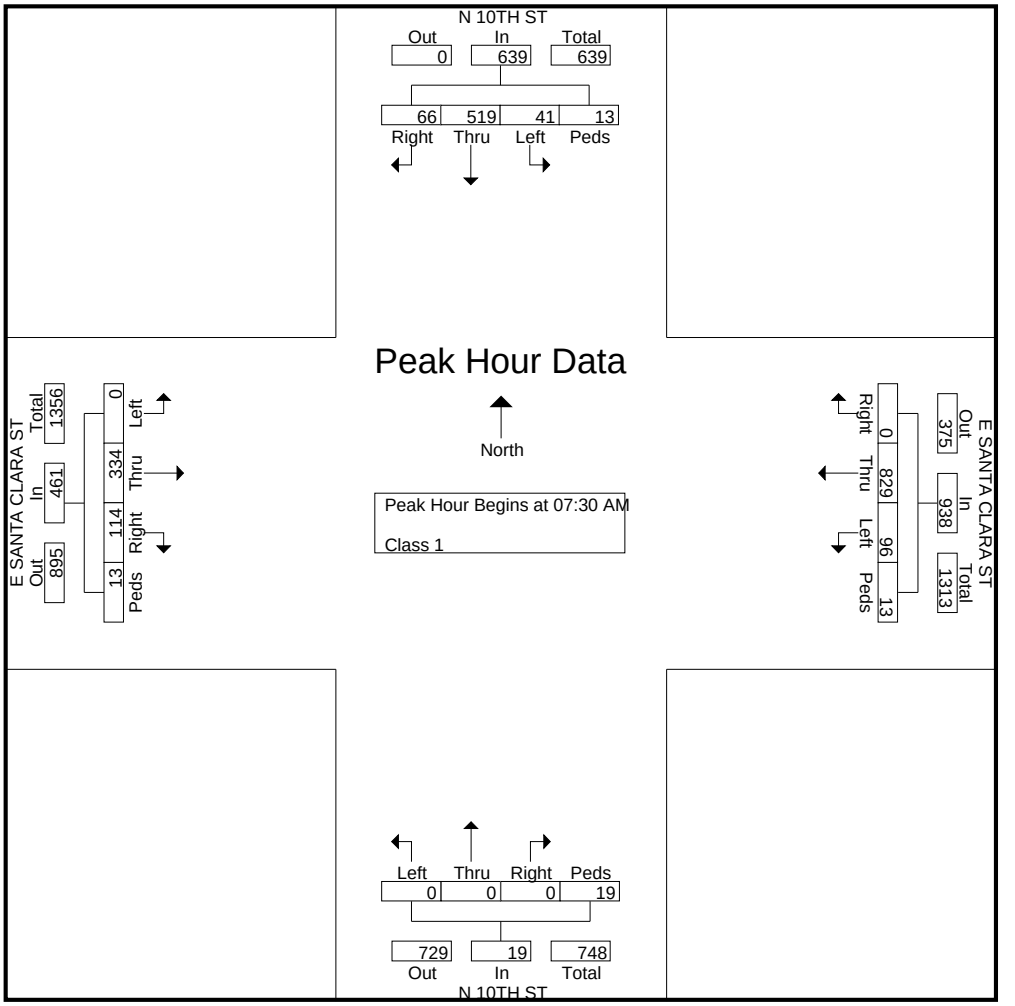
	N 10TH ST Southbound					E SANTA CLARA ST Westbound					N 10TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	18	108	**16**	2	144	0	213	13	4	230	0	0	0	**7**	**7**	17	68	0	2	87	468
07:45 AM	18	**162**	13	2	**195**	0	**259**	**28**	2	**289**	0	0	0	4	4	28	**101**	0	2	131	**619**
08:00 AM	11	138	8	**6**	163	0	190	28	**5**	223	0	0	0	5	5	**38**	97	0	**6**	**141**	532
08:15 AM	**19**	111	4	3	137	0	167	27	2	196	0	0	0	3	3	31	68	0	3	102	438
Total Volume	66	519	41	13	639	0	829	96	13	938	0	0	0	19	19	114	334	0	13	461	2057
% App. Total	10.3	81.2	6.4	2		0	88.4	10.2	1.4		0	0	0	100		24.7	72.5	0	2.8		
PHF	.868	.801	.641	.542	.819	.000	.800	.857	.650	.811	.000	.000	.000	.679	.679	.750	.827	.000	.542	.817	.831



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
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File Name : #85 10TH&SANTACLARAPM
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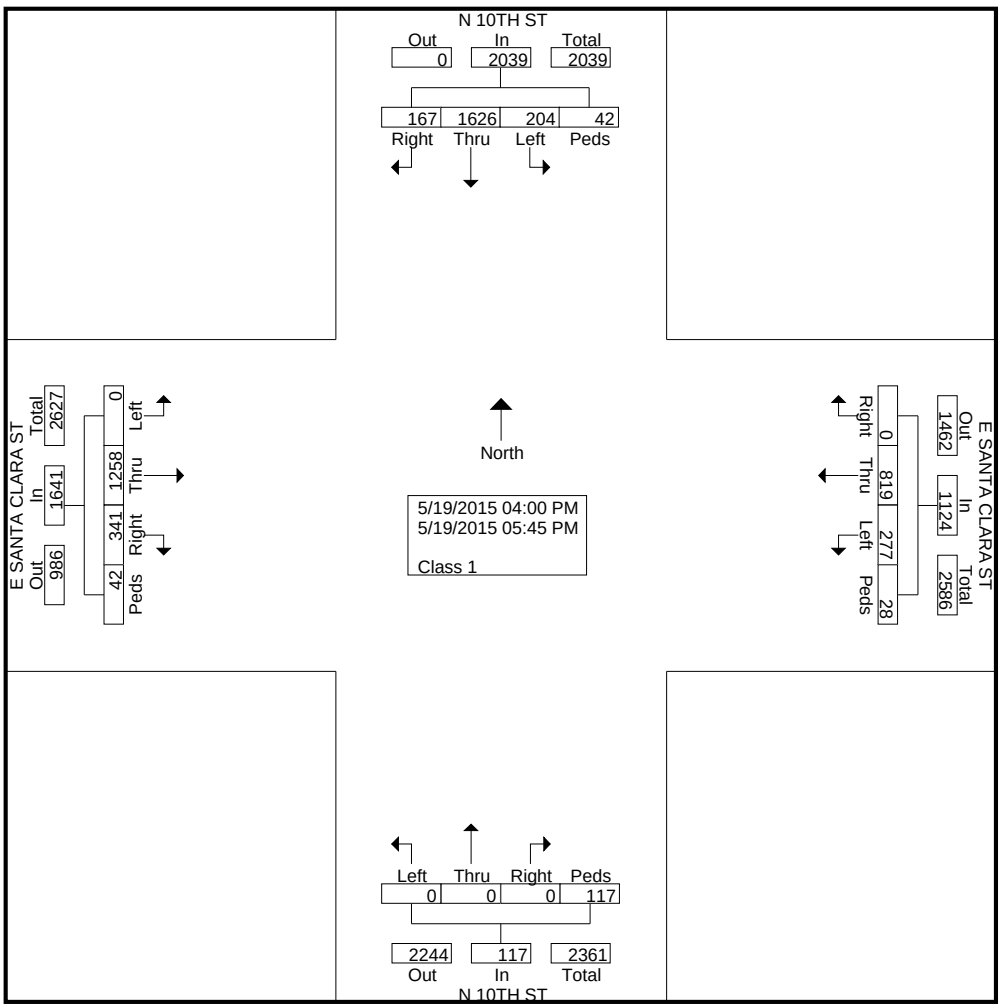
Groups Printed- Class 1

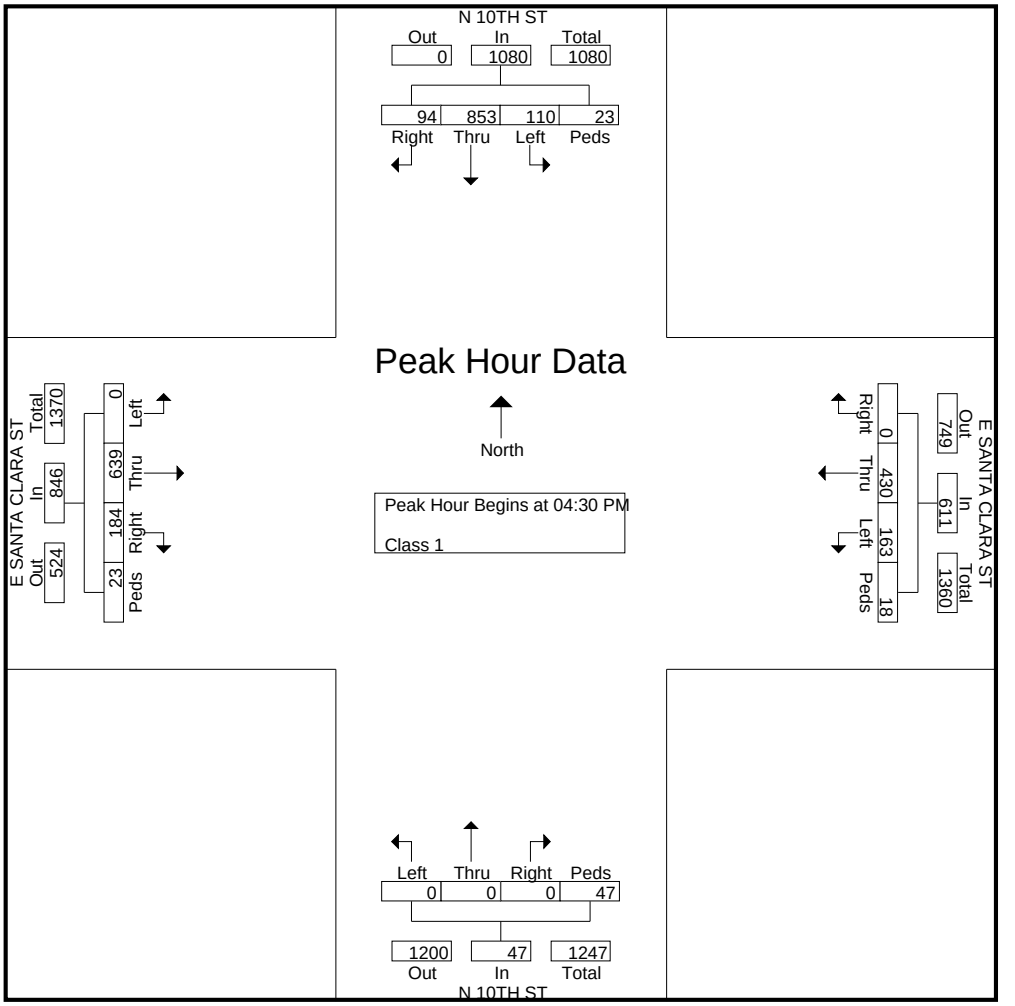
	N 10TH ST Southbound				E SANTA CLARA ST Westbound				N 10TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	21	214	16	4	0	85	33	3	0	0	0	16	38	128	0	7	565
04:15 PM	14	185	28	7	0	101	25	0	0	0	0	17	45	152	0	4	578
04:30 PM	25	200	21	7	0	92	46	4	0	0	0	24	51	145	0	4	619
04:45 PM	16	209	24	9	0	93	37	3	0	0	0	12	45	136	0	7	591
Total	76	808	89	27	0	371	141	10	0	0	0	69	179	561	0	22	2353
05:00 PM	33	222	35	5	0	126	48	4	0	0	0	6	38	182	0	5	704
05:15 PM	20	222	30	2	0	119	32	7	0	0	0	5	50	176	0	7	670
05:30 PM	18	171	25	5	0	109	29	4	0	0	0	15	41	174	0	4	595
05:45 PM	20	203	25	3	0	94	27	3	0	0	0	22	33	165	0	4	599
Total	91	818	115	15	0	448	136	18	0	0	0	48	162	697	0	20	2568
Grand Total	167	1626	204	42	0	819	277	28	0	0	0	117	341	1258	0	42	4921
Apprch %	8.2	79.7	10	2.1	0	72.9	24.6	2.5	0	0	0	100	20.8	76.7	0	2.6	
Total %	3.4	33	4.1	0.9	0	16.6	5.6	0.6	0	0	0	2.4	6.9	25.6	0	0.9	



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

File Name : #85 10TH&SANTACLARAPM
Site Code :
Start Date : 5/19/2015
Page No : 2

	N 10TH ST Southbound					E SANTA CLARA ST Westbound					N 10TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	25	200	21	7	253	0	92	46	4	142	0	0	0	**24**	**24**	**51**	145	0	4	200	619
04:45 PM	16	209	24	**9**	258	0	93	37	3	133	0	0	0	12	12	45	136	0	**7**	188	591
05:00 PM	**33**	**222**	**35**	5	**295**	0	**126**	**48**	4	**178**	0	0	0	6	6	38	**182**	0	5	225	**704**
05:15 PM	20	222	30	2	274	0	119	32	**7**	158	0	0	0	5	5	50	176	0	7	**233**	670
Total Volume	94	853	110	23	1080	0	430	163	18	611	0	0	0	47	47	184	639	0	23	846	2584
% App. Total	8.7	79	10.2	2.1		0	70.4	26.7	2.9		0	0	0	100		21.7	75.5	0	2.7		
PHF	.712	.961	.786	.639	.915	.000	.853	.849	.643	.858	.000	.000	.000	.490	.490	.902	.878	.000	.821	.908	.918

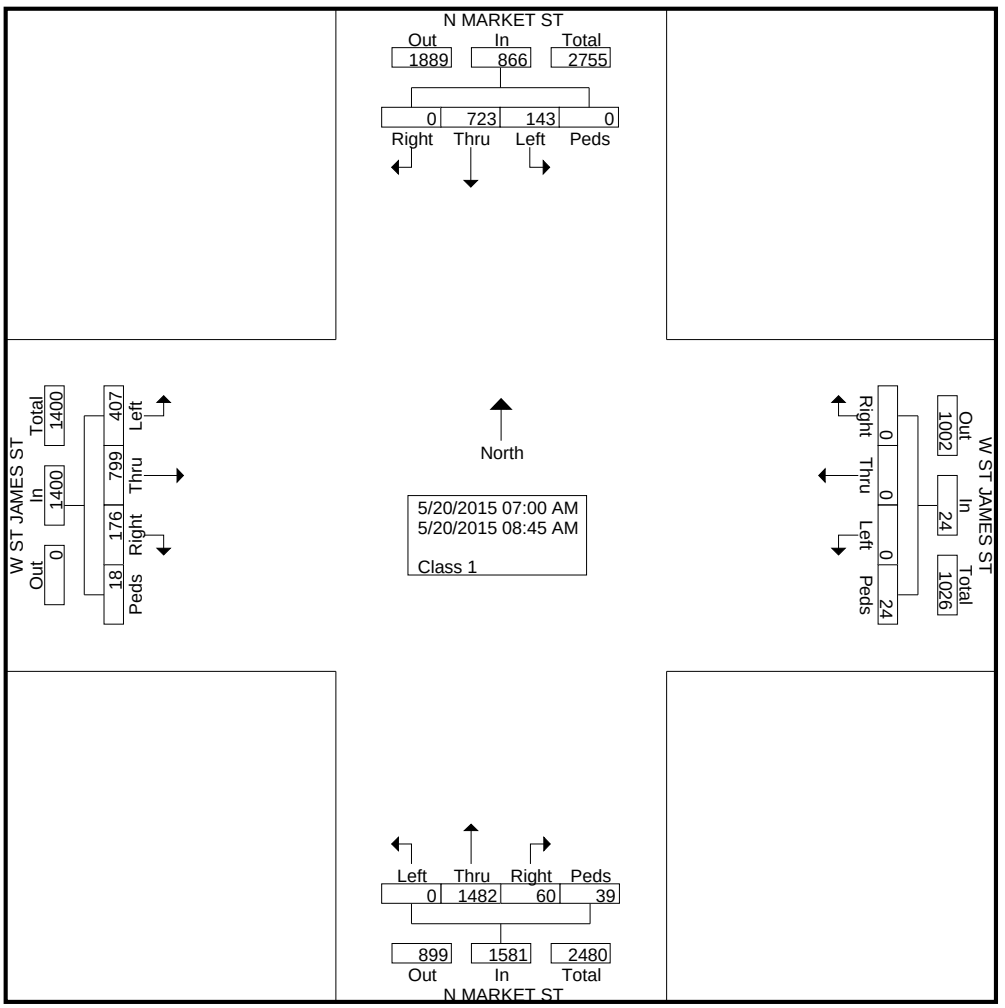


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #101 MARKET&STJAMESAM
Site Code :
Start Date : 5/20/2015
Page No : 1

Groups Printed- Class 1

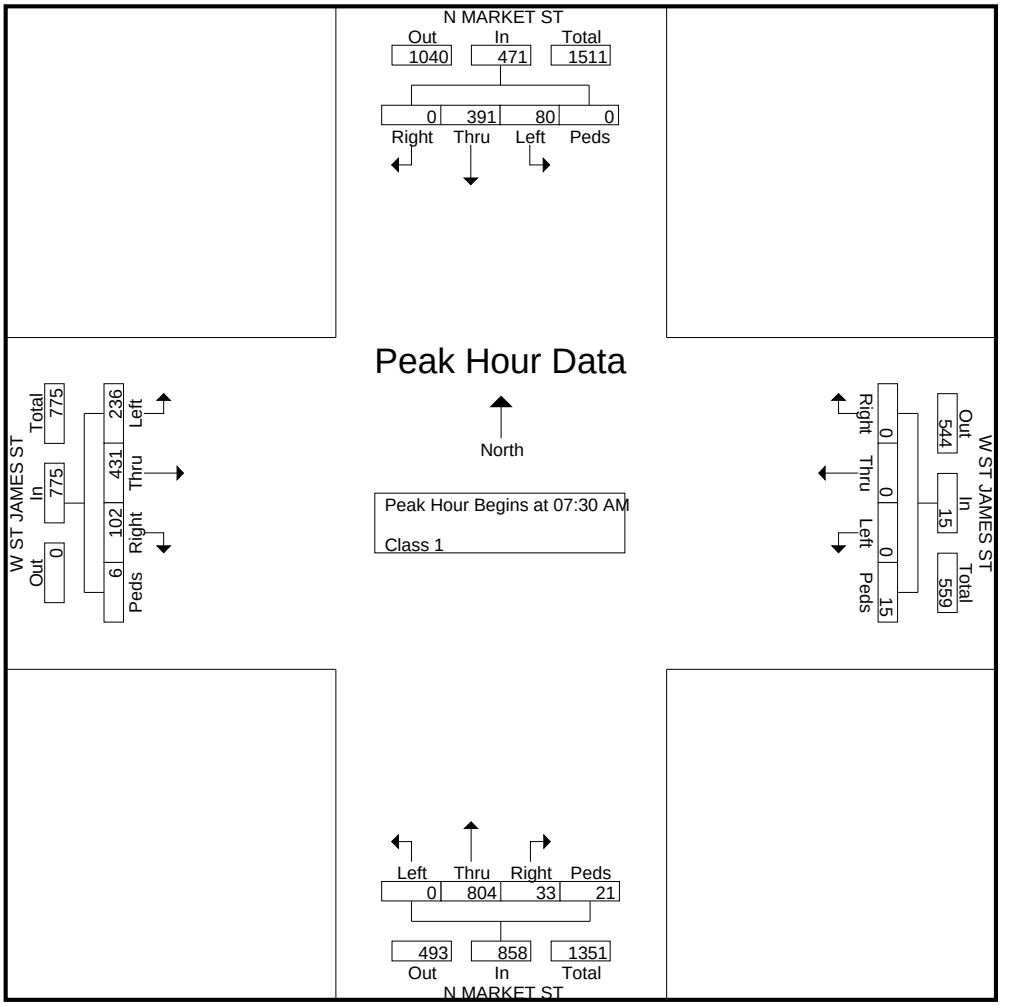
	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
07:00 AM	0	48	8	0	0	0	0	0	3	183	0	2	5	60	31	1	341
07:15 AM	0	82	11	0	0	0	0	4	5	210	0	2	19	87	38	1	459
07:30 AM	0	83	17	0	0	0	0	2	4	218	0	4	16	95	53	0	492
07:45 AM	0	109	22	0	0	0	0	7	12	195	0	4	26	114	55	1	545
Total	0	322	58	0	0	0	0	13	24	806	0	12	66	356	177	3	1837
08:00 AM	0	100	17	0	0	0	0	3	10	200	0	6	29	119	65	2	551
08:15 AM	0	99	24	0	0	0	0	3	7	191	0	7	31	103	63	3	531
08:30 AM	0	104	22	0	0	0	0	3	8	159	0	4	28	99	52	3	482
08:45 AM	0	98	22	0	0	0	0	2	11	126	0	10	22	122	50	7	470
Total	0	401	85	0	0	0	0	11	36	676	0	27	110	443	230	15	2034
Grand Total	0	723	143	0	0	0	0	24	60	1482	0	39	176	799	407	18	3871
Apprch %	0	83.5	16.5	0	0	0	0	100	3.8	93.7	0	2.5	12.6	57.1	29.1	1.3	
Total %	0	18.7	3.7	0	0	0	0	0.6	1.5	38.3	0	1	4.5	20.6	10.5	0.5	



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

File Name : #101 MARKET&STJAMESAM
Site Code :
Start Date : 5/20/2015
Page No : 2

	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	83	17	0	100	0	0	0	2	2	4	**218**	0	4	**226**	16	95	53	0	164	492
07:45 AM	0	**109**	22	0	**131**	0	0	0	**7**	**7**	**12**	195	0	4	211	26	114	55	1	196	545
08:00 AM	0	100	17	0	117	0	0	0	3	3	10	200	0	6	216	29	**119**	**65**	2	**215**	**551**
08:15 AM	0	99	**24**	0	123	0	0	0	3	3	7	191	0	**7**	205	**31**	103	63	**3**	200	531
Total Volume	0	391	80	0	471	0	0	0	15	15	33	804	0	21	858	102	431	236	6	775	2119
% App. Total	0	83	17	0		0	0	0	100		3.8	93.7	0	2.4		13.2	55.6	30.5	0.8		
PHF	.000	.897	.833	.000	.899	.000	.000	.000	.536	.536	.688	.922	.000	.750	.949	.823	.905	.908	.500	.901	.961

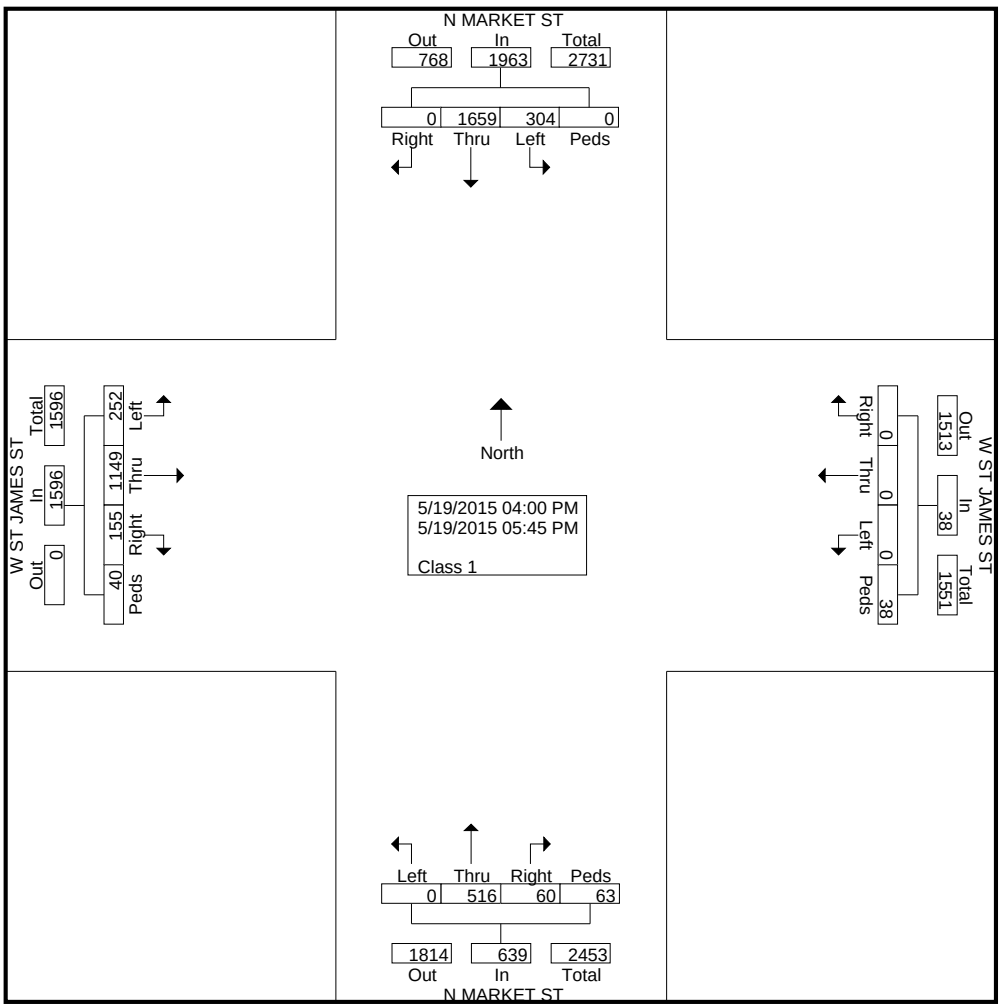


All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #101 MARKET&STJAMESPM
Site Code :
Start Date : 5/19/2015
Page No : 1

Groups Printed- Class 1

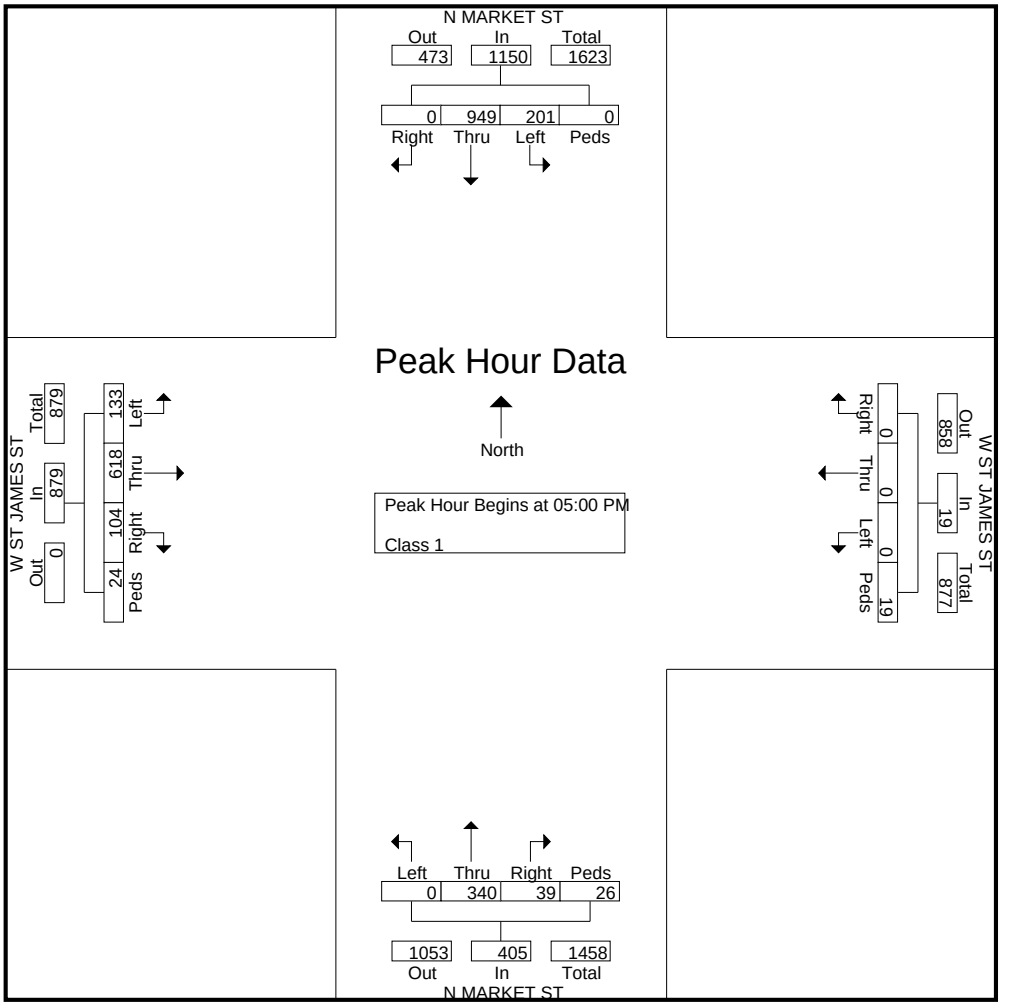
	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Right**	**Thru**	**Left**	**Peds**	**Int. Total**
04:00 PM	0	116	10	0	0	0	0	3	0	0	0	11	14	143	24	5	326
04:15 PM	0	142	11	0	0	0	0	4	5	30	0	9	8	112	24	7	352
04:30 PM	0	250	36	0	0	0	0	6	5	50	0	7	18	129	32	1	534
04:45 PM	0	202	46	0	0	0	0	6	11	96	0	10	11	147	39	3	571
Total	0	710	103	0	0	0	0	19	21	176	0	37	51	531	119	16	1783
05:00 PM	0	203	54	0	0	0	0	2	12	111	0	4	18	144	44	5	597
05:15 PM	0	233	47	0	0	0	0	4	10	93	0	9	33	185	31	7	652
05:30 PM	0	271	36	0	0	0	0	4	8	81	0	5	25	131	32	5	598
05:45 PM	0	242	64	0	0	0	0	9	9	55	0	8	28	158	26	7	606
Total	0	949	201	0	0	0	0	19	39	340	0	26	104	618	133	24	2453
Grand Total	0	1659	304	0	0	0	0	38	60	516	0	63	155	1149	252	40	4236
Apprch %	0	84.5	15.5	0	0	0	0	100	9.4	80.8	0	9.9	9.7	72	15.8	2.5	
Total %	0	39.2	7.2	0	0	0	0	0.9	1.4	12.2	0	1.5	3.7	27.1	5.9	0.9	



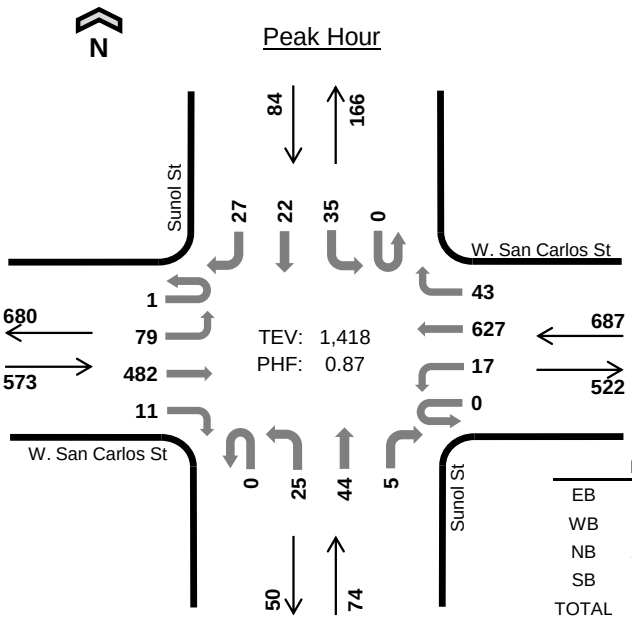
All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

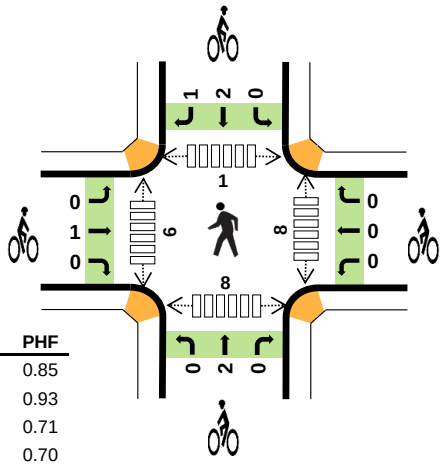
File Name : #101 MARKET&STJAMESPM
Site Code :
Start Date : 5/19/2015
Page No : 2

	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	203	54	0	257	0	0	0	2	2	**12**	**111**	0	4	**127**	18	144	**44**	5	211	597
05:15 PM	0	233	47	0	280	0	0	0	4	4	10	93	0	**9**	112	**33**	**185**	31	**7**	**256**	**652**
05:30 PM	0	**271**	36	0	**307**	0	0	0	4	4	8	81	0	5	94	25	131	32	5	193	598
05:45 PM	0	242	**64**	0	306	0	0	0	**9**	**9**	9	55	0	8	72	28	158	26	7	219	606
Total Volume	0	949	201	0	1150	0	0	0	19	19	39	340	0	26	405	104	618	133	24	879	2453
% App. Total	0	82.5	17.5	0		0	0	0	100		9.6	84	0	6.4		11.8	70.3	15.1	2.7		
PHF	.000	.875	.785	.000	.936	.000	.000	.000	.528	.528	.813	.766	.000	.722	.797	.788	.835	.756	.857	.858	.941



Sunol St
W. San Carlos St





Date: 03/12/2015
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM

	HV %:	PHF
EB	4.2%	0.85
WB	3.8%	0.93
NB	10.8%	0.71
SB	4.8%	0.70
TOTAL	4.4%	0.87

Two-Hour Count Summaries

Interval Start		W. San Carlos St Eastbound				W. San Carlos St Westbound				Sunol St Northbound				Sunol St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	53	4	0	1	106	10	0	1	7	2	0	3	2	7	200	0
7:15 AM		**0**	**9**	**84**	**2**	**0**	**1**	**172**	**12**	**0**	**7**	**9**	**0**	**0**	**8**	**3**	**6**	**313**	0
7:30 AM		**0**	**25**	**117**	**3**	**0**	**3**	**143**	**7**	**0**	**2**	**8**	**1**	**0**	**10**	**2**	**4**	**325**	0
7:45 AM		**0**	**25**	**140**	**3**	**0**	**5**	**163**	**14**	**0**	**7**	**18**	**1**	**0**	**11**	**8**	**11**	**406**	1,244
8:00 AM		**1**	**20**	**141**	**3**	**0**	**8**	**149**	**10**	**0**	**9**	**9**	**3**	**0**	**6**	**9**	**6**	**374**	**1,418**
8:15 AM		0	14	126	5	0	1	113	8	0	1	9	4	0	8	4	4	297	1,402
8:30 AM		0	13	133	2	0	2	98	7	0	8	6	6	0	8	3	3	289	1,366
8:45 AM		0	15	106	5	1	2	103	10	0	5	13	2	0	9	3	6	280	1,240
Count Total		1	125	900	27	1	23	1,047	78	0	40	79	19	0	63	34	47	2,484	0
Peak Hour	**All**	**1**	**79**	**482**	**11**	**0**	**17**	**627**	**43**	**0**	**25**	**44**	**5**	**0**	**35**	**22**	**27**	**1,418**	**0**
	HV	**0**	**1**	**19**	**4**	**0**	**1**	**25**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**3**	**1**	**62**	**0**
	HV%	**0%**	**1%**	**4%**	**36%**	**-**	**6%**	**4%**	**0%**	**-**	**20%**	**5%**	**20%**	**-**	**0%**	**14%**	**4%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	9	3	0	*15*	0	0	0	0	*0*	1	1	0	1	*3*
7:15 AM	**4**	**7**	**0**	**1**	***12***	**0**	**0**	**1**	**0**	***1***	**2**	**1**	**1**	**1**	*5*
7:30 AM	**5**	**7**	**0**	**0**	***12***	**0**	**0**	**0**	**2**	***2***	**4**	**4**	**0**	**1**	*9*
7:45 AM	**5**	**5**	**3**	**1**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**3**	*5*
8:00 AM	**10**	**7**	**5**	**2**	***24***	**1**	**0**	**1**	**1**	***3***	**1**	**0**	**0**	**3**	***4***
8:15 AM	7	6	2	0	*15*	2	0	0	1	*3*	2	0	1	1	*4*
8:30 AM	5	4	7	0	*16*	0	0	0	0	*0*	0	0	1	1	*2*
8:45 AM	8	8	2	1	*19*	1	0	0	1	*2*	1	0	0	3	*4*
Count Total	47	53	22	5	*127*	4	0	2	5	*11*	12	7	3	14	*36*
Peak Hour	**24**	**26**	**8**	**4**	***62***	**1**	**0**	**2**	**3**	***6***	**8**	**6**	**1**	**8**	***23***

Deon Fouche: 415 - 757 - 7714 Deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W. San Carlos St Eastbound				W. San Carlos St Westbound				Sunol St Northbound				Sunol St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	8	1	0	0	2	1	0	0	0	0	15	0
7:15 AM	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	0
7:30 AM	**0**	**0**	**4**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	0
7:45 AM	**0**	**1**	**2**	**2**	**0**	**0**	**5**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**14**	53
8:00 AM	**0**	**0**	**9**	**1**	**0**	**1**	**6**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**1**	**1**	**24**	**62**
8:15 AM	0	0	5	2	0	0	6	0	0	1	0	1	0	0	0	0	15	65
8:30 AM	0	0	4	1	0	1	3	0	0	4	0	3	0	0	0	0	16	69
8:45 AM	0	0	6	2	0	2	6	0	0	1	0	1	0	0	1	0	19	74
Count Total	0	1	37	9	0	4	48	1	0	11	4	7	0	0	4	1	127	0
Peak Hour	**0**	**1**	**19**	**4**	**0**	**1**	**25**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**3**	**1**	**62**	**0**

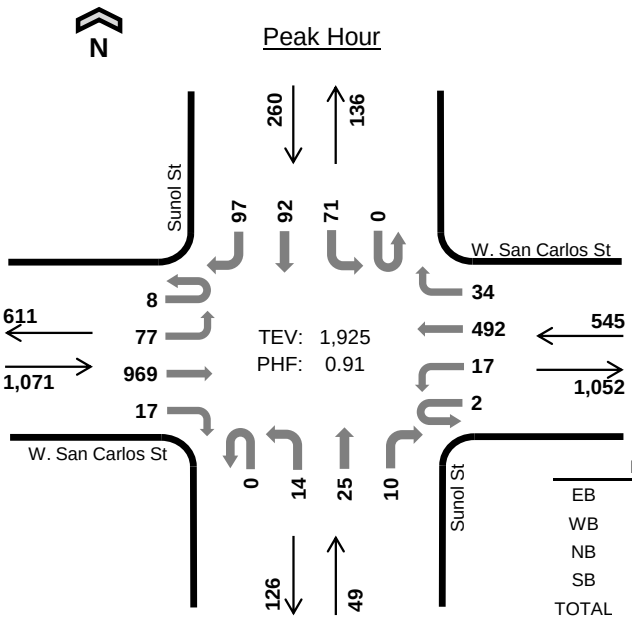
Two-Hour Count Summaries - Bikes

Interval Start	W. San Carlos St Eastbound			W. San Carlos St Westbound			Sunol St Northbound			Sunol St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**6**
8:15 AM	2	0	0	0	0	0	0	0	0	0	1	0	3	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	8
Count Total	2	2	0	0	0	0	0	2	0	0	3	2	11	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**6**	**0**

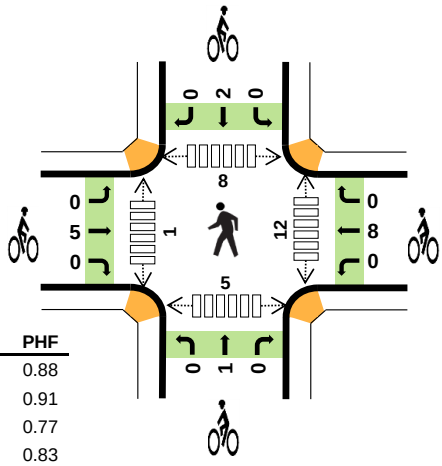
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 Deon.fouche@idaxdata.com

Sunol St
W. San Carlos St



Date: 03/12/2015
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %	PHF
EB	2.1%	0.88
WB	2.4%	0.91
NB	2.0%	0.77
SB	0.4%	0.83
TOTAL	1.9%	0.91

Two-Hour Count Summaries

Interval Start		W. San Carlos St Eastbound				W. San Carlos St Westbound				Sunol St Northbound				Sunol St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	10	184	4	1	3	87	7	0	2	3	5	0	11	13	14	344	0
4:15 PM		3	6	215	5	1	5	98	5	0	1	1	1	0	11	10	13	375	0
4:30 PM		1	19	211	3	0	7	104	5	0	6	12	2	0	18	11	21	420	0
4:45 PM		1	23	203	2	0	1	116	5	0	0	10	1	0	15	19	17	413	1,552
5:00 PM		**2**	**23**	**254**	**7**	**0**	**4**	**116**	**9**	**0**	**5**	**4**	**2**	**0**	**17**	**27**	**22**	**492**	1,700
5:15 PM		**1**	**22**	**279**	**3**	**0**	**3**	**141**	**6**	**0**	**4**	**7**	**2**	**0**	**18**	**14**	**28**	**528**	1,853
5:30 PM		**1**	**12**	**233**	**3**	**2**	**4**	**132**	**9**	**0**	**3**	**9**	**4**	**0**	**19**	**31**	**28**	**490**	1,923
5:45 PM		**4**	**20**	**203**	**4**	**0**	**6**	**103**	**10**	**0**	**2**	**5**	**2**	**0**	**17**	**20**	**19**	**415**	**1,925**
Count Total		13	135	1,782	31	4	33	897	56	0	23	51	19	0	126	145	162	3,477	0
Peak Hour	**All**	**8**	**77**	**969**	**17**	**2**	**17**	**492**	**34**	**0**	**14**	**25**	**10**	**0**	**71**	**92**	**97**	**1,925**	**0**
	HV	**0**	**3**	**19**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**37**	**0**
	HV%	**0%**	**4%**	**2%**	**0%**	**0%**	**0%**	**3%**	**0%**	**-**	**0%**	**0%**	**10%**	**-**	**0%**	**1%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	9	2	1	0	*12*	4	0	1	0	*5*	1	1	0	0	*2*
4:15 PM	4	4	0	2	*10*	1	1	1	0	*3*	2	0	0	1	*3*
4:30 PM	6	3	0	2	*11*	0	1	1	1	*3*	2	2	1	2	*7*
4:45 PM	6	6	0	0	*12*	1	0	2	1	*4*	0	1	3	3	*7*
5:00 PM	**6**	**3**	**1**	**0**	***10***	**1**	**3**	**0**	**1**	***5***	**3**	**0**	**2**	**1**	*6*
5:15 PM	**7**	**3**	**0**	**0**	***10***	**1**	**2**	**0**	**1**	***4***	**4**	**0**	**0**	**0**	*4*
5:30 PM	**4**	**4**	**0**	**1**	***9***	**1**	**3**	**0**	**0**	***4***	**0**	**1**	**3**	**3**	*7*
5:45 PM	**5**	**3**	**0**	**0**	***8***	**2**	**0**	**1**	**0**	***3***	**5**	**0**	**3**	**1**	***9***
Count Total	47	28	2	5	*82*	11	10	6	4	*31*	17	5	12	11	*45*
Peak Hour	**22**	**13**	**1**	**1**	***37***	**5**	**8**	**1**	**2**	***16***	**12**	**1**	**8**	**5**	***26***

Deon Fouche: 415 - 757 - 7714 Deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W. San Carlos St				W. San Carlos St				Sunol St				Sunol St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	7	1	0	0	2	0	0	1	0	0	0	0	0	0	12	0
4:15 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	2	10	0
4:30 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	2	0	11	0
4:45 PM	0	0	6	0	0	0	5	1	0	0	0	0	0	0	0	0	12	45
5:00 PM	**0**	**1**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	43
5:15 PM	**0**	**1**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	43
5:30 PM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	41
5:45 PM	**0**	**1**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**37**
Count Total	0	4	42	1	0	0	27	1	0	1	0	1	0	0	3	2	82	0
Peak Hour	**0**	**3**	**19**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**37**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	W. San Carlos St			W. San Carlos St			Sunol St			Sunol St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	3	0	0	0	0	1	0	0	0	0	0	5	0
4:15 PM	0	0	1	0	1	0	0	1	0	0	0	0	3	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3	0
4:45 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	15
5:00 PM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	15
5:15 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	16
5:30 PM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	17
5:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**16**
Count Total	1	9	1	0	10	0	1	5	0	0	4	0	31	0
Peak Hour	**0**	**5**	**0**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**16**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 Deon.fouche@idaxdata.com

Appendix C

City of San Jose Approved Trips Inventory

City of Santa Clara List of Approved Projects

Intersection of: 101/ALUM ROCK

Traffix Node Number: 3016

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	4	16	0	0	4	1
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	3	0	0	0	0	6	0	0	11	5
TOTAL:	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**22**	**0**	**0**	**15**	**6**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	15	6
SOUTH	0	0	3
WEST	4	22	0

Intersection of: 101/ALUM ROCK

Traffix Node Number: 3016

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	1	9	0	0	23	8
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	5	0	0	0	0	11	0	0	6	3
TOTAL:	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**20**	**0**	**0**	**29**	**11**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	29	11
SOUTH	0	0	5
WEST	1	20	0

Intersection of: 101/SANTA CLARA

Traffix Node Number: 3023

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	11	0	8	0	5	3	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	3	0	0	0	3	0	5	5	0
TOTAL:	**0**	**0**	**0**	**14**	**0**	**8**	**0**	**8**	**3**	**5**	**5**	**0**

	LEFT	THRU	RIGHT
NORTH	14	0	8
EAST	5	5	0
SOUTH	0	0	0
WEST	0	8	3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	8	0	4	0	5	2	1	3	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	5	0	0	0	5	0	3	3	0
TOTAL:	**0**	**0**	**0**	**13**	**0**	**4**	**0**	**10**	**2**	**4**	**6**	**0**

	LEFT	THRU	RIGHT
NORTH	13	0	4
EAST	4	6	0
SOUTH	0	0	0
WEST	0	10	2

Intersection of: 280/MCLAUGHLIN

Traffix Node Number: 3036

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	5	0	0	1	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	8	0	0	0	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	2	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	4	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	36	0	0	19	0	0	0	37	0	0	0
TOTAL:	**0**	**49**	**0**	**0**	**20**	**0**	**6**	**0**	**37**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	20	0
EAST	0	0	0
SOUTH	0	49	0
WEST	6	0	37

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	27	0	0	20	0	10	0	24	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	5	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	8	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	115	0	0	39	0	0	0	78	0	0	0
TOTAL:	**0**	**142**	**0**	**0**	**64**	**0**	**18**	**0**	**102**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	64	0
EAST	0	0	0
SOUTH	0	142	0
WEST	18	0	102

Intersection of: 680/ALUM ROCK (E)

Traffix Node Number: 3042

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	0	0	37	19	0	53	0
NSJ NORTH SAN JOSE	3	0	9	0	0	0	0	4	2	0	7	3
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	0	0	2	5	0	1	0
TOTAL:	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**43**	**26**	**0**	**61**	**3**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	61	3
SOUTH	3	0	9
WEST	0	43	26

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	0	0	26	5	0	14	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	21	4
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	0	0	1	3	0	2	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**8**	**0**	**37**	**4**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	37	4
SOUTH	0	0	0
WEST	0	32	8

Intersection of: 680/ALUM ROCK (W)

Traffix Node Number: 3043

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	5	0	56	0	0	53	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	3	0	7	0	0	1	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**63**	**0**	**0**	**54**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	8
EAST	0	54	0
SOUTH	0	0	0
WEST	0	63	0

Intersection of: 680/ALUM ROCK (W)

Traffix Node Number: 3043

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	7	0	31	0	0	14	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	5	0	4	0	0	2	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**35**	**0**	**0**	**16**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	12
EAST	0	16	0
SOUTH	0	0	0
WEST	0	35	0

Intersection of: ALUM ROCK/JACKSON

Traffix Node Number: 3063

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	4	0	0	2	0	0	0	0	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	1	0	1	1	0	0	0	0	0	0	1
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	119	57	56	0	81	0	0	0	135	59	0	0
NSJ NORTH SAN JOSE	0	4	1	0	0	0	0	0	0	0	1	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	1	1	7	1	0	4	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	8	47	0	16	35	11	12	1	2	0	4	22
TOTAL:	**127**	**113**	**57**	**17**	**119**	**12**	**13**	**8**	**138**	**59**	**9**	**23**

	LEFT	THRU	RIGHT
NORTH	17	119	12
EAST	59	9	23
SOUTH	127	113	57
WEST	13	8	138

Intersection of: ALUM ROCK/JACKSON

Traffix Node Number: 3063

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	1	0	0	1	0	0	0	0	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	3	0	3	3	0	0	0	0	0	0	3
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	71	37	31	0	23	0	0	0	59	21	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	1	0	4	13	3
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	1	0	0	0	0	1	1	4	0	0	7	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	3	20	0	27	58	18	5	2	3	0	1	9
TOTAL:	**75**	**61**	**31**	**30**	**85**	**19**	**6**	**7**	**62**	**25**	**21**	**15**

	LEFT	THRU	RIGHT
NORTH	30	85	19
EAST	25	21	15
SOUTH	75	61	31
WEST	6	7	62

Intersection of: ALUM ROCK/KING

Traffix Node Number: 3064

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	3	0	0	0	0	2	1	1	1	0	2	0
NSJ NORTH SAN JOSE	3	11	1	0	1	0	1	7	1	0	1	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	1	0	0	2	0	0	0	9	0	16	3	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	18	0	0	0	0	5	0	11	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	6	0	0	1	1	5	0	0	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	20	0	3	36	17	9	0	0	0	0	2
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**7**	**37**	**19**	**5**	**38**	**20**	**16**	**22**	**2**	**27**	**9**	**3**

	LEFT	THRU	RIGHT
NORTH	5	38	20
EAST	27	9	3
SOUTH	7	37	19
WEST	16	22	2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	3	2	1	7	1	1	11	3	2	9	1
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	1	0	0	0	0	1	2	2	3	0	1	0
H90-07-086C RETAIL OFC SANTA CLARA (N/S) W/O KING	2	0	0	0	0	9	20	8	2	0	8	0
NSJ NORTH SAN JOSE	3	4	3	3	15	2	0	2	0	1	6	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	3	1	0	0	16	0	9	2	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	8	0	0	0	0	2	0	19	5	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	1	5	4	1	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	36	0	2	19	9	17	0	0	0	0	3
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**8**	**44**	**13**	**10**	**47**	**26**	**41**	**41**	**8**	**31**	**31**	**4**

	LEFT	THRU	RIGHT
NORTH	10	47	26
EAST	31	31	4
SOUTH	8	44	13
WEST	41	41	8

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	6	0	18	0	0	0	0	2	1	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	17	0	0	0	0	7	0	8	5	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	1	0	3	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	2	0	81	3	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	31	0	0	0	0	0	0	116	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0
TOTAL:	**6**	**0**	**66**	**0**	**0**	**0**	**0**	**22**	**1**	**208**	**21**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	208	21	0
SOUTH	6	0	66
WEST	0	22	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	0	10	0	0	0	0	1	0	5	8	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	7	0	0	0	0	3	0	14	8	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	20	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	3	0	42	2	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	57	0	0	0	0	0	0	61	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0
TOTAL:	**2**	**0**	**74**	**0**	**0**	**0**	**0**	**24**	**0**	**142**	**29**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	142	29	0
SOUTH	2	0	74
WEST	0	24	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	13	0	22	0	0	0	4	22	0	0	4	2
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	12	0	0	0	0	25	0	0	14	12
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	23	0	0	0	0	1	0	0	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	44	0	0	0	0	2	0	0	84	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	62	0	0	0	0	31	0	0	116	36
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0

TOTAL:	**13**	**0**	**163**	**0**	**0**	**0**	**4**	**91**	**0**	**0**	**234**	**50**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	234	50
SOUTH	13	0	163
WEST	4	91	0

PM APPROVED TRIPS

07/22/2015

Intersection of: 101/MCKEE

Traffix Node Number: 3211

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	1	0	0	0	0	6	0	0	26	13
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	5	0	0	0	0	11	0	0	23	19
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	4	0	0	0	0	0	0	0	21	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	79	0	0	0	0	3	0	0	44	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	115	0	0	0	0	57	0	0	61	19
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0
TOTAL:	**0**	**0**	**204**	**0**	**0**	**0**	**0**	**94**	**0**	**0**	**185**	**51**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	185	51
SOUTH	0	0	204
WEST	0	94	0

Intersection of: CAPITOL/JACKSON

Traffix Node Number: 3384

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	2	0	0	0	1	0	0	2	4
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	0	1	0	0	0	1	0	0	1	1
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	38	0	42	52	20	36	0	0	0	0	47
NSJ NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	0	2	2
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	1	0	0	2	1	0	1	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	28	0	12	19	5	7	0	0	0	0	18
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	1	0	0	0	0	0	0	1	4
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	2	0	8	4	0	0	1	0	0	1	4
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**70**	**0**	**66**	**76**	**25**	**43**	**5**	**1**	**0**	**8**	**80**

	LEFT	THRU	RIGHT
NORTH	66	76	25
EAST	0	8	80
SOUTH	0	70	0
WEST	43	5	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	1	0	0	0	1	0	0	0	1
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	0	3	0	0	0	3	0	0	3	3
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	20	0	22	22	17	8	0	0	0	0	15
NSJ NORTH SAN JOSE	0	0	0	2	7	1	0	0	0	0	1	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	1	1	0	0	0	0	0	1	0	0	2	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	12	0	21	31	8	3	0	0	0	0	8
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	4	1	0	0	0	0	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	4	0	4	2	0	0	0	0	0	1	8
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**37**	**0**	**57**	**63**	**26**	**11**	**5**	**0**	**0**	**7**	**36**

	LEFT	THRU	RIGHT
NORTH	57	63	26
EAST	0	7	36
SOUTH	1	37	0
WEST	11	5	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	20	24	13	0	46	0	0	0	24	11	0	0
NSJ NORTH SAN JOSE	0	2	1	0	0	0	1	4	0	0	2	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	12	3	26	0	8	2	4	36	21	69	24	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	1	5	0	1	1	0	0	0	0	0	3	4
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	2	7	0	13	12	0	0	9	3	0	5	7
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	2	0	0	0	0	0	0	13	4	0	7	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	5	6	0	0	0	0	0

Intersection of: JACKSON/MCKEE

Traffix Node Number: 3596

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	1	0	0	3	12	6	0	0	0	0	0
TOTAL:	**37**	**42**	**40**	**14**	**70**	**19**	**17**	**62**	**52**	**80**	**41**	**11**

	LEFT	THRU	RIGHT
NORTH	14	70	19
EAST	80	41	11
SOUTH	37	42	40
WEST	17	62	52

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	12	20	5	0	9	0	0	0	8	6	0	0
NSJ NORTH SAN JOSE	1	2	0	0	0	0	0	1	0	2	10	2
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	19	5	43	0	3	1	7	60	10	30	10	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	3	4	0	0	2	1	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	3	12	0	7	6	0	0	5	2	0	9	13
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	4	0	0	0	0	0	0	7	2	0	13	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	1	0	0	0	0	0	1	10	1	0	10	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	6	10	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	3	0	0	1	6	12	0	0	0	0	0
TOTAL:	**40**	**43**	**48**	**10**	**23**	**13**	**30**	**85**	**24**	**38**	**52**	**16**

	LEFT	THRU	RIGHT
NORTH	10	23	13
EAST	38	52	16
SOUTH	40	43	48
WEST	30	85	24

Intersection of: JULIAN/TWENTY FIRST

Traffix Node Number: 3612

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	7	1
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	1
SOUTH	0	0	0
WEST	0	0	0

Intersection of: JULIAN/TWENTY FIRST

Traffix Node Number: 3612

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	0	6	1
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**6**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	1
SOUTH	0	0	0
WEST	0	2	0

Intersection of: JULIAN/TWENTY FOURTH

Traffix Node Number: 3613

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	5	0	2	0	0	0	0	0	0	0	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	0	0	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	0	0	3	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	3	2	0
SOUTH	5	0	5
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	0	1	0	0	0	0	2	0	2	11	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	1	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	3	0	0	0	0	0	0	2	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**11**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	5	11	0
SOUTH	1	0	4
WEST	0	2	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	10	22	2	0	0	0	5	11	6	0	5	1
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	1	0	0	2	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	14	30	0	1	4	8	1	1	2	0	10	5
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	36	81	0	23	150	19	35	29	67	0	16	12
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	3	7	0	1	3	4	2	2	1	0	4	3
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	96	148	11	0	73	0	0	0	47	5	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	1	1	2	0	4	0	0	0	2	4	0	0
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**160**	**290**	**15**	**25**	**236**	**31**	**43**	**43**	**125**	**9**	**35**	**21**

	LEFT	THRU	RIGHT
NORTH	25	236	31
EAST	9	35	21
SOUTH	160	290	15
WEST	43	43	125

PM APPROVED TRIPS

07/22/2015

Intersection of: KING/MABURY

Traffix Node Number: 3623

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	6	0	1	13	5	3	15	3	1	4	1
NSJ NORTH SAN JOSE	3	11	1	9	20	2	1	6	1	1	5	2
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	2	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	2	5	0	5	26	1	7	9	12	0	2	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	66	147	0	12	78	35	18	15	35	0	28	22
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	10	23	0	9	23	12	12	13	10	0	13	9
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	50	79	6	0	136	0	0	0	88	9	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	4	6	11	0	8	0	0	0	4	8	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	0	0	0	12	0	0	0	3	0	0	3	12
TOTAL:	**137**	**279**	**18**	**48**	**305**	**55**	**41**	**61**	**153**	**19**	**55**	**47**

	LEFT	THRU	RIGHT
NORTH	48	305	55
EAST	19	55	47
SOUTH	137	279	18
WEST	41	61	153

Intersection of: KING/MCKEE

Traffix Node Number: 3625

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	2	0	0	0	0	1	1	0	0	2	0
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	1	0	0	0	1	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	2	13	2	0	0	1	16	18	2	0	1	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	0	7	0	0	0	38	0	0	26	5
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	13	0	1	2	3	24	0	0	0	0	7
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	38	0	44	70	84	46	0	0	0	0	24
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	0	2	1	0	0	0	0	0	0	5
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	5	0	28	9	152	93	0	0	0	0	15
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	1
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0
TOTAL:	**3**	**72**	**2**	**82**	**83**	**240**	**180**	**67**	**2**	**0**	**42**	**57**

	LEFT	THRU	RIGHT
NORTH	82	83	240
EAST	0	42	57
SOUTH	3	72	2
WEST	180	67	2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	5	3	10	11	2	7	25	3	5	26	2
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	1	0	0	0	0	0	0	1	0	0	0
H90-07-086C RETAIL OFC SANTA CLARA (N/S) W/O KING	0	2	0	0	2	0	0	0	5	0	0	0
NSJ NORTH SAN JOSE	2	5	3	3	14	13	1	4	0	2	9	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	0	3	0	0	0	16	0	0	43	8
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	0	6	12	21	4	0	0	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	69	0	23	36	44	82	0	0	0	0	44
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	4	0	16	4	0	0	0	0	0	0	16
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	9	0	15	5	80	172	0	0	0	0	27
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	1	0	0	0	0	0	0	0	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0
TOTAL:	**4**	**97**	**6**	**77**	**84**	**160**	**266**	**62**	**9**	**7**	**88**	**99**

	LEFT	THRU	RIGHT
NORTH	77	84	160
EAST	7	88	99
SOUTH	4	97	6
WEST	266	62	9

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	3	0	0	1	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	1	10	0	1	6	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	16	0	0	10	1	2	2	0	0	1	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	5	0	0	1	0	0	0	0	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	19	0	1	35	0	0	0	0	0	0	1
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**53**	**0**	**2**	**53**	**1**	**2**	**2**	**0**	**0**	**1**	**2**

	LEFT	THRU	RIGHT
NORTH	2	53	1
EAST	0	1	2
SOUTH	1	53	0
WEST	2	2	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	1	0	0	3	0	0	0	0	0	0	0
H90-07-086C RETAIL OFC SANTA CLARA (N/S) W/O KING	0	2	0	0	2	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	1	6	1	2	10	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	7	0	0	16	2	1	1	0	0	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	0	5	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	35	0	0	18	0	0	0	0	0	0	1
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**52**	**1**	**2**	**54**	**2**	**1**	**1**	**0**	**0**	**2**	**1**

	LEFT	THRU	RIGHT
NORTH	2	54	2
EAST	0	2	1
SOUTH	1	52	1
WEST	1	1	0

Intersection of: MCLAUGHLIN/STORY

Traffix Node Number: 3683

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	2	0	0	0	0	1	1	0	0	2	1
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	2	0	0	0	0	0	0	1	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	1	0	0	0	0	0	0	1	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	32	0	0	0	0	55	36	125	22	0	189	0
TOTAL:	**32**	**5**	**0**	**0**	**0**	**55**	**37**	**126**	**24**	**0**	**191**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	55
EAST	0	191	1
SOUTH	32	5	0
WEST	37	126	24

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	6	5	3	17	5	5	19	2	11	17	5
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	1	0	0	0	0	0	0	1	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	1	7	0	0	0	0	0	0	3	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	68	0	0	0	0	115	115	392	67	0	393	0
TOTAL:	**71**	**14**	**5**	**3**	**17**	**120**	**120**	**411**	**73**	**11**	**410**	**5**

	LEFT	THRU	RIGHT
NORTH	3	17	120
EAST	11	410	5
SOUTH	71	14	5
WEST	120	411	73

Intersection of: SAN ANTONIO/TWENTY-FOURTH

Traffix Node Number: 3762

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	10	1	0	3	0	0	0	0	0	0	0
TOTAL:	**0**	**10**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	0	0	0
SOUTH	0	10	1
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	3	1	1	10	0	0	0	0	0	0	0
TOTAL:	**0**	**3**	**1**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	10	0
EAST	0	0	0
SOUTH	0	3	1
WEST	0	0	0

Intersection of: SANTA CLARA/SEVENTEENTH

Traffix Node Number: 3783

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	6	1
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	1
SOUTH	0	0	0
WEST	0	0	0

Intersection of: SANTA CLARA/SEVENTEENTH

Traffix Node Number: 3783

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	1	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	1	0
SOUTH	0	0	0
WEST	0	3	0

Intersection of: SANTA CLARA/TWENTY-EIGHTH

Traffix Node Number: 3788

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	0	7	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**7**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	0
SOUTH	0	0	0
WEST	0	8	0

Intersection of: SANTA CLARA/TWENTY-EIGHTH

Traffix Node Number: 3788

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	7	0	1	9	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**9**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	9	0
SOUTH	0	0	0
WEST	0	7	0

Intersection of: SANTA CLARA/TWENTY-FIRST

Traffix Node Number: 3789

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	1	0	0	8	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	8	0
SOUTH	0	0	0
WEST	0	1	0

Intersection of: SANTA CLARA/TWENTY-FIRST

Traffix Node Number: 3789

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	2	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	2	0
SOUTH	0	0	0
WEST	0	4	0

Intersection of: SANTA CLARA/TWENTY-FOURTH

Traffix Node Number: 3790

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	4	9	2	0	0	0	0	0	0	0	5	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	1	0	0	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	2	3	0	3	0	0	0	0	5	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**12**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**5**	**0**

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	5	5	0
SOUTH	4	12	6
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	2	1	1	7	1	0	4	0	0	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	1	0	0	0	0	1	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	3	5	0	2	0	0	0	0	3	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**5**	**6**	**1**	**10**	**1**	**0**	**4**	**0**	**4**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	1	10	1
EAST	4	2	0
SOUTH	0	5	6
WEST	0	4	0

Intersection of: TWENTY-FOURTH/WILLIAM

Traffix Node Number: 3832

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	5	0	0	2	0	0	0	0	5	2	0
TOTAL:	**1**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	5	2	0
SOUTH	1	5	0
WEST	0	0	0

Intersection of: TWENTY-FOURTH/WILLIAM

Traffix Node Number: 3832

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	10	0	0	0	0	2	1	0
TOTAL:	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**2**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	0	10	0
EAST	2	1	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: 28TH/JULIAN

Traffix Node Number: 4005

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: 26TH/SANTA CLARA

Traffix Node Number: 4022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	5	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	5	0
SOUTH	0	0	0
WEST	0	4	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	3	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	3	0
SOUTH	0	0	0
WEST	0	4	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP09-015 MOE'S STOP GAS & SERVICE STATION MCKEE RD/THIRTY THIRD ST	0	0	0	0	0	0	0	0	0	0	0	0
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	0	0	0	0	0	0	0	0	0	1	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	5	34	1	0	6	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	0	0	0	0	0	38	0	0	26	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	24	0	0	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	46	0	0	84	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	93	0	0	152	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**235**	**1**	**0**	**272**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	272	0
SOUTH	0	0	0
WEST	5	235	1

PM APPROVED TRIPS

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Intersection of: MCKEE/THIRTY THIRD

Traffix Node Number: 3678

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP09-015 MOE'S STOP GAS & SERVICE STATION MCKEE RD/THIRTY THIRD ST	2	2	0	2	0	0	0	2	1	3	0	0
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	0	0	0	0	0	0	1	0	0	0	0
H90-07-086C RETAIL OFC SANTA CLARA (N/S) W/O KING	0	0	0	0	0	0	0	5	0	0	0	0
NSJ NORTH SAN JOSE	2	1	1	0	0	0	0	6	0	1	33	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	0	0	0	0	0	16	0	0	43	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	4	0	0	21	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	82	0	0	44	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	172	0	0	80	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**3**	**1**	**2**	**0**	**0**	**0**	**288**	**1**	**4**	**221**	**0**

	LEFT	THRU	RIGHT
NORTH	2	0	0
EAST	4	221	0
SOUTH	4	3	1
WEST	0	288	1

Intersection of: ALUM ROCK/THIRTY THIRD

Traffix Node Number: 3260

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	0	6	0	0	0	0	6	0	0	1	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	5	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**6**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	0
SOUTH	0	0	6
WEST	0	16	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	0	0	0	0	0	0	1	0	6	6	0
H90-07-086C RETAIL OFC SANTA CLARA (N/S) W/O KING	0	0	4	0	0	0	0	13	0	16	16	1
NSJ NORTH SAN JOSE	1	0	0	0	0	0	0	4	0	1	23	1
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**18**	**0**	**23**	**45**	**2**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	23	45	2
SOUTH	1	0	4
WEST	0	18	0

AM APPROVED TRIPS 09/22/2015

Intersection of: 880/ALAMEDA (N)

Traffix Node Number: 3046

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
NSJ - R NORTH SAN JOSE REVISED 880/ALAMEDA (N)	0	3	5	0	1	1	0	0	0	15	0	6
TOTAL:	**0**	**3**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**15**	**0**	**6**

	LEFT	THRU	RIGHT
NORTH	0	1	1
EAST	15	0	6
SOUTH	0	3	5
WEST	0	0	0

Intersection of: 880/ALAMEDA (N)

Traffix Node Number: 3046

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
NSJ - R NORTH SAN JOSE REVISED 880/ALAMEDA (N)	0	1	5	0	2	2	0	0	0	9	0	1
TOTAL:	**0**	**1**	**5**	**0**	**2**	**2**	**0**	**0**	**0**	**9**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	0	2	2
EAST	9	0	1
SOUTH	0	1	5
WEST	0	0	0

Intersection of: 880/ALAMEDA (S)

Traffix Node Number: 3047

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	2	0	0	8	2	3	0	3	0	0	0
TOTAL:	**0**	**2**	**0**	**0**	**8**	**2**	**3**	**0**	**3**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	8	2
EAST	0	0	0
SOUTH	0	2	0
WEST	3	0	3

Intersection of: 880/ALAMEDA (S)

Traffix Node Number: 3047

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	4	1	0	12	3	3	0	2	0	0	0
TOTAL:	**0**	**4**	**1**	**0**	**12**	**3**	**3**	**0**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	12	3
EAST	0	0	0
SOUTH	0	4	1
WEST	3	0	2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	18	0	0	19	0	0	0	0	0	0	3
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	14	0	0	0	0	4	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	8	0	0	4	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	36	0	0	4	0	0	0	0	2	0	4
NSJ NORTH SAN JOSE	0	52	1	0	54	0	0	0	0	14	0	27
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	53	0	0	51	0	0	0	0	0	0	9
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	693	0	0	114	0	0	0	0	0	0	241
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	16	0	0	28	0	0	0	0	0	0	3
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	26	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0

TOTAL:	**0**	**894**	**1**	**0**	**318**	**0**	**0**	**0**	**0**	**21**	**0**	**287**

	LEFT	THRU	RIGHT
NORTH	0	318	0
EAST	21	0	287
SOUTH	0	894	1
WEST	0	0	0

PM APPROVED TRIPS

09/22/2015

Intersection of: 880/COLEMAN (N)

Traffix Node Number: 3052

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	20	0	0	30	0	0	0	0	0	0	3
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	15	6	0	18	0	0	0	0	2	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	6	1	0	5	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	8	0	0	17	0	0	0	0	1	0	1
NSJ NORTH SAN JOSE	0	14	3	0	47	0	0	0	0	35	4	61
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	53	0	0	51	0	0	0	0	0	0	9
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	109	0	0	591	0	0	0	0	0	0	38
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	106	0	0	85	0	0	0	0	0	0	22

Intersection of: 880/COLEMAN (N)

Traffix Node Number: 3052

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	23	0	5	10	0	0	0	0	0	0	11
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	23	0	0	3	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**380**	**10**	**5**	**857**	**0**	**0**	**0**	**0**	**39**	**4**	**145**

	LEFT	THRU	RIGHT
NORTH	5	857	0
EAST	39	4	145
SOUTH	0	380	10
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	3	0	2	2	0	0	0	0	0	0	14
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	18	0	0	0	0	5	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	7	0	0	5	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	9	0	0	2	0	0	0	0	0	0	4
NSJ NORTH SAN JOSE	0	26	2	0	6	0	0	0	0	1	0	19
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	54	0	8	43	0	0	0	0	0	0	12
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	346	0	46	67	0	0	0	0	0	0	346
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	13	0	3	8	0	0	0	0	0	0	3
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	26	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0

TOTAL:	**0**	**476**	**2**	**59**	**181**	**0**	**0**	**0**	**0**	**7**	**0**	**398**

	LEFT	THRU	RIGHT
NORTH	59	181	0
EAST	7	0	398
SOUTH	0	476	2
WEST	0	0	0

PM APPROVED TRIPS

09/22/2015

Intersection of: 880/COLEMAN (S)

Traffix Node Number: 3053

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	3	0	5	4	0	0	0	0	0	0	16
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	22	4	0	20	0	0	0	0	2	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	7	1	0	6	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	36	0	20	91	0	0	0	0	4	0	22
NSJ NORTH SAN JOSE	0	5	1	2	12	0	0	0	0	0	0	4
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	54	0	8	43	0	0	0	0	0	0	12
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	54	0	242	348	0	0	0	0	0	0	54
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	84	0	15	57	0	0	0	0	0	0	44

Intersection of: 880/COLEMAN (S)

Traffix Node Number: 3053

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	23	0	0	3	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**291**	**6**	**292**	**584**	**0**	**0**	**0**	**0**	**7**	**0**	**152**

	LEFT	THRU	RIGHT
NORTH	292	584	0
EAST	7	0	152
SOUTH	0	291	6
WEST	0	0	0

Intersection of: ALAMEDA/HEDDING

Traffix Node Number: 3057

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	1	5	0	10	23	7	0	1	1
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	4	12	0	0	25	0	0	0	11	0	0	0
PDC07-072 BELLARMINE COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	0	0	13	22	0	0	0	9	0	8	6	14
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	0	0	30	0	0	6	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	1	0	0	17	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	2	0	0	0	0	0	0	0
TOTAL:	**4**	**13**	**13**	**23**	**49**	**0**	**10**	**62**	**18**	**8**	**13**	**15**

	LEFT	THRU	RIGHT
NORTH	23	49	0
EAST	8	13	15
SOUTH	4	13	13
WEST	10	62	18

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	32	1	2	37	5	3	6	2	4	11	5
NSJ NORTH SAN JOSE	0	0	0	0	7	0	4	8	2	4	12	6
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	11	25	0	0	14	0	0	0	5	0	0	0
PDC07-072 BELLARMINE COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	0	0	2	4	0	0	0	1	0	3	2	4
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	0	0	4	0	0	30	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	16	0	0	2	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	2	0	0	0	0	0	0	0	0	0	0
TOTAL:	**14**	**75**	**3**	**6**	**60**	**5**	**7**	**19**	**9**	**11**	**55**	**15**

	LEFT	THRU	RIGHT
NORTH	6	60	5
EAST	11	55	15
SOUTH	14	75	3
WEST	7	19	9

Intersection of: ALAMEDA/NEWHALL

Traffix Node Number: 3229

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	0	0	0	0	3	1	2	0	0	0
TOTAL:	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**1**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	1	0
WEST	3	1	2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	7	0	0	0	0	0	0	1	0	0	0
TOTAL:	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	7	0
WEST	0	0	1

Intersection of: COLEMAN/FMC DRWY

Traffix Node Number: 3411

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	38	6	2	48	0	5	0	4	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	44	12	0	0	19	19	13	0	30	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	301	53	0	0	271	224	44	0	59	0	0	0
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	3	0	4	0	0	0	0
TOTAL:	**345**	**103**	**6**	**2**	**338**	**246**	**62**	**4**	**93**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	2	338	246
EAST	0	0	0
SOUTH	345	103	6
WEST	62	4	93

Intersection of: COLEMAN/FMC DRWY

Traffix Node Number: 3411

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	51	1	0	46	0	3	0	1	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	46	113	0	0	20	20	13	0	30	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	47	272	0	0	42	35	227	0	303	0	0	0
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	18	12	0	12	0	0	0	0
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	21	0	8	22	0	0	0	0	0	0	8
TOTAL:	**93**	**457**	**1**	**8**	**148**	**67**	**243**	**12**	**334**	**0**	**0**	**8**

	LEFT	THRU	RIGHT
NORTH	8	148	67
EAST	0	0	8
SOUTH	93	457	1
WEST	243	12	334

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	2	0	0	1	0	0	0	0	0	0	1
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	9	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	6	0	0	3	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	6	0	0	2	0	2	3	0	0	1	1
NSJ NORTH SAN JOSE	0	13	0	1	6	1	21	33	4	0	1	1
PDC07-072 BELLARMINE COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	39	0	0	0	0	0	0	2	25	0	4	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	8	8	6	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	271	0	8	53	6	30	0	0	0	0	45
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	8	8	6	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	1	0	0	25	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0
TOTAL:	**39**	**319**	**0**	**25**	**119**	**19**	**53**	**38**	**29**	**0**	**6**	**48**

	LEFT	THRU	RIGHT
NORTH	25	119	19
EAST	0	6	48
SOUTH	39	319	0
WEST	53	38	29

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	2	0	1	3	0	0	0	0	0	0	1
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	13	0	0	17	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	5	0	0	7	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	5	38	1	11	102	13	5	14	6	3	30	11
NSJ NORTH SAN JOSE	0	5	0	1	10	1	3	8	3	2	20	8
PDC07-072 BELLARMINE COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	5	0	0	0	0	0	0	1	7	0	1	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	16	24	16	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	42	0	45	272	30	4	0	0	0	0	7
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	16	24	16	0	0	0	0	0	0
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	23	0	0	10	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	18	0	0	3	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0
TOTAL:	**10**	**223**	**1**	**90**	**472**	**76**	**12**	**23**	**16**	**5**	**51**	**27**

	LEFT	THRU	RIGHT
NORTH	90	472	76
EAST	5	51	27
SOUTH	10	223	1
WEST	12	23	16

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	2
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	9	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	6	0	0	3	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	17	0	11	15	0	19	88	22	74	0	9	105
NSJ NORTH SAN JOSE	0	1	0	2	5	1	19	43	3	0	8	6
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	0	0	1	0	0	6	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	0	8	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	105	0	76	2	6	30	0	0	0	0	135
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	0	8	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	19	6	0	0	0	0	0	0	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0
TOTAL:	**17**	**132**	**11**	**112**	**45**	**26**	**137**	**66**	**77**	**0**	**23**	**249**

	LEFT	THRU	RIGHT
NORTH	112	45	26
EAST	0	23	249
SOUTH	17	132	11
WEST	137	66	77

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	1	0	1	1	0	0	0	0	0	0	2
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	13	0	0	17	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	5	0	0	7	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	80	9	68	110	0	110	24	36	19	2	51	29
NSJ NORTH SAN JOSE	1	6	0	1	6	1	8	28	5	1	32	8
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	0	0	6	0	0	2	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	0	24	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	16	0	136	106	30	4	0	0	0	0	21
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	0	24	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	6	0	2	1	0	0	0	0	0	0	18

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0
TOTAL:	**81**	**133**	**68**	**250**	**186**	**141**	**36**	**70**	**24**	**3**	**85**	**78**

	LEFT	THRU	RIGHT
NORTH	250	186	141
EAST	3	85	78
SOUTH	81	133	68
WEST	36	70	24

Intersection of: 87/TAYLOR

Traffix Node Number: 4038

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	1	0	0	0	0	0	0	0	1	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	5	3	0	0	0	1	0	19	6	13
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	9	6	0	0	0	3	0	7	3	7
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	8	0	0	0	0	5	0	1	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	15	0	0	0	0	7	0	28	13	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	2	2	0	0	0	0	0	3	0	3
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	13	6	0	0	0	2	0	2	3	12
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0

Traffix Node Number: 4038

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	2	1	0	0	0	0	0	3	0	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	90	0	0	0	0	0	0	8	17	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	20	20	0	0	0	3	0	38	5	38
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**91**	**0**	**74**	**38**	**0**	**0**	**0**	**29**	**18**	**101**	**31**	**74**

	LEFT	THRU	RIGHT
NORTH	38	0	0
EAST	101	31	74
SOUTH	91	0	74
WEST	0	29	18

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	1	0	0	0	0	0	0	0	2	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	19	12	0	0	0	6	0	6	2	4
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	6	5	0	0	0	2	0	7	3	4
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	0	0	0	0	1	0	7	4	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	27	0	0	0	0	13	0	14	7	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	3	3	0	0	0	0	0	2	0	2
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	23	11	0	0	0	3	0	12	2	6
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	3	1	0	0	0	0	0	2	0	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	14	0	0	0	0	0	0	45	90	0	7	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	37	37	0	0	0	5	0	19	2	19
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**15**	**0**	**119**	**69**	**0**	**0**	**0**	**75**	**92**	**69**	**27**	**36**

	LEFT	THRU	RIGHT
NORTH	69	0	0
EAST	69	27	36
SOUTH	15	0	119
WEST	0	75	92

Intersection of: COLEMAN/NEWHALL

Traffix Node Number: 4047

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	88	0	0	60	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	64	47	0	0	101	21	113	0	282	0	0	0
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	10	9	0	0	0	14	0	0	14	0	0	0
TOTAL:	**74**	**144**	**0**	**0**	**161**	**35**	**113**	**0**	**296**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	161	35
EAST	0	0	0
SOUTH	74	144	0
WEST	113	0	296

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	91	0	0	60	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	111	111	0	0	387	21	159	0	282	0	0	0
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	64	64	0	0	0	43	0	0	42	0	0	0
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	45	0	0	20	0	0	0	0	0	0	0
TOTAL:	**175**	**311**	**0**	**0**	**467**	**64**	**159**	**0**	**324**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	467	64
EAST	0	0	0
SOUTH	175	311	0
WEST	159	0	324

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
Approved Projects- Last updated 8-27-15															
Z.1576	Debby Fernandez (408) 615-2457		Intel SC-13	2250 Mission College Boulevard 104-39-021	100,000 sf of office land use	N/A	2-5 years	Existing industrial use 568,055	PD		Amend PD Zoning, Mit Neg Dec	MND	62'5"	42%	Approved
PLN2003-03744 (Rezone from "A" Agriculture to PD Planned Development for 110 units of SF) PLN2003-03745 (General Plan Amendment) PLN2003-03958 (Rezoning of Senior parcel to PD[R3-18D]) PLN2007-06295 (Tentative Subdivision Map creating 110+ parcels) PLN2007-06327 (Rezoning application from "A" Agriculture to "B" Public park) PLN2007-06329 (Development Agreement)	Gloria Sciara (408) 615-2453 408-615-2453	Apr-09	Former BAREC site/ Summerhill and Charities Housing	90 Winchester Boulevard 303-17-047	165 apartment units REMAINING TO BE BUILT-- 110 small lot single family homes ALL OCCUPIED; Street improvements DONEWinchester between Stevens Creek and Forest Ave	165	SFD 100% constructed and occupied. All public improvements accepted by PW -- Senior project and additional units subject to CC approval in 2015/16		PD		PD rezoning, GP amendment, DA, EIR	FEIR, RAW, MMRP	3-4 stories for Senior housing 2 1/2 stories for SF and TH		80% of single family Constructed /Senior housing yet to be conststructed
PLN2004-04317	Yen Chen (408) 615-2455	7/12/2005- extension of DA requested in June 2015	Hewlett-Packard/Agilent Technologies	5301 Stevens Creek at Lawrence 316-17-018	PD rezone, Development Agrement for redevelopment of existing industrial use to becomer 727,500 sf of office and research & development; Development agreement to allow extension of time for Agilent Technologies campus (related:CEQ2015-01192)	N/A	10 years	30,633	PD		DA extension- payment of 300K for terms of DA--future campus redevelopment still pending				
PLN2007-06310	Jeff Schwilk (408) 615-2456	5/22/2007 (time extension approval date)	3 Com/Cognac Great America	5402 Great American Parkway at Yerba Buena APN 216-31-075	Existing office use redeveloped to 278,000 sf of office/research & development	N/A	2-5 years	144,000	PD	Light Industrial	Extension of DA (2007); Previous approvals-GPA #40, Rezone from B to PD; DA	EIR	165'	47% approx	Approved
PLN2007-06433/PLN2010-08487 ; PLN2013-09743 (renewal of PD)	Debby Fernandez (408) 615-2457	4/21/2009; 9/24/13 Approved 2 year extension	2350 Mission College Boulevard Office Retail	2350 Mission College Boulevard 104-13-097, 098 & 099	300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail	N/A	1-3 years	Existing industrial use 235,523	PD	High Intensity Office/R&D	Approved Rezone from PD to PD, Tentative Parcel Map & Architectural Review	Certified EIR	6-stories	52% 1.5 FAR	Time Extension filed for 2-year extension PC 2/9/11 & CC 3/15/11
PLN2007-06715, CEQ2007-01051	Debby Fernandez (408) 615-2457	4/15/2008	Sobrato Office Development	4301, 4401 & 4551 Great America Parkway 104-42-009 & 020	Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office buildings that are to remain	N/A	10 years	(2) 300,000 sq.ft. office buildings	PD	High Intensity Office/R&D	Rezone from PD[ML] to PD, Development Agreement, Tentative Map & Architectural Review	EIR	190'	N/A	Application on hold per applicant request
PLN2007-06802, PLN2008-06920, CEQ2008-01057	Gloria Sciara (408) 615-2453 408-615-2453	9/18/2009	Fairfield Development	900 Kiely Boulevard 290-26-022	781 housing units, 57 SFD, 68 row houses, 116 townhouses/ 552 apartments (Modification to current PD-MC approval allowing additional 21 apartment units	23 units (TO VERIFY) and 5.6M contribution to City AHF	Phase 1 for Northern apt. bldg complete, Phase II south apt building underway SFD and townhouses under construction	Demo 131,500 sq. ft medical offices			PD-MC rezoning, DA, EIR				demolition complete, on-site and internal streets and infrastructure backbone improvement nearly constructed
PLN2008-06858 thru 06860	Yen Chen (408) 615-2455	Re-approved July 2013 by CC	Augustine Bowers Industrial Campus / Equity Office	2620-2727 Augustine Drive (includes properties on Bowers Avenue & Scott Boulevard)	1,969,600 sf of office and up to 35,000 sf of retail	N/A	2-5 years	444,752 sq. ft office/5,290 sq. ft restaurant	PD	Office/ Research & Development	General Plan Amendment, Rezone ML to PD, Subdivision Map, Development Agreement	Certified EIR	244 feet subject to FAA Reg Part 77	45%	Approved
PLN2008-07176 thru 07180	Shaun Lacey	Approved Revised Project on 7/16/2013	NVIDIA	2600, 2800 San Tomas Expressway & 2400 Condensa Street	1,200,000 sf of office and high-tech lab buidlings replacing approx. 690,000 sf of office space. Revised DA	N/A	2-5 years	Existing 690,550 sf office/ industrial use	PD	Office/ Research & Development	Amendment to PD. Prior approval included General Plan Amendment, Rezone ML to PD, Parcel Map or Lot Line Adjustment, Development Agreement	Certified EIR	133'	39%	Approved
Mission College	Yen Chen (408) 615-2455	4/21/2009	Mission College Master Plan	Mission College Boulevard & Great America Parkway	427,000 sq. ft.	N/A	2-5 years	Demo of 235,000 sq. ft.			Existing college campus				
PLN2008-07218, PLN2008-07220, PLN2008-07221, CEQ2008-01068	Debby Fernandez (408) 615-2457	5/11/2010	Yahoo!	5010 Old Ironsides Drive 104-04-064, 065, 111, 112, 113, 142, 143, 150 & 151	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking	N/A	20 years	10 low-rise office/industrial buildings totaling 675,150 sq.ft.	PD	High Intensity Office/R&D	Approved Rezone from ML to PD, Development Agreement, Vesting Tentative Parcel Map, Architectural Review	Certified EIR	13-stories	27% lot coverage 1.5 FAR	Buildings south of Democracy Way demolished Jan - Feb 2011
PLN2010-08051, CEQ2010-01098	Payal Bhagat (408) 615-2458	5/10/2011	Marriot Townplace Suites	2875 Lakeside Drive 216-30-056	Rezone from Commercial Park (CP) to Planned Development (PD) to facilitate the development of a 107 room extended stay hotel with at-grade podium parking	N/A	completed and open	demolition of an existng 9,843 sq.ft. building	CP	Regional Commercial	Rezone from CP to PD	MND	67' (5 stories)	32	Continued from PC March 2, 2011 to March 23, 2011 PC
PLN2011-08759	Payal Bhagat (408) 615-2458	5/22/2012	Menlo Equities Office Park	3333 Scott Boulevard	Lot Line Adjustment and Architectural Review to facilitate the development of 735,000 square foot (5 buildings) office space	N/A	some phases complete more construction to follow	n/a	ML	Low Intensity Office R&D	Lot Line Adjustment and Architectural Review	Focus EIR	69'	14%	Work in progress, environmental work has initiated.

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PLN2011-08896	Debby Fernandez (408) 615-2457	Approved by CC on July 17, 2012	Mellon Bank /Perry Airellaga	5403 Stevens Creek	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)	N/A	one building completed -	under construction	Ct	Regional Commercial	GPA, Rezone, AC approval	TBD			
PLN2012-09341	Debby Fernandez (408) 615-2457 w/interns Greg Qwan and Steve Le	Staff leval approval signed off on 8/21/2012	Patrick Duran	4888 Patrick Henry	13,000 square foot addition to existing industrial/office	N/A	2-3 years				Staff level Arch. Approval				
PLN2010-08087, CEQ2010-01109	Payal Bhagat (408) 615-2458	UP approved by PC on 9-26-12 w/AC referral for design	Calvary Southern Baptist Church	3137 Forbes Avenue 293-13-002	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	N/A	1-5 years	Demolition of the existing 7,000 sq.ft. building	B	Very Low Density Residential	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	MND	29'		Work in progress
PLN2011-08955	Debby Fernandez (408) 615-2457	submitted 12/1/2011- Approved by CC on Sept 25, 2012 reccomended approval of revised project/save Larder House and restore in vicinity- relocated w/in SC two other historic homes	Santa Clara University	1043 Alviso St. (Project Address) APN: 269-23-076, 038, 039, 040, 041, 042, 061, 044, 045, 046, 047, 034, 071, 066	Rezone properties from CT & B to PD to construct a a 4-story parking garage and 3-story Art & Art History building in conjunction with removal/demo/relocation of (e) structures on the project site (CEQ2011-01129) including historically signficant structures.	N/A	Garage completed Art building now under construction		CC, PD and B		Rezone to PD				PC Recc approval to modified project 8-29-12: Relocate Larder house nearby and save two QA cottages by relocating into City HLC review recc City recc alternative to relocate historic structures onsite
PLN2012-09064	Debby Fernandez (408) 615-2457	Approved by CC on 11/13/2012	Rezone and Redevelopment of site	3175 El Camino Real (former Kar town site)	New four-story 133 unit multi-family apartment building with associated parking, landscaping and site improvements	None (rental units only)	completed and occupied	Existing commerical property involving the demolition of all existing on-site structures			Rezone from CT to PD & Architectural review	EIR			
PLN2012-09176	Payal Bhagat (408) 615-2458	Council approval on 11/2012 (appeal [pending on AC issues)	6 Single family projecft (formerly 9 unit townhome condominium project)	3499 The Alameda 269-16-069	Rezoning to PD from ML to facilitate development of six single family homes	None	under construction	vacant site with a slab on it	ML	Santa Clara Station Area	ML to PD rezoning	Initial Study and MND	27'	2 stories	Changes are being made to the product layout and site plan. Environmental work has not begun yet.
PLN2012-09360	Payal Bhagat (408) 615-2458	Approved by CC on 2-12-13	James Redfield	4306 Filmore Street 104-11-92	Rezoning single family property to PD to allow lot split and building of second new SFD on smaller lots. Tentative parcel map application	N/A	under construction				Rezoning to PD				following PCC meeting of 9-11-12, project requires redesign to be compatible with the older homes adjacent
PLN2012-09486	Debby Fernandez	10/24/2012	SCU Steve Brodie	1079 Alviso	Rezoning of one parcel to allow Larrder House relocation	N/A	2013	SFD		Low Density Residential	PD rezone	Cat Ex	2 sotries		NA
PLN2012-09224	Debby Fernandez (408) 615-2457	5/23/2012 Approved by CC on 4-23-13	Sobrato	2200 Lawson Lane	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space fropm 516,000 to 613,800 sq.ft.	N/A	1-2 years for new permit- Previously approved project under construction	Approved prior PD to 516K square feet	PD	High Intensity Office/R&D	Amendment to PD	Addendum to EIR SCH#2007042165 CEQ2012-01146	five stories		PC meeting scheduled for 11/28
PLN2011-08990	Debby Fernandez (408) 615-2457	Approved by City Council and EIR adoption on March 26, 2013	Byer Properties	2000 El Camino Real	(Old Mervyn's Plaza @ Scott and El Camino Real) Architectural review of shopping center remodel and build new Target anchor store w/ demo of previous Mervyns retail building (CEQ2011-01128 Initial Study)	N/A	complete and Target now open as of 10/8/14	Gross floor area of 283,917 square feet and result in a net increase of 11,346 square feet (4.2%) over existing conditions.	CC	Regional Mixed Use	Architectural Approval and CEQA review/approval	IS/MND possible TIA	35 feet	As allowed by Zoning Code	EIR still pending/; Arch design upgrade for western side of property and buildings approved for façade remodel
PLN2012-09162	Debby Fernandez (408) 615-2457	4/12/2012 Approved by City Council 3-26-13	Office Building	3000 Bowers	New (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building	N/A	under construction	102,600	ML	High Intensity Office/R&D	Architectural Review	TBD	75 feet		Under review by staff

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PLN2012-09203	Payal Bhagat (408) 615-2458	APPROVED BY CC ON 4-9-13	DATA CENTER	2805 and 2807 Mission College Boulevard	Rezoning (PD Amendment) to allow a free standing data center and office space	N/A	constructed			MEDium Density R and D	Rezone				
PLN2013-09805	Payal Bhagat (408) 615-2458	Submitted 4/26/2013 Approved by CC 8/27/2013	Silicon Valley Builders	2585 ECR	GPA #76 from Community Mixed Use to High Density Residential 3,300 sq. ft of retail (CEQ2013-01157)	6	under construction	former Wheels and Deals site - parking lot and temp buildings	CT	Community Mixed Use	GPA, rezone, CEQA	TBD			
PLN2012-09148	Shaun Lacey	9/14/2012: CC pending approval with architectural changes; CC approval of revised Arc 9-10-13	Silicon Valley Builders	555 Saratoga Avenue 269-39-101	3-story condominium project with 13 units	1 plus partial in-lieu fee	2 years	gas station turned into service station	CN	Community Mixed Use	Rezoning to PD	MND likely	4 stories	approx 70%	TBD
PLN2013-09721	Yen Chen	3/5/13 PCC 3/19/13	Brad Krouskup	4800 GAP	New 171,000 sq. ft. office building and new site improvements and two level parking garage	N/A	2013-14	71K	ML	Industrial	Architectural Review	possible MND			
PLN2012-09203	Payal Bhagat (408) 615-2458	5/10/2012 CC approval 4-9-13	SVP	2805 and 2807 Mission College Boulevard APNs: 104-16-118 and 104-16-119	data center retrofit in existing office building	N/A	1 -2 years	office building-72,000 sq. ft			Rezoning to PD to allow free-standing data center				
PLN2013-09744,09752,09753,09754	Yen Chen (408) 615-2455/Greg Qwan	3/26/2013; Circ of MND Sept 15 2013	Elaine Breeze/Urban Planning Group	2635, 2645, 2611, 2621, 2655 El Camino Real (project will be referred to as 2645 ECR)	Application to allow development of a multi- family residential project (183 units) on 5 parcels including former Russels Furniture property and El Real Nursery site	None (rental units only)	under constuction	2611 ECR- 664 sq ft 2621 ECR- no record of building sq ft 2635 ECR- 6,480 sq ft 2645 ECR- 21,635 sq ft 2655 ECR- 10,686 sq ft Total building sq ft = 39,465 sq ft	CT	Regional Mixed Use	Rezoning	MND	5 stories	TBD	Pre-Application
PLN2013-09665 (Extreme Networks Site)	Yen Chen (408) 615-2455	2/7/2013	Irvine Co.	3515-3585 Monroe St Corner of Lawrence Exp. And Monroe	New project submitted by Irvine Co. 825 housing units and 40,000 square feet of retail	None (rental units only)	under constuction	Existing One and Two-story Industrial Office Buildings	MP	Regional Mixed Use	PD Rezone, D.A., Map, Architectural Review, potential GPA	EIR			Trumark/Extreme Networks /property in escrow to Irvine co. 9-12
PLN2014-10256 et al	Yen Chen (408) 615-2455	5/7/2014	Irvine Co.	2620 Augustine Drive	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2	N/A	under construction				PD Rezone, D.A., Map, Architectural Review, potential GPA				
PLN2014-10201	Payal Bhagat (408) 615-2458	2/5/2014	Appllied Materials	3303 Scott Blvd.	New three-story office building at approximately 78,000 square feet. Design review and initial study required.	N/A									
PLN2012-09113	Payal Bhagat (408) 615-2458	3/11/2012- Revisions needed, Arch design and site planning deficiencies	Silicon Sage Builders	1460 Monroe Avenue 269-03-067, 068, 142 & 143	Rezone from CT to PD to construct a 4-story mixed use development with 1,800 sq.ft. of ground floor retail and 18 residential units above; 43 surface parking spaces	3	under construction	2,500	CT	Community Mixed Use	Rezoning to PD	MND	35	TBD	submittedCEQA review TBD

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PLN2013-09799	Debby Fernandez (408) 615-2457	5/2/2013- continued from CC meeting of Dec. 2013 due to potential litigation	Prometheus	45 Buckingham and 66 Saratoga	GPA #76 from Community Mixed Use to High Density Residential & Rezone from CT to PD to construct a four-story 222 unit multi-family residential development with wrap parking structure w/ 375 on-site parking spaces in conjunction w/ demo of (e) commercial building (CEQ2013-01157)	None	site work commenced		CT	neigbhorhood mixed use	GPA, rezone, EIR	TBD	4 stories	PER GPA	ADEIR UNDER PREP
PLN2012-09096; (CEQ2012-01138 MND)	Debby Fernandez (408) 615-2457	6/1/2013 PC recc approval on Jan 15, 2014	U-Haul and Self Storage	2121 Laurelwood APN 104-14-153	Rescind PD and Rezone from ML to allow U-Haul facility and self storage business	N/A	under constuction	remodel and expansion of an existing 100,000 sq.ft. furniture retai/warehouse building	PD	Low Intensity Office R&D	Rezone	EIR and TIA	8 stories	TBD	Second admin draft of EIR w/comments due on Ocft. 12 by staff
PLN2010-08137	Jeff Schwilk	Filed June 2013	David Tymn for Mozart Dev.	3051 Homestead Road APN: 290-24-001	Application for Rezone from A to PD for the demolition of an existing s.f. residence, and replacement with 8 detached homes	None	under constuction	n/a	A	Low Density Residential	PD Rezoning, Map, Arch. Review for 8 detached homes	tbd (Cat Ex?)	2 Stories		Pre-Application
PLN2007-06715, CEQ2007-01051	Debby Fernandez	refiled in 2013 and revised and continued in 2014- approved 9-14	SOBRATO	4301 GAP	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;	N/A	1-3 years								
PLN2012-09027	Gloria Sciara (408) 615-2453	Application submitted 6-5-13	Dennis Chargin	865 Pomeroy Ave	Rezoning application to allow an additional 20-1 bedroom apartment units within an existing apartment complex with 51 current units	None (rental units only)	under construction		R3-25D	Medium Density Residential (19-36 UPGA)	PD rezone	TBD			Meeting with owner and developer on Sept 20th to review final design for submital of PD application
PLN2013-10107	Payal Bhagat (408) 615-2458	11/7/2013	Tiemo Miehner/coresite	3001 Coronado	Architectural Review to amend the previously approved CoreSite Campus master plan with two three story 92147 square foot buildings and other improvements such as bio-swales, parking, and landscaping	N/A	under construction				AC approval				
PLN2012-09349	Payal Bhagat (408) 615-2458	8/9/2012	Tiemo Mehner/	2920 Coronado 216-46-020	New Data Center	N/A	built				Rezoning from ML to PD/ rezoning application is being processed on behalf of Silicon Valley Power				
PLN2014-10381	Yen Chen (408) 615-2455	May-14	Irvine Co.	2620 Augustine Drive	125,000 square foot retail center (adjustment to PD with office campus)	N/A	under construction		PD		Rezoning to PD - readjustment of Office campus	addendum to EIR			
PLN2013-10184	Debby Fernandez (408) 615-2457	Filed 12/20/2013 Approved May 2014	BNP Leasing Corp	5450 Great America Parkway	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).	N/A	2015				AC approval				
PL:N2013-09965	Shaun Lacey	Filed 2013 Approved by CC Dec 2014	Charles McKeag	166 Saratoga Ave	Submittal for GPA, Rezone and AC to allow 33 unit residential project (phase I) on 1.74 acre site. Total building area 54K sq. ft.	3 plus partial in-lieu fee	permits submitted	Single family residence & accessory buildings	CT??	Medium Density Residential (19-36 UPGA)	PD rezone	MND	3 stories	TBD	preaplication
PLN2014-10577 (GP) PLN2014-10578(REZONE) PLN2014-10579(VTM) PLN2014-10580 (3rd AM to DA) CEQ2014-01181 (Addendum to EIR)	Yen Chen (408) 615-2455	8/14/2014	Irvine Co. Carlene Matchniff	2520 Augustine Drive; 3393 and 3333 Octavius Drive APNs 216-45-036, 37, 38, 024, 025	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine Drive and Octavius Drive is proposed to be replaced with standard curb.	N/A	individual buldings completed with additional campus structures under construction				PD Rezone, D.A. Amendment, Map, Architectural Review, GPA, VTM	Addendum to previously adoprted EIR			

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PLN2012-09391	Payal Bhagat (408) 615-2458	PC recc for approval 10/22/14 CC scheduled for January 2015	Silicon Valley Builders	1313 Franklin Street	Multifamily Residential project with 46 units and 16K or retail space and 4 stories	4 plus partial in-liue fee	permits submitted		TBD		Rezone or AC: depending upon development design and access	TBD			Multiple revision needed to Arch design and utility accomodation 8-22-12/ CC Presentation for concept on 9-25-12. Outreach meeting held on 9-29-12 by
PLN2013-09881	Payal Bhagat (408) 615-2458	6/18/2013 Approved by AC on 10-1-2014	Tiemo Mehner	3001 and 3032 Coronado 216-26-040	AC and DA for two new data centers along with vacation of a portion of Coronado Drive	N/A	under construction	50,400	ML	Light Industrial	Architectural Approval				
PLN2014-10754	Shaun Lacey	14-Oct	DH family Partnerhsip	750 Walsh	New 57K industrial warehouse bulding and surface parking and site improvements	N/A	under construction								
PLN2013-10046	Jeff Schwilk	Submitted 9/25/2013 Approved 11/19/2014	TI and ARC	2930 Corvin Drive	Architectural Review to convert an existing industrial building into a data center [2.5MW energy use]	N/A	TBD	20,000	ML	Light Industrial	ARC and TI approval. Proposed 2.5 or less MW of power requested- Cat Ex				
PLN2014-10628	Yen Chen (408) 615-2455	Approved 9-24-14	Oracle	4090 Network Circle and 4100 Network Circle	Construction of one new 3-story building and one new single story building with associated site improvements to an existing office campus.	N/A	under construction	100,000	PD	R and D/PD	Architecural approval				
PLN2015-10900	Steve Le	3/3/2015 Approved 4-8-15	WTCCA	2981 Mead	Indoor Table Tennis Academy	N/A	TI only, done and operating	5.000 tenant space	ML	Industrial	Use Permit				
PLN2013-09688	Shaun Lacey	submitted 2/22/2013 Approved 6-25-14	Applied Materials	3303 Scott	78,000 square foot buildiing with underground parking/Repalced with proposal for service commercial use in existing building (10-1-13)	N/A	under construction	36,340	ML	Light Industrial	Architetural approval or PD rezone				
PLN2014-10770	Yen Chen (408) 615-2455	Submitted on 11/1/2014 Approved by PC 2/10/15	Cogswell College	5302 Betsy Ross Drive	Cosgwell Polytechincal College - private educational institution	N/A	2015	44K (existing)			Use Permit				
PLN2014-10765	Jeff Schwilk	CC approval 4-21-15	Mehdi Shemirizi	1480 Main Street	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot	None (rental units only)	2015-2016	vacant site	CC	Community Mixed Use	Rezone	Cat exemp/Infill project			
PLN2013-09730	Payal Bhagat (408) 615-2458	3/12/2013	Jane Vaughn	3333 Scott Blvd	Expansion of previous approval from to allow 581,000 additional sq ft of office buildings for a total of 1.316m sq.ft	N/A	under construction		PD		Supplemental EIR to allow the development of 1,316,000 square foot office/r&d space. The project was approved to develop 735,000 sq.ft. office/r&d space spread over five buildings (PLN2011-08759 and CEQ2011-01125)				
PLN2014-10320	Debby Fernandez (408) 615-2457	Jul-14	JOMA Studio architects	1701 Lawrence Road	Rezone from PD (R3-18D) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)	None	2015-16	two sfds							
PLN File No.2014-10183	Shaun Lacey	Dec-14	Eli Engleman	990 Wren	Rezone from R1-6L to PD to construct 5 new detached 2-story single family residences w/attached garage in conjunction with demo of existing sfr (PLN2014-10385 Map & CEQ2014-01177)	None	2015-16								
PLN2012-09542	Gloria Sciara (408) 615-2453	PC meeting for 12/10/14 (Recc CC approval) CC in February	Rezone and Redevelopment of site	3700 El Camino Real	Gateway Santa Clara (formerly Kohls Site) Mixed use development- Redevelopment of entire site 87K retail/commercial and 476 housing units (apartments)	None	Fall 2015-Spring 2016	100,000 -Kohls store			Rezone/Subdivision Map/AC approval 475 rental dwelling units and 86,000 square feet of retail space	EIR			EIR not started yet/final design to be submitted with development applications. One community meeting held to date
PLN2014-10487	Payal Bhagat (408) 615-2458	6/1/2014 Approved	SCU Steve Brodie	455 El Camino Real	Re-use of existing office building for SCU for graduate studies off-campus instruction/occupation	N/A	2015-16	75,000			UP	Cat Exemp- Reuse of existing building			

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
2014-10840	Payal Bhagat (408) 615-2458	4/22/2015	Menlo Equities	3345 Scott Blvd	Amendment to approved project - Modification to site plan and building height of to be constructed 6-story Building D.	N/A	2015-16								
PLN2014-10437	Jeff Schwilk	6/1/2014 Approved by CC on June 23, 2015	Michael Fischer	820 Civic Center Drive APN 224-29-022	application for a 3 unit Townhome develolpment (retention of one historic home- total of four units)	N/A	2015-16	15,100 sq. ft lot	ML						
PLN2015-10898	John Davidson	Jan-15	Westfield Valley Fair	2855 Stevens Creek Blvd portion of the existing Westfield Valley Fair	15K Chase bank bldg. near SCB and Winchester intersection	N/A	2016	77K		Regional Commercial	Use Permit for a new movie theater, and Variance to allowable building height,Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?			
PLN2013-09854	Debby Fernandez (408) 615-2457	submitted 6/3/2013 Approved 11/13	James Salata	2680 Scott Blvd./224-10-110	New 20,000 square foot office building,new landscape and parking improvements	N/A	2014		MH	Low Intensity Office R&D	Architetural approval				
Pending Projects- Last updated 8-27-15															
PLN File No.	Project Planner	submittal date nand status	Applicant	Location and APN	Description	Affordable units	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2015-11031	Payal Bhagat (408) 615-2458	2/20/2015	Scott Menard	**3305 Kifer**	Development of 48 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR	10% of units	2017/18	7.5 acres			Rezone				
PLN2016-11320	Steve Le	8/3/2015	Jeff Guinta	**2580 Lafayette**	Adult gymnasium	N/A	2017	11,000	ML	Light Industrial	Use Permit				
PLN2015-11111	Debby Fernandez	8/27/2015	Mehdi Sadri	**1055 Helen Ave**	Rezone from R1-6L to PD & Architectural Review to construct a 4 unit townhome project w/ private street (Tentative Parcel Map PLN2015-11358)										
PLN2015-11231	Yen Chen	7/1/2015	Mehdi Sadri	**100 N. Winchester**	GPA and PD rezone for market rate senior housing project with 92 units	None	2016/17								
~~PLN2015-11263~~	~~Yen Chen (408) 615-2455~~	7/1/2015 City Council study session on 8/25/15 - CC did not support residential uses - resubmittal not determined	~~Daniel Diebel for Greystar Inc~~	~~**3901 - 3933 Freedom Circle**~~	~~Pre-Application for mixed use (residential up tp 1200 units, office 250K, and supporting retail 10,000) on 13.3 acre vacant site.~~	~~TBD~~	~~unknown~~	~~none~~		~~ML~~	~~GPA and Rezone will be required.~~	~~EIR~~			

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2015-11247	Debby Fernandez (408) 615-2457	7/1/2015	Sobrato	**3000 Bowers**	Amend Architectural Review approval for construction of (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building with Modification to increase maximum building height to 85 feet, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building to allow construction of (2) 165,000 sq.ft. 5-story office buildings and (1) 5-story parking structure and surface parking totaling 991 parking spaces (amended project does not include an amenity building)	N/A	2016-17	100,000	ML						
PLN2015-11236	Yen Chen	6/1/2015	Ray Hashimoto /HMH for River of Life Church	**1177 Laurelwood**	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.	N/A	2016								
PLN2015-10980	Yen Chen	Submitted 2-27-15	Irvine Company	**575 Benton Street multiple parcels**	Mission Towne Center Mission Town Center- 5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments on approximately 6.42 acres	None	2016-2020	varies- SFD, commercial etc	varies	Station Area Plan	General Plan Amendment, Rezoning, parcel map	EIR			
PLN2015-11053	Debby Fernandez	4/2/2015	Lennar Commercial	**3607 Kifer Rd**	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project										
PLN2015-11361	Yen Chen (408) 615-2455	8/27/2015	Pinn Bros	**1890 El Camino Real APN 269-01-081, 82 Corner of Pierce and ECR**	Rezone from CT to PD; Architectural Review for new four story mixed use development consisting of 60 for sale units, 5,820 sq. ft. of commercial, wrapped parking garage, and amenities.	3 to 4	2017-18	Small office area with open used car lot	CT	Community Mixed Use	Rezone, ARC review, TSM	EIR			
PLN2015-10937	Payal Bhagat (408) 615-2458	Feb-15	Johnathon Fearn/Summerhill Homes	**3505 Kiefer Road APN 216-34-070**	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.	Up to 50% of units may be for sale product. 10% required. Possible 40-50 affordable units	2-5 years	TBD site is 3.89 acres	ML	Light Industrial	Rezone, Possible DA, Specific plan approval, ARC review	EIR			
PLN2015-10898	John Davidson	Jan-15	Westfield Valley Fair	**2855 Stevens Creek Blvd** portion of the existing Westfield Valley Fair	New Movie Theater complex and new retail tenant space	N/A	2016	77K		Regional Commercial	Use Permit for a new movie theater, and Variance to allowable building height,Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?			
PLN2015-10899, 10900,10901,10902,10903,10904	Yen Chen	Jan-15	Irvine	**3265 Scott Blv (2600 Augustine) APN APN's: 216-45-011 -022 -024 -025 -028; 216-29-053 -112 and 216-46-003**	Santa Clara Square Mixed Use Project - - phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres parks/open	None		3283 Scott Blvd (216-45-011); 2600-2610 Augustine Dr, 3300-3380 Montgomery Dr & 3265 Scott Blvd (216-45-023); 3255 scott Blvd & 2500 Augustine Dr (216-45-		2025-35 Phase III General Plan High Density Residential (37-50 du/ac) Service, Parks, Public	GPA, rezone, subdivision map				
PLN2015-11152	Jeff Schwilk	15-May	City Ventures	**1525 Alivso Street**	Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication	4	2-3 yrs	n/a	ML	Community Mixed Use	Rezone	MND/TBD	3 Stories		10/14/2014- PCC done, and CMO office review: redesign project to allow open space and better site design
PLN2014-10828	Shaun Lacey	14-Dec	Summerhill	**2230 El Camino Real**	Pre-Application for the proposed demolition of existing commercial buildings, and the development of 164 apartment units	None	2 years	tbd- demolition of	CC	Regional Mixed Use	Rezone and GPA possible for no commercial	MND			

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2014-10744	Yen Chen	15-Jun	Santana Atrium Professional Center	**100 N. Winchester**	General Plan Amendment, rezoning and Architectural Review for 92 unit senior apartment home community with onsite clubhouse and recreational amenities. Fees include Initial Study/Negative Declaration and Stormwater Management Plan Review.	None	1-2 years	3 story building over podium approx. 84,000	OA	Regional Mixed Use	rezone and GPA	MND OR EIR			
PLN2014-10664	Yen Chen	Sep-14	Jon Shank	**1220 Memorex**	Parcel Map and Arch review for self storage facility	N/A	2016	lot split for this devlepment proposed/vacant	ML	light industrial	Parcel Map and Architetural approval				
PLN2014-10683	Payal Bhagat (408) 615-2458	Sep-14	Sobrato	**2250 El Camino Real**	Pre-application for 48 apartments- 3 floors over podium parking (Western Motel site)	None	2017	.98 acre	PD/Multi family	High Density Residential	Rezone/ARC approval				
PLN2014-10554	Debby Fernandez	Sep-14	Related	**5155 Stars and Stripes Drive** 104-03-036 & 037, 104-01-102, 097-01-039 & 097-01-073; **5120 Stars and Stripes Drive** APN: 104-03-036, 038 and 039	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 5.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space	TBD	Start 2017 phased over 20 years		P	Public Quasi Public	EIR, General Plan Amendment, Rezone to PD or PD-MC, Tentative Map and/or Vesting Tentative Map, Development Agreement and/or Disposition Development Agreement, Ground Lease, and Architectural Review.				
PLN2014-10614	Jeff Schwilk	Sep-14	Kurt Anderson	**2891 Homestead Rd. APN 290-39-080**	Pre-Application review of the proposed replacement of a single family residence and detached garage with a thirteen-unit two- and three-story townhome development on a podium over at-grade parking	1	2015-16								
PLN2015-11275	Payal Bhagat (408) 615-2458	Jul-15	Xeres Dupont Fabros	**555 Reed Street**	111,000 sf data center (addition) Architectural Review and Mitigated Negative Declaration to allow a new data center building on 2020-2070 and 2100-2160 De La Cruz Boulevard (this	69,000	ML		AC approval	MND	48'	43%	Project reactived after 1 year hiatus following		
PLN2015-	Jeff Schwilk (408) 615-2456	Jul-15	Lour Mariani	**2570 El Camino Real APN 290-46-001**	Preliminary application: for 1.5 acre site w/315 dwelling units	TBD		China China restaurant building site next to SCVWD facility running parallel to Bowe							
PLN2013-09887	Shaun Lacey	6/20/2013	Jerry Mangono	**2255 The Alameda**	pre-application for rezone of small parcel to include one living unit and office	N/A			CT	Community Mixed Use	Rezoning to PD	MND	no change	no change	pre-Application/more detail needed
PLN2015-11204	Yen Chen	6/23/2015	Rashik Patel T2	**2950 Lakeside Drive**	New 7 story hotel with 188 rooms										
PLN2015-10939	Parks and Recreation Dept	Feb-15	Swim Center at Central Park	**909 Kiely Boulevard**	International Swim Center (ISC) PRELIMINARY proposal at Central Park CIP project #3172: project includes the following components: ISC, Community Recreation Center, Swimming Hall of Fame	N/A	4-10 years	TBD			Existing swim center with bleachers and accessory				

Appendix D

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 3612
Intersection Name: 21st St & E. Julian St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	25	0	287	414	802	0	0	0	0	0	409	2	1939
Approved Project Trips													
San Jose ATI	0	0	0	1	7	0	0	0	0	0	0	0	8
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	7	0	0	0	0	0	0	0	8
Background Conditions	25	0	287	415	809	0	0	0	0	0	409	2	1947
2015 Project Trips													
BART	0	0	1	-1	-20	0	0	0	0	0	20	-1	-1
Joint Development	0	0	10	7	14	0	0	0	0	0	48	0	79
Net 2015 Trips	0	0	11	6	-6	0	0	0	0	0	68	-1	78
Existing + Project	25	0	298	420	796	0	0	0	0	0	477	1	2017
2025 Project Trips													
BART	0	0	2	-3	-31	0	0	0	0	0	54	-1	21
Joint Development	0	0	15	4	20	0	0	0	0	0	44	0	83
Net 2025 Trips	0	0	17	1	-11	0	0	0	0	0	98	-1	104
Background + Project	25	0	304	416	798	0	0	0	0	0	507	1	2051
Cumulative No Project	25	0	287	415	834	0	0	0	0	0	428	4	1989
2035 Project Trips													
BART	-1	0	4	-3	-32	0	0	0	0	0	74	-1	41
Joint Development	0	0	2	4	12	0	0	0	0	0	22	0	40
Net 2035 Trips	-1	0	6	1	-20	0	0	0	0	0	96	-1	81
Cumulative	24	0	293	416	814	0	0	0	0	0	524	3	2074

Intersection Number: 2
Traffix Node Number: 3613
Intersection Name: 24th St & E. Julian St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	1042	121	134	0	242	166	495	0	2200
Approved Project Trips													
San Jose ATI	0	0	0	0	2	3	5	0	5	0	0	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	2	3	5	0	5	0	0	0	15
Background Conditions	0	0	0	0	1044	124	139	0	247	166	495	0	2215
2015 Project Trips													
BART	0	0	0	0	-19	-17	-3	0	-2	0	20	0	-21
Joint Development	0	0	0	0	18	9	5	0	2	0	58	0	92
Net 2015 Trips	0	0	0	0	-1	-8	2	0	0	0	78	0	71
Existing + Project	0	0	0	0	1041	113	136	0	242	166	573	0	2271
2025 Project Trips													
BART	0	0	0	0	-28	-25	-10	0	-4	0	55	0	-12
Joint Development	0	0	0	0	21	6	5	0	3	0	59	0	94
Net 2025 Trips	0	0	0	0	-7	-19	-5	0	-1	0	114	0	82
Background + Project	0	0	0	0	1037	105	134	0	246	166	609	0	2297
Cumulative No Project	0	0	0	0	1044	210	139	0	601	198	495	0	2687
2035 Project Trips													
BART	0	0	0	0	-28	-34	-6	0	-7	-1	79	0	3
Joint Development	0	0	0	0	14	19	1	0	3	1	23	0	61
Net 2035 Trips	0	0	0	0	-14	-15	-5	0	-4	0	102	0	64
Cumulative	0	0	0	0	1030	195	134	0	597	198	597	0	2751

Intersection Number: 3
Traffix Node Number: 4005
Intersection Name: N. 28th St & E. Julian St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 04/09/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
2015 Project Trips													
BART	-1	0	-1	-1	-35	33	18	0	1	30	-16	-1	27
Joint Development	0	1	0	0	2	280	82	1	27	64	0	0	457
Net 2015 Trips	-1	1	-1	-1	-33	313	100	1	28	94	-16	-1	484
Existing + Project	1	25	181	141	765	349	200	43	99	115	575	1	2495
2025 Project Trips													
BART	-2	0	-1	-1	-50	123	29	0	2	66	-27	-1	138
Joint Development	0	1	0	0	1	238	81	1	26	66	0	0	414
Net 2025 Trips	-2	1	-1	-1	-49	361	110	1	28	132	-27	-1	552
Background + Project	0	25	181	141	749	397	210	43	99	153	564	1	2563
Cumulative No Project	7	27	195	142	798	340	100	48	117	36	591	6	2401
2035 Project Trips													
BART	-3	1	-3	-2	-62	144	33	0	5	96	-28	-1	180
Joint Development	0	1	0	0	8	214	74	1	23	27	0	0	348
Net 2035 Trips	-3	2	-3	-2	-54	358	107	1	28	123	-28	-1	528
Cumulative	4	29	192	140	744	698	207	49	145	159	563	5	2935

Intersection Number: 4
Traffix Node Number: 3210
Intersection Name: US 101 SB ramps & E. Julian St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	938	513	320	0	106	408	549	0	2834
Approved Project Trips													
San Jose ATI	0	0	0	0	21	208	66	0	6	1	22	0	324
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	21	208	66	0	6	1	22	0	324
Background Conditions	0	0	0	0	959	721	386	0	112	409	571	0	3158
2015 Project Trips													
BART	0	0	0	0	0	-1	-5	0	-3	18	-17	0	-8
Joint Development	0	0	0	0	173	0	1	0	109	33	50	0	366
Net 2015 Trips	0	0	0	0	173	-1	-4	0	106	51	33	0	358
Existing + Project	0	0	0	0	1111	512	316	0	212	459	582	0	3192
2025 Project Trips													
BART	0	0	0	0	33	-9	0	0	36	23	-23	0	60
Joint Development	0	0	0	0	133	0	0	0	106	32	51	0	322
Net 2025 Trips	0	0	0	0	166	-9	0	0	142	55	28	0	382
Background + Project	0	0	0	0	1125	712	386	0	254	464	599	0	3540
Cumulative No Project	0	0	0	0	1040	914	473	0	112	409	571	0	3519
2035 Project Trips													
BART	0	0	0	0	30	-13	0	0	52	23	-21	0	71
Joint Development	0	0	0	0	116	0	0	0	107	26	48	0	297
Net 2035 Trips	0	0	0	0	146	-13	0	0	159	49	27	0	368
Cumulative	0	0	0	0	1186	901	473	0	271	458	598	0	3887

Intersection Number: 5
Traffix Node Number: 3211
Intersection Name: US 101 NB ramps & McKee Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	376	1181	0	241	6	240	0	761	114	2919
Approved Project Trips													
San Jose ATI	0	0	0	50	234	0	163	0	13	0	91	4	555
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	50	234	0	163	0	13	0	91	4	555
Background Conditions	0	0	0	426	1415	0	404	6	253	0	852	118	3474
2015 Project Trips													
BART	0	0	0	-7	-21	0	-1	0	20	0	-15	-8	-32
Joint Development	0	0	0	1	93	0	0	0	81	0	35	15	225
Net 2015 Trips	0	0	0	-6	72	0	-1	0	101	0	20	7	193
Existing + Project	0	0	0	370	1253	0	240	6	341	0	781	121	3112
2025 Project Trips													
BART	0	0	0	-23	-31	0	-74	0	18	0	-22	-6	-138
Joint Development	0	0	0	2	101	0	0	0	30	0	40	11	184
Net 2025 Trips	0	0	0	-21	70	0	-74	0	48	0	18	5	46
Background + Project	0	0	0	405	1485	0	330	6	301	0	870	123	3520
Cumulative No Project	0	0	0	471	1815	0	404	6	253	0	884	118	3833
2035 Project Trips													
BART	0	0	0	-11	-30	0	-70	0	26	0	-23	-5	-113
Joint Development	0	0	0	1	87	0	0	0	29	0	35	14	166
Net 2035 Trips	0	0	0	-10	57	0	-70	0	55	0	12	9	53
Cumulative	0	0	0	461	1872	0	334	6	308	0	896	127	4004

Intersection Number: 6
Traffix Node Number: 3678
Intersection Name: 33rd St & McKee Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	149	60	76	20	1102	26	37	94	132	47	898	109	2750
Approved Project Trips													
San Jose ATI	0	0	0	0	272	0	0	0	0	1	235	5	513
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	272	0	0	0	0	1	235	5	513
Background Conditions	149	60	76	20	1374	26	37	94	132	48	1133	114	3263
2015 Project Trips													
BART	-2	0	0	0	-29	0	1	0	4	0	-12	-4	-42
Joint Development	3	1	0	0	80	0	0	0	8	0	31	3	126
Net 2015 Trips	1	1	0	0	51	0	1	0	12	0	19	-1	84
Existing + Project	150	61	76	20	1153	26	38	94	144	47	917	108	2834
2025 Project Trips													
BART	-1	0	0	-1	-63	-1	-1	0	6	0	-78	-3	-142
Joint Development	2	1	0	0	97	0	0	0	4	0	36	3	143
Net 2025 Trips	1	1	0	-1	34	-1	-1	0	10	0	-42	0	1
Background + Project	150	61	76	19	1408	25	36	94	142	48	1091	114	3264
Cumulative No Project	149	80	89	48	1770	81	75	107	212	104	1133	114	3848
2035 Project Trips													
BART	-1	0	0	0	-44	-1	-3	0	4	1	-99	-2	-145
Joint Development	1	0	1	0	75	0	0	0	10	0	32	3	122
Net 2035 Trips	0	0	1	0	31	-1	-3	0	14	1	-67	1	-23
Cumulative	149	80	90	48	1801	80	72	107	226	105	1066	115	3939

Intersection Number: 7
Traffix Node Number: 3625
Intersection Name: King Rd & McKee Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	326	259	80	287	754	122	162	645	167	82	537	331	3752
Approved Project Trips													
San Jose ATI	240	83	82	57	43	0	2	72	3	2	67	180	831
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	240	83	82	57	43	0	2	72	3	2	67	180	831
Background Conditions	566	342	162	344	797	122	164	717	170	84	604	511	4583
2015 Project Trips													
BART	-3	5	1	4	-24	-5	-1	11	1	0	-9	-2	-22
Joint Development	13	5	0	0	63	11	0	1	4	0	21	9	127
Net 2015 Trips	10	10	1	4	39	6	-1	12	5	0	12	7	105
Existing + Project	336	269	81	291	793	128	161	657	172	82	549	338	3857
2025 Project Trips													
BART	-23	-22	0	-1	-31	-7	0	-82	4	0	-10	-82	-254
Joint Development	15	7	0	0	67	18	0	0	14	1	20	14	156
Net 2025 Trips	-8	-15	0	-1	36	11	0	-82	18	1	10	-68	-98
Background + Project	558	327	162	343	833	133	164	635	188	85	614	443	4485
Cumulative No Project	756	509	162	405	891	127	172	804	348	123	724	511	5021
2035 Project Trips													
BART	-35	-37	0	-2	-18	-7	0	-105	10	1	-14	-80	-287
Joint Development	10	5	0	0	52	18	0	0	14	2	22	9	132
Net 2035 Trips	-25	-32	0	-2	34	11	0	-105	24	3	8	-71	-155
Cumulative	731	477	162	403	925	138	172	699	372	126	732	440	5377

Intersection Number: 8
Traffix Node Number: 3596
Intersection Name: Jackson Ave & McKee Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	126	209	334	296	872	253	262	357	257	96	806	175	4043
Approved Project Trips													
San Jose ATI	19	70	14	11	41	80	40	43	37	52	62	17	486
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	70	14	11	41	80	40	43	37	52	62	17	486
Background Conditions	145	279	348	307	913	333	302	400	294	148	868	192	4529
2015 Project Trips													
BART	0	0	0	5	-27	0	-3	8	0	0	-14	0	-31
Joint Development	2	0	0	1	59	0	0	0	4	0	16	1	83
Net 2015 Trips	2	0	0	6	32	0	-3	8	4	0	2	1	52
Existing + Project	128	209	334	302	904	253	259	365	261	96	808	176	4095
2025 Project Trips													
BART	0	0	-1	-10	-30	-2	-4	-8	-1	-1	-13	0	-70
Joint Development	5	0	0	2	64	0	0	0	5	0	15	1	92
Net 2025 Trips	5	0	-1	-8	34	-2	-4	-8	4	-1	2	1	22
Background + Project	150	279	347	299	947	331	298	392	298	147	870	193	4551
Cumulative No Project	232	319	482	371	1132	364	354	400	296	148	1225	198	5323
2035 Project Trips													
BART	-2	0	-5	-7	-26	-2	-4	-4	0	-1	-19	0	-70
Joint Development	6	0	0	1	50	0	0	0	6	0	17	0	80
Net 2035 Trips	4	0	-5	-6	24	-2	-4	-4	6	-1	-2	0	10
Cumulative	236	319	477	365	1156	362	350	396	302	147	1223	198	5531

Intersection Number: 9
Traffix Node Number: 3783
Intersection Name: 17th St & E. Santa Clara St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	23	37	59	92	734	8	4	3	7	4	311	16	1298
Approved Project Trips													
San Jose ATI	0	0	0	1	6	0	0	0	0	0	0	0	7
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	6	0	0	0	0	0	0	0	7
Background Conditions	23	37	59	93	740	8	4	3	7	4	311	16	1305
2015 Project Trips													
BART	0	0	0	-1	-26	0	1	-1	-1	0	28	0	0
Joint Development	0	0	0	7	17	0	3	2	0	0	67	0	96
Net 2015 Trips	0	0	0	6	-9	0	4	1	-1	0	95	0	96
Existing + Project	23	37	59	98	725	8	8	4	6	4	406	16	1394
2025 Project Trips													
BART	0	0	0	-12	-33	0	1	-3	-5	0	24	-1	-29
Joint Development	0	0	1	8	11	0	3	2	0	0	81	0	106
Net 2025 Trips	0	0	1	-4	-22	0	4	-1	-5	0	105	-1	77
Background + Project	23	37	60	89	718	8	8	2	2	4	416	15	1382
Cumulative No Project	34	76	201	391	740	8	4	22	250	9	492	116	2227
2035 Project Trips													
BART	0	0	0	-9	-48	0	3	-6	-4	0	43	-2	-23
Joint Development	0	0	12	10	7	0	2	0	2	0	109	0	142
Net 2035 Trips	0	0	12	1	-41	0	5	-6	-2	0	152	-2	119
Cumulative	34	76	213	392	699	8	9	16	248	9	644	114	2462

Intersection Number: 10
Traffix Node Number: 3789
Intersection Name: 21st St & E. Santa Clara St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	7	1	6	10	634	5	27	3	76	9	369	5	1152
Approved Project Trips													
San Jose ATI	0	0	0	0	8	0	0	0	0	0	1	0	9
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	1	0	9
Background Conditions	7	1	6	10	642	5	27	3	76	9	370	5	1161
2015 Project Trips													
BART	0	0	0	0	-28	0	0	0	0	0	30	-1	1
Joint Development	0	0	1	1	25	0	0	0	0	0	70	0	97
Net 2015 Trips	0	0	1	1	-3	0	0	0	0	0	100	-1	98
Existing + Project	7	1	7	11	631	5	27	3	76	9	469	4	1250
2025 Project Trips													
BART	0	0	0	0	-44	0	0	0	0	0	27	-1	-18
Joint Development	0	0	3	1	19	0	0	0	0	0	86	1	110
Net 2025 Trips	0	0	3	1	-25	0	0	0	0	0	113	0	92
Background + Project	7	1	9	11	617	5	27	3	76	9	483	5	1253
Cumulative No Project	32	4	24	47	642	5	27	7	76	9	571	84	1444
2035 Project Trips													
BART	-1	0	0	0	-54	0	0	0	0	0	48	-2	-9
Joint Development	0	0	2	1	17	0	0	0	0	0	123	1	144
Net 2035 Trips	-1	0	2	1	-37	0	0	0	0	0	171	-1	135
Cumulative	31	4	26	48	605	5	27	7	76	9	742	83	1663

Intersection Number: 11
Traffix Node Number: 3790
Intersection Name: 24th St & E. Santa Clara St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 11/05/13
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	78	141	23	39	822	67	117	265	86	38	354	51	2081
Approved Project Trips													
San Jose ATI	0	3	0	0	5	5	6	12	4	0	0	0	35
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	3	0	0	5	5	6	12	4	0	0	0	35
Background Conditions	78	144	23	39	827	72	123	277	90	38	354	51	2116
2015 Project Trips													
BART	-14	-3	0	-1	-9	1	32	-4	-5	-1	33	-2	27
Joint Development	5	0	2	2	16	3	48	0	5	0	72	0	153
Net 2015 Trips	-9	-3	2	1	7	4	80	-4	0	-1	105	-2	180
Existing + Project	69	138	25	40	829	71	197	261	86	37	459	49	2261
2025 Project Trips													
BART	-19	-8	0	-5	-15	-2	46	-13	-11	-2	30	-2	-1
Joint Development	3	0	2	5	12	3	27	0	5	0	89	0	146
Net 2025 Trips	-16	-8	2	0	-3	1	73	-13	-6	-2	119	-2	145
Background + Project	62	136	25	39	824	73	196	264	84	36	473	49	2261
Cumulative No Project	217	144	90	398	827	72	277	277	165	155	466	51	3088
2035 Project Trips													
BART	-29	-6	0	-3	-14	-1	58	-12	-10	-4	53	-2	30
Joint Development	5	0	16	3	8	0	29	0	5	0	125	0	191
Net 2035 Trips	-24	-6	16	0	-6	-1	87	-12	-5	-4	178	-2	221
Cumulative	193	138	106	398	821	71	364	265	160	151	644	49	3360

Intersection Number: 12
Traffix Node Number: 4022
Intersection Name: 26th St. & E. Santa Clara St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	26	58	40	37	587	22	67	80	12	9	415	16	1369
Approved Project Trips													
San Jose ATI	0	0	0	0	5	0	0	0	0	0	4	0	9
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	5	0	0	0	0	0	4	0	9
Background Conditions	26	58	40	37	592	22	67	80	12	9	419	16	1378
2015 Project Trips													
BART	0	0	0	0	-9	0	0	0	0	0	63	0	54
Joint Development	0	0	0	0	22	0	0	0	0	0	122	0	144
Net 2015 Trips	0	0	0	0	13	0	0	0	0	0	185	0	198
Existing + Project	26	58	40	37	600	22	67	80	12	9	600	16	1567
2025 Project Trips													
BART	0	0	0	0	-20	0	0	0	0	0	76	0	56
Joint Development	0	0	0	0	22	0	0	0	0	0	119	0	141
Net 2025 Trips	0	0	0	0	2	0	0	0	0	0	195	0	197
Background + Project	26	58	40	37	594	22	67	80	12	9	614	16	1575
Cumulative No Project	26	58	40	37	716	22	67	80	12	9	754	16	1821
2035 Project Trips													
BART	0	0	0	0	-17	0	0	0	0	0	112	0	95
Joint Development	0	0	0	0	10	0	0	0	0	0	171	0	181
Net 2035 Trips	0	0	0	0	-7	0	0	0	0	0	283	0	276
Cumulative	26	58	40	37	709	22	67	80	12	9	1037	16	2113

Intersection Number: 13
Traffix Node Number: 3788
Intersection Name: N. 28th St & E. Santa Clara St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	35	51	71	124	606	46	196	147	47	24	474	37	1858
Approved Project Trips													
San Jose ATI	0	0	0	0	7	0	0	0	0	0	8	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	7	0	0	0	0	0	8	0	15
Background Conditions	35	51	71	124	613	46	196	147	47	24	482	37	1873
2015 Project Trips													
BART	1	0	3	74	-11	-2	-7	7	0	0	-2	66	129
Joint Development	19	9	42	97	3	0	0	24	0	0	0	122	316
Net 2015 Trips	20	9	45	171	-8	-2	-7	31	0	0	-2	188	445
Existing + Project	55	60	116	295	598	44	189	178	47	24	472	225	2303
2025 Project Trips													
BART	3	-3	15	98	-22	-3	-10	21	0	0	-7	81	173
Joint Development	18	11	43	104	3	0	0	62	0	0	0	119	360
Net 2025 Trips	21	8	58	202	-19	-3	-10	83	0	0	-7	200	533
Background + Project	56	59	129	326	594	43	186	230	47	24	475	237	2406
Cumulative No Project	90	316	73	128	709	46	196	147	47	24	770	80	2546
2035 Project Trips													
BART	4	-2	18	105	-22	-3	-14	33	-1	0	-13	123	228
Joint Development	7	12	44	57	3	0	0	57	0	0	0	171	351
Net 2035 Trips	11	10	62	162	-19	-3	-14	90	-1	0	-13	294	579
Cumulative	101	326	135	290	690	43	182	237	46	24	757	374	3205

Intersection Number: 14
Traffix Node Number: 3023
Intersection Name: US 101 & E. Santa Clara St
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	123	0	161	0	647	288	0	0	0	350	442	0	2011
Approved Project Trips													
San Jose ATI	8	0	14	0	5	5	0	0	0	3	8	0	43
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	0	14	0	5	5	0	0	0	3	8	0	43
Background Conditions	131	0	175	0	652	293	0	0	0	353	450	0	2054
2015 Project Trips													
BART	-2	0	-2	0	63	-2	0	0	0	0	-6	0	51
Joint Development	5	0	1	0	94	0	0	0	0	33	9	0	142
Net 2015 Trips	3	0	-1	0	157	-2	0	0	0	33	3	0	193
Existing + Project	126	0	160	0	804	286	0	0	0	383	445	0	2204
2025 Project Trips													
BART	3	0	-2	0	70	-15	0	0	0	11	-13	0	54
Joint Development	0	0	0	0	107	0	0	0	0	36	7	0	150
Net 2025 Trips	3	0	-2	0	177	-15	0	0	0	47	-6	0	204
Background + Project	134	0	173	0	829	278	0	0	0	400	444	0	2258
Cumulative No Project	131	0	244	0	736	293	0	0	0	410	661	0	2475
2035 Project Trips													
BART	-1	0	-3	0	82	-17	0	0	0	10	-19	0	52
Joint Development	0	0	0	0	60	0	0	0	0	38	6	0	104
Net 2035 Trips	-1	0	-3	0	142	-17	0	0	0	48	-13	0	156
Cumulative	130	0	241	0	878	276	0	0	0	458	648	0	2631

Intersection Number: 15
Traffix Node Number: 3016
Intersection Name: US 101 & Alum Rock Ave
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	278	704	0	45	1	198	0	375	197	1798
Approved Project Trips													
San Jose ATI	0	0	0	6	15	0	3	0	0	0	22	4	50
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	6	15	0	3	0	0	0	22	4	50
Background Conditions	0	0	0	284	719	0	48	1	198	0	397	201	1848
2015 Project Trips													
BART	0	0	0	-2	-7	0	3	0	69	0	-2	-6	55
Joint Development	0	0	0	21	49	0	7	0	46	0	10	0	133
Net 2015 Trips	0	0	0	19	42	0	10	0	115	0	8	-6	188
Existing + Project	0	0	0	297	746	0	55	1	313	0	383	191	1986
2025 Project Trips													
BART	0	0	0	-9	-17	0	-9	0	72	0	-3	-10	24
Joint Development	0	0	0	1	53	0	3	0	55	0	7	0	119
Net 2025 Trips	0	0	0	-8	36	0	-6	0	127	0	4	-10	143
Background + Project	0	0	0	276	755	0	42	1	325	0	401	191	1991
Cumulative No Project	0	0	0	284	1133	0	378	1	198	0	527	348	2521
2035 Project Trips													
BART	0	0	0	-3	-14	0	-24	0	80	0	-4	-16	19
Joint Development	0	0	0	0	32	0	19	0	26	0	6	0	83
Net 2035 Trips	0	0	0	-3	18	0	-5	0	106	0	2	-16	102
Cumulative	0	0	0	281	1151	0	373	1	304	0	529	332	2971

Intersection Number: 16
Traffix Node Number: 3260
Intersection Name: 33rd St & Alum Rock Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	127	64	16	20	600	12	18	77	141	53	362	24	1514
Approved Project Trips													
San Jose ATI	0	0	0	0	6	0	6	0	0	0	15	0	27
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	6	0	6	0	0	0	15	0	27
Background Conditions	127	64	16	20	606	12	24	77	141	53	377	24	1541
2015 Project Trips													
BART	-1	0	0	0	-9	0	0	0	1	0	-2	4	-7
Joint Development	1	0	0	0	67	0	0	0	1	0	9	7	85
Net 2015 Trips	0	0	0	0	58	0	0	0	2	0	7	11	78
Existing + Project	127	64	16	20	658	12	18	77	143	53	369	35	1592
2025 Project Trips													
BART	0	0	0	0	-30	0	0	0	1	0	-20	6	-43
Joint Development	1	0	0	0	52	0	0	0	1	0	7	3	64
Net 2025 Trips	1	0	0	0	22	0	0	0	2	0	-13	9	21
Background + Project	128	64	16	20	628	12	24	77	143	53	364	33	1562
Cumulative No Project	133	94	112	20	612	24	44	98	141	80	765	79	2123
2035 Project Trips													
BART	-1	0	-1	0	-15	0	-1	0	1	1	-25	5	-36
Joint Development	1	0	1	0	32	0	0	0	0	0	15	9	58
Net 2035 Trips	0	0	0	0	17	0	-1	0	1	1	-10	14	22
Cumulative	133	94	112	20	629	24	43	98	142	81	755	93	2224

Intersection Number: 17
Traffix Node Number: 3064
Intersection Name: King Rd & Alum Rock Ave
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/19/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	50	292	45	67	560	81	118	608	173	95	241	49	2379
Approved Project Trips													
San Jose ATI	20	38	5	3	9	27	19	37	7	2	22	16	205
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	20	38	5	3	9	27	19	37	7	2	22	16	205
Background Conditions	70	330	50	70	569	108	137	645	180	97	263	65	2584
2015 Project Trips													
BART	-5	0	7	14	-6	-1	0	10	0	0	-2	0	17
Joint Development	17	1	0	2	29	0	0	0	19	2	5	1	76
Net 2015 Trips	12	1	7	16	23	-1	0	10	19	2	3	1	93
Existing + Project	62	293	52	83	583	80	118	618	192	97	244	50	2472
2025 Project Trips													
BART	-20	-8	-6	-18	-8	-4	-1	-50	-4	0	-4	-16	-139
Joint Development	15	12	0	4	27	5	0	8	10	4	4	0	89
Net 2025 Trips	-5	4	-6	-14	19	1	-1	-42	6	4	0	-16	-50
Background + Project	65	334	44	56	588	109	136	603	186	101	263	49	2534
Cumulative No Project	70	547	96	70	651	108	137	734	180	217	478	213	3288
2035 Project Trips													
BART	-23	-11	-8	-23	8	-3	-2	-57	2	0	-4	-23	-144
Joint Development	8	16	0	9	18	1	0	3	6	13	4	0	78
Net 2035 Trips	-15	5	-8	-14	26	-2	-2	-54	8	13	0	-23	-66
Cumulative	55	552	88	56	677	106	135	680	188	230	478	190	3435

Intersection Number: 18
Traffix Node Number: 3063
Intersection Name: Jackson Ave & Alum Rock Ave
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	59	425	90	187	359	172	261	751	92	112	360	87	2955
Approved Project Trips													
San Jose ATI	12	119	17	23	9	59	57	113	127	138	8	13	695
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	119	17	23	9	59	57	113	127	138	8	13	695
Background Conditions	71	544	107	210	368	231	318	864	219	250	368	100	3650
2015 Project Trips													
BART	0	0	0	1	-6	-2	-7	6	13	5	-3	0	7
Joint Development	1	0	0	3	12	0	0	0	14	0	4	0	34
Net 2015 Trips	1	0	0	4	6	-2	-7	6	27	5	1	0	41
Existing + Project	60	425	90	191	365	170	254	757	119	117	361	87	2996
2025 Project Trips													
BART	-1	-2	0	-3	-5	-1	-6	-7	-12	-6	-2	0	-45
Joint Development	1	0	0	4	14	0	0	0	17	0	2	0	38
Net 2025 Trips	0	-2	0	1	9	-1	-6	-7	5	-6	0	0	-7
Background + Project	71	542	107	211	377	230	312	857	224	244	368	100	3643
Cumulative No Project	71	603	107	271	368	699	340	864	357	250	594	157	4524
2035 Project Trips													
BART	0	-2	0	0	-3	-1	-1	-3	-9	-11	-4	0	-34
Joint Development	1	0	0	5	10	1	0	0	12	1	2	0	32
Net 2035 Trips	1	-2	0	5	7	0	-1	-3	3	-10	-2	0	-2
Cumulative	72	601	107	276	375	699	339	861	360	240	592	157	4679

Intersection Number: 19
Traffix Node Number: 3043
Intersection Name: I-680 S & Alum Rock Ave (West)
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	151	8	168	0	615	32	22	0	30	13	704	0	1743
Approved Project Trips													
San Jose ATI	8	0	0	0	54	0	0	0	0	0	63	0	125
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	0	0	0	54	0	0	0	0	0	63	0	125
Background Conditions	159	8	168	0	669	32	22	0	30	13	767	0	1868
2015 Project Trips													
BART	-9	0	-1	0	2	0	0	0	0	0	-11	0	-19
Joint Development	5	0	0	0	10	0	0	0	0	0	3	0	18
Net 2015 Trips	-4	0	-1	0	12	0	0	0	0	0	-8	0	-1
Existing + Project	147	8	167	0	627	32	22	0	30	13	696	0	1742
2025 Project Trips													
BART	-3	0	0	0	-6	0	0	0	0	0	-9	0	-18
Joint Development	4	0	0	0	12	0	0	0	0	0	2	0	18
Net 2025 Trips	1	0	0	0	6	0	0	0	0	0	-7	0	0
Background + Project	160	8	168	0	675	32	22	0	30	13	760	0	1868
Cumulative No Project	451	16	219	0	669	32	31	0	45	50	993	0	2506
2035 Project Trips													
BART	-4	0	0	0	0	0	0	0	0	0	-5	0	-9
Joint Development	3	0	0	0	12	0	0	0	0	0	2	0	17
Net 2035 Trips	-1	0	0	0	12	0	0	0	0	0	-3	0	8
Cumulative	450	16	219	0	681	32	31	0	45	50	990	0	2514

Intersection Number: 20
Traffix Node Number: 3042
Intersection Name: I-680 N & Alum Rock Ave (East)
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	663	1458	0	591	0	191	335	563	0	3801
Approved Project Trips													
San Jose ATI	0	0	0	3	61	0	9	0	3	26	43	0	145
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	3	61	0	9	0	3	26	43	0	145
Background Conditions	0	0	0	666	1519	0	600	0	194	361	606	0	3946
2015 Project Trips													
BART	0	0	0	0	-4	0	0	0	-1	0	-1	0	-6
Joint Development	0	0	0	0	11	0	0	0	0	0	2	0	13
Net 2015 Trips	0	0	0	0	7	0	0	0	-1	0	1	0	7
Existing + Project	0	0	0	663	1465	0	591	0	190	335	564	0	3808
2025 Project Trips													
BART	0	0	0	0	-21	0	-5	0	-2	0	-2	0	-30
Joint Development	0	0	0	0	14	0	0	0	0	0	2	0	16
Net 2025 Trips	0	0	0	0	-7	0	-5	0	-2	0	0	0	-14
Background + Project	0	0	0	666	1512	0	595	0	192	361	606	0	3932
Cumulative No Project	0	0	0	666	1601	0	600	0	194	361	766	0	4188
2035 Project Trips													
BART	0	0	0	0	-13	0	-4	0	0	0	-3	0	-20
Joint Development	0	0	0	0	13	0	0	0	0	0	2	0	15
Net 2035 Trips	0	0	0	0	0	0	-4	0	0	0	-1	0	-5
Cumulative	0	0	0	666	1601	0	596	0	194	361	765	0	4183

Intersection Number: 21
Traffix Node Number: 3762
Intersection Name: 24th St & San Antonio St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	27	146	9	36	253	117	110	438	65	22	89	5	1317
Approved Project Trips													
San Jose ATI	0	3	0	0	0	0	1	10	0	0	0	0	14
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	3	0	0	0	0	1	10	0	0	0	0	14
Background Conditions	27	149	9	36	253	117	111	448	65	22	89	5	1331
2015 Project Trips													
BART	-2	-2	0	-1	0	0	2	24	0	0	0	1	22
Joint Development	2	1	0	4	3	0	1	47	0	0	0	1	59
Net 2015 Trips	0	-1	0	3	3	0	3	71	0	0	0	2	81
Existing + Project	27	145	9	39	256	117	113	509	65	22	89	7	1398
2025 Project Trips													
BART	-3	-3	0	-3	-3	0	0	25	-3	0	0	0	10
Joint Development	1	2	0	4	4	0	7	26	0	0	0	1	45
Net 2025 Trips	-2	-1	0	1	1	0	7	51	-3	0	0	1	55
Background + Project	25	148	9	37	254	117	118	499	62	22	89	6	1386
Cumulative No Project	27	255	12	36	410	219	133	448	234	27	93	67	1894
2035 Project Trips													
BART	-2	-6	0	-1	-7	0	0	38	-2	0	0	1	21
Joint Development	0	0	0	5	3	2	3	27	0	0	0	2	42
Net 2035 Trips	-2	-6	0	4	-4	2	3	65	-2	0	0	3	63
Cumulative	25	249	12	40	406	221	136	513	232	27	93	70	2024

Intersection Number: 22
Traffix Node Number: 3627
Intersection Name: King Rd & E. San Antonio St.
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	61	339	136	116	232	122	149	635	133	129	192	53	2297
Approved Project Trips													
San Jose ATI	1	53	2	2	1	0	0	53	1	0	2	2	117
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	53	2	2	1	0	0	53	1	0	2	2	117
Background Conditions	62	392	138	118	233	122	149	688	134	129	194	55	2414
2015 Project Trips													
BART	-2	0	0	0	0	0	0	10	1	0	0	0	9
Joint Development	1	2	0	0	1	0	0	19	17	0	0	0	40
Net 2015 Trips	-1	2	0	0	1	0	0	29	18	0	0	0	49
Existing + Project	60	341	136	116	233	122	149	664	151	129	192	53	2346
2025 Project Trips													
BART	-1	-10	0	0	-1	-4	-1	-54	-2	-2	0	0	-75
Joint Development	18	5	0	0	8	0	0	17	23	0	0	0	71
Net 2025 Trips	17	-5	0	0	7	-4	-1	-37	21	-2	0	0	-4
Background + Project	79	387	138	118	240	118	148	651	155	127	194	55	2410
Cumulative No Project	92	578	138	154	233	122	149	688	141	157	219	78	2671
2035 Project Trips													
BART	-1	-12	0	0	5	-3	-2	-59	-1	-2	0	0	-75
Joint Development	26	2	0	0	2	0	0	10	20	0	0	0	60
Net 2035 Trips	25	-10	0	0	7	-3	-2	-49	19	-2	0	0	-15
Cumulative	117	568	138	154	240	119	147	639	160	155	219	78	2734

Intersection Number: 23
Traffix Node Number: 3384
Intersection Name: Jackson Ave & E. San Antonio St/Capitol Expy
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	157	488	190	418	317	96	42	647	179	254	230	143	3161
Approved Project Trips													
San Jose ATI	25	76	66	80	8	0	0	70	0	1	5	43	374
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	25	76	66	80	8	0	0	70	0	1	5	43	374
Background Conditions	182	564	256	498	325	96	42	717	179	255	235	186	3535
2015 Project Trips													
BART	0	-2	5	8	0	0	0	3	0	0	0	0	14
Joint Development	0	1	0	6	0	4	0	7	0	0	0	0	18
Net 2015 Trips	0	-1	5	14	0	4	0	10	0	0	0	0	32
Existing + Project	157	487	195	432	317	100	42	657	179	254	230	143	3193
2025 Project Trips													
BART	0	-6	-8	-10	0	-2	0	-17	1	0	0	0	-42
Joint Development	0	1	0	9	2	0	0	7	5	0	0	0	24
Net 2025 Trips	0	-5	-8	-1	2	-2	0	-10	6	0	0	0	-18
Background + Project	182	559	248	497	327	94	42	707	185	255	235	186	3517
Cumulative No Project	211	815	639	717	325	96	358	717	207	323	245	186	4653
2035 Project Trips													
BART	0	-5	-10	-8	2	0	0	-6	4	0	0	0	-23
Joint Development	0	1	0	8	0	0	0	4	0	0	0	0	13
Net 2035 Trips	0	-4	-10	0	2	0	0	-2	4	0	0	0	-10
Cumulative	211	811	629	717	327	96	358	715	211	323	245	186	4829

Intersection Number: 24
Traffix Node Number: 3832
Intersection Name: 24th St & E. William St.
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	49	273	3	5	34	45	38	566	112	123	22	51	1321
Approved Project Trips													
San Jose ATI	0	2	0	0	2	5	0	5	1	0	0	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	2	0	0	2	5	0	5	1	0	0	0	15
Background Conditions	49	275	3	5	36	50	38	571	113	123	22	51	1336
2015 Project Trips													
BART	0	-1	0	-5	0	-2	-1	30	0	0	0	0	21
Joint Development	0	2	0	0	0	0	0	46	0	0	0	0	48
Net 2015 Trips	0	1	0	-5	0	-2	-1	76	0	0	0	0	69
Existing + Project	49	274	3	0	34	43	37	642	112	123	22	51	1390
2025 Project Trips													
BART	-1	-2	-1	-5	-1	-4	-3	28	0	0	-1	0	10
Joint Development	2	2	0	0	0	0	0	33	0	0	0	0	37
Net 2025 Trips	1	0	-1	-5	-1	-4	-3	61	0	0	-1	0	47
Background + Project	50	275	2	0	35	46	35	632	113	123	21	51	1383
Cumulative No Project	121	370	50	37	138	50	38	583	187	139	65	51	1778
2035 Project Trips													
BART	-2	-4	-2	-6	-3	-4	-1	43	0	0	-1	0	20
Joint Development	2	0	0	0	0	0	0	30	0	0	0	0	32
Net 2035 Trips	0	-4	-2	-6	-3	-4	-1	73	0	0	-1	0	52
Cumulative	121	366	48	31	135	46	37	656	187	139	64	51	1881

Intersection Number: 25
Traffix Node Number: 3036
Intersection Name: McLaughlin Ave & I-280 SB Ramp
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	542	0	0	0	0	0	1453	0	234	0	193	2422
Approved Project Trips													
San Jose ATI	0	20	0	0	0	0	0	49	0	37	0	6	112
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	20	0	0	0	0	0	49	0	37	0	6	112
Background Conditions	0	562	0	0	0	0	0	1502	0	271	0	199	2534
2015 Project Trips													
BART	0	0	0	0	0	0	0	14	0	-1	0	11	24
Joint Development	0	0	0	0	0	0	0	28	0	0	0	16	44
Net 2015 Trips	0	0	0	0	0	0	0	42	0	-1	0	27	68
Existing + Project	0	542	0	0	0	0	0	1495	0	233	0	220	2490
2025 Project Trips													
BART	0	-1	0	0	0	0	0	-4	0	-3	0	6	-2
Joint Development	0	0	0	0	0	0	0	22	0	0	0	10	32
Net 2025 Trips	0	-1	0	0	0	0	0	18	0	-3	0	16	30
Background + Project	0	561	0	0	0	0	0	1520	0	268	0	215	2564
Cumulative No Project	0	587	0	0	0	0	0	1508	0	271	0	199	2366
2035 Project Trips													
BART	0	-1	0	0	0	0	0	27	0	-3	0	6	29
Joint Development	0	0	0	0	0	0	0	21	0	0	0	10	31
Net 2035 Trips	0	-1	0	0	0	0	0	48	0	-3	0	16	60
Cumulative	0	586	0	0	0	0	0	1556	0	268	0	215	2625

Intersection Number: 26
Traffix Node Number: 3683
Intersection Name: McLaughlin Ave & Story Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	229	359	159	318	1229	240	189	843	165	44	666	325	4766
Approved Project Trips													
San Jose ATI	55	0	0	1	191	0	0	5	32	24	126	37	471
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	55	0	0	1	191	0	0	5	32	24	126	37	471
Background Conditions	284	359	159	319	1420	240	189	848	197	68	792	362	5237
2015 Project Trips													
BART	0	0	0	-1	-2	0	-6	9	0	0	0	6	6
Joint Development	0	0	0	4	4	2	5	9	0	0	4	13	41
Net 2015 Trips	0	0	0	3	2	2	-1	18	0	0	4	19	47
Existing + Project	229	359	159	321	1231	242	188	861	165	44	670	344	4813
2025 Project Trips													
BART	0	-2	0	-12	-24	-3	-12	-3	-3	0	-5	11	-53
Joint Development	0	0	0	5	6	1	5	9	0	0	7	6	39
Net 2025 Trips	0	-2	0	-7	-18	-2	-7	6	-3	0	2	17	-14
Background + Project	284	357	159	312	1402	238	182	854	194	68	794	379	5223
Cumulative No Project	284	359	271	319	1878	259	189	1003	197	72	985	463	5816
2035 Project Trips													
BART	-1	-2	-1	-4	-19	-1	-15	16	-2	0	-3	17	-15
Joint Development	0	0	0	1	5	1	3	10	0	0	4	8	32
Net 2035 Trips	-1	-2	-1	-3	-14	0	-12	26	-2	0	1	25	17
Cumulative	283	357	270	316	1864	259	177	1029	195	72	986	488	6296

Intersection Number: 27
Traffix Node Number: 3623
Intersection Name: King Rd & Mabury Rd
Peak Hour: AM
Count Date: 10/08/14
Scenario: BART Extension Phase II
Date of Analysis: 09/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	120	240	147	344	628	112	94	630	268	78	157	79	2897
Approved Project Trips													
San Jose ATI	31	236	25	21	35	9	16	290	160	125	43	43	1034
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	31	236	25	21	35	9	16	290	160	125	43	43	1034
Background Conditions	151	476	172	365	663	121	110	920	428	203	200	122	3931
2015 Project Trips													
BART	0	-7	0	-1	42	0	0	-12	22	11	2	-5	52
Joint Development	3	13	0	0	3	5	0	11	1	0	1	0	37
Net 2015 Trips	3	6	0	-1	45	5	0	-1	23	11	3	-5	89
Existing + Project	123	246	147	343	673	117	94	629	291	89	160	74	2986
2025 Project Trips													
BART	-11	-22	0	-1	-24	-1	0	-23	-146	-21	-2	-6	-257
Joint Development	2	18	0	0	4	1	0	15	3	5	2	0	50
Net 2025 Trips	-9	-4	0	-1	-20	0	0	-8	-143	-16	0	-6	-207
Background + Project	142	472	172	364	643	121	110	912	285	187	200	116	3724
Cumulative No Project	787	528	172	368	663	121	110	920	428	526	294	191	4917
2035 Project Trips													
BART	0	-36	0	0	-23	-1	0	-23	-167	-38	-2	-5	-295
Joint Development	5	10	0	0	2	0	0	9	3	4	1	0	34
Net 2035 Trips	5	-26	0	0	-21	-1	0	-14	-164	-34	-1	-5	-261
Cumulative	792	502	172	368	642	120	110	906	264	492	293	186	4847

Intersection Number: 28
Traffix Node Number: 5332
Intersection Name: Scott Blvd & Central Expy
Peak Hour: AM
Count Date: 05/21/15
Scenario: BART Extension Phase II
Date of Analysis: 09/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	36	153	34	332	2156	246	267	403	422	170	785	111	5115
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	16	20	94	360	5	1	68	94	15	58	0	731
Total Approved Trips	0	16	20	94	360	5	1	68	94	15	58	0	731
Background Conditions	36	169	54	426	2516	251	268	471	516	185	843	111	5846
2015 Project Trips													
BART	0	0	0	0	-3	-1	-1	-1	0	0	-3	0	-9
Joint Development	0	0	0	2	14	0	1	0	1	0	13	0	31
Net 2015 Trips	0	0	0	2	11	-1	0	-1	1	0	10	0	22
Existing + Project	36	153	34	334	2167	245	267	402	423	170	795	111	5137
2025 Project Trips													
BART	0	-2	0	-5	-20	-4	-1	-2	-4	0	-8	0	-46
Joint Development	0	0	2	3	17	0	1	0	0	0	26	0	49
Net 2025 Trips	0	-2	2	-2	-3	-4	0	-2	-4	0	18	0	3
Background + Project	36	167	56	424	2513	247	268	469	512	185	861	111	5849
Cumulative No Project	48	169	200	516	2516	356	469	471	618	185	2053	188	7601
2035 Project Trips													
BART	0	-1	-1	-2	-9	-1	-2	-2	0	0	-10	0	-28
Joint Development	0	0	2	2	16	0	0	0	0	0	20	0	40
Net 2035 Trips	0	-1	1	0	7	-1	-2	-2	0	0	10	0	12
Cumulative	48	168	201	516	2523	355	467	469	618	185	2063	188	7801

Intersection Number: 29
Traffix Node Number: 5334
Intersection Name: Lafayette St & Central Expy
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	153	342	154	348	2041	252	193	686	399	134	791	207	5700
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	13	13	0	0	341	6	16	26	104	18	56	1	594
Total Approved Trips	13	13	0	0	341	6	16	26	104	18	56	1	594
Background Conditions	166	355	154	348	2382	258	209	712	503	152	847	208	6294
2015 Project Trips													
BART	0	0	-1	0	-5	0	0	0	0	0	-3	0	-9
Joint Development	0	1	15	3	15	0	0	2	2	0	15	0	53
Net 2015 Trips	0	1	14	3	10	0	0	2	2	0	12	0	44
Existing + Project	153	343	168	351	2051	252	193	688	401	134	803	207	5744
2025 Project Trips													
BART	-1	-2	-2	-6	-27	0	0	-3	-3	0	-8	0	-52
Joint Development	0	1	37	4	17	0	0	6	4	0	30	0	99
Net 2025 Trips	-1	-1	35	-2	-10	0	0	3	1	0	22	0	47
Background + Project	165	354	189	346	2372	258	209	715	504	152	869	208	6341
Cumulative No Project	411	638	154	579	2382	322	273	712	503	271	1611	845	7856
2035 Project Trips													
BART	0	-4	-3	-1	-12	0	0	-2	-1	0	-12	0	-35
Joint Development	0	6	25	3	14	0	2	5	5	0	23	0	83
Net 2035 Trips	0	2	22	2	2	0	2	3	4	0	11	0	48
Cumulative	411	640	176	581	2384	322	275	715	507	271	1622	845	8749

Intersection Number: 30
Traffix Node Number: 5335
Intersection Name: De La Cruz Blvd & Central Expy
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	1815	621	0	0	0	0	0	1129	1055	137	0	1054	5811
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	194	2	0	0	0	0	0	6	116	29	0	43	390
Total Approved Trips	194	2	0	0	0	0	0	6	116	29	0	43	390
Background Conditions	2009	623	0	0	0	0	0	1135	1171	166	0	1097	6201
2015 Project Trips													
BART	-4	-8	0	0	0	0	0	-6	-2	-2	0	-7	-29
Joint Development	1	125	0	0	0	0	0	28	17	23	0	7	201
Net 2015 Trips	-3	117	0	0	0	0	0	22	15	21	0	0	172
Existing + Project	1812	738	0	0	0	0	0	1151	1070	158	0	1054	5983
2025 Project Trips													
BART	-21	-17	0	0	0	0	0	-13	-15	-4	0	-10	-80
Joint Development	1	97	0	0	0	0	0	17	20	59	0	9	203
Net 2025 Trips	-20	80	0	0	0	0	0	4	5	55	0	-1	123
Background + Project	1989	703	0	0	0	0	0	1139	1176	221	0	1096	6324
Cumulative No Project	2009	623	0	0	0	0	0	1135	1537	684	0	1403	5988
2035 Project Trips													
BART	-5	-14	0	0	0	0	0	-13	-10	-6	0	-12	-60
Joint Development	1	84	0	0	0	0	0	10	15	43	0	7	160
Net 2035 Trips	-4	70	0	0	0	0	0	-3	5	37	0	-5	100
Cumulative	2005	693	0	0	0	0	0	1132	1542	721	0	1398	7491

Intersection Number: 31
Traffix Node Number: 6
Intersection Name: De La Cruz Blvd & Martin Ave
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	169	458	65	207	113	11	8	1831	334	80	0	113	3389
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	1	42	0	0	0	0	0	171	40	4	0	0	258
Total Approved Trips	1	42	0	0	0	0	0	171	40	4	0	0	258
Background Conditions	170	500	65	207	113	11	8	2002	374	84	0	113	3647
2015 Project Trips													
BART	0	-9	0	0	0	0	0	-8	-1	-2	0	0	-20
Joint Development	0	148	0	0	5	2	0	46	2	8	0	0	211
Net 2015 Trips	0	139	0	0	5	2	0	38	1	6	0	0	191
Existing + Project	169	597	65	207	118	13	8	1869	335	86	0	113	3580
2025 Project Trips													
BART	-1	-16	0	0	0	0	0	-29	-6	-4	0	0	-56
Joint Development	0	147	9	2	16	7	0	34	2	7	1	0	225
Net 2025 Trips	-1	131	9	2	16	7	0	5	-4	3	1	0	169
Background + Project	169	631	74	209	129	18	8	2007	370	87	1	113	3816
Cumulative No Project	170	946	92	208	135	14	8	2080	374	119	34	121	4180
2035 Project Trips													
BART	-1	-20	0	0	0	0	0	-23	-2	-4	0	0	-50
Joint Development	0	116	10	0	26	4	0	27	2	5	18	0	208
Net 2035 Trips	-1	96	10	0	26	4	0	4	0	1	18	0	158
Cumulative	169	1042	102	208	161	18	8	2084	374	120	52	121	4459

Intersection Number: 32
Traffix Node Number: 175
Intersection Name: De La Cruz Blvd & Reed St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	50	437	7	6	3	31	33	1919	122	54	22	35	2719
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	45	0	0	0	0	0	211	0	2	0	0	258
Total Approved Trips	0	45	0	0	0	0	0	211	0	2	0	0	258
Background Conditions	50	482	7	6	3	31	33	2130	122	56	22	35	2977
2015 Project Trips													
BART	0	-11	-1	0	0	0	-2	-9	0	2	0	-2	-23
Joint Development	0	159	0	0	0	2	0	48	0	4	0	0	213
Net 2015 Trips	0	148	-1	0	0	2	-2	39	0	6	0	-2	190
Existing + Project	50	585	6	6	3	33	31	1958	122	60	22	33	2909
2025 Project Trips													
BART	0	-19	-1	0	0	0	-4	-32	-1	4	0	-2	-55
Joint Development	0	163	0	0	0	2	0	37	0	14	0	0	216
Net 2025 Trips	0	144	-1	0	0	2	-4	5	-1	18	0	-2	161
Background + Project	50	626	6	6	3	33	29	2135	121	74	22	33	3138
Cumulative No Project	58	926	18	6	7	34	33	2181	147	73	60	35	3543
2035 Project Trips													
BART	0	-23	-1	0	0	-1	-3	-23	-1	11	0	-2	-43
Joint Development	0	126	0	0	0	1	0	29	0	7	0	0	163
Net 2035 Trips	0	103	-1	0	0	0	-3	6	-1	18	0	-2	120
Cumulative	58	1029	17	6	7	34	30	2187	146	91	60	33	3698

Intersection Number: 33
Traffix Node Number: 9
Intersection Name: Coleman Ave & Brokaw Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	52	470	17	30	7	43	388	2060	140	72	24	131	3434
Approved Project Trips													
San Jose ATI	0	566	0	0	0	0	0	142	0	0	0	0	708
Santa Clara ATI	0	32	0	0	0	0	0	192	0	0	0	0	224
Total Approved Trips	0	598	0	0	0	0	0	334	0	0	0	0	932
Background Conditions	52	1068	17	30	7	43	388	2394	140	72	24	131	4366
2015 Project Trips													
BART	37	-19	0	0	0	0	0	-16	-1	0	0	1	2
Joint Development	401	1	0	0	0	0	0	4	187	77	8	79	757
Net 2015 Trips	438	-18	0	0	0	0	0	-12	186	77	8	80	759
Existing + Project	490	452	17	30	7	43	388	2048	326	149	32	211	4193
2025 Project Trips													
BART	53	-28	0	0	0	0	0	-47	5	1	0	2	-14
Joint Development	405	4	0	0	11	0	0	4	174	65	28	72	763
Net 2025 Trips	458	-24	0	0	11	0	0	-43	179	66	28	74	749
Background + Project	510	1044	17	30	18	43	388	2351	319	138	52	205	5115
Cumulative No Project	100	1239	44	30	16	89	425	2405	140	74	30	131	4592
2035 Project Trips													
BART	100	-32	0	0	0	0	0	-35	14	3	0	3	53
Joint Development	335	4	0	0	28	0	0	3	113	49	31	60	623
Net 2035 Trips	435	-28	0	0	28	0	0	-32	127	52	31	63	676
Cumulative	535	1211	44	30	44	89	425	2373	267	126	61	194	5399

Intersection Number: 34
Traffix Node Number: 3411
Intersection Name: Coleman Ave & Aviation Ave
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	4	596	8	5	1	19	53	2690	25	8	1	0	3410
Approved Project Trips													
San Jose ATI	111	453	2	0	0	0	6	100	310	52	4	42	1080
Santa Clara ATI	0	32	0	0	0	0	0	192	0	0	0	0	224
Total Approved Trips	111	485	2	0	0	0	6	292	310	52	4	42	1304
Background Conditions	115	1081	10	5	1	19	59	2982	335	60	5	42	4714
2015 Project Trips													
BART	0	-20	0	0	0	0	0	-17	0	0	0	0	-37
Joint Development	0	78	0	0	0	0	0	191	0	0	0	0	269
Net 2015 Trips	0	58	0	0	0	0	0	174	0	0	0	0	232
Existing + Project	4	654	8	5	1	19	53	2864	25	8	1	0	3642
2025 Project Trips													
BART	0	-28	0	0	0	0	0	-45	0	0	0	0	-73
Joint Development	0	69	0	0	0	0	0	178	0	0	0	0	247
Net 2025 Trips	0	41	0	0	0	0	0	133	0	0	0	0	174
Background + Project	115	1122	10	5	1	19	59	3115	335	60	5	42	4888
Cumulative No Project	115	1414	10	5	1	19	59	3052	335	60	5	42	5075
2035 Project Trips													
BART	0	-30	0	0	0	0	0	-21	0	0	0	0	-51
Joint Development	0	53	0	0	0	0	0	116	0	0	0	0	169
Net 2035 Trips	0	23	0	0	0	0	0	95	0	0	0	0	118
Cumulative	115	1437	10	5	1	19	59	3147	335	60	5	42	5235

Intersection Number: 35
Traffix Node Number: 4047
Intersection Name: Coleman Ave & Newhall Dr
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	73	552	1	0	0	0	0	2566	266	202	0	115	3775
Approved Project Trips													
San Jose ATI	14	172	0	0	0	0	0	916	10	14	0	0	1126
Santa Clara ATI	0	32	0	0	0	0	0	192	0	0	0	0	224
Total Approved Trips	14	204	0	0	0	0	0	1108	10	14	0	0	1350
Background Conditions	87	756	1	0	0	0	0	3674	276	216	0	115	5125
2015 Project Trips													
BART	0	-19	0	0	0	0	0	-18	0	-1	0	0	-38
Joint Development	0	77	0	0	0	0	0	189	0	0	0	0	266
Net 2015 Trips	0	58	0	0	0	0	0	171	0	-1	0	0	228
Existing + Project	73	610	1	0	0	0	0	2737	266	201	0	115	4003
2025 Project Trips													
BART	0	-26	0	0	0	0	0	-49	-10	-6	0	0	-91
Joint Development	0	68	0	0	0	0	0	172	0	1	0	0	241
Net 2025 Trips	0	42	0	0	0	0	0	123	-10	-5	0	0	150
Background + Project	87	798	1	0	0	0	0	3797	266	211	0	115	5275
Cumulative No Project	177	934	1	0	0	0	0	3674	439	539	0	115	5764
2035 Project Trips													
BART	0	-30	0	0	0	0	0	-34	-11	-16	0	0	-91
Joint Development	0	51	0	0	0	0	0	112	0	3	0	0	166
Net 2035 Trips	0	21	0	0	0	0	0	78	-11	-13	0	0	75
Cumulative	177	955	1	0	0	0	0	3752	428	526	0	115	5954

Intersection Number: 36
Traffix Node Number: 3052
Intersection Name: Coleman Ave & I-880 SB Ramps
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	183	564	0	459	0	310	178	3143	0	0	0	0	4837
Approved Project Trips													
San Jose ATI	0	316	0	250	0	21	1	815	0	0	0	0	1403
Santa Clara ATI	10	22	0	64	0	0	0	128	0	0	0	0	224
Total Approved Trips	10	338	0	314	0	21	1	943	0	0	0	0	1627
Background Conditions	193	902	0	773	0	331	179	4086	0	0	0	0	6464
2015 Project Trips													
BART	0	-20	0	-5	0	-4	0	-16	0	0	0	0	-45
Joint Development	0	51	0	45	0	0	0	142	0	0	0	0	238
Net 2015 Trips	0	31	0	40	0	-4	0	126	0	0	0	0	193
Existing + Project	183	595	0	499	0	306	178	3269	0	0	0	0	5030
2025 Project Trips													
BART	0	-32	0	-17	0	-18	0	-51	0	0	0	0	-118
Joint Development	0	52	0	54	0	1	0	106	0	0	0	0	213
Net 2025 Trips	0	20	0	37	0	-17	0	55	0	0	0	0	95
Background + Project	193	922	0	810	0	314	179	4141	0	0	0	0	6559
Cumulative No Project	193	1140	0	773	0	577	179	4086	0	0	0	0	6948
2035 Project Trips													
BART	0	-43	0	-16	0	-20	0	-34	0	0	0	0	-113
Joint Development	0	42	0	35	0	0	0	74	0	0	0	0	151
Net 2035 Trips	0	-1	0	19	0	-20	0	40	0	0	0	0	38
Cumulative	193	1139	0	792	0	557	179	4126	0	0	0	0	6986

Intersection Number: 37
Traffix Node Number: 3053
Intersection Name: Coleman Ave & I-880 NB Ramps
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	29	692	177	1081	0	146	334	2165	0	13	0	0	4637
Approved Project Trips													
San Jose ATI	0	181	58	359	0	7	2	437	0	0	0	0	1044
Santa Clara ATI	0	11	11	64	0	0	0	64	0	0	0	0	150
Total Approved Trips	0	192	69	423	0	7	2	501	0	0	0	0	1194
Background Conditions	29	884	246	1504	0	153	336	2666	0	13	0	0	5831
2015 Project Trips													
BART	0	-23	-1	0	0	-7	-8	-35	0	0	0	0	-74
Joint Development	0	33	18	24	0	1	0	119	0	0	0	0	195
Net 2015 Trips	0	10	17	24	0	-6	-8	84	0	0	0	0	121
Existing + Project	29	702	194	1105	0	140	326	2249	0	13	0	0	4758
2025 Project Trips													
BART	0	-44	-5	-8	0	-10	-14	-67	0	0	0	0	-148
Joint Development	0	36	16	16	0	2	0	91	0	0	0	0	161
Net 2025 Trips	0	-8	11	8	0	-8	-14	24	0	0	0	0	13
Background + Project	29	876	257	1512	0	145	322	2690	0	13	0	0	5844
Cumulative No Project	29	1431	281	1504	0	153	345	2666	0	13	0	0	6422
2035 Project Trips													
BART	0	-56	-7	0	0	-5	-16	-51	0	0	0	0	-135
Joint Development	0	27	15	11	0	2	0	64	0	0	0	0	119
Net 2035 Trips	0	-29	8	11	0	-3	-16	13	0	0	0	0	-16
Cumulative	29	1402	289	1515	0	150	329	2679	0	13	0	0	6406

Intersection Number: 38
Traffix Node Number: 3413
Intersection Name: Coleman Ave & W. Hedding St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	139	492	165	746	376	45	21	1579	98	101	296	249	4307
Approved Project Trips													
San Jose ATI	19	119	25	43	6	0	0	287	39	29	38	51	656
Santa Clara ATI	0	11	0	0	0	0	0	64	0	0	0	0	75
Total Approved Trips	19	130	25	43	6	0	0	351	39	29	38	51	731
Background Conditions	158	622	190	789	382	45	21	1930	137	130	334	300	5038
2015 Project Trips													
BART	-1	-27	-2	-11	-2	0	0	-25	0	0	8	-8	-68
Joint Development	5	21	9	25	1	0	0	71	0	0	1	23	156
Net 2015 Trips	4	-6	7	14	-1	0	0	46	0	0	9	15	88
Existing + Project	143	486	172	760	375	45	21	1625	98	101	305	264	4395
2025 Project Trips													
BART	-4	-47	-4	-18	-15	-1	0	-58	0	0	-2	-6	-155
Joint Development	5	21	11	21	1	0	0	61	0	0	3	9	132
Net 2025 Trips	1	-26	7	3	-14	-1	0	3	0	0	1	3	-23
Background + Project	159	596	197	792	368	44	21	1933	137	130	335	303	5015
Cumulative No Project	366	992	190	1001	767	81	63	1930	137	130	963	300	6620
2035 Project Trips													
BART	-10	-46	-7	-18	-13	0	0	-40	-1	0	-4	-9	-148
Joint Development	3	16	9	17	0	0	0	33	0	1	2	14	95
Net 2035 Trips	-7	-30	2	-1	-13	0	0	-7	-1	1	-2	5	-53
Cumulative	359	962	192	1000	754	81	63	1923	136	131	961	305	6867

Intersection Number: 39
Traffix Node Number: 3417
Intersection Name: Coleman Ave & W. Taylor St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	154	339	183	288	554	99	23	1029	204	151	543	335	3902
Approved Project Trips													
San Jose ATI	26	45	112	249	23	0	11	132	17	77	66	137	895
Santa Clara ATI	0	11	0	0	0	0	0	64	0	0	0	0	75
Total Approved Trips	26	56	112	249	23	0	11	196	17	77	66	137	970
Background Conditions	180	395	295	537	577	99	34	1225	221	228	609	472	4872
2015 Project Trips													
BART	-1	-25	-1	-4	-3	0	0	-21	-5	-3	1	0	-62
Joint Development	2	15	3	34	3	0	0	33	3	1	0	4	98
Net 2015 Trips	1	-10	2	30	0	0	0	12	-2	-2	1	4	36
Existing + Project	155	329	185	318	554	99	23	1041	202	149	544	339	3938
2025 Project Trips													
BART	-4	-41	-3	-19	-10	-1	-1	-39	-8	-9	-5	-3	-143
Joint Development	0	17	3	21	8	0	0	31	3	3	3	8	97
Net 2025 Trips	-4	-24	0	2	-2	-1	-1	-8	-5	-6	-2	5	-46
Background + Project	176	371	295	539	575	98	33	1217	216	222	607	477	4826
Cumulative No Project	180	875	295	537	1064	249	50	1329	221	353	852	472	6005
2035 Project Trips													
BART	0	-45	-2	-8	-15	-3	0	-33	-9	-18	-4	0	-137
Joint Development	0	13	3	8	10	0	0	25	1	4	1	1	66
Net 2035 Trips	0	-32	1	0	-5	-3	0	-8	-8	-14	-3	1	-71
Cumulative	180	843	296	537	1059	246	50	1321	213	339	849	473	6406

Intersection Number: 40
Traffix Node Number: 4038
Intersection Name: SR 87 & W. Taylor St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	146	0	135	120	402	573	1100	0	722	397	269	143	4007
Approved Project Trips													
San Jose ATI	0	0	38	74	31	101	74	0	121	35	35	0	509
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	38	74	31	101	74	0	121	35	35	0	509
Background Conditions	146	0	173	194	433	674	1174	0	843	432	304	143	4516
2015 Project Trips													
BART	-1	0	-5	-2	-3	-22	-8	0	-3	-1	1	-1	-45
Joint Development	0	0	0	5	6	0	0	0	33	2	1	0	47
Net 2015 Trips	-1	0	-5	3	3	-22	-8	0	30	1	2	-1	2
Existing + Project	145	0	130	123	405	551	1092	0	752	398	271	142	4009
2025 Project Trips													
BART	-3	0	-8	-7	-13	-23	-25	0	-15	-1	-1	-6	-102
Joint Development	0	0	0	4	10	1	2	0	20	3	4	1	45
Net 2025 Trips	-3	0	-8	-3	-3	-22	-23	0	5	2	3	-5	-57
Background + Project	143	0	165	191	430	652	1151	0	848	434	307	138	4459
Cumulative No Project	319	0	238	513	463	674	1174	0	848	436	412	387	5077
2035 Project Trips													
BART	-7	0	-11	-3	-12	-27	-24	0	-8	-1	-2	-2	-97
Joint Development	0	0	2	2	9	0	3	0	9	3	1	0	29
Net 2035 Trips	-7	0	-9	-1	-3	-27	-21	0	1	2	-1	-2	-68
Cumulative	312	0	229	512	460	647	1153	0	849	438	411	385	5396

Intersection Number: 41
Traffix Node Number: 5416
Intersection Name: San Tomas Expy & El Camino Real
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	372	1020	75	410	755	163	96	2779	173	127	657	263	6890
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	37	133	11	39	25	2	6	905	12	40	61	169	1440
Total Approved Trips	37	133	11	39	25	2	6	905	12	40	61	169	1440
Background Conditions	409	1153	86	449	780	165	102	3684	185	167	718	432	8330
2015 Project Trips													
BART	1	-2	0	0	-3	0	1	-4	0	0	-2	1	-8
Joint Development	0	0	0	0	8	7	16	3	0	0	22	2	58
Net 2015 Trips	1	-2	0	0	5	7	17	-1	0	0	20	3	50
Existing + Project	373	1018	75	410	760	170	113	2778	173	127	677	266	6940
2025 Project Trips													
BART	-2	-9	0	-2	-12	-2	0	-18	-1	0	-4	-3	-53
Joint Development	0	0	0	0	9	2	24	3	0	0	24	2	64
Net 2025 Trips	-2	-9	0	-2	-3	0	24	-15	-1	0	20	-1	11
Background + Project	407	1144	86	447	777	165	126	3669	184	167	738	431	8341
Cumulative No Project	451	1284	95	547	1154	165	194	3684	328	167	953	451	9022
2035 Project Trips													
BART	-2	-10	0	-3	-6	0	1	-22	0	0	-5	-4	-51
Joint Development	0	0	0	0	7	2	14	2	0	0	20	3	48
Net 2035 Trips	-2	-10	0	-3	1	2	15	-20	0	0	15	-1	-3
Cumulative	449	1274	95	544	1155	167	209	3664	328	167	968	450	9470

Intersection Number: 42
Traffix Node Number: 1205
Intersection Name: Scott Blvd & El Camino Real
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	92	218	87	96	672	129	118	750	147	68	420	102	2899
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	1	19	1	29	34	0	0	154	32	5	71	3	349
Total Approved Trips	1	19	1	29	34	0	0	154	32	5	71	3	349
Background Conditions	93	237	88	125	706	129	118	904	179	73	491	105	3248
2015 Project Trips													
BART	0	0	0	0	-3	0	3	-1	0	0	-2	0	-3
Joint Development	0	0	1	0	15	0	45	0	0	0	38	0	99
Net 2015 Trips	0	0	1	0	12	0	48	-1	0	0	36	0	96
Existing + Project	92	218	88	96	684	129	166	749	147	68	456	102	2995
2025 Project Trips													
BART	0	0	0	-1	-11	-1	1	-6	-1	0	-3	0	-22
Joint Development	0	0	1	0	12	4	24	0	0	0	50	0	91
Net 2025 Trips	0	0	1	-1	1	3	25	-6	-1	0	47	0	69
Background + Project	93	237	89	124	707	132	143	898	178	73	538	105	3317
Cumulative No Project	93	422	109	311	936	265	118	981	255	130	758	106	4378
2035 Project Trips													
BART	0	-1	0	0	-6	-1	8	-3	-1	0	-3	-1	-8
Joint Development	0	0	0	0	7	4	22	2	0	0	35	1	71
Net 2035 Trips	0	-1	0	0	1	3	30	-1	-1	0	32	0	63
Cumulative	93	421	109	311	937	268	148	980	254	130	790	106	4547

Intersection Number: 43
Traffix Node Number: 1203
Intersection Name: Lincoln St & El Camino Real
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	28	24	26	40	921	44	98	65	124	36	600	19	2025
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	61	30	0	0	3	2	38	0	134
Total Approved Trips	0	0	0	0	61	30	0	0	3	2	38	0	134
Background Conditions	28	24	26	40	982	74	98	65	127	38	638	19	2159
2015 Project Trips													
BART	0	0	1	0	-2	0	3	0	0	0	2	0	4
Joint Development	0	0	0	0	16	0	23	0	0	0	84	0	123
Net 2015 Trips	0	0	1	0	14	0	26	0	0	0	86	0	127
Existing + Project	28	24	27	40	935	44	124	65	124	36	686	19	2152
2025 Project Trips													
BART	-1	0	1	0	-12	0	3	0	-1	0	-1	0	-11
Joint Development	0	0	0	0	17	0	18	0	0	0	74	0	109
Net 2025 Trips	-1	0	1	0	5	0	21	0	-1	0	73	0	98
Background + Project	27	24	27	40	987	74	119	65	126	38	711	19	2257
Cumulative No Project	33	41	33	49	1232	74	187	74	422	64	832	56	3041
2035 Project Trips													
BART	0	0	0	1	-7	0	9	0	0	0	4	0	7
Joint Development	0	0	0	0	12	0	6	0	0	0	58	0	76
Net 2035 Trips	0	0	0	1	5	0	15	0	0	0	62	0	83
Cumulative	33	41	33	50	1237	74	202	74	422	64	894	56	3180

Intersection Number: 44
Traffix Node Number: 1204
Intersection Name: Monroe St & El Camino Real
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	46	163	118	211	790	40	33	371	71	43	648	48	2582
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	4	6	31	57	4	0	24	3	0	68	0	197
Total Approved Trips	0	4	6	31	57	4	0	24	3	0	68	0	197
Background Conditions	46	167	124	242	847	44	33	395	74	43	716	48	2779
2015 Project Trips													
BART	0	0	1	-4	-2	0	1	0	0	0	6	0	2
Joint Development	0	0	2	2	16	0	0	0	0	0	110	0	130
Net 2015 Trips	0	0	3	-2	14	0	1	0	0	0	116	0	132
Existing + Project	46	163	121	209	804	40	34	371	71	43	764	48	2714
2025 Project Trips													
BART	-1	0	1	-8	-12	0	2	0	0	0	1	0	-17
Joint Development	0	0	2	1	18	0	5	0	0	0	92	0	118
Net 2025 Trips	-1	0	3	-7	6	0	7	0	0	0	93	0	101
Background + Project	45	167	127	235	853	44	40	395	74	43	809	48	2880
Cumulative No Project	64	167	201	305	1064	44	48	417	99	43	989	48	3441
2035 Project Trips													
BART	0	0	1	-7	-5	0	2	0	0	0	14	1	6
Joint Development	0	0	2	1	13	0	4	0	0	0	66	0	86
Net 2035 Trips	0	0	3	-6	8	0	6	0	0	0	80	1	92
Cumulative	64	167	204	299	1072	44	54	417	99	43	1069	49	3581

Intersection Number: 45
Traffix Node Number: 7
Intersection Name: Lafayette St & Reed St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 01/01/13
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	409	19	35	4	25	73	1606	0	4	0	4	2199
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	31	2	0	0	0	0	183	0	0	0	0	216
Total Approved Trips	0	31	2	0	0	0	0	183	0	0	0	0	216
Background Conditions	20	440	21	35	4	25	73	1789	0	4	0	4	2415
2015 Project Trips													
BART	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Joint Development	0	0	2	0	0	0	2	2	0	0	0	0	6
Net 2015 Trips	0	0	2	0	0	0	2	0	0	0	0	0	4
Existing + Project	20	409	21	35	4	25	75	1606	0	4	0	4	2203
2025 Project Trips													
BART	0	-2	0	-1	0	0	2	-13	0	0	0	0	-14
Joint Development	0	2	2	0	0	0	12	1	0	0	0	0	17
Net 2025 Trips	0	0	2	-1	0	0	14	-12	0	0	0	0	3
Background + Project	20	440	23	34	4	25	87	1777	0	4	0	4	2418
Cumulative No Project	20	794	23	57	4	40	88	1789	0	4	0	4	2819
2035 Project Trips													
BART	0	-2	1	-1	0	0	10	-6	0	0	0	0	2
Joint Development	0	6	2	0	0	0	6	7	0	0	0	0	21
Cumulative	20	798	26	56	4	40	104	1790	0	4	0	4	2846

Intersection Number: 46
Traffix Node Number: 1202
Intersection Name: Lafayette St & El Camino Real
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	153	246	88	480	833	9	96	942	132	119	401	264	3763
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	7	19	5	5	80	0	0	146	7	9	50	32	360
Total Approved Trips	7	19	5	5	80	0	0	146	7	9	50	32	360
Background Conditions	160	265	93	485	913	9	96	1088	139	128	451	296	4123
2015 Project Trips													
BART	0	0	1	-1	-6	0	5	-1	0	0	9	0	7
Joint Development	0	0	2	3	19	0	32	0	0	0	112	0	168
Net 2015 Trips	0	0	3	2	13	0	37	-1	0	0	121	0	175
Existing + Project	153	246	91	482	846	9	133	941	132	119	522	264	3938
2025 Project Trips													
BART	0	-2	-2	-6	-18	0	4	-5	-1	0	3	1	-26
Joint Development	0	2	2	3	18	0	41	8	2	0	99	1	176
Net 2025 Trips	0	0	0	-3	0	0	45	3	1	0	102	2	150
Background + Project	160	265	93	482	913	9	141	1091	140	128	553	298	4273
Cumulative No Project	165	479	275	601	997	13	96	1088	326	151	671	400	4862
2035 Project Trips													
BART	0	-2	-1	0	-12	0	4	-1	-1	0	16	2	5
Joint Development	0	4	4	2	15	0	42	4	0	0	69	3	143
Net 2035 Trips	0	2	3	2	3	0	46	3	-1	0	85	5	148
Cumulative	165	481	278	603	1000	13	142	1091	325	151	756	405	5410

Intersection Number: 47
Traffix Node Number: 5444
Intersection Name: Lafayette St & Lewis St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	5	391	0	97	63	121	0	1069	5	0	0	0	1751
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	28	0	0	0	0	0	152	0	0	0	0	180
Total Approved Trips	0	28	0	0	0	0	0	152	0	0	0	0	180
Background Conditions	5	419	0	97	63	121	0	1221	5	0	0	0	1931
2015 Project Trips													
BART	0	0	0	0	1	-1	0	3	0	0	0	0	3
Joint Development	0	0	0	0	0	11	0	32	0	0	0	0	43
Net 2015 Trips	0	0	0	0	1	10	0	35	0	0	0	0	46
Existing + Project	5	391	0	97	64	131	0	1104	5	0	0	0	1797
2025 Project Trips													
BART	0	-2	0	0	-1	-4	0	-4	0	0	0	0	-11
Joint Development	0	2	0	2	0	18	0	49	0	0	0	0	71
Net 2025 Trips	0	0	0	2	-1	14	0	45	0	0	0	0	60
Background + Project	5	419	0	99	62	135	0	1266	5	0	0	0	1991
Cumulative No Project	16	649	0	159	68	121	0	1221	11	0	0	0	2245
2035 Project Trips													
BART	0	-2	0	-1	0	-2	0	3	0	0	0	0	-2
Joint Development	0	4	0	0	0	16	0	48	0	0	0	0	68
Net 2035 Trips	0	2	0	-1	0	14	0	51	0	0	0	0	66
Cumulative	16	651	0	158	68	135	0	1272	11	0	0	0	2311

Intersection Number: 48
Traffix Node Number: 1008
Intersection Name: Lafayette St & Harrison St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	405	78	8	1	4	61	1088	2	14	23	3	1687
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	28	0	0	0	0	0	152	0	0	0	0	180
Total Approved Trips	0	28	0	0	0	0	0	152	0	0	0	0	180
Background Conditions	0	433	78	8	1	4	61	1240	2	14	23	3	1867
2015 Project Trips													
BART	0	-2	0	0	0	0	0	5	0	0	0	0	3
Joint Development	0	11	0	0	0	0	14	31	0	0	0	0	56
Net 2015 Trips	0	9	0	0	0	0	14	36	0	0	0	0	59
Existing + Project	0	414	78	8	1	4	75	1124	2	14	23	3	1746
2025 Project Trips													
BART	0	-5	0	0	0	0	3	-4	0	0	1	0	-5
Joint Development	0	20	0	0	0	0	32	49	0	0	0	0	101
Net 2025 Trips	0	15	0	0	0	0	35	45	0	0	1	0	96
Background + Project	0	448	78	8	1	4	96	1285	2	14	24	3	1963
Cumulative No Project	0	590	115	8	1	58	131	1240	2	14	34	3	2193
2035 Project Trips													
BART	0	-4	0	0	0	0	13	2	0	0	2	1	14
Joint Development	0	20	0	0	0	0	28	47	0	0	3	0	98
Net 2035 Trips	0	16	0	0	0	0	41	49	0	0	5	1	112
Cumulative	0	606	115	8	1	58	172	1289	2	14	39	4	2308

Intersection Number: 49
Traffix Node Number: 107
Intersection Name: Lafayette St & Benton St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	28	371	7	7	59	19	171	1113	19	50	282	33	2159
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	24	4	27	1	0	0	125	0	0	7	0	188
Total Approved Trips	0	24	4	27	1	0	0	125	0	0	7	0	188
Background Conditions	28	395	11	34	60	19	171	1238	19	50	289	33	2347
2015 Project Trips													
BART	0	-1	0	0	1	1	0	5	0	0	1	1	8
Joint Development	0	11	0	0	0	0	0	43	0	0	0	3	57
Net 2015 Trips	0	10	0	0	1	1	0	48	0	0	1	4	65
Existing + Project	28	381	7	7	60	20	171	1161	19	50	283	37	2224
2025 Project Trips													
BART	-1	-3	0	0	1	1	0	-2	0	-1	1	1	-3
Joint Development	0	19	0	0	0	0	0	67	0	0	0	13	99
Net 2025 Trips	-1	16	0	0	1	1	0	65	0	-1	1	14	96
Background + Project	27	411	11	34	61	20	171	1303	19	49	290	47	2443
Cumulative No Project	48	568	27	34	65	37	171	1238	19	79	334	80	2620
2035 Project Trips													
BART	-1	-2	0	0	4	1	-2	10	0	-3	1	5	13
Joint Development	0	20	0	0	0	0	0	58	0	0	0	17	95
Net 2035 Trips	-1	18	0	0	4	1	-2	68	0	-3	1	22	108
Cumulative	47	586	27	34	69	38	169	1306	19	76	335	102	2808

Intersection Number: 50
Traffix Node Number: 128
Intersection Name: Lafayette St & Homestead Rd
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	86	372	0	0	0	0	0	1180	120	85	0	168	2011
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	24	0	0	0	0	0	125	0	0	0	0	149
Total Approved Trips	0	24	0	0	0	0	0	125	0	0	0	0	149
Background Conditions	86	396	0	0	0	0	0	1305	120	85	0	168	2160
2015 Project Trips													
BART	0	0	0	0	0	0	0	-1	-4	-2	0	2	-5
Joint Development	0	10	0	0	0	0	0	42	0	0	0	0	52
Net 2015 Trips	0	10	0	0	0	0	0	41	-4	-2	0	2	47
Existing + Project	86	382	0	0	0	0	0	1221	116	83	0	170	2058
2025 Project Trips													
BART	0	-5	0	0	0	0	0	-7	-6	-2	0	3	-17
Joint Development	0	19	0	0	0	0	0	67	0	0	0	0	86
Net 2025 Trips	0	14	0	0	0	0	0	60	-6	-2	0	3	69
Background + Project	86	410	0	0	0	0	0	1365	114	83	0	171	2229
Cumulative No Project	96	587	0	0	0	0	0	1305	120	85	0	168	2193
2035 Project Trips													
BART	1	-5	0	0	0	0	0	1	-5	-3	0	4	-7
Joint Development	0	19	0	0	0	0	0	58	0	0	0	0	77
Net 2035 Trips	1	14	0	0	0	0	0	59	-5	-3	0	4	70
Cumulative	97	601	0	0	0	0	0	1364	115	82	0	172	2431

Intersection Number: 51
Traffix Node Number: 121
Intersection Name: Lafayette St & Market St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	85	262	123	256	54	7	9	1043	78	15	59	73	2064
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	24	0	0	0	0	0	125	0	0	0	0	149
Total Approved Trips	0	24	0	0	0	0	0	125	0	0	0	0	149
Background Conditions	85	286	123	256	54	7	9	1168	78	15	59	73	2213
2015 Project Trips													
BART	1	-1	-2	-6	-2	0	0	0	0	0	-3	1	-12
Joint Development	7	3	0	0	0	0	0	25	0	0	0	17	52
Net 2015 Trips	8	2	-2	-6	-2	0	0	25	0	0	-3	18	40
Existing + Project	93	264	121	250	52	7	9	1068	78	15	56	91	2104
2025 Project Trips													
BART	0	-1	-4	-5	-2	0	0	-7	-1	0	-6	1	-25
Joint Development	10	9	0	0	0	0	0	48	0	0	0	19	86
Net 2025 Trips	10	8	-4	-5	-2	0	0	41	-1	0	-6	20	61
Background + Project	95	294	119	251	52	7	9	1209	77	15	53	93	2274
Cumulative No Project	182	338	149	256	185	8	9	1168	94	23	176	73	2588
2035 Project Trips													
BART	2	-1	-6	-6	-2	0	0	-4	-3	0	-7	5	-22
Joint Development	9	10	0	0	0	0	0	44	0	0	1	15	79
Net 2035 Trips	11	9	-6	-6	-2	0	0	40	-3	0	-6	20	57
Cumulative	193	347	143	250	183	8	9	1208	91	23	170	93	2718

Intersection Number: 52
Traffix Node Number: 106
Intersection Name: El Camino Real & Benton St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	19	391	71	39	19	3	9	1194	92	128	37	22	2024
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	56	0	0	0	4	27	86	1	4	0	1	179
Total Approved Trips	0	56	0	0	0	4	27	86	1	4	0	1	179
Background Conditions	19	447	71	39	19	7	36	1280	93	132	37	23	2203
2015 Project Trips													
BART	0	-3	1	3	2	0	0	4	-9	0	2	0	0
Joint Development	0	1	0	0	0	0	0	73	0	0	0	0	74
Net 2015 Trips	0	-2	1	3	2	0	0	77	-9	0	2	0	74
Existing + Project	19	389	72	42	21	3	9	1271	83	128	39	22	2098
2025 Project Trips													
BART	0	-6	1	4	3	0	0	-2	-9	-2	3	0	-8
Joint Development	0	4	0	0	0	0	0	60	0	0	0	0	64
Net 2025 Trips	0	-2	1	4	3	0	0	58	-9	-2	3	0	56
Background + Project	19	445	72	43	22	7	36	1338	84	130	40	23	2259
Cumulative No Project	19	892	71	39	19	7	36	1707	93	194	37	23	3114
2035 Project Trips													
BART	0	-10	1	5	6	0	0	11	-11	-5	3	0	0
Joint Development	0	5	0	0	0	0	0	61	0	0	0	0	66
Net 2035 Trips	0	-5	1	5	6	0	0	72	-11	-5	3	0	66
Cumulative	19	887	72	44	25	7	36	1779	82	189	40	23	3203

Intersection Number: 53
Traffix Node Number: 1012
Intersection Name: El Camino Real & Railroad Ave
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	90	372	55	57	10	38	52	1228	175	21	0	11	2109
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	64	0	0	0	0	0	114	0	0	0	0	178
Total Approved Trips	0	64	0	0	0	0	0	114	0	0	0	0	178
Background Conditions	90	436	55	57	10	38	52	1342	175	21	0	11	2287
2015 Project Trips													
BART	-2	-1	0	0	0	2	1	-3	-11	-2	0	-1	-17
Joint Development	0	0	0	0	0	0	0	74	0	0	0	0	74
Net 2015 Trips	-2	-1	0	0	0	2	1	71	-11	-2	0	-1	57
Existing + Project	88	371	55	57	10	40	53	1299	164	19	0	10	2166
2025 Project Trips													
BART	-3	-4	0	0	0	2	0	-10	-11	-4	0	-1	-31
Joint Development	0	3	0	0	0	0	0	60	0	0	0	0	63
Net 2025 Trips	-3	-1	0	0	0	2	0	50	-11	-4	0	-1	32
Background + Project	87	435	55	57	10	40	52	1392	164	17	0	10	2319
Cumulative No Project	149	879	55	57	10	38	52	1711	175	24	0	16	3150
2035 Project Trips													
BART	-5	-10	0	0	0	4	-1	1	-13	-5	0	-1	-30
Joint Development	0	5	0	0	0	0	0	61	0	0	0	0	66
Net 2035 Trips	-5	-5	0	0	0	4	-1	62	-13	-5	0	-1	36
Cumulative	144	874	55	57	10	42	51	1773	162	19	0	15	3202

Intersection Number: 54
Traffix Node Number: 1213
Intersection Name: El Camino Real & The Alameda
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	49	418	10	3	1	1	18	1458	176	108	6	105	2353
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	64	0	0	0	0	0	113	0	0	0	0	177
Total Approved Trips	0	64	0	0	0	0	0	113	0	0	0	0	177
Background Conditions	49	482	10	3	1	1	18	1571	176	108	6	105	2530
2015 Project Trips													
BART	1	-5	0	0	0	0	0	-27	-10	-8	0	2	-47
Joint Development	0	0	0	0	0	0	0	69	0	0	0	1	70
Net 2015 Trips	1	-5	0	0	0	0	0	42	-10	-8	0	3	23
Existing + Project	50	413	10	3	1	1	18	1500	166	100	6	108	2376
2025 Project Trips													
BART	1	-10	0	0	0	0	0	-39	-11	-12	0	2	-69
Joint Development	0	2	0	0	0	0	0	54	0	1	0	2	59
Net 2025 Trips	1	-8	0	0	0	0	0	15	-11	-11	0	4	-10
Background + Project	50	474	10	3	1	1	18	1586	165	97	6	109	2520
Cumulative No Project	52	935	10	3	1	1	18	1641	176	232	6	246	3075
2035 Project Trips													
BART	1	-19	0	0	0	0	0	-37	-8	-18	0	1	-80
Joint Development	0	3	0	0	0	0	0	54	0	1	0	4	62
Net 2035 Trips	1	-16	0	0	0	0	0	17	-8	-17	0	5	-18
Cumulative	53	919	10	3	1	1	18	1658	168	215	6	251	3303

Intersection Number: 55
Traffix Node Number: 1214
Intersection Name: The Alameda & Newhall Dr
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	21	601	10	28	18	82	32	1451	54	90	13	61	2461
Approved Project Trips													
San Jose ATI	0	64	0	0	0	0	0	114	0	2	1	3	184
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	64	0	0	0	0	0	114	0	2	1	3	184
Background Conditions	21	665	10	28	18	82	32	1565	54	92	14	64	2645
2015 Project Trips													
BART	0	-14	0	0	0	-3	-1	-38	0	-6	0	0	-62
Joint Development	0	0	0	0	0	1	0	58	0	2	0	12	73
Net 2015 Trips	0	-14	0	0	0	-2	-1	20	0	-4	0	12	11
Existing + Project	21	587	10	28	18	80	31	1471	54	86	13	73	2472
2025 Project Trips													
BART	0	-23	0	0	-1	-6	-3	-48	-3	-8	-1	-1	-94
Joint Development	0	3	0	0	0	1	0	39	0	3	0	14	60
Net 2025 Trips	0	-20	0	0	-1	-5	-3	-9	-3	-5	-1	13	-34
Background + Project	21	645	10	28	17	77	29	1556	51	87	13	77	2611
Cumulative No Project	67	1174	33	28	77	82	32	1642	113	109	55	64	3412
2035 Project Trips													
BART	1	-37	0	0	0	-8	-2	-42	-2	-7	-1	0	-98
Joint Development	0	4	0	0	0	1	0	39	0	3	0	14	61
Net 2035 Trips	1	-33	0	0	0	-7	-2	-3	-2	-4	-1	14	-37
Cumulative	68	1141	33	28	77	75	30	1639	111	105	54	78	3439

Intersection Number: 56
Traffix Node Number: 3046
Intersection Name: The Alameda & I-880 (South)
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/07/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	176	670	0	300	0	200	308	1332	0	0	0	0	2986
Approved Project Trips													
San Jose ATI	17	49	0	39	0	15	5	83	0	0	0	0	208
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	49	0	39	0	15	5	83	0	0	0	0	208
Background Conditions	193	719	0	339	0	215	313	1415	0	0	0	0	3194
2015 Project Trips													
BART	0	-22	0	-30	0	0	0	-10	0	0	0	0	-62
Joint Development	0	3	0	21	0	0	0	38	0	0	0	0	62
Net 2015 Trips	0	-19	0	-9	0	0	0	28	0	0	0	0	0
Existing + Project	176	651	0	291	0	200	308	1360	0	0	0	0	2986
2025 Project Trips													
BART	0	-37	0	-33	0	-3	0	-21	0	0	0	0	-94
Joint Development	0	7	0	2	0	3	0	37	0	0	0	0	49
Net 2025 Trips	0	-30	0	-31	0	0	0	16	0	0	0	0	-45
Background + Project	193	689	0	308	0	215	313	1431	0	0	0	0	3149
Cumulative No Project	193	1252	0	339	0	231	313	1492	0	0	0	0	3820
2035 Project Trips													
BART	0	-54	0	-31	0	0	0	-14	0	0	0	0	-99
Joint Development	0	7	0	7	0	2	0	32	0	0	0	0	48
Net 2035 Trips	0	-47	0	-24	0	2	0	18	0	0	0	0	-51
Cumulative	193	1205	0	315	0	233	313	1510	0	0	0	0	3769

Intersection Number: 57
Traffix Node Number: 3047
Intersection Name: The Alameda & I-880 (North)
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/07/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	250	610	0	0	0	0	469	1440	0	406	13	209	3397
Approved Project Trips													
San Jose ATI	19	39	0	0	0	0	0	48	0	37	0	3	146
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	39	0	0	0	0	0	48	0	37	0	3	146
Background Conditions	269	649	0	0	0	0	469	1488	0	443	13	212	3543
2015 Project Trips													
BART	0	-4	0	0	0	0	0	-14	0	4	0	-2	-16
Joint Development	0	1	0	0	0	0	0	25	0	0	0	15	41
Net 2015 Trips	0	-3	0	0	0	0	0	11	0	4	0	13	25
Existing + Project	250	607	0	0	0	0	469	1451	0	410	13	222	3422
2025 Project Trips													
BART	0	-18	0	0	0	0	0	-30	0	-6	0	-2	-56
Joint Development	0	6	0	0	0	0	0	30	0	2	0	8	46
Net 2025 Trips	0	-12	0	0	0	0	0	0	0	-4	0	6	-10
Background + Project	269	637	0	0	0	0	469	1488	0	439	13	218	3533
Cumulative No Project	269	1045	0	0	0	0	469	1488	0	841	13	212	4125
2035 Project Trips													
BART	0	-32	0	0	0	0	0	-24	0	-4	0	-2	-62
Joint Development	0	5	0	0	0	0	0	31	0	3	0	3	42
Net 2035 Trips	0	-27	0	0	0	0	0	7	0	-1	0	1	-20
Cumulative	269	1018	0	0	0	0	469	1495	0	840	13	213	4317

Intersection Number: 58
Traffix Node Number: 3057
Intersection Name: The Alameda & W. Hedding St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	49	615	106	120	222	23	92	1320	40	95	356	190	3228
Approved Project Trips													
San Jose ATI	0	49	23	15	13	8	13	13	4	18	60	10	226
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	49	23	15	13	8	13	13	4	18	60	10	226
Background Conditions	49	664	129	135	235	31	105	1333	44	113	416	200	3454
2015 Project Trips													
BART	0	-5	6	0	-1	-1	-3	-15	-1	0	4	0	-16
Joint Development	0	1	0	5	2	2	10	17	7	0	5	1	50
Net 2015 Trips	0	-4	6	5	1	1	7	2	6	0	9	1	34
Existing + Project	49	611	112	125	223	24	99	1322	46	95	365	191	3262
2025 Project Trips													
BART	0	-22	-2	-6	-15	-2	-3	-25	-2	-1	2	1	-75
Joint Development	3	4	0	8	10	0	4	21	2	0	5	1	58
Net 2025 Trips	3	-18	-2	2	-5	-2	1	-4	0	-1	7	2	-17
Background + Project	52	646	127	137	230	29	106	1329	44	112	423	202	3437
Cumulative No Project	92	1131	419	135	884	31	171	1333	47	178	770	245	5191
2035 Project Trips													
BART	0	-34	-2	-4	-12	-3	-3	-19	-3	-2	-1	0	-83
Joint Development	3	2	1	7	9	0	2	23	1	1	4	1	54
Net 2035 Trips	3	-32	-1	3	-3	-3	-1	4	-2	-1	3	1	-29
Cumulative	95	1099	418	138	881	28	170	1337	45	177	773	246	5407

Intersection Number: 59
Traffix Node Number: 3058
Intersection Name: The Alameda & W. Taylor St/Naglee Ave
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	46	478	107	130	359	51	16	1144	114	93	403	153	3094
Approved Project Trips													
San Jose ATI	0	72	0	2	9	0	1	67	8	20	45	7	231
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	72	0	2	9	0	1	67	8	20	45	7	231
Background Conditions	46	550	107	132	368	51	17	1211	122	113	448	160	3325
2015 Project Trips													
BART	0	-3	-3	-6	-1	0	0	-15	3	0	2	-1	-24
Joint Development	0	2	0	5	1	0	1	28	0	0	1	1	39
Net 2015 Trips	0	-1	-3	-1	0	0	1	13	3	0	3	0	15
Existing + Project	46	477	104	129	359	51	17	1157	117	93	406	153	3109
2025 Project Trips													
BART	0	-13	-12	-7	-11	0	0	-23	1	4	-3	-1	-65
Joint Development	0	2	1	3	2	0	0	19	2	0	5	4	38
Net 2025 Trips	0	-11	-11	-4	-9	0	0	-4	3	4	2	3	-27
Background + Project	46	539	96	128	359	51	17	1207	125	117	450	163	3298
Cumulative No Project	46	744	471	132	936	74	17	1211	198	175	662	222	4666
2035 Project Trips													
BART	0	-19	-19	-5	-9	0	0	-18	2	6	-2	-2	-66
Joint Development	0	2	1	1	4	0	0	23	0	0	5	1	37
Net 2035 Trips	0	-17	-18	-4	-5	0	0	5	2	6	3	-1	-29
Cumulative	46	727	453	128	931	74	17	1216	200	181	665	221	4859

Intersection Number: 60
Traffix Node Number: 127
Intersection Name: Homestead Rd & Lincoln St/Winchester Blvd
Peak Hour: AM Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	49	123	30	18	151	18	44	352	40	3	205	45	1078
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	5	7	22	5	16	0	0	0	21	0	76
Total Approved Trips	0	0	5	7	22	5	16	0	0	0	21	0	76
Background Conditions	49	123	35	25	173	23	60	352	40	3	226	45	1154
2015 Project Trips													
BART	0	0	0	0	0	0	0	2	0	0	0	1	3
Joint Development	0	0	0	0	0	0	0	22	0	0	0	1	23
Net 2015 Trips	0	0	0	0	0	0	0	24	0	0	0	2	26
Existing + Project	49	123	30	18	151	18	44	376	40	3	205	47	1104
2025 Project Trips													
BART	0	-1	0	0	0	0	0	0	0	0	0	1	0
Joint Development	0	0	0	0	0	0	0	28	0	0	0	1	29
Net 2025 Trips	0	-1	0	0	0	0	0	28	0	0	0	2	29
Background + Project	49	122	35	25	173	23	60	380	40	3	226	47	1183
Cumulative No Project	50	159	35	25	173	23	60	783	40	3	251	55	1602
2035 Project Trips													
BART	0	0	0	0	0	0	0	7	0	0	0	2	9
Joint Development	0	0	0	0	0	0	0	20	0	0	0	2	22
Net 2035 Trips	0	0	0	0	0	0	0	27	0	0	0	4	31
Cumulative	50	159	35	25	173	23	60	810	40	3	251	59	1688

Intersection Number: 61
Traffix Node Number: 123
Intersection Name: Homestead Rd & Monroe St
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 05/21/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	308	32	37	86	16	40	514	74	58	194	17	1384
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	3	8	0	0	0	0	0	21	0	0	0	4	36
Total Approved Trips	3	8	0	0	0	0	0	21	0	0	0	4	36
Background Conditions	11	316	32	37	86	16	40	535	74	58	194	21	1420
2015 Project Trips													
BART	0	0	0	0	0	0	0	0	0	0	0	1	1
Joint Development	0	0	0	0	0	0	0	0	0	0	0	0	0
Net 2015 Trips	0	0	0	0	0	0	0	0	0	0	0	1	1
Existing + Project	8	308	32	37	86	16	40	514	74	58	194	18	1385
2025 Project Trips													
BART	0	0	0	0	0	0	0	0	0	-1	1	1	1
Joint Development	0	0	0	0	0	0	0	5	0	0	0	0	5
Net 2025 Trips	0	0	0	0	0	0	0	5	0	-1	1	1	6
Background + Project	11	316	32	37	86	16	40	540	74	57	195	22	1426
Cumulative No Project	11	316	32	39	86	17	89	614	97	86	194	21	1581
2035 Project Trips													
BART	0	0	0	0	0	0	-1	0	-1	-1	0	1	-2
Joint Development	0	0	0	0	0	0	0	4	0	0	0	0	4
Net 2035 Trips	0	0	0	0	0	0	-1	4	-1	-1	0	1	2
Cumulative	11	316	32	39	86	17	88	618	96	85	194	22	1604

Intersection Number: 62
Traffix Node Number: 4069
Intersection Name: US 101 & Trimble
Peak Hour: AM
Date of Analysis: 09/02/15
Count Date: 10/07/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	320	1124	0	566	0	1201	397	1405	0	5013
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	99	0	0	0	82	0	19	0	200
Total Approved Trips	0	0	0	0	99	0	0	0	82	0	19	0	200
Background Conditions	0	0	0	320	1223	0	566	0	1283	397	1424	0	5213
2015 Project Trips													
BART	0	0	0	0	-6	0	-3	0	-4	0	-4	0	-17
Joint Development	0	0	0	0	36	0	1	0	47	0	10	0	94
Net 2015 Trips	0	0	0	0	30	0	-2	0	43	0	6	0	77
Existing + Project	0	0	0	320	1154	0	564	0	1244	397	1411	0	5090
2025 Project Trips													
BART	0	0	0	0	-13	0	-17	0	-21	0	-15	0	-66
Joint Development	0	0	0	0	35	0	1	0	32	0	8	0	76
Net 2025 Trips	0	0	0	0	22	0	-16	0	11	0	-7	0	10
Background + Project	0	0	0	320	1245	0	550	0	1294	397	1417	0	5223
Cumulative No Project	0	0	0	320	1596	0	672	0	1283	397	1518	0	5786
2035 Project Trips													
BART	0	0	0	0	-10	0	-4	0	-7	0	-17	0	-38
Joint Development	0	0	0	0	22	0	1	0	36	0	6	0	65
Net 2035 Trips	0	0	0	0	12	0	-3	0	29	0	-11	0	27
Cumulative	0	0	0	320	1608	0	669	0	1312	397	1507	0	5813

Intersection Number: 1
Traffix Node Number: 3612
Intersection Name: 21st St & E. Julian St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	0	393	158	406	0	0	0	0	0	597	8	1582
Approved Project Trips													
San Jose ATI	0	0	0	1	6	0	0	0	0	0	2	0	9
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	6	0	0	0	0	0	2	0	9
Background Conditions	20	0	393	159	412	0	0	0	0	0	599	8	1591
2015 Project Trips													
BART	0	0	-1	0	1	0	0	0	0	0	-10	0	-10
Joint Development	0	0	3	7	67	0	0	0	0	0	23	0	100
Net 2015 Trips	0	0	2	7	68	0	0	0	0	0	13	0	90
Existing + Project	20	0	395	165	474	0	0	0	0	0	610	8	1672
2025 Project Trips													
BART	0	0	-1	0	17	0	0	0	0	0	-13	0	3
Joint Development	0	0	4	14	65	0	0	0	0	0	15	0	98
Net 2025 Trips	0	0	3	14	82	0	0	0	0	0	2	0	101
Background + Project	20	0	396	173	494	0	0	0	0	0	601	8	1692
Cumulative No Project	20	0	393	197	477	0	0	0	0	0	685	18	1772
Cumulative Project Trips													
BART	0	0	0	0	19	0	0	0	0	0	-18	0	1
Joint Development	0	0	5	15	68	0	0	0	0	0	23	0	111
Net 2035 Trips	0	0	5	15	87	0	0	0	0	0	5	0	112
Cumulative With Project	20	0	398	212	564	0	0	0	0	0	690	18	1902

Intersection Number: 2
Traffix Node Number: 3613
Intersection Name: 24th St & E. Julian St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	443	179	155	0	118	239	757	0	1891
Approved Project Trips													
San Jose ATI	0	0	0	0	11	5	4	0	1	0	2	0	23
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	11	5	4	0	1	0	2	0	23
Background Conditions	0	0	0	0	454	184	159	0	119	239	759	0	1914
2015 Project Trips													
BART	0	0	0	0	2	-3	-10	0	-1	-1	-10	0	-23
Joint Development	0	0	0	0	74	20	12	0	0	0	26	0	132
Net 2015 Trips	0	0	0	0	76	17	2	0	-1	-1	16	0	109
Existing + Project	0	0	0	0	519	196	157	0	117	238	773	0	2000
2025 Project Trips													
BART	0	0	0	0	19	-11	-10	0	-2	-2	-11	0	-17
Joint Development	0	0	0	0	79	23	11	0	0	0	19	0	132
Net 2025 Trips	0	0	0	0	98	12	1	0	-2	-2	8	0	115
Background + Project	0	0	0	0	552	196	160	0	117	237	767	0	2029
Cumulative No Project	0	0	0	0	506	184	159	0	167	367	759	0	2142
Cumulative Project Trips													
BART	0	0	0	0	22	-7	-13	0	-4	-1	-17	0	-20
Joint Development	0	0	0	0	82	20	20	0	0	1	28	0	151
Net 2035 Trips	0	0	0	0	104	13	7	0	-4	0	11	0	131
Cumulative With Project	0	0	0	0	610	197	166	0	163	367	770	0	2273

Intersection Number: 3
Traffix Node Number: 4005
Intersection Name: N. 28th St & E. Julian St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 04/09/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
2015 Project Trips													
BART	0	0	-1	-1	-16	3	63	0	14	3	-21	-1	43
Joint Development	0	5	0	0	0	76	242	5	96	37	3	0	464
Net 2015 Trips	0	5	-1	-1	-16	79	305	5	110	40	-18	-1	507
Existing + Project	0	25	120	92	624	110	362	25	131	74	889	4	2456
2025 Project Trips													
BART	-1	0	-1	-1	-28	10	75	0	33	9	-28	-1	67
Joint Development	0	5	0	0	0	73	220	4	102	31	0	0	435
Net 2025 Trips	-1	5	-1	-1	-28	83	295	4	135	40	-28	-1	502
Background + Project	-1	25	120	92	612	114	352	24	156	74	879	4	2451
Cumulative No Project	16	20	121	97	711	50	123	21	28	51	907	20	2145
Cumulative Project Trips													
BART	-1	0	-1	-2	-32	6	120	0	43	17	-42	-1	107
Joint Development	0	6	0	0	0	70	177	6	103	46	3	0	411
Net 2035 Trips	-1	6	-1	-2	-32	76	297	6	146	63	-39	-1	518
Cumulative With Project	15	26	120	95	679	126	420	27	174	114	868	19	2683

Intersection Number: 4
Traffix Node Number: 3210
Intersection Name: US 101 SB ramps & E. Julian St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	756	591	396	0	53	540	646	0	2982
Approved Project Trips													
San Jose ATI	0	0	0	0	29	142	74	0	2	0	24	0	271
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	29	142	74	0	2	0	24	0	271
Background Conditions	0	0	0	0	785	733	470	0	55	540	670	0	3253
2015 Project Trips													
BART	0	0	0	0	-7	0	-4	0	-6	56	-15	0	24
Joint Development	0	0	0	0	38	0	2	0	38	109	137	0	324
Net 2015 Trips	0	0	0	0	31	0	-2	0	32	165	122	0	348
Existing + Project	0	0	0	0	787	591	394	0	85	705	768	0	3330
2025 Project Trips													
BART	0	0	0	0	-11	-29	0	0	-11	63	-19	0	-7
Joint Development	0	0	0	0	43	0	3	0	30	84	136	0	296
Net 2025 Trips	0	0	0	0	32	-29	3	0	19	147	117	0	289
Background + Project	0	0	0	0	817	704	473	0	74	687	787	0	3542
Cumulative No Project	0	0	0	0	841	733	765	0	63	549	670	0	3621
Cumulative Project Trips													
BART	0	0	0	0	-17	-18	0	0	-9	100	-23	0	33
Joint Development	0	0	0	0	39	0	2	0	32	102	77	0	252
Net 2035 Trips	0	0	0	0	22	-18	2	0	23	202	54	0	285
Cumulative With Project	0	0	0	0	863	715	767	0	86	751	724	0	3906

Intersection Number: 5
Traffix Node Number: 3211
Intersection Name: US 101 NB ramps & McKee Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	334	1006	0	573	0	310	0	1013	96	3332
Approved Project Trips													
San Jose ATI	0	0	0	51	185	0	204	0	0	0	94	0	534
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	51	185	0	204	0	0	0	94	0	534
Background Conditions	0	0	0	385	1191	0	777	0	310	0	1107	96	3866
2015 Project Trips													
BART	0	0	0	-5	-13	0	0	0	6	0	-14	-5	-31
Joint Development	0	0	0	1	38	0	0	0	0	0	87	51	177
Net 2015 Trips	0	0	0	-4	25	0	0	0	6	0	73	46	146
Existing + Project	0	0	0	330	1031	0	573	0	316	0	1086	142	3478
2025 Project Trips													
BART	0	0	0	-4	-16	0	-8	0	2	0	-23	-1	-50
Joint Development	0	0	0	0	43	0	0	0	0	0	100	39	182
Net 2025 Trips	0	0	0	-4	27	0	-8	0	2	0	77	38	132
Background + Project	0	0	0	381	1218	0	769	0	312	0	1184	134	3998
Cumulative No Project	0	0	0	385	1191	0	917	0	310	0	1416	96	4219
Cumulative Project Trips													
BART	0	0	0	-3	-17	0	-34	0	3	0	-30	0	-81
Joint Development	0	0	0	0	39	0	8	0	0	0	61	19	127
Net 2035 Trips	0	0	0	-3	22	0	-26	0	3	0	31	19	46
Cumulative With Project	0	0	0	382	1213	0	891	0	313	0	1447	115	4361

Intersection Number: 6
Traffix Node Number: 3678
Intersection Name: 33rd St & McKee Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	113	11	72	22	1209	50	49	28	117	88	1036	109	2904
Approved Project Trips													
San Jose ATI	0	0	2	0	221	4	1	3	4	1	288	0	524
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	2	0	221	4	1	3	4	1	288	0	524
Background Conditions	113	11	74	22	1430	54	50	31	121	89	1324	109	3428
2015 Project Trips													
BART	-4	-1	0	0	-14	0	0	0	0	0	-13	-2	-34
Joint Development	3	0	0	0	35	0	0	1	0	7	76	4	126
Net 2015 Trips	-1	-1	0	0	21	0	0	1	0	7	63	2	92
Existing + Project	112	10	72	22	1230	50	49	29	117	95	1099	111	2996
2025 Project Trips													
BART	-2	0	0	0	-67	-1	0	0	0	4	-56	0	-122
Joint Development	3	0	0	0	39	0	0	0	0	3	93	4	142
Net 2025 Trips	1	0	0	0	-28	-1	0	0	0	7	37	4	20
Background + Project	114	11	74	22	1402	53	50	31	121	96	1361	113	3448
Cumulative No Project	113	41	127	32	1430	90	82	93	154	125	1779	109	4066
Cumulative Project Trips													
BART	-1	0	0	0	-21	-2	0	0	1	3	-74	0	-94
Joint Development	2	0	0	0	34	0	0	1	0	1	66	3	107
Net 2035 Trips	1	0	0	0	13	-2	0	1	1	4	-8	3	13
Cumulative With Project	114	41	127	32	1443	88	82	94	155	129	1771	112	4188

Intersection Number: 7
Traffix Node Number: 3625
Intersection Name: King Rd & McKee Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	358	500	120	111	788	117	98	202	95	123	805	330	3647
Approved Project Trips													
San Jose ATI	160	84	77	99	88	7	6	97	4	9	62	266	959
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	160	84	77	99	88	7	6	97	4	9	62	266	959
Background Conditions	518	584	197	210	876	124	104	299	99	132	867	596	4606
2015 Project Trips													
BART	-1	12	3	1	-13	-1	0	9	0	0	-14	1	-3
Joint Development	9	0	1	0	25	0	6	4	0	4	59	13	121
Net 2015 Trips	8	12	4	1	12	-1	6	13	0	4	45	14	118
Existing + Project	366	512	124	112	800	116	104	215	95	127	850	344	3765
2025 Project Trips													
BART	-9	-149	-2	0	-11	-1	0	-14	0	0	-17	-13	-216
Joint Development	14	0	1	0	25	0	6	4	1	6	67	21	145
Net 2025 Trips	5	-149	-1	0	14	-1	6	-10	1	6	50	8	-71
Background + Project	523	435	196	210	890	123	110	289	100	138	917	604	4535
Cumulative No Project	518	676	197	210	876	240	301	466	126	373	1026	689	5009
Cumulative Project Trips													
BART	-10	-167	-1	0	-13	-1	0	-36	1	3	-17	-51	-292
Joint Development	10	0	0	0	24	0	7	5	1	5	47	13	112
Net 2035 Trips	0	-167	-1	0	11	-1	7	-31	2	8	30	-38	-180
Cumulative With Project	518	509	196	210	887	239	308	435	128	381	1056	651	5518

Intersection Number: 8
Traffix Node Number: 3596
Intersection Name: Jackson Ave & McKee Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	217	378	337	200	773	284	266	215	189	158	793	161	3971
Approved Project Trips													
San Jose ATI	13	23	10	16	52	38	48	43	40	24	85	30	422
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	23	10	16	52	38	48	43	40	24	85	30	422
Background Conditions	230	401	347	216	825	322	314	258	229	182	878	191	4393
2015 Project Trips													
BART	0	16	4	0	-18	-3	0	0	0	0	-14	0	-15
Joint Development	1	0	0	0	17	0	0	0	1	1	50	3	73
Net 2015 Trips	1	16	4	0	-1	-3	0	0	1	1	36	3	58
Existing + Project	218	394	341	200	772	281	266	215	190	159	829	164	4029
2025 Project Trips													
BART	0	-6	-5	-1	-16	-1	0	0	0	0	-16	-1	-46
Joint Development	1	1	0	0	19	0	0	0	0	1	59	2	83
Net 2025 Trips	1	-5	-5	-1	3	-1	0	0	0	1	43	1	37
Background + Project	231	396	342	215	828	321	314	258	229	183	921	192	4430
Cumulative No Project	230	401	451	216	917	385	314	370	229	182	1126	274	4821
Cumulative Project Trips													
BART	0	-13	-3	-1	-17	-1	-1	-1	0	0	-19	-1	-57
Joint Development	0	0	0	0	18	0	0	0	0	1	39	4	62
Net 2035 Trips	0	-13	-3	-1	1	-1	-1	-1	0	1	20	3	5
Cumulative With Project	230	388	448	215	918	384	313	369	229	183	1146	277	5100

Intersection Number: 9
Traffix Node Number: 3783
Intersection Name: 17th St & E. Santa Clara St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	3	54	143	38	346	5	22	27	9	17	916	16	1596
Approved Project Trips													
San Jose ATI	0	0	0	0	1	0	0	0	0	0	3	0	4
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	1	0	0	0	0	0	3	0	4
Background Conditions	3	54	143	38	347	5	22	27	9	17	919	16	1600
2015 Project Trips													
BART	0	0	0	0	-2	1	0	0	0	0	-14	0	-15
Joint Development	0	2	4	0	28	2	0	0	0	0	28	0	64
Net 2015 Trips	0	2	4	0	26	3	0	0	0	0	14	0	49
Existing + Project	3	56	147	38	372	8	22	27	9	17	930	16	1645
2025 Project Trips													
BART	0	-1	0	0	-1	1	0	0	0	0	-17	0	-18
Joint Development	0	4	3	1	42	3	0	0	0	0	26	0	79
Net 2025 Trips	0	3	3	1	41	4	0	0	0	0	9	0	61
Background + Project	3	57	146	39	388	9	22	27	9	17	928	16	1661
Cumulative No Project	3	83	336	120	782	13	22	65	21	158	919	18	2522
Cumulative Project Trips													
BART	0	-1	-1	0	15	2	1	0	0	-2	-30	0	-16
Joint Development	0	0	5	6	51	2	0	0	0	2	17	0	83
Net 2035 Trips	0	-1	4	6	66	4	1	0	0	0	-13	0	67
Cumulative With Project	3	82	340	126	848	17	23	65	21	158	906	18	2607

Intersection Number: 10
Traffix Node Number: 3789
Intersection Name: 21st St & E. Santa Clara St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	12	41	35	331	22	25	3	25	64	948	28	1554
Approved Project Trips													
San Jose ATI	0	0	0	0	2	0	0	0	0	0	4	0	6
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	2	0	0	0	0	0	4	0	6
Background Conditions	20	12	41	35	333	22	25	3	25	64	952	28	1560
2015 Project Trips													
BART	0	0	0	0	0	0	0	0	0	0	-12	0	-12
Joint Development	0	0	0	0	30	0	0	0	0	0	33	0	63
Net 2015 Trips	0	0	0	0	30	0	0	0	0	0	21	0	51
Existing + Project	20	12	41	35	361	22	25	3	25	64	969	28	1605
2025 Project Trips													
BART	-1	0	0	0	1	0	0	0	0	0	-16	0	-16
Joint Development	0	0	0	0	47	0	0	0	0	0	29	0	76
Net 2025 Trips	-1	0	0	0	48	0	0	0	0	0	13	0	60
Background + Project	19	12	41	35	381	22	25	3	25	64	965	28	1620
Cumulative No Project	90	17	46	46	763	33	25	10	25	64	966	32	2085
Cumulative Project Trips													
BART	-2	0	0	0	21	0	0	0	0	0	-28	0	-9
Joint Development	0	0	0	2	58	0	0	0	0	0	23	0	83
Net 2035 Trips	-2	0	0	2	79	0	0	0	0	0	-5	0	74
Cumulative With Project	88	17	46	48	842	33	25	10	25	64	961	32	2191

Intersection Number: 11
Traffix Node Number: 3790
Intersection Name: 24th St & E. Santa Clara St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 11/05/13
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	42	254	40	36	389	140	102	123	44	123	883	68	2244
Approved Project Trips													
San Jose ATI	1	10	1	0	2	4	6	5	0	0	4	0	33
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	10	1	0	2	4	6	5	0	0	4	0	33
Background Conditions	43	264	41	36	391	144	108	128	44	123	887	68	2277
2015 Project Trips													
BART	0	-4	0	0	1	12	8	-2	-1	-3	-2	-7	2
Joint Development	0	0	1	0	30	37	14	0	0	1	32	0	115
Net 2015 Trips	0	-4	1	0	31	49	22	-2	-1	-2	30	-7	117
Existing + Project	42	250	41	36	420	189	124	121	43	121	913	61	2361
2025 Project Trips													
BART	-1	-11	-1	0	5	25	15	-3	-1	-4	-3	-8	13
Joint Development	0	0	6	3	47	40	11	0	0	0	28	0	135
Net 2025 Trips	-1	-11	5	3	52	65	26	-3	-1	-4	25	-8	148
Background + Project	42	253	46	39	443	209	134	125	43	119	912	60	2425
Cumulative No Project	131	264	176	77	623	158	120	182	172	253	887	132	3043
Cumulative Project Trips													
BART	-1	-8	-1	0	24	29	14	-4	-2	-6	-9	-13	23
Joint Development	0	0	3	3	60	25	14	0	0	2	19	2	128
Net 2035 Trips	-1	-8	2	3	84	54	28	-4	-2	-4	10	-11	151
Cumulative With Project	130	256	178	80	707	212	148	178	170	249	897	121	3326

Intersection Number: 12
Traffix Node Number: 4022
Intersection Name: 26th St. & E. Santa Clara St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	39	52	51	41	467	46	41	16	6	25	847	28	1659
Approved Project Trips													
San Jose ATI	0	0	0	0	3	0	0	0	0	0	4	0	7
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	3	0	0	0	0	0	4	0	7
Background Conditions	39	52	51	41	470	46	41	16	6	25	851	28	1666
2015 Project Trips													
BART	0	0	0	0	13	0	0	0	0	0	4	0	17
Joint Development	0	0	0	0	68	0	0	0	0	0	49	0	117
Net 2015 Trips	0	0	0	0	81	0	0	0	0	0	53	0	134
Existing + Project	39	52	51	41	548	46	41	16	6	25	900	28	1793
2025 Project Trips													
BART	0	0	0	0	29	0	0	0	0	0	9	0	38
Joint Development	0	0	0	0	90	0	0	0	0	0	45	0	135
Net 2025 Trips	0	0	0	0	119	0	0	0	0	0	54	0	173
Background + Project	39	52	51	41	589	46	41	16	6	25	905	28	1839
Cumulative No Project	39	52	51	41	760	46	41	16	6	25	851	28	1928
Cumulative Project Trips													
BART	0	0	0	0	52	0	0	0	0	0	4	0	56
Joint Development	0	0	0	0	89	0	0	0	0	0	36	0	125
Net 2035 Trips	0	0	0	0	141	0	0	0	0	0	40	0	181
Cumulative With Project	39	52	51	41	901	46	41	16	6	25	891	28	2137

Intersection Number: 13
Traffix Node Number: 3788
Intersection Name: N. 28th St & E. Santa Clara St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	19	61	74	65	513	143	141	36	23	40	863	18	1996
Approved Project Trips													
San Jose ATI	0	0	0	0	9	1	0	0	0	0	7	0	17
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	9	1	0	0	0	0	7	0	17
Background Conditions	19	61	74	65	522	144	141	36	23	40	870	18	2013
2015 Project Trips													
BART	13	1	78	21	0	0	-2	1	0	0	-6	10	116
Joint Development	68	21	124	45	0	0	0	7	0	0	2	47	314
Net 2015 Trips	81	22	202	66	0	0	-2	8	0	0	-4	57	430
Existing + Project	100	83	276	131	513	143	139	44	23	40	859	75	2426
2025 Project Trips													
BART	31	3	173	34	-3	0	-2	2	0	0	-11	18	245
Joint Development	90	37	101	45	0	0	0	21	0	0	2	43	339
Net 2025 Trips	121	40	274	79	-3	0	-2	23	0	0	-9	61	584
Background + Project	140	101	348	144	519	144	139	59	23	40	861	79	2597
Cumulative No Project	64	61	74	65	760	144	141	109	23	46	870	19	2357
Cumulative Project Trips													
BART	56	17	169	39	-4	0	-2	5	0	0	-19	20	281
Joint Development	89	15	116	36	0	0	0	10	0	0	2	34	302
Net 2035 Trips	145	32	285	75	-4	0	-2	15	0	0	-17	54	583
Cumulative With Project	209	93	359	140	756	144	139	124	23	46	853	73	2959

Intersection Number: 14
Traffix Node Number: 3023
Intersection Name: US 101 & E. Santa Clara St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	200	4	247	0	630	453	0	0	0	492	696	0	2722
Approved Project Trips													
San Jose ATI	4	0	13	0	6	4	0	0	0	2	10	0	39
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	0	13	0	6	4	0	0	0	2	10	0	39
Background Conditions	204	4	260	0	636	457	0	0	0	494	706	0	2761
2015 Project Trips													
BART	0	0	-2	0	21	-1	0	0	0	73	-3	0	88
Joint Development	0	0	25	0	45	6	0	0	0	86	40	0	202
Net 2015 Trips	0	0	23	0	66	5	0	0	0	159	37	0	290
Existing + Project	200	4	270	0	696	458	0	0	0	651	733	0	3012
2025 Project Trips													
BART	-1	0	0	0	31	-92	0	0	0	164	-4	0	98
Joint Development	2	0	12	0	44	5	0	0	0	78	25	0	166
Net 2025 Trips	1	0	12	0	75	-87	0	0	0	242	21	0	264
Background + Project	205	4	272	0	711	370	0	0	0	736	727	0	3025
Cumulative No Project	230	4	519	0	820	640	0	0	0	494	976	0	3683
Cumulative Project Trips													
BART	-1	0	2	0	35	-103	0	0	0	159	-12	0	80
Joint Development	1	0	23	0	35	0	0	0	0	71	47	0	177
Net 2035 Trips	0	0	25	0	70	-103	0	0	0	230	35	0	257
Cumulative With Project	230	4	544	0	890	537	0	0	0	724	1011	0	3940

Intersection Number: 15
Traffix Node Number: 3016
Intersection Name: US 101 & Alum Rock Ave
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	240	803	0	373	2	320	0	854	125	2717
Approved Project Trips													
San Jose ATI	0	0	0	11	29	0	5	0	0	0	20	1	66
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	11	29	0	5	0	0	0	20	1	66
Background Conditions	0	0	0	251	832	0	378	2	320	0	874	126	2783
2015 Project Trips													
BART	0	0	0	0	0	0	0	0	21	0	-3	-2	16
Joint Development	0	0	0	0	14	0	0	0	37	0	63	0	114
Net 2015 Trips	0	0	0	0	14	0	0	0	58	0	60	-2	130
Existing + Project	0	0	0	240	817	0	373	2	378	0	914	123	2847
2025 Project Trips													
BART	0	0	0	0	-92	0	-2	0	32	0	-1	-3	-66
Joint Development	0	0	0	0	14	0	0	0	35	0	38	0	87
Net 2025 Trips	0	0	0	0	-78	0	-2	0	67	0	37	-3	21
Background + Project	0	0	0	251	754	0	376	2	387	0	911	123	2804
Cumulative No Project	0	0	0	251	1108	0	548	2	393	0	1316	214	3618
Cumulative Project Trips													
BART	0	0	0	0	-103	0	-11	0	36	0	2	-12	-88
Joint Development	0	0	0	0	8	0	0	0	27	0	58	11	104
Net 2035 Trips	0	0	0	0	-95	0	-11	0	63	0	60	-1	16
Cumulative With Project	0	0	0	251	1013	0	537	2	456	0	1376	213	3848

Intersection Number: 16
Traffix Node Number: 3260
Intersection Name: 33rd St & Alum Rock Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	109	37	47	29	543	19	28	41	95	128	710	61	1847
Approved Project Trips													
San Jose ATI	0	0	0	2	45	23	4	0	1	0	18	0	93
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	2	45	23	4	0	1	0	18	0	93
Background Conditions	109	37	47	31	588	42	32	41	96	128	728	61	1940
2015 Project Trips													
BART	0	0	0	0	-4	0	0	0	0	0	-3	0	-7
Joint Development	7	0	0	0	8	0	0	0	0	1	61	2	79
Net 2015 Trips	7	0	0	0	4	0	0	0	0	1	58	2	72
Existing + Project	116	37	47	29	547	19	28	41	95	129	768	63	1919
2025 Project Trips													
BART	2	0	0	0	-79	0	0	0	0	1	-4	-1	-81
Joint Development	2	0	0	0	12	0	0	0	0	1	36	1	52
Net 2025 Trips	4	0	0	0	-67	0	0	0	0	2	32	0	-29
Background + Project	113	37	47	31	521	42	32	41	96	130	760	61	1911
Cumulative No Project	109	74	57	72	835	42	43	72	98	128	1290	138	2820
Cumulative Project Trips													
BART	-1	0	0	0	-103	-1	0	0	1	0	-2	0	-106
Joint Development	0	0	0	0	7	0	0	0	0	1	53	2	63
Net 2035 Trips	-1	0	0	0	-96	-1	0	0	1	1	51	2	-43
Cumulative With Project	108	74	57	72	739	41	43	72	99	129	1341	140	2915

Intersection Number: 17
Traffix Node Number: 3064
Intersection Name: King Rd & Alum Rock Ave
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/16/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	113	508	106	94	579	136	97	257	140	214	573	118	2935
Approved Project Trips													
San Jose ATI	26	47	10	4	31	31	13	44	8	8	41	41	304
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	26	47	10	4	31	31	13	44	8	8	41	41	304
Background Conditions	139	555	116	98	610	167	110	301	148	222	614	159	3239
2015 Project Trips													
BART	-2	10	10	7	0	0	-2	3	0	1	-3	-1	23
Joint Development	1	1	2	0	5	0	3	2	1	11	39	9	74
Net 2015 Trips	-1	11	12	7	5	0	1	5	1	12	36	8	97
Existing + Project	112	519	118	101	584	136	98	262	141	226	609	126	3032
2025 Project Trips													
BART	-79	-22	-21	-6	-3	-1	-3	-4	0	0	1	-5	-143
Joint Development	0	1	4	0	5	0	3	6	6	7	24	5	61
Net 2025 Trips	-79	-21	-17	-6	2	-1	0	2	6	7	25	0	-82
Background + Project	60	534	99	92	612	166	110	303	154	229	639	159	3157
Cumulative No Project	291	771	205	131	674	173	204	464	211	314	816	378	4254
Cumulative Project Trips													
BART	-102	-38	-23	-10	-2	-2	-3	-13	1	1	6	-9	-194
Joint Development	0	1	3	0	6	0	1	1	2	10	31	13	68
Net 2035 Trips	-102	-37	-20	-10	4	-2	-2	-12	3	11	37	4	-126
Cumulative With Project	189	734	185	121	678	171	202	452	214	325	853	382	4506

Intersection Number: 18
Traffix Node Number: 3063
Intersection Name: Jackson Ave & Alum Rock Ave
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/30/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	117	867	120	156	479	238	168	385	127	105	454	213	3429
Approved Project Trips													
San Jose ATI	9	85	30	15	21	25	31	61	75	61	7	6	426
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	9	85	30	15	21	25	31	61	75	61	7	6	426
Background Conditions	126	952	150	171	500	263	199	446	202	166	461	219	3855
2015 Project Trips													
BART	0	13	0	0	-2	-10	0	0	6	9	-4	0	12
Joint Development	0	0	0	0	3	0	0	0	0	13	27	1	44
Net 2015 Trips	0	13	0	0	1	-10	0	0	6	22	23	1	56
Existing + Project	117	880	120	156	480	228	168	385	133	127	477	214	3485
2025 Project Trips													
BART	0	-9	0	-1	-3	-5	0	0	-7	-16	-3	0	-44
Joint Development	1	0	0	0	2	1	0	0	0	8	16	1	29
Net 2025 Trips	1	-9	0	-1	-1	-4	0	0	-7	-8	13	1	-15
Background + Project	127	943	150	170	499	259	199	446	195	158	474	220	3840
Cumulative No Project	181	952	230	171	500	312	204	595	243	316	610	241	4314
Cumulative Project Trips													
BART	0	-15	0	-2	-4	-2	0	0	-10	-7	-5	-1	-46
Joint Development	0	0	1	0	2	0	0	0	2	12	20	1	38
Net 2035 Trips	0	-15	1	-2	-2	-2	0	0	-8	5	15	0	-8
Cumulative With Project	181	937	231	169	498	310	204	595	235	321	625	241	4547

Intersection Number: 19
Traffix Node Number: 3043
Intersection Name: I-680 S & Alum Rock Ave (West)
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/25/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	282	27	340	592	539	34	41	0	20	45	651	0	2571
Approved Project Trips													
San Jose ATI	12	0	0	0	16	0	0	0	0	0	35	0	63
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	0	0	0	16	0	0	0	0	0	35	0	63
Background Conditions	294	27	340	592	555	34	41	0	20	45	686	0	2634
2015 Project Trips													
BART	-11	0	-2	0	-1	0	0	0	0	0	-4	0	-18
Joint Development	0	0	1	0	3	0	0	0	0	0	26	0	30
Net 2015 Trips	-11	0	-1	0	2	0	0	0	0	0	22	0	12
Existing + Project	271	27	339	592	541	34	41	0	20	45	673	0	2583
2025 Project Trips													
BART	-5	0	-9	0	-3	0	0	0	0	0	-4	0	-21
Joint Development	1	0	1	0	2	0	0	0	0	0	15	0	19
Net 2025 Trips	-4	0	-8	0	-1	0	0	0	0	0	11	0	-2
Background + Project	290	27	332	592	554	34	41	0	20	45	697	0	2632
Cumulative No Project	476	35	340	592	555	34	59	0	32	57	943	0	3123
Cumulative Project Trips													
BART	-3	0	-2	0	-5	0	0	0	0	0	-5	0	-15
Joint Development	0	0	2	0	2	0	0	0	0	0	20	0	24
Net 2035 Trips	-3	0	0	0	-3	0	0	0	0	0	15	0	9
Cumulative With Project	473	35	340	592	552	34	59	0	32	57	958	0	3132

Intersection Number: 20
Traffix Node Number: 3042
Intersection Name: I-680 N & Alum Rock Ave (East)
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/25/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	240	1047	0	1038	0	154	0	873	0	3352
Approved Project Trips													
San Jose ATI	0	0	0	4	37	0	0	0	0	8	32	0	81
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	4	37	0	0	0	0	8	32	0	81
Background Conditions	0	0	0	244	1084	0	1038	0	154	8	905	0	3433
2015 Project Trips													
BART	0	0	0	0	-2	0	-1	0	0	0	-3	0	-6
Joint Development	0	0	0	0	3	0	0	0	0	0	13	0	16
Net 2015 Trips	0	0	0	0	1	0	-1	0	0	0	10	0	10
Existing + Project	0	0	0	240	1048	0	1037	0	154	0	883	0	3362
2025 Project Trips													
BART	0	0	0	0	-8	0	-6	0	-3	0	-9	0	-26
Joint Development	0	0	0	0	2	0	0	0	0	0	10	0	12
Net 2025 Trips	0	0	0	0	-6	0	-6	0	-3	0	1	0	-14
Background + Project	0	0	0	244	1078	0	1032	0	151	8	906	0	3419
Cumulative No Project	0	0	0	244	1214	0	1038	0	154	8	927	0	3585
Cumulative Project Trips													
BART	0	0	0	0	-7	0	-7	0	-5	0	-4	0	-23
Joint Development	0	0	0	0	2	0	1	0	0	0	12	0	15
Net 2035 Trips	0	0	0	0	-5	0	-6	0	-5	0	8	0	-8
Cumulative With Project	0	0	0	244	1209	0	1032	0	149	8	935	0	3577

Intersection Number: 21
Traffix Node Number: 3762
Intersection Name: 24th St & San Antonio St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	329	20	29	80	87	102	270	41	38	143	7	1166
Approved Project Trips													
San Jose ATI	0	10	1	0	0	0	1	3	0	0	0	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	10	1	0	0	0	1	3	0	0	0	0	15
Background Conditions	20	339	21	29	80	87	103	273	41	38	143	7	1181
2015 Project Trips													
BART	1	6	0	0	0	0	0	5	0	0	0	0	12
Joint Development	1	36	0	0	0	0	2	14	0	0	3	1	57
Net 2015 Trips	2	42	0	0	0	0	2	19	0	0	3	1	69
Existing + Project	22	371	20	29	80	87	104	289	41	38	146	8	1235
2025 Project Trips													
BART	-3	12	0	0	0	0	0	10	0	0	0	1	20
Joint Development	1	38	0	0	0	0	10	10	0	0	7	0	66
Net 2025 Trips	-2	50	0	0	0	0	10	20	0	0	7	1	86
Background + Project	18	389	21	29	80	87	113	293	41	38	150	8	1267
Cumulative No Project	24	339	53	39	94	105	130	422	48	52	347	56	1653
Cumulative Project Trips													
BART	1	14	-1	0	0	0	-1	9	0	0	0	-2	20
Joint Development	1	25	0	0	0	0	3	10	0	0	3	3	45
Net 2035 Trips	2	39	-1	0	0	0	2	19	0	0	3	1	65
Cumulative With Project	26	378	52	39	94	105	132	441	48	52	350	57	1774

Intersection Number: 22
Traffix Node Number: 3627
Intersection Name: King Rd & E. San Antonio St.
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	62	528	167	80	206	88	149	318	126	112	241	37	2114
Approved Project Trips													
San Jose ATI	2	54	2	1	2	0	1	52	1	0	1	1	117
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	54	2	1	2	0	1	52	1	0	1	1	117
Background Conditions	64	582	169	81	208	88	150	370	127	112	242	38	2231
2015 Project Trips													
BART	0	10	0	0	0	0	0	2	0	2	1	-2	13
Joint Development	0	12	0	0	0	0	0	1	0	5	5	5	28
Net 2015 Trips	0	22	0	0	0	0	0	3	0	7	6	3	41
Existing + Project	62	550	167	80	206	88	149	321	126	119	247	40	2155
2025 Project Trips													
BART	-2	-21	0	0	0	-1	-2	-4	0	-1	1	-2	-32
Joint Development	0	8	0	0	0	0	0	2	0	8	11	12	41
Net 2025 Trips	-2	-13	0	0	0	-1	-2	-2	0	7	12	10	9
Background + Project	62	569	169	81	208	87	148	368	127	119	254	48	2240
Cumulative No Project	128	810	220	81	222	106	173	544	150	112	315	197	2861
Cumulative Project Trips													
BART	-4	-33	-1	0	0	-2	-3	-14	0	0	5	-3	-55
Joint Development	0	11	0	0	0	0	0	2	2	3	4	2	24
Net 2035 Trips	-4	-22	-1	0	0	-2	-3	-12	2	3	9	-1	-31
Cumulative With Project	124	788	219	81	222	104	170	532	152	115	324	196	3027

Intersection Number: 23
Traffix Node Number: 3384
Intersection Name: Jackson Ave & E. San Antonio St/Capitol Expy
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	186	762	350	222	249	39	84	339	167	223	323	133	3077
Approved Project Trips													
San Jose ATI	26	63	57	36	7	0	0	37	1	0	5	11	243
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	26	63	57	36	7	0	0	37	1	0	5	11	243
Background Conditions	212	825	407	258	256	39	84	376	168	223	328	144	3320
2015 Project Trips													
BART	0	-8	21	6	0	0	0	0	0	0	0	0	19
Joint Development	0	1	12	0	0	0	0	0	0	3	3	0	19
Net 2015 Trips	0	-7	33	6	0	0	0	0	0	3	3	0	38
Existing + Project	186	755	383	228	249	39	84	339	167	226	326	133	3115
2025 Project Trips													
BART	0	-11	-20	-6	0	0	0	-1	0	0	0	0	-38
Joint Development	0	1	7	0	0	0	0	0	0	5	6	0	19
Net 2025 Trips	0	-10	-13	-6	0	0	0	-1	0	5	6	0	-19
Background + Project	212	815	394	252	256	39	84	375	168	228	334	144	3301
Cumulative No Project	212	825	803	445	269	76	100	486	190	410	328	149	4144
Cumulative Project Trips													
BART	0	-9	-14	-9	0	0	0	-1	0	1	-2	0	-34
Joint Development	0	1	10	2	0	0	0	0	0	3	1	0	17
Net 2035 Trips	0	-8	-4	-7	0	0	0	-1	0	4	-1	0	-17
Cumulative With Project	212	817	799	438	269	76	100	485	190	414	327	149	4276

Intersection Number: 24
Traffix Node Number: 3832
Intersection Name: 24th St & E. William St.
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	25	425	7	3	17	30	69	364	121	192	35	40	1328
Approved Project Trips													
San Jose ATI	0	10	0	0	1	2	0	0	0	0	0	0	13
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	10	0	0	1	2	0	0	0	0	0	0	13
Background Conditions	25	435	7	3	18	32	69	364	121	192	35	40	1341
2015 Project Trips													
BART	0	8	-4	-1	0	-1	-1	7	0	0	0	0	8
Joint Development	0	35	0	0	0	0	0	14	0	0	0	0	49
Net 2015 Trips	0	43	-4	-1	0	-1	-1	21	0	0	0	0	57
Existing + Project	25	468	3	2	17	29	68	385	121	192	35	40	1385
2025 Project Trips													
BART	0	15	-3	-1	0	-3	-2	11	0	0	0	0	17
Joint Development	0	38	0	0	0	0	0	15	0	0	0	4	57
Net 2025 Trips	0	53	-3	-1	0	-3	-2	26	0	0	0	4	74
Background + Project	25	488	4	2	18	29	67	390	121	192	35	44	1415
Cumulative No Project	25	459	7	59	84	32	69	477	149	252	119	58	1732
Cumulative Project Trips													
BART	0	20	-5	-3	0	-2	-2	11	0	0	-1	0	18
Joint Development	0	24	0	0	0	0	0	12	0	0	0	2	38
Net 2035 Trips	0	44	-5	-3	0	-2	-2	23	0	0	-1	2	56
Cumulative With Project	25	503	2	56	84	30	67	500	149	252	118	60	1846

Intersection Number: 25
Traffix Node Number: 3036
Intersection Name: McLaughlin Ave & I-280 SB Ramp
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/24/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	557	0	0	0	0	0	783	0	546	0	273	2159
Approved Project Trips													
San Jose ATI	0	64	0	0	0	0	0	142	0	102	0	18	326
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	64	0	0	0	0	0	142	0	102	0	18	326
Background Conditions	0	621	0	0	0	0	0	925	0	648	0	291	2485
2015 Project Trips													
BART	0	4	0	0	0	0	0	6	0	-2	0	0	8
Joint Development	0	10	0	0	0	0	0	9	0	3	0	4	26
Net 2015 Trips	0	14	0	0	0	0	0	15	0	1	0	4	34
Existing + Project	0	571	0	0	0	0	0	798	0	547	0	277	2193
2025 Project Trips													
BART	0	13	0	0	0	0	0	7	0	-7	0	0	13
Joint Development	0	15	0	0	0	0	0	9	0	1	0	5	30
Net 2025 Trips	0	28	0	0	0	0	0	16	0	-6	0	5	43
Background + Project	0	649	0	0	0	0	0	941	0	642	0	296	2528
Cumulative No Project	0	640	0	0	0	0	0	1004	0	648	0	291	2292
Cumulative Project Trips													
BART	0	14	0	0	0	0	0	7	0	-9	0	-1	11
Joint Development	0	11	0	0	0	0	0	8	0	1	0	2	22
Net 2035 Trips	0	25	0	0	0	0	0	15	0	-8	0	1	33
Cumulative With Project	0	665	0	0	0	0	0	1019	0	640	0	292	2616

Intersection Number: 26
Traffix Node Number: 3683
Intersection Name: McLaughlin Ave & Story Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/09/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	224	669	249	214	970	494	201	284	122	101	1112	284	4924
Approved Project Trips													
San Jose ATI	120	17	3	5	410	11	5	14	71	73	411	120	1260
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	120	17	3	5	410	11	5	14	71	73	411	120	1260
Background Conditions	344	686	252	219	1380	505	206	298	193	174	1523	404	6184
2015 Project Trips													
BART	1	0	1	0	1	1	-4	4	0	0	-1	2	5
Joint Development	5	4	2	0	7	5	0	3	0	1	3	5	35
Net 2015 Trips	6	4	3	0	8	6	-4	7	0	1	2	7	40
Existing + Project	230	673	252	214	978	500	197	291	122	102	1114	291	4964
2025 Project Trips													
BART	3	1	0	0	-1	-11	-7	3	0	0	-17	6	-23
Joint Development	8	9	0	0	9	4	0	2	0	1	4	6	43
Net 2025 Trips	11	10	0	0	8	-7	-7	5	0	1	-13	12	20
Background + Project	355	696	252	219	1388	498	199	303	193	175	1510	416	6204
Cumulative No Project	344	686	252	425	1380	505	219	308	193	240	1773	404	6325
Cumulative Project Trips													
BART	5	2	-2	0	-3	-8	-8	4	0	-1	-17	3	-25
Joint Development	2	4	4	0	7	4	0	2	0	0	1	5	29
Net 2035 Trips	7	6	2	0	4	-4	-8	6	0	-1	-16	8	4
Cumulative With Project	351	692	254	425	1384	501	211	314	193	239	1757	412	6733

Intersection Number: 27
Traffix Node Number: 3623
Intersection Name: King Rd & Mabury Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	81	657	219	98	208	79	94	292	112	173	417	92	2522
Approved Project Trips													
San Jose ATI	55	305	48	47	55	19	18	279	137	153	61	41	1218
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	55	305	48	47	55	19	18	279	137	153	61	41	1218
Background Conditions	136	962	267	145	263	98	112	571	249	326	478	133	3740
2015 Project Trips													
BART	-10	-8	0	0	2	0	0	-5	16	19	36	0	50
Joint Development	0	11	0	0	1	0	0	16	0	1	2	0	31
Net 2015 Trips	-10	3	0	0	3	0	0	11	16	20	38	0	81
Existing + Project	71	660	219	98	211	79	94	303	128	193	455	92	2603
2025 Project Trips													
BART	-8	-14	-1	0	-1	0	0	-8	-21	-150	-8	-7	-218
Joint Development	0	11	0	0	1	0	0	21	2	6	5	2	48
Net 2025 Trips	-8	-3	-1	0	0	0	0	13	-19	-144	-3	-5	-170
Background + Project	128	959	266	145	263	98	112	584	230	182	475	128	3570
Cumulative No Project	177	962	278	145	388	98	128	715	427	326	656	573	4300
Cumulative Project Trips													
BART	-6	-15	0	0	-1	0	0	-29	-58	-164	-14	7	-280
Joint Development	0	8	0	0	1	0	1	14	3	3	5	3	38
Net 2035 Trips	-6	-7	0	0	0	0	1	-15	-55	-161	-9	10	-242
Cumulative With Project	171	955	278	145	388	98	129	700	372	165	647	583	4631

Intersection Number: 28
Traffix Node Number: 5332
Intersection Name: Scott Blvd & Central Expy
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/02/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	77	510	328	53	646	315	203	161	142	407	1718	41	4601
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	67	91	36	99	1	4	23	24	105	347	0	797
Total Approved Trips	0	67	91	36	99	1	4	23	24	105	347	0	797
Background Conditions	77	577	419	89	745	316	207	184	166	512	2065	41	5398
2015 Project Trips													
BART	0	0	-1	0	-2	-1	0	0	0	0	-3	0	-7
Joint Development	0	0	2	7	22	0	0	0	0	0	11	0	42
Net 2015 Trips	0	0	1	7	20	-1	0	0	0	0	8	0	35
Existing + Project	77	510	329	60	666	314	203	161	142	407	1726	41	4636
2025 Project Trips													
BART	0	-2	-4	-1	-8	-5	-2	-1	0	0	-15	0	-38
Joint Development	0	0	4	11	32	0	0	0	0	0	13	0	60
Net 2025 Trips	0	-2	0	10	24	-5	-2	-1	0	0	-2	0	22
Background + Project	77	575	419	99	769	311	205	183	166	512	2063	41	5420
Cumulative No Project	140	609	736	203	1466	736	207	184	329	512	2574	106	7696
Cumulative Project Trips													
BART	0	-2	-2	0	-5	-6	-1	0	0	0	-10	0	-26
Joint Development	0	0	4	7	35	0	0	0	0	0	13	0	59
Net 2035 Trips	0	-2	2	7	30	-6	-1	0	0	0	3	0	33
Cumulative With Project	140	607	738	210	1496	730	206	184	329	512	2577	106	7835

Intersection Number: 29
Traffix Node Number: 5334
Intersection Name: Lafayette St & Central Expy
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/24/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	276	897	354	79	706	197	291	275	152	389	2478	97	6191
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	2	24	0	0	100	2	16	14	29	109	326	4	626
Total Approved Trips	2	24	0	0	100	2	16	14	29	109	326	4	626
Background Conditions	278	921	354	79	806	199	307	289	181	498	2804	101	6817
2015 Project Trips													
BART	0	0	-1	0	-3	0	0	0	0	0	-4	0	-8
Joint Development	0	2	8	16	29	2	0	0	0	2	13	0	72
Net 2015 Trips	0	2	7	16	26	2	0	0	0	2	9	0	64
Existing + Project	276	899	361	95	732	199	291	275	152	391	2487	97	6255
2025 Project Trips													
BART	-2	-3	-5	-1	-12	0	-1	-1	-1	-3	-18	0	-47
Joint Development	0	2	8	27	42	7	0	1	3	2	16	0	108
Net 2025 Trips	-2	-1	3	26	30	7	-1	0	2	-1	-2	0	61
Background + Project	276	920	357	105	836	206	306	289	183	497	2802	101	6878
Cumulative No Project	919	921	425	260	1269	199	311	574	305	825	3083	271	9091
Cumulative Project Trips													
BART	-1	-1	-1	-1	-10	-1	0	-2	0	-1	-11	0	-29
Joint Development	0	2	4	21	39	4	0	4	3	4	14	0	95
Net 2035 Trips	-1	1	3	20	29	3	0	2	3	3	3	0	66
Cumulative With Project	918	922	428	280	1298	202	311	576	308	828	3086	271	9428

Intersection Number: 30
Traffix Node Number: 5335
Intersection Name: De La Cruz Blvd & Central Expy
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/02/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	817	1092	0	0	0	0	0	657	182	1026	0	2083	5857
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	62	5	0	0	0	0	0	3	52	162	0	180	464
Total Approved Trips	62	5	0	0	0	0	0	3	52	162	0	180	464
Background Conditions	879	1097	0	0	0	0	0	660	234	1188	0	2263	6321
2015 Project Trips													
BART	-2	-5	0	0	0	0	0	-5	-2	-4	0	-2	-20
Joint Development	4	21	0	0	0	0	0	104	46	19	0	2	196
Net 2015 Trips	2	16	0	0	0	0	0	99	44	15	0	0	176
Existing + Project	819	1108	0	0	0	0	0	756	226	1041	0	2083	6033
2025 Project Trips													
BART	-10	-16	0	0	0	0	0	-14	-5	-8	0	-18	-71
Joint Development	9	18	0	0	0	0	0	73	66	20	0	3	189
Net 2025 Trips	-1	2	0	0	0	0	0	59	61	12	0	-15	118
Background + Project	878	1099	0	0	0	0	0	719	295	1200	0	2248	6439
Cumulative No Project	879	1097	0	0	0	0	0	660	917	1407	0	2399	4960
Cumulative Project Trips													
BART	-9	-12	0	0	0	0	0	-10	-5	-7	0	-8	-51
Joint Development	5	13	0	0	0	0	0	43	60	15	0	3	139
Net 2035 Trips	-4	1	0	0	0	0	0	33	55	8	0	-5	88
Cumulative With Project	875	1098	0	0	0	0	0	693	972	1415	0	2394	7447

Intersection Number: 31
Traffix Node Number: 6
Intersection Name: De La Cruz Blvd & Martin Ave
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	46	1980	138	70	18	14	11	402	56	407	139	151	3432
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	179	0	0	0	0	0	54	9	24	0	1	267
Total Approved Trips	0	179	0	0	0	0	0	54	9	24	0	1	267
Background Conditions	46	2159	138	70	18	14	11	456	65	431	139	152	3699
2015 Project Trips													
BART	0	-9	0	0	0	0	0	-6	-1	-1	0	-1	-18
Joint Development	0	41	0	0	0	0	4	150	8	2	8	0	213
Net 2015 Trips	0	32	0	0	0	0	4	144	7	1	8	-1	195
Existing + Project	46	2012	138	70	18	14	15	546	63	408	147	150	3627
2025 Project Trips													
BART	0	-24	0	0	0	0	0	-15	-2	-2	0	-3	-46
Joint Development	0	39	0	5	21	0	6	135	9	2	20	0	237
Net 2025 Trips	0	15	0	5	21	0	6	120	7	0	20	-3	191
Background + Project	46	2174	138	75	39	14	17	576	72	431	159	149	3890
Cumulative No Project	50	2159	138	75	83	14	17	880	136	431	160	152	4143
Cumulative Project Trips													
BART	0	-21	0	0	0	0	0	-14	-4	-2	0	-1	-42
Joint Development	0	30	0	1	26	0	8	103	6	2	20	0	196
Net 2035 Trips	0	9	0	1	26	0	8	89	2	0	20	-1	154
Cumulative With Project	50	2168	138	76	109	14	25	969	138	431	180	151	4449

Intersection Number: 32
Traffix Node Number: 175
Intersection Name: De La Cruz Blvd & Reed St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	33	2440	26	17	5	78	10	398	54	231	10	15	3317
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	202	0	0	0	0	0	63	0	19	0	0	284
Total Approved Trips	0	202	0	0	0	0	0	63	0	19	0	0	284
Background Conditions	33	2642	26	17	5	78	10	461	54	250	10	15	3601
2015 Project Trips													
BART	0	-11	0	-1	0	-2	-1	-7	0	-1	0	0	-23
Joint Development	0	45	0	0	0	2	4	161	7	3	0	0	222
Net 2015 Trips	0	34	0	-1	0	0	3	154	7	2	0	0	199
Existing + Project	33	2474	26	16	5	78	13	552	61	233	10	15	3516
2025 Project Trips													
BART	0	-25	0	-1	0	-5	-1	-15	0	-2	0	0	-49
Joint Development	0	42	0	0	0	1	3	150	11	2	0	0	209
Net 2025 Trips	0	17	0	-1	0	-4	2	135	11	0	0	0	160
Background + Project	33	2659	26	16	5	74	12	596	65	250	10	15	3761
Cumulative No Project	33	2642	26	24	29	78	10	944	91	250	14	24	4141
Cumulative Project Trips													
BART	-1	-20	0	-1	0	-3	-1	-17	4	-1	0	0	-40
Joint Development	0	35	0	0	0	1	3	121	10	3	0	0	173
Net 2035 Trips	-1	15	0	-1	0	-2	2	104	14	2	0	0	133
Cumulative With Project	32	2657	26	23	29	76	12	1048	105	252	14	24	4298

Intersection Number: 33
Traffix Node Number: 9
Intersection Name: Coleman Ave & Brokaw Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	55	1875	7	23	28	362	44	555	197	305	7	203	3661
Approved Project Trips													
San Jose ATI	0	352	0	0	0	0	0	704	0	0	0	0	1056
Santa Clara ATI	0	190	0	0	0	0	0	54	0	0	0	0	244
Total Approved Trips	0	542	0	0	0	0	0	758	0	0	0	0	1300
Background Conditions	55	2417	7	23	28	362	44	1313	197	305	7	203	4961
2015 Project Trips													
BART	3	-17	0	0	0	0	0	-17	-1	0	0	27	-5
Joint Development	96	3	0	0	14	0	0	8	98	162	2	389	772
Net 2015 Trips	99	-14	0	0	14	0	0	-9	97	162	2	416	767
Existing + Project	154	1861	7	23	42	362	44	546	294	467	9	619	4428
2025 Project Trips													
BART	5	-30	0	0	0	0	0	-23	1	5	0	40	-2
Joint Development	91	2	0	0	29	0	0	8	86	154	30	368	768
Net 2025 Trips	96	-28	0	0	29	0	0	-15	87	159	30	408	766
Background + Project	151	2389	7	23	57	362	44	1298	284	464	37	611	5727
Cumulative No Project	61	2417	7	38	35	376	108	1313	201	305	16	242	4877
Cumulative Project Trips													
BART	9	-25	0	0	0	0	0	-27	4	13	0	77	51
Joint Development	83	2	0	0	31	0	0	9	73	124	31	309	662
Net 2035 Trips	92	-23	0	0	31	0	0	-18	77	137	31	386	713
Cumulative With Project	153	2394	7	38	66	376	108	1295	278	442	47	628	5832

Intersection Number: 34
Traffix Node Number: 3411
Intersection Name: Coleman Ave & Aviation Ave
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	2721	5	7	0	45	26	795	16	10	0	1	3626
Approved Project Trips													
San Jose ATI	48	296	8	8	0	0	1	519	95	152	12	177	1316
Santa Clara ATI	0	190	0	0	0	0	0	54	0	0	0	0	244
Total Approved Trips	48	486	8	8	0	0	1	573	95	152	12	177	1560
Background Conditions	48	3207	13	15	0	45	27	1368	111	162	12	178	5186
2015 Project Trips													
BART	0	-17	0	0	0	0	0	-18	0	0	0	0	-35
Joint Development	0	165	0	0	0	0	0	106	0	0	0	0	271
Net 2015 Trips	0	148	0	0	0	0	0	88	0	0	0	0	236
Existing + Project	0	2869	5	7	0	45	26	883	16	10	0	1	3862
2025 Project Trips													
BART	0	-26	0	0	0	0	0	-22	0	0	0	0	-48
Joint Development	0	156	0	0	0	0	0	94	0	0	0	0	250
Net 2025 Trips	0	130	0	0	0	0	0	72	0	0	0	0	202
Background + Project	48	3337	13	15	0	45	27	1440	111	162	12	178	5388
Cumulative No Project	48	3207	13	15	0	45	27	1377	111	162	12	178	5017
Cumulative Project Trips													
BART	0	-13	0	0	0	0	0	-24	0	0	0	0	-37
Joint Development	0	126	0	0	0	0	0	82	0	0	0	0	208
Net 2035 Trips	0	113	0	0	0	0	0	58	0	0	0	0	171
Cumulative With Project	48	3320	13	15	0	45	27	1435	111	162	12	178	5366

Intersection Number: 35
Traffix Node Number: 4047
Intersection Name: Coleman Ave & Newhall Dr
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	182	2578	0	0	0	0	0	729	335	362	0	73	4259
Approved Project Trips													
San Jose ATI	43	822	0	0	0	0	0	351	64	42	0	0	1322
Santa Clara ATI	0	190	0	0	0	0	0	54	0	0	0	0	244
Total Approved Trips	43	1012	0	0	0	0	0	405	64	42	0	0	1566
Background Conditions	225	3590	0	0	0	0	0	1134	399	404	0	73	5825
2015 Project Trips													
BART	0	-17	0	0	0	0	0	-18	-1	-1	0	0	-37
Joint Development	0	163	0	0	0	0	0	103	0	0	0	0	266
Net 2015 Trips	0	146	0	0	0	0	0	85	-1	-1	0	0	229
Existing + Project	182	2724	0	0	0	0	0	814	334	361	0	73	4488
2025 Project Trips													
BART	0	-29	0	0	0	0	0	-22	-5	-12	0	0	-68
Joint Development	0	150	0	0	0	0	0	86	3	0	0	0	239
Net 2025 Trips	0	121	0	0	0	0	0	64	-2	-12	0	0	171
Background + Project	225	3711	0	0	0	0	0	1198	397	392	0	73	5996
Cumulative No Project	225	3590	0	0	0	0	0	1134	399	404	0	162	5752
	246	3235	0	0	0	0	0	1094	510	686	0	232	
Cumulative Project Trips													
BART	0	-23	0	0	0	0	0	-26	-11	-13	0	0	-73
Joint Development	0	119	0	0	0	0	0	72	4	0	0	1	196
Net 2035 Trips	0	96	0	0	0	0	0	46	-7	-13	0	1	123
Cumulative With Project	225	3686	0	0	0	0	0	1180	392	391	0	163	6037

Intersection Number: 36
Traffix Node Number: 3052
Intersection Name: Coleman Ave & I-880 SB Ramps
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/25/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	709	2074	0	207	0	201	291	1033	0	0	0	0	4515
Approved Project Trips													
San Jose ATI	0	1008	5	145	4	39	10	384	0	0	0	0	1595
Santa Clara ATI	64	126	0	18	0	0	0	36	0	0	0	0	244
Total Approved Trips	64	1134	5	163	4	39	10	420	0	0	0	0	1839
Background Conditions	773	3208	5	370	4	240	301	1453	0	0	0	0	6354
2015 Project Trips													
BART	0	-22	0	-5	0	-6	0	-17	0	0	0	0	-50
Joint Development	0	128	0	33	0	0	0	68	0	0	0	0	229
Net 2015 Trips	0	106	0	28	0	-6	0	51	0	0	0	0	179
Existing + Project	709	2180	0	235	0	195	291	1084	0	0	0	0	4694
2025 Project Trips													
BART	0	-39	0	-6	0	-11	0	-24	0	0	0	0	-80
Joint Development	0	128	0	25	0	0	0	61	0	0	0	0	214
Net 2025 Trips	0	89	0	19	0	-11	0	37	0	0	0	0	134
Background + Project	773	3297	5	389	4	229	301	1490	0	0	0	0	6488
Cumulative No Project	773	3208	5	428	4	351	301	1533	0	0	0	0	6603
Cumulative Project Trips													
BART	0	-39	0	-9	0	-14	0	-31	0	0	0	0	-93
Joint Development	0	97	0	24	0	0	0	49	0	0	0	0	170
Net 2035 Trips	0	58	0	15	0	-14	0	18	0	0	0	0	77
Cumulative With Project	773	3266	5	443	4	337	301	1551	0	0	0	0	6680

Intersection Number: 37
Traffix Node Number: 3053
Intersection Name: Coleman Ave & I-880 NB Ramps
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/25/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	13	1713	644	443	0	208	419	832	0	10	0	0	4282
Approved Project Trips													
San Jose ATI	0	681	347	154	0	7	6	294	0	0	0	0	1489
Santa Clara ATI	0	63	63	18	0	0	0	18	0	0	0	0	162
Total Approved Trips	0	744	410	172	0	7	6	312	0	0	0	0	1651
Background Conditions	13	2457	1054	615	0	215	425	1144	0	10	0	0	5933
2015 Project Trips													
BART	0	-24	-4	0	0	-6	-7	-9	0	0	0	0	-50
Joint Development	0	99	29	23	0	0	0	51	0	0	0	0	202
Net 2015 Trips	0	75	25	23	0	-6	-7	42	0	0	0	0	152
Existing + Project	13	1788	669	466	0	202	412	874	0	10	0	0	4434
2025 Project Trips													
BART	0	-39	-10	-1	0	-6	-18	-48	0	0	0	0	-122
Joint Development	0	99	30	13	0	0	0	51	0	0	0	0	193
Net 2025 Trips	0	60	20	12	0	-6	-18	3	0	0	0	0	71
Background + Project	13	2517	1074	627	0	209	407	1147	0	10	0	0	6004
Cumulative No Project	13	2457	1054	615	0	215	496	1556	0	10	0	0	6416
Cumulative Project Trips													
BART	0	-44	-8	0	0	-6	-21	-51	0	0	0	0	-130
Joint Development	0	82	15	10	0	0	0	43	0	0	0	0	150
Net 2035 Trips	0	38	7	10	0	-6	-21	-8	0	0	0	0	20
Cumulative With Project	13	2495	1061	625	0	209	475	1548	0	10	0	0	6436

Intersection Number: 38
Traffix Node Number: 3413
Intersection Name: Coleman Ave & W. Hedding St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	288	1301	427	328	448	72	45	766	118	158	437	170	4558
Approved Project Trips													
San Jose ATI	86	552	98	28	51	5	1	225	10	16	23	13	1108
Santa Clara ATI	0	63	0	0	0	0	0	18	0	0	0	0	81
Total Approved Trips	86	615	98	28	51	5	1	243	10	16	23	13	1189
Background Conditions	374	1916	525	356	499	77	46	1009	128	174	460	183	5747
2015 Project Trips													
BART	-5	-18	-7	10	18	0	0	-26	0	0	0	-1	-29
Joint Development	9	66	23	10	0	0	0	34	0	0	0	7	149
Net 2015 Trips	4	48	16	20	18	0	0	8	0	0	0	6	120
Existing + Project	292	1349	443	348	466	72	45	774	118	158	437	176	4678
2025 Project Trips													
BART	-3	-31	-12	-20	-3	-1	-2	-45	0	-1	-4	-1	-123
Joint Development	8	71	18	10	0	0	0	33	0	0	1	7	148
Net 2025 Trips	5	40	6	-10	-3	-1	-2	-12	0	-1	-3	6	25
Background + Project	379	1956	531	346	496	76	44	997	128	173	457	189	5772
Cumulative No Project	400	1916	525	479	577	116	120	1251	163	327	1271	331	7145
Cumulative Project Trips													
BART	-7	-31	-11	-10	-6	0	-1	-53	0	0	-14	-7	-140
Joint Development	16	38	25	10	0	0	0	27	0	4	2	7	129
Net 2035 Trips	9	7	14	0	-6	0	-1	-26	0	4	-12	0	-11
Cumulative With Project	409	1923	539	479	571	116	119	1225	163	331	1259	331	7465

Intersection Number: 39
Traffix Node Number: 3417
Intersection Name: Coleman Ave & W. Taylor St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	191	1026	355	215	548	306	54	455	261	324	563	176	4474
Approved Project Trips													
San Jose ATI	146	221	290	79	85	3	68	135	81	24	70	36	1238
Santa Clara ATI	0	63	0	0	0	0	0	18	0	0	0	0	81
Total Approved Trips	146	284	290	79	85	3	68	153	81	24	70	36	1319
Background Conditions	337	1310	645	294	633	309	122	608	342	348	633	212	5793
2015 Project Trips													
BART	-1	-14	-1	-2	3	0	-1	-22	-2	-5	-1	-2	-48
Joint Development	3	42	21	10	0	0	0	21	6	3	0	2	108
Net 2015 Trips	2	28	20	8	3	0	-1	-1	4	-2	-1	0	60
Existing + Project	193	1054	375	223	551	306	53	454	265	322	562	176	4534
2025 Project Trips													
BART	-4	-25	-3	-5	-2	-1	-2	-38	2	-8	-7	-4	-97
Joint Development	5	47	18	10	3	0	0	23	9	2	3	1	121
Net 2025 Trips	1	22	15	5	1	-1	-2	-15	11	-6	-4	-3	24
Background + Project	338	1332	660	299	634	308	120	593	353	342	629	209	5817
Cumulative No Project	337	1310	645	366	863	485	142	971	435	420	935	212	6909
Cumulative Project Trips													
BART	-1	-28	-3	-6	-3	-1	-2	-47	-1	-10	-11	0	-113
Joint Development	0	34	10	6	1	0	0	19	11	2	4	2	89
Net 2035 Trips	-1	6	7	0	-2	-1	-2	-28	10	-8	-7	2	-24
Cumulative With Project	336	1316	652	366	861	484	140	943	445	412	928	214	7097

Intersection Number: 40
Traffix Node Number: 4038
Intersection Name: SR 87 & W. Taylor St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/12/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	155	0	65	150	369	812	711	0	603	637	468	113	4083
Approved Project Trips													
San Jose ATI	0	0	69	36	27	69	119	0	16	118	90	0	544
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	69	36	27	69	119	0	16	118	90	0	544
Background Conditions	155	0	134	186	396	881	830	0	619	755	558	113	4627
2015 Project Trips													
BART	-1	0	-1	-2	3	-6	-31	0	-2	-1	-2	-2	-45
Joint Development	0	0	5	1	0	0	0	0	10	18	3	0	37
Net 2015 Trips	-1	0	4	-1	3	-6	-31	0	8	17	1	-2	-8
Existing + Project	154	0	69	149	372	806	680	0	611	654	469	111	4075
2025 Project Trips													
BART	-4	0	-6	-7	0	-21	-41	0	-3	-5	-3	-7	-97
Joint Development	0	0	4	2	5	0	0	0	8	16	6	0	41
Net 2025 Trips	-4	0	-2	-5	5	-21	-41	0	5	11	3	-7	-56
Background + Project	151	0	132	181	401	860	789	0	624	766	561	106	4571
Cumulative No Project	520	0	411	263	454	881	830	0	800	807	558	311	5524
Cumulative Project Trips													
BART	-3	0	-4	-5	0	-16	-37	0	-5	-2	-5	-9	-86
Joint Development	0	0	3	2	1	0	0	0	6	7	6	0	25
Net 2035 Trips	-3	0	-1	-3	1	-16	-37	0	1	5	1	-9	-61
Cumulative With Project	517	0	410	260	455	865	793	0	801	812	559	302	5774

Intersection Number: 41
Traffix Node Number: 5416
Intersection Name: San Tomas Expy & El Camino Real
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/23/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	491	2771	209	155	682	139	187	1054	171	312	1010	283	7464
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	162	938	46	12	57	2	2	219	40	24	37	94	1633
Total Approved Trips	162	938	46	12	57	2	2	219	40	24	37	94	1633
Background Conditions	653	3709	255	167	739	141	189	1273	211	336	1047	377	9097
2015 Project Trips													
BART	2	-6	0	0	-2	0	0	0	0	0	-2	1	-7
Joint Development	0	0	0	0	26	13	9	0	0	0	6	0	54
Net 2015 Trips	2	-6	0	0	24	13	9	0	0	0	4	1	47
Existing + Project	493	2765	209	155	706	152	196	1054	171	312	1014	284	7511
2025 Project Trips													
BART	-3	-41	0	0	-4	0	0	-12	0	0	-6	-2	-68
Joint Development	0	0	0	0	28	13	3	0	0	0	7	0	51
Net 2025 Trips	-3	-41	0	0	24	13	3	-12	0	0	1	-2	-17
Background + Project	650	3668	255	167	763	154	192	1261	211	336	1048	375	9080
Cumulative No Project	653	3709	340	169	897	196	189	1422	211	336	1253	389	9375
Cumulative Project Trips													
BART	-2	-32	0	0	-4	1	0	-8	0	0	-5	-1	-51
Joint Development	1	0	0	0	21	12	2	0	0	0	6	0	42
Net 2035 Trips	-1	-32	0	0	17	13	2	-8	0	0	1	-1	-9
Cumulative With Project	652	3677	340	169	914	209	191	1414	211	336	1254	388	9755

Intersection Number: 42
Traffix Node Number: 1205
Intersection Name: Scott Blvd & El Camino Real
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/17/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	193	789	212	85	779	243	65	220	136	82	804	147	3755
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	2	142	5	6	62	0	0	39	7	40	44	1	348
Total Approved Trips	2	142	5	6	62	0	0	39	7	40	44	1	348
Background Conditions	195	931	217	91	841	243	65	259	143	122	848	148	4103
2015 Project Trips													
BART	0	0	0	0	-2	2	1	0	0	0	-1	0	0
Joint Development	0	0	0	1	40	23	7	0	0	0	15	0	86
Net 2015 Trips	0	0	0	1	38	25	8	0	0	0	14	0	86
Existing + Project	193	789	212	86	817	268	73	220	136	82	818	147	3841
2025 Project Trips													
BART	0	-5	0	0	-4	2	0	-1	0	0	-5	0	-13
Joint Development	1	2	0	1	42	17	12	0	0	0	10	0	85
Net 2025 Trips	1	-3	0	1	38	19	12	-1	0	0	5	0	72
Background + Project	196	928	217	92	879	262	77	258	143	122	853	148	4175
Cumulative No Project	220	1213	263	118	951	243	138	452	199	272	900	148	4969
Cumulative Project Trips													
BART	0	-1	-1	0	-2	5	2	0	0	0	-5	0	-2
Joint Development	0	1	0	1	33	14	13	0	0	0	6	0	68
Net 2035 Trips	0	0	-1	1	31	19	15	0	0	0	1	0	66
Cumulative With Project	220	1213	262	119	982	262	153	452	199	272	901	148	5183

Intersection Number: 43
Traffix Node Number: 1203
Intersection Name: Lincoln St & El Camino Real
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/17/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	59	66	74	48	846	101	60	31	48	87	982	47	2449
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	38	35	0	0	3	5	35	0	116
Total Approved Trips	0	0	0	0	38	35	0	0	3	5	35	0	116
Background Conditions	59	66	74	48	884	136	60	31	51	92	1017	47	2565
2015 Project Trips													
BART	0	0	0	1	-1	0	0	0	0	0	-2	0	-2
Joint Development	0	0	1	1	64	0	0	0	0	0	22	0	88
Net 2015 Trips	0	0	1	2	63	0	0	0	0	0	20	0	86
Existing + Project	59	66	75	50	909	101	60	31	48	87	1002	47	2535
2025 Project Trips													
BART	0	0	0	1	-1	0	0	0	0	0	-6	0	-6
Joint Development	0	0	0	1	59	3	0	0	0	0	22	0	85
Net 2025 Trips	0	0	0	2	58	3	0	0	0	0	16	0	79
Background + Project	59	66	74	50	942	139	60	31	51	92	1033	47	2644
Cumulative No Project	59	124	80	49	929	136	63	43	73	139	1140	54	2835
Cumulative Project Trips													
BART	0	0	1	0	0	0	1	0	0	0	-3	0	-1
Joint Development	0	0	1	1	50	0	0	0	0	0	19	0	71
Net 2035 Trips	0	0	2	1	50	0	1	0	0	0	16	0	70
Cumulative With Project	59	124	82	50	979	136	64	43	73	139	1156	54	2959

Intersection Number: 44
Traffix Node Number: 1204
Intersection Name: Monroe St & El Camino Real
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/17/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	238	421	48	57	907	87	64	153	26	85	766	125	2977
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	28	46	7	64	4	0	6	1	2	41	0	199
Total Approved Trips	0	28	46	7	64	4	0	6	1	2	41	0	199
Background Conditions	238	449	94	64	971	91	64	159	27	87	807	125	3176
2015 Project Trips													
BART	0	0	-3	2	1	0	0	0	0	0	-1	0	-1
Joint Development	0	0	1	4	65	0	0	0	0	0	24	0	94
Net 2015 Trips	0	0	-2	6	66	0	0	0	0	0	23	0	93
Existing + Project	238	421	46	63	973	87	64	153	26	85	789	125	3070
2025 Project Trips													
BART	0	0	-5	3	-1	0	0	0	0	0	-5	0	-8
Joint Development	0	0	1	4	63	0	0	0	0	0	24	0	92
Net 2025 Trips	0	0	-4	7	62	0	0	0	0	0	19	0	84
Background + Project	238	449	90	71	1033	91	64	159	27	87	826	125	3260
Cumulative No Project	238	449	173	124	1039	91	70	159	27	93	899	144	3362
Cumulative Project Trips													
BART	0	0	-5	2	4	0	1	0	0	0	-1	0	1
Joint Development	0	0	1	5	51	0	0	0	0	0	20	0	77
Net 2035 Trips	0	0	-4	7	55	0	1	0	0	0	19	0	78
Cumulative With Project	238	449	169	131	1094	91	71	159	27	93	918	144	3584

Intersection Number: 45
Traffix Node Number: 7
Intersection Name: Lafayette St & Reed St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 01/01/13
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	9	1631	53	22	3	53	50	443	0	6	4	6	2280
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	200	19	0	0	0	0	50	0	0	0	0	269
Total Approved Trips	0	200	19	0	0	0	0	50	0	0	0	0	269
Background Conditions	9	1831	72	22	3	53	50	493	0	6	4	6	2549
2015 Project Trips													
BART	0	-1	-1	0	0	0	0	0	0	0	0	0	-2
Joint Development	0	0	3	4	0	3	0	2	0	0	0	0	12
Net 2015 Trips	0	-1	2	4	0	3	0	2	0	0	0	0	10
Existing + Project	9	1630	55	26	3	56	50	445	0	6	4	6	2290
2025 Project Trips													
BART	0	-10	-2	0	0	1	0	-1	0	0	0	0	-12
Joint Development	0	15	2	3	0	6	0	5	0	0	0	0	31
Net 2025 Trips	0	5	0	3	0	7	0	4	0	0	0	0	19
Background + Project	9	1836	72	25	3	60	50	497	0	6	4	6	2568
Cumulative No Project	9	1962	72	33	3	87	67	845	0	6	4	6	3088
Cumulative Project Trips													
BART	0	-5	-1	0	0	2	0	-1	0	0	0	0	-5
Joint Development	0	15	3	4	0	5	0	6	0	0	0	0	33
Net 2035 Trips	0	10	2	4	0	7	0	5	0	0	0	0	28
Cumulative With Project	9	1972	74	37	3	94	67	850	0	6	4	6	3122

Intersection Number: 46
Traffix Node Number: 1202
Intersection Name: Lafayette St & El Camino Real
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/17/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	168	947	285	37	640	50	194	255	152	195	870	232	4025
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	17	152	31	0	65	0	0	31	6	21	50	18	391
Total Approved Trips	17	152	31	0	65	0	0	31	6	21	50	18	391
Background Conditions	185	1099	316	37	705	50	194	286	158	216	920	250	4416
2015 Project Trips													
BART	0	-1	0	2	3	0	1	0	0	-1	-4	0	0
Joint Development	3	0	1	5	67	0	5	0	0	0	25	0	106
Net 2015 Trips	3	-1	1	7	70	0	6	0	0	-1	21	0	106
Existing + Project	171	946	286	44	710	50	200	255	152	194	891	232	4131
2025 Project Trips													
BART	0	-5	-4	3	1	0	0	-1	0	-1	-9	0	-16
Joint Development	5	11	3	5	62	0	9	2	0	0	26	0	123
Net 2025 Trips	5	6	-1	8	63	0	9	1	0	-1	17	0	107
Background + Project	190	1105	315	45	768	50	203	287	158	215	937	250	4523
Cumulative No Project	185	1191	426	174	814	50	194	534	174	216	1107	250	5065
Cumulative Project Trips													
BART	1	-1	0	1	6	0	1	-1	0	-1	-6	0	0
Joint Development	2	12	5	5	53	0	9	2	0	0	23	0	111
Net 2035 Trips	3	11	5	6	59	0	10	1	0	-1	17	0	111
Cumulative With Project	188	1202	431	180	873	50	204	535	174	215	1124	250	5426

Intersection Number: 47
Traffix Node Number: 5444
Intersection Name: Lafayette St & Lewis St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	22	1146	0	267	270	518	0	380	3	0	0	0	2606
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	172	0	0	0	0	0	37	0	0	0	0	209
Total Approved Trips	0	172	0	0	0	0	0	37	0	0	0	0	209
Background Conditions	22	1318	0	267	270	518	0	417	3	0	0	0	2815
2015 Project Trips													
BART	0	-1	0	0	3	5	0	0	0	0	0	0	7
Joint Development	0	0	0	0	13	87	0	5	0	0	0	0	105
Net 2015 Trips	0	-1	0	0	16	92	0	5	0	0	0	0	112
Existing + Project	22	1145	0	267	286	610	0	385	3	0	0	0	2718
2025 Project Trips													
BART	0	-5	0	0	0	7	0	-1	0	0	0	0	1
Joint Development	0	11	0	0	28	72	0	11	0	0	0	0	122
Net 2025 Trips	0	6	0	0	28	79	0	10	0	0	0	0	123
Background + Project	22	1324	0	267	298	597	0	427	3	0	0	0	2938
Cumulative No Project	23	1401	0	311	426	518	0	633	5	0	0	0	3317
Cumulative Project Trips													
BART	0	-2	0	0	13	12	0	-1	0	0	0	0	22
Joint Development	0	12	0	0	30	52	0	10	0	0	0	0	104
Net 2035 Trips	0	10	0	0	43	64	0	9	0	0	0	0	126
Cumulative With Project	23	1411	0	311	469	582	0	642	5	0	0	0	3443

Intersection Number: 48
Traffix Node Number: 1008
Intersection Name: Lafayette St & Harrison St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	1	1519	145	7	4	4	40	372	4	9	20	3	2128
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	172	0	0	0	0	0	37	0	0	0	0	209
Total Approved Trips	0	172	0	0	0	0	0	37	0	0	0	0	209
Background Conditions	1	1691	145	7	4	4	40	409	4	9	20	3	2337
2015 Project Trips													
BART	0	4	0	0	0	0	0	0	0	0	0	0	4
Joint Development	0	87	0	0	0	0	0	5	0	0	0	0	92
Net 2015 Trips	0	91	0	0	0	0	0	5	0	0	0	0	96
Existing + Project	1	1610	145	7	4	4	40	377	4	9	20	3	2224
2025 Project Trips													
BART	0	0	0	0	0	0	-1	-1	0	0	0	0	-2
Joint Development	0	82	0	0	0	0	0	10	0	0	0	0	92
Net 2025 Trips	0	82	0	0	0	0	-1	9	0	0	0	0	90
Background + Project	1	1773	145	7	4	4	39	418	4	9	20	3	2427
Cumulative No Project	1	1691	193	7	4	25	134	628	4	9	26	3	2722
Cumulative Project Trips													
BART	0	7	0	0	0	-1	-1	-1	0	0	1	0	5
Joint Development	0	63	0	0	0	0	2	9	0	0	0	0	74
Net 2035 Trips	0	70	0	0	0	-1	1	8	0	0	1	0	79
Cumulative With Project	1	1761	193	7	4	24	135	636	4	9	27	3	2804

Intersection Number: 49
Traffix Node Number: 107
Intersection Name: Lafayette St & Benton St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	55	1420	16	8	149	59	75	387	1	73	201	41	2485
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	12	156	29	1	41	0	0	37	0	16	41	7	340
Total Approved Trips	12	156	29	1	41	0	0	37	0	16	41	7	340
Background Conditions	67	1576	45	9	190	59	75	424	1	89	242	48	2825
2015 Project Trips													
BART	1	3	0	0	1	1	2	0	0	0	1	0	9
Joint Development	2	85	0	0	0	0	0	4	0	0	0	1	92
Net 2015 Trips	3	88	0	0	1	1	2	4	0	0	1	1	101
Existing + Project	58	1508	16	8	150	60	77	391	1	73	202	42	2586
2025 Project Trips													
BART	1	0	0	0	1	1	2	-1	0	0	1	-1	4
Joint Development	1	80	0	0	0	0	0	8	0	0	0	1	90
Net 2025 Trips	2	80	0	0	1	1	2	7	0	0	1	0	94
Background + Project	69	1656	45	9	191	60	77	431	1	89	243	48	2919
Cumulative No Project	67	1576	45	11	190	70	79	724	18	89	242	52	3111
Cumulative Project Trips													
BART	1	5	0	0	4	-2	5	-1	-1	0	1	-1	11
Joint Development	1	62	0	0	0	0	0	10	0	0	0	1	74
Net 2035 Trips	2	67	0	0	4	-2	5	9	-1	0	1	0	85
Cumulative With Project	69	1643	45	11	194	68	84	733	17	89	243	52	3248

Intersection Number: 50
Traffix Node Number: 128
Intersection Name: Lafayette St & Homestead Rd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	176	1257	0	0	0	0	0	379	72	142	0	98	2124
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	141	0	0	0	0	0	31	0	0	0	0	172
Total Approved Trips	0	141	0	0	0	0	0	31	0	0	0	0	172
Background Conditions	176	1398	0	0	0	0	0	410	72	142	0	98	2296
2015 Project Trips													
BART	1	2	0	0	0	0	0	1	-1	-4	0	1	0
Joint Development	0	83	0	0	0	0	0	4	0	0	0	0	87
Net 2015 Trips	1	85	0	0	0	0	0	5	-1	-4	0	1	87
Existing + Project	177	1342	0	0	0	0	0	384	71	138	0	99	2211
2025 Project Trips													
BART	2	-6	0	0	0	0	0	-2	-1	-5	0	1	-11
Joint Development	0	80	0	0	0	0	0	8	0	0	0	0	88
Net 2025 Trips	2	74	0	0	0	0	0	6	-1	-5	0	1	77
Background + Project	178	1472	0	0	0	0	0	416	71	137	0	99	2373
Cumulative No Project	176	1398	0	0	0	0	0	725	76	142	0	103	2517
Cumulative Project Trips													
BART	3	6	0	0	0	0	0	0	-1	-5	0	1	4
Joint Development	0	62	0	0	0	0	0	10	0	0	0	0	72
Net 2035 Trips	3	68	0	0	0	0	0	10	-1	-5	0	1	76
Cumulative With Project	179	1466	0	0	0	0	0	735	75	137	0	104	2696

Intersection Number: 51
Traffix Node Number: 121
Intersection Name: Lafayette St & Market St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	1094	316	126	93	19	22	341	49	10	59	13	2162
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	141	0	0	0	0	0	31	0	0	0	0	172
Total Approved Trips	0	141	0	0	0	0	0	31	0	0	0	0	172
Background Conditions	20	1235	316	126	93	19	22	372	49	10	59	13	2334
2015 Project Trips													
BART	3	1	-5	-1	-2	0	0	0	0	0	-1	1	-4
Joint Development	34	49	0	0	0	0	0	2	0	0	0	2	87
Net 2015 Trips	37	50	-5	-1	-2	0	0	2	0	0	-1	3	83
Existing + Project	57	1144	311	125	91	19	22	343	49	10	58	16	2245
2025 Project Trips													
BART	-1	-4	-5	-3	-4	0	0	-1	0	-1	-1	1	-19
Joint Development	24	52	4	0	0	0	0	4	0	0	0	4	88
Net 2025 Trips	23	48	-1	-3	-4	0	0	3	0	-1	-1	5	69
Background + Project	43	1283	315	123	89	19	22	375	49	9	58	18	2403
Cumulative No Project	20	1235	316	163	192	19	22	566	63	19	82	100	2697
Cumulative Project Trips													
BART	5	-1	-4	-4	-5	0	0	0	0	-1	-2	1	-11
Joint Development	20	42	0	0	0	0	0	6	0	0	0	4	72
Net 2035 Trips	25	41	-4	-4	-5	0	0	6	0	-1	-2	5	61
Cumulative With Project	45	1276	312	159	187	19	22	572	63	18	80	105	2858

Intersection Number: 52
Traffix Node Number: 106
Intersection Name: El Camino Real & Benton St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	29	1231	76	48	33	19	6	542	145	190	26	40	2385
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	92	0	0	0	31	6	58	4	2	0	1	194
Total Approved Trips	0	92	0	0	0	31	6	58	4	2	0	1	194
Background Conditions	29	1323	76	48	33	50	12	600	149	192	26	41	2579
2015 Project Trips													
BART	0	1	4	3	2	0	0	0	-1	-4	3	0	8
Joint Development	0	40	0	0	0	0	0	5	0	0	0	0	45
Net 2015 Trips	0	41	4	3	2	0	0	5	-1	-4	3	0	53
Existing + Project	29	1272	80	51	35	19	6	547	144	186	29	40	2438
2025 Project Trips													
BART	0	-3	3	3	3	0	0	-2	-3	-5	2	0	-2
Joint Development	0	40	0	0	0	0	0	7	0	0	0	0	47
Net 2025 Trips	0	37	3	3	3	0	0	5	-3	-5	2	0	45
Background + Project	29	1360	79	51	36	50	12	605	146	187	28	41	2624
Cumulative No Project	29	1786	76	48	33	50	12	1037	233	219	26	41	3549
Cumulative Project Trips													
BART	0	1	5	2	4	0	0	-3	-5	-6	6	0	4
Joint Development	0	48	0	0	0	0	0	12	0	0	0	0	60
Net 2035 Trips	0	49	5	2	4	0	0	9	-5	-6	6	0	64
Cumulative With Project	29	1835	81	50	37	50	12	1046	228	213	32	41	3654

Intersection Number: 53
Traffix Node Number: 1012
Intersection Name: El Camino Real & Railroad Ave
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/08/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	113	1085	51	36	4	58	24	580	143	146	3	59	2302
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	105	0	0	0	0	0	166	0	0	0	0	271
Total Approved Trips	0	105	0	0	0	0	0	166	0	0	0	0	271
Background Conditions	113	1190	51	36	4	58	24	746	143	146	3	59	2573
2015 Project Trips													
BART	-1	-3	0	0	0	2	2	0	-3	-4	0	0	-7
Joint Development	0	39	0	0	0	0	0	5	0	0	0	0	44
Net 2015 Trips	-1	36	0	0	0	2	2	5	-3	-4	0	0	37
Existing + Project	112	1121	51	36	4	60	26	585	140	142	3	59	2339
2025 Project Trips													
BART	0	-7	0	0	0	1	3	-3	-3	-4	0	-1	-14
Joint Development	0	40	0	0	0	0	0	7	0	0	0	0	47
Net 2025 Trips	0	33	0	0	0	1	3	4	-3	-4	0	-1	33
Background + Project	113	1223	51	36	4	59	27	750	140	142	3	58	2606
Cumulative No Project	116	1666	51	36	4	58	24	1135	143	146	3	87	3382
Cumulative Project Trips													
BART	0	-3	0	0	0	2	4	-7	-4	-5	0	-2	-15
Joint Development	0	48	0	0	0	0	0	12	0	0	0	0	60
Net 2035 Trips	0	45	0	0	0	2	4	5	-4	-5	0	-2	45
Cumulative With Project	116	1711	51	36	4	60	28	1140	139	141	3	85	3514

Intersection Number: 54
Traffix Node Number: 1213
Intersection Name: El Camino Real & The Alameda
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/17/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	155	1454	7	8	8	29	23	645	242	281	3	123	2978
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	125	0	0	0	0	0	69	0	0	0	0	194
Total Approved Trips	0	125	0	0	0	0	0	69	0	0	0	0	194
Background Conditions	155	1579	7	8	8	29	23	714	242	281	3	123	3172
2015 Project Trips													
BART	2	-18	0	0	0	0	0	-6	-4	-6	0	1	-31
Joint Development	0	34	0	0	0	0	0	1	0	0	0	1	36
Net 2015 Trips	2	16	0	0	0	0	0	-5	-4	-6	0	2	5
Existing + Project	157	1470	7	8	8	29	23	640	238	275	3	125	2983
2025 Project Trips													
BART	1	-27	0	0	0	0	0	-11	-6	-9	0	1	-51
Joint Development	0	35	0	0	0	0	0	3	1	0	0	1	40
Net 2025 Trips	1	8	0	0	0	0	0	-8	-5	-9	0	2	-11
Background + Project	156	1587	7	8	8	29	23	706	237	272	3	125	3161
Cumulative No Project	230	1882	7	8	8	29	23	1206	350	281	3	123	4027
Cumulative Project Trips													
BART	1	-27	0	0	0	0	0	-19	-9	-9	0	2	-61
Joint Development	2	40	0	0	0	0	0	7	1	0	0	1	51
Net 2035 Trips	3	13	0	0	0	0	0	-12	-8	-9	0	3	-10
Cumulative With Project	233	1895	7	8	8	29	23	1194	342	272	3	126	4140

Intersection Number: 55
Traffix Node Number: 1214
Intersection Name: The Alameda & Newhall Dr
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	53	1675	40	27	26	84	64	819	61	95	24	36	3004
Approved Project Trips													
San Jose ATI	0	125	0	0	0	0	0	76	0	1	0	0	202
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	125	0	0	0	0	0	76	0	1	0	0	202
Background Conditions	53	1800	40	27	26	84	64	895	61	96	24	36	3206
2015 Project Trips													
BART	0	-23	0	0	0	-2	-2	-11	1	-1	0	0	-38
Joint Development	2	32	0	0	0	0	1	2	3	0	0	0	40
Net 2015 Trips	2	9	0	0	0	-2	-1	-9	4	-1	0	0	2
Existing + Project	55	1684	40	27	26	82	63	810	65	94	24	36	3006
2025 Project Trips													
BART	2	-37	0	0	0	-3	-4	-18	-2	-2	0	0	-64
Joint Development	5	30	0	0	0	0	1	3	2	0	0	0	41
Net 2025 Trips	7	-7	0	0	0	-3	-3	-15	0	-2	0	0	-23
Background + Project	60	1793	40	27	26	81	61	880	61	94	24	36	3183
Cumulative No Project	119	1961	40	30	128	84	64	1439	136	96	89	84	4186
Cumulative Project Trips													
BART	3	-37	0	0	0	-3	-6	-31	-2	-1	0	0	-77
Joint Development	16	24	0	0	0	0	1	7	1	0	0	0	49
Net 2035 Trips	19	-13	0	0	0	-3	-5	-24	-1	-1	0	0	-28
Cumulative With Project	138	1948	40	30	128	81	59	1415	135	95	89	84	4242

Intersection Number: 56
Traffix Node Number: 3046
Intersection Name: The Alameda & I-880 (South)
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/25/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	322	1588	0	237	0	202	389	824	0	0	0	0	3562
Approved Project Trips													
San Jose ATI	40	89	0	20	0	9	5	51	0	0	0	0	214
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	40	89	0	20	0	9	5	51	0	0	0	0	214
Background Conditions	362	1677	0	257	0	211	394	875	0	0	0	0	3776
2015 Project Trips													
BART	0	-26	0	-10	0	0	0	-2	0	0	0	0	-38
Joint Development	0	26	0	5	0	17	0	1	0	0	0	0	49
Net 2015 Trips	0	0	0	-5	0	17	0	-1	0	0	0	0	11
Existing + Project	322	1588	0	232	0	219	389	823	0	0	0	0	3573
2025 Project Trips													
BART	0	-42	0	-21	0	-1	0	-6	0	0	0	0	-70
Joint Development	0	19	0	3	0	9	0	3	0	0	0	0	34
Net 2025 Trips	0	-23	0	-18	0	8	0	-3	0	0	0	0	-36
Background + Project	362	1654	0	239	0	219	394	872	0	0	0	0	3740
Cumulative No Project	362	1680	0	530	0	213	394	1218	0	0	0	0	4397
Cumulative Project Trips													
BART	0	-43	0	-28	0	0	0	-11	0	0	0	0	-82
Joint Development	0	21	0	2	0	6	0	6	0	0	0	0	35
Net 2035 Trips	0	-22	0	-26	0	6	0	-5	0	0	0	0	-47
Cumulative With Project	362	1658	0	504	0	219	394	1213	0	0	0	0	4350

Intersection Number: 57
Traffix Node Number: 3047
Intersection Name: The Alameda & I-880 (North)
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/25/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	424	1375	0	0	0	0	224	946	0	386	0	252	3607
Approved Project Trips													
San Jose ATI	42	60	0	0	0	0	1	35	0	2	0	22	162
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	42	60	0	0	0	0	1	35	0	2	0	22	162
Background Conditions	466	1435	0	0	0	0	225	981	0	388	0	274	3769
2015 Project Trips													
BART	0	-11	0	0	0	0	0	-1	0	1	0	-2	-13
Joint Development	0	35	0	0	0	0	0	3	0	1	0	0	39
Net 2015 Trips	0	24	0	0	0	0	0	2	0	2	0	-2	26
Existing + Project	424	1399	0	0	0	0	224	948	0	388	0	250	3633
2025 Project Trips													
BART	0	-22	0	0	0	0	0	-19	0	-1	0	-4	-46
Joint Development	0	22	0	0	0	0	0	6	0	4	0	0	32
Net 2025 Trips	0	0	0	0	0	0	0	-13	0	3	0	-4	-14
Background + Project	466	1435	0	0	0	0	225	968	0	391	0	270	3755
Cumulative No Project	466	1476	0	0	0	0	225	1061	0	630	0	274	3858
Cumulative Project Trips													
BART	0	-22	0	0	0	0	0	-23	0	-1	0	-3	-49
Joint Development	0	17	0	0	0	0	0	8	0	1	0	0	26
Net 2035 Trips	0	-5	0	0	0	0	0	-15	0	0	0	-3	-23
Cumulative With Project	466	1471	0	0	0	0	225	1046	0	630	0	271	4109

Intersection Number: 58
Traffix Node Number: 3057
Intersection Name: The Alameda & W. Hedding St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/30/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	58	1297	189	169	459	158	49	738	65	73	343	77	3675
Approved Project Trips													
San Jose ATI	5	60	6	15	65	11	3	75	14	9	20	7	290
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	5	60	6	15	65	11	3	75	14	9	20	7	290
Background Conditions	63	1357	195	184	524	169	52	813	79	82	363	84	3965
2015 Project Trips													
BART	0	-11	0	6	10	-3	0	-7	0	0	0	0	-5
Joint Development	4	30	1	0	1	0	2	2	0	0	0	0	40
Net 2015 Trips	4	19	1	6	11	-3	2	-5	0	0	0	0	35
Existing + Project	62	1316	190	175	470	155	51	733	65	73	343	77	3710
2025 Project Trips													
BART	1	-22	-2	-1	-2	-3	-1	-16	-2	-1	-5	-2	-56
Joint Development	1	19	4	0	2	1	2	5	0	3	1	0	38
Net 2025 Trips	2	-3	2	-1	0	-2	1	-11	-2	2	-4	-2	-18
Background + Project	65	1354	197	183	524	167	53	802	77	84	359	82	3947
Cumulative No Project	63	1357	546	184	878	257	79	1004	103	82	1138	178	5691
Cumulative Project Trips													
BART	1	-21	-5	-1	-3	-4	-1	-21	-1	-1	-6	-2	-65
Joint Development	1	14	3	0	2	3	2	7	0	1	8	0	41
Net 2035 Trips	2	-7	-2	-1	-1	-1	1	-14	-1	0	2	-2	-24
Cumulative With Project	65	1350	544	183	877	256	80	990	102	82	1140	176	5845

Intersection Number: 59
Traffix Node Number: 3058
Intersection Name: The Alameda & W. Taylor St/Naglee Ave
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 09/30/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	70	1124	297	166	413	114	35	540	150	79	432	88	3508
Approved Project Trips													
San Jose ATI	8	146	6	7	71	8	0	133	40	24	34	11	488
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	146	6	7	71	8	0	133	40	24	34	11	488
Background Conditions	78	1270	303	173	484	122	35	673	190	103	466	99	3996
2015 Project Trips													
BART	0	-7	-8	-1	1	0	0	-6	0	3	0	0	-18
Joint Development	1	28	2	1	3	0	0	3	0	0	2	0	40
Net 2015 Trips	1	21	-6	0	4	0	0	-3	0	3	2	0	22
Existing + Project	71	1145	291	166	417	114	35	537	150	82	434	88	3530
2025 Project Trips													
BART	0	-14	-13	-2	4	0	0	-15	4	6	-3	0	-33
Joint Development	1	19	4	3	8	1	0	3	0	1	2	0	42
Net 2025 Trips	1	5	-9	1	12	1	0	-12	4	7	-1	0	9
Background + Project	79	1275	294	174	496	123	35	661	194	110	465	99	4005
Cumulative No Project	78	1270	363	351	748	122	85	713	291	296	808	117	5125
Cumulative Project Trips													
BART	0	-15	-9	-5	4	-1	0	-19	7	8	-4	0	-34
Joint Development	1	15	2	4	7	0	0	4	0	2	5	0	40
Net 2035 Trips	1	0	-7	-1	11	-1	0	-15	7	10	1	0	6
Cumulative With Project	79	1270	356	350	759	121	85	698	298	306	809	117	5248

Intersection Number: 60
Traffix Node Number: 127
Intersection Name: Homestead Rd & Lincoln St/Winchester Blvd
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	37	351	50	11	158	61	32	171	27	15	205	34	1152
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	11	6	22	16	10	0	0	0	30	0	95
Total Approved Trips	0	0	11	6	22	16	10	0	0	0	30	0	95
Background Conditions	37	351	61	17	180	77	42	171	27	15	235	34	1247
2015 Project Trips													
BART	1	0	0	0	0	0	0	0	0	0	0	0	1
Joint Development	1	10	0	0	0	0	0	0	0	0	0	0	11
Net 2015 Trips	2	10	0	0	0	0	0	0	0	0	0	0	12
Existing + Project	39	361	50	11	158	61	32	171	27	15	205	34	1164
2025 Project Trips													
BART	1	-2	0	0	0	0	0	0	0	0	0	0	-1
Joint Development	1	28	0	0	0	0	0	0	0	0	0	0	29
Net 2025 Trips	2	26	0	0	0	0	0	0	0	0	0	0	28
Background + Project	39	377	61	17	180	77	42	171	27	15	235	34	1275
Cumulative No Project	37	643	61	17	180	77	43	220	60	15	235	34	1588
Cumulative Project Trips													
BART	1	7	0	0	0	0	0	-1	0	0	0	1	8
Joint Development	0	25	0	0	0	0	0	0	0	0	0	0	25
Net 2035 Trips	1	32	0	0	0	0	0	-1	0	0	0	1	33
Cumulative With Project	38	675	61	17	180	77	43	219	60	15	235	35	1655

Intersection Number: 61
Traffix Node Number: 123
Intersection Name: Homestead Rd & Monroe St
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 05/20/15
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	29	609	56	49	181	37	17	255	30	50	163	18	1494
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	5	24	0	0	0	0	0	9	0	0	0	3	41
Total Approved Trips	5	24	0	0	0	0	0	9	0	0	0	3	41
Background Conditions	34	633	56	49	181	37	17	264	30	50	163	21	1535
2015 Project Trips													
BART	1	0	0	0	0	0	0	0	0	0	0	0	1
Joint Development	0	0	0	0	0	0	0	0	0	0	0	0	0
Net 2015 Trips	1	0	0	0	0	0	0	0	0	0	0	0	1
Existing + Project	30	609	56	49	181	37	17	255	30	50	163	18	1495
2025 Project Trips													
BART	1	0	0	0	0	0	0	0	0	0	0	0	1
Joint Development	0	1	0	0	0	0	0	0	0	0	0	0	1
Net 2025 Trips	1	1	0	0	0	0	0	0	0	0	0	0	2
Background + Project	35	634	56	49	181	37	17	264	30	50	163	21	1537
Cumulative No Project	34	659	56	49	181	108	18	264	52	75	163	21	1659
Cumulative Project Trips													
BART	1	0	0	0	0	-1	0	0	-1	-1	0	0	-2
Joint Development	0	1	0	0	0	0	0	0	0	0	0	0	1
Net 2035 Trips	1	1	0	0	0	-1	0	0	-1	-1	0	0	-1
Cumulative With Project	35	660	56	49	181	107	18	264	51	74	163	21	1679

Intersection Number: 62
Traffix Node Number: 4069
Intersection Name: US 101 & Trimble
Peak Hour: PM
Date of Analysis: 09/02/15
Count Date: 10/07/14
Scenario: BART Extension Phase II

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	735	1948	0	318	0	507	205	1131	0	4844
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	103	0	3	0	27	0	32	0	165
Total Approved Trips	0	0	0	0	103	0	3	0	27	0	32	0	165
Background Conditions	0	0	0	735	2051	0	321	0	534	205	1163	0	5009
2015 Project Trips													
BART	0	0	0	0	-5	0	-3	0	-2	0	-6	0	-16
Joint Development	0	0	0	0	11	0	3	0	5	0	42	0	61
Net 2015 Trips	0	0	0	0	6	0	0	0	3	0	36	0	45
Existing + Project	0	0	0	735	1954	0	318	0	510	205	1167	0	4889
2025 Project Trips													
BART	0	0	0	0	-29	0	-3	0	-5	0	-15	0	-52
Joint Development	0	0	0	0	11	0	3	0	11	0	34	0	59
Net 2025 Trips	0	0	0	0	-18	0	0	0	6	0	19	0	7
Background + Project	0	0	0	735	2033	0	321	0	540	205	1182	0	5016
Cumulative No Project	0	0	0	735	2389	0	407	0	534	205	1369	0	5639
Cumulative Project Trips													
BART	0	0	0	0	-17	0	-1	0	-2	0	-12	0	-32
Joint Development	0	0	0	0	8	0	3	0	6	0	18	0	35
Net 2035 Trips	0	0	0	0	-9	0	2	0	4	0	6	0	3
Cumulative With Project	0	0	0	735	2380	0	409	0	538	205	1375	0	5642

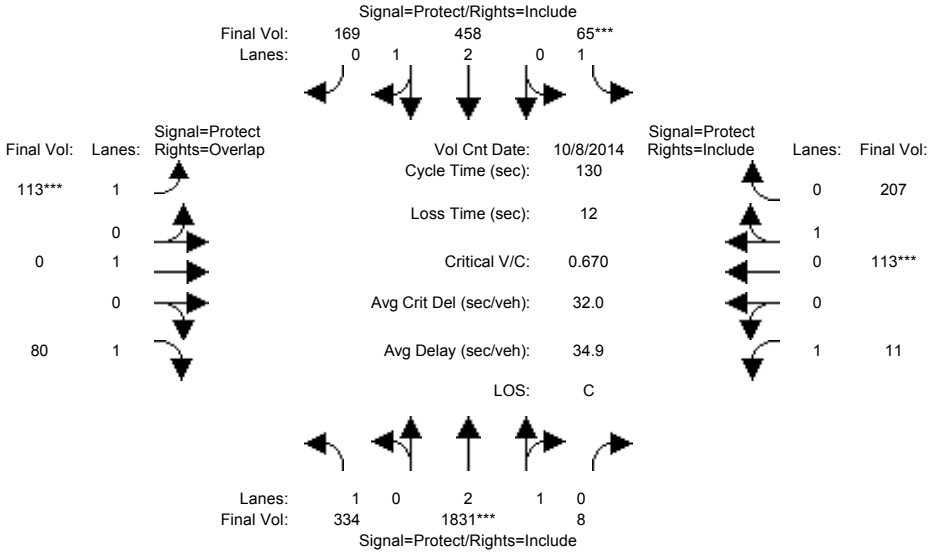
Appendix E

Intersection Level of Service Calculations

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



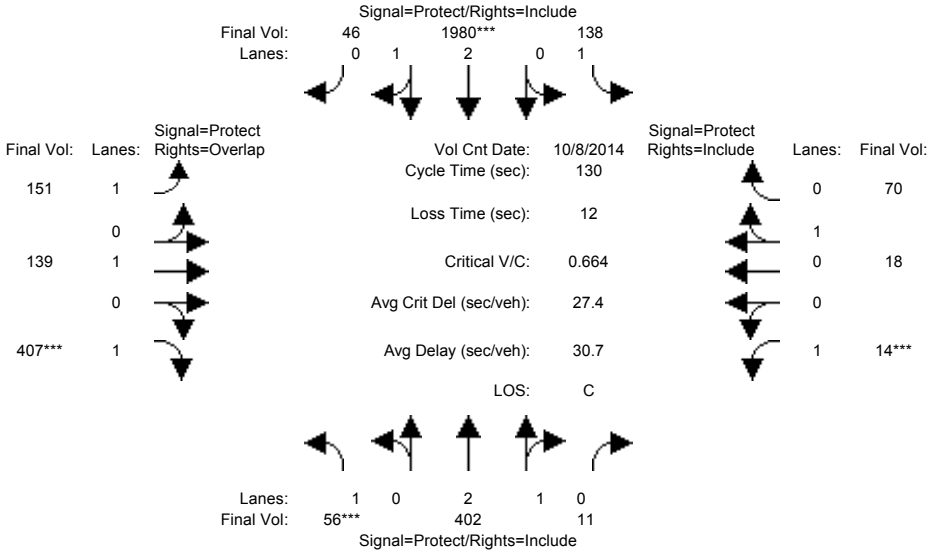
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	334	1831	8	65	458	169	113	0	80	11	113	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	1831	8	65	458	169	113	0	80	11	113	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	1831	8	65	458	169	113	0	80	11	113	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	1831	8	65	458	169	113	0	80	11	113	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1831	8	65	458	169	113	0	80	11	113	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	1831	8	65	458	169	113	0	80	11	113	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.16	0.84	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1750	5576	24	1750	4089	1509	1750	1900	1750	1750	636	1164
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.33	0.04	0.11	0.11	0.06	0.00	0.05	0.01	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	44.7	63.7	63.7	7.2	26.2	26.2	12.5	0.0	57.2	47.0	34.5	34.5
Volume/Cap:	0.55	0.67	0.67	0.67	0.55	0.55	0.67	0.00	0.10	0.02	0.67	0.67
Delay/Veh:	35.7	25.8	25.8	76.9	47.2	47.2	66.7	0.0	21.4	26.6	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	25.8	25.8	76.9	47.2	47.2	66.7	0.0	21.4	26.6	46.3	46.3
LOS by Move:	D	C	C	E	D	D	E	A	C	C	D	D
HCM2k95thQ:	21	32	32	6	14	14	10	0	4	1	23	23

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



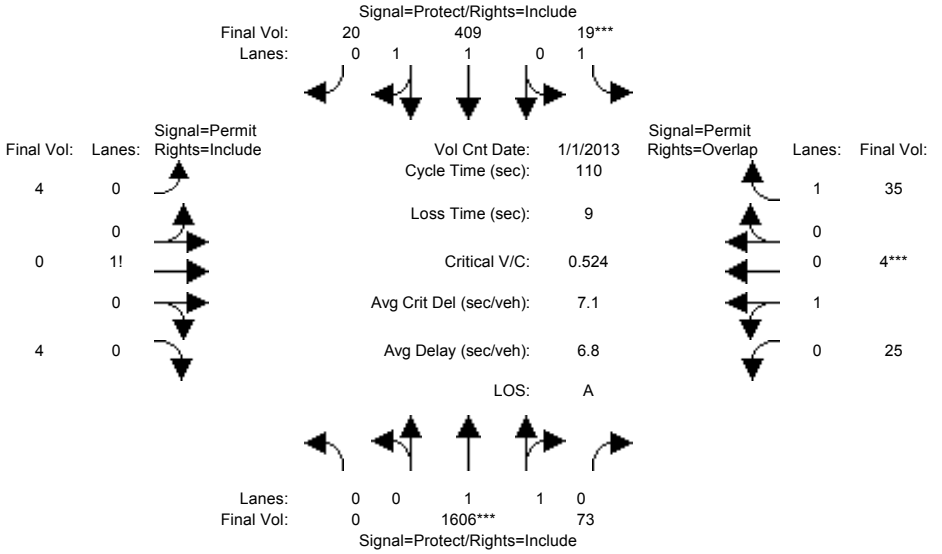
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	56		402	11	138		1980	46	151		139	407	14		18	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:	56		402	11	138		1980	46	151		139	407	14		18	70
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	56		402	11	138		1980	46	151		139	407	14		18	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	56		402	11	138		1980	46	151		139	407	14		18	70
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	56		402	11	138		1980	46	151		139	407	14		18	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:	56		402	11	138		1980	46	151		139	407	14		18	70
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.92	0.08	1.00		2.93	0.07	1.00		1.00	1.00	1.00		0.20	0.80
Final Sat.:	1750		5451	149	1750		5473	127	1750		1900	1750	1750		368	1432
Capacity Analysis Module:																
Vol/Sat:	0.03		0.07	0.07	0.08		0.36	0.36	0.09		0.07	0.23	0.01		0.05	0.05
Crit Moves:	****						****					****	****			
Green Time:	7.0		37.8	37.8	38.8		69.6	69.6	21.9		34.4	41.4	7.0		19.5	19.5
Volume/Cap:	0.59		0.25	0.25	0.26		0.68	0.68	0.51		0.28	0.73	0.15		0.33	0.33
Delay/Veh:	70.0		35.4	35.4	35.0		22.6	22.6	50.7		38.2	44.3	59.4		50.1	50.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	70.0		35.4	35.4	35.0		22.6	22.6	50.7		38.2	44.3	59.4		50.1	50.1
LOS by Move:	E		D	D	D		C	C	D		D	D	E		D	D
HCM2k95thQ:	5		8	8	9		34	34	11		8	28	1		7	7

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



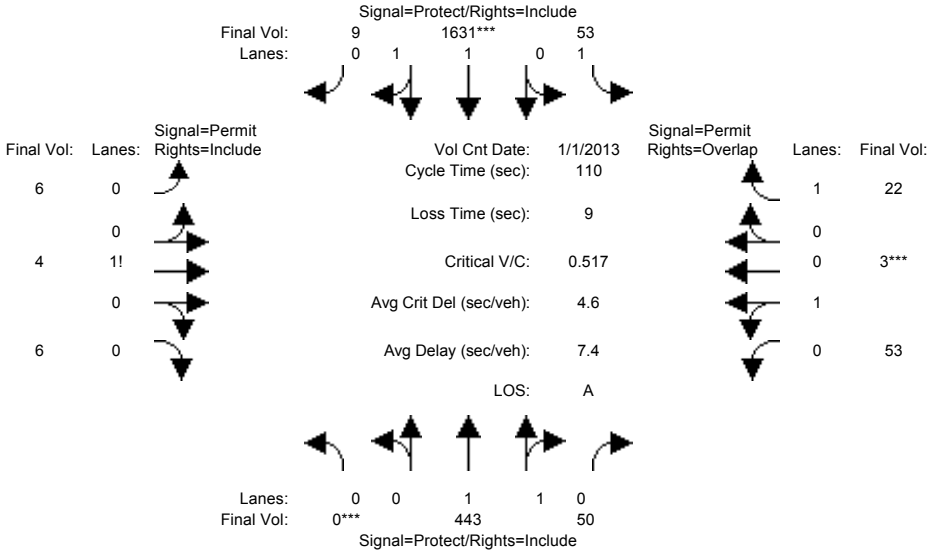
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<																
Base Vol:	0		1606	73	19		409	20	4		0	4	25		4	35
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1606	73	19		409	20	4		0	4	25		4	35
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1606	73	19		409	20	4		0	4	25		4	35
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1606	73	19		409	20	4		0	4	25		4	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1606	73	19		409	20	4		0	4	25		4	35
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1606	73	19		409	20	4		0	4	25		4	35
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		0.97	0.95	0.92		0.92	0.92	0.95		0.95	0.92
Lanes:	0.00		1.91	0.09	1.00		1.90	0.10	0.50		0.00	0.50	0.86		0.14	1.00
Final Sat.:	0		3539	161	1750		3527	172	875		0	875	1552		248	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.45	0.45	0.01		0.12	0.12	0.00		0.00	0.00	0.02		0.02	0.02
Crit Moves:			****		****										****	
Green Time:	0.0		84.0	84.0	7.0		91.0	91.0	10.0		0.0	10.0	10.0		10.0	17.0
Volume/Cap:	0.00		0.59	0.59	0.17		0.14	0.14	0.05		0.00	0.05	0.18		0.18	0.13
Delay/Veh:	0.0		6.0	6.0	49.5		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		6.0	6.0	49.5		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
LOS by Move:	A		A	A	D		A	A	D		A	D	D		D	D
HCM2k95thQ:	0		23	23	1		3	3	1		0	1	2		2	2

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



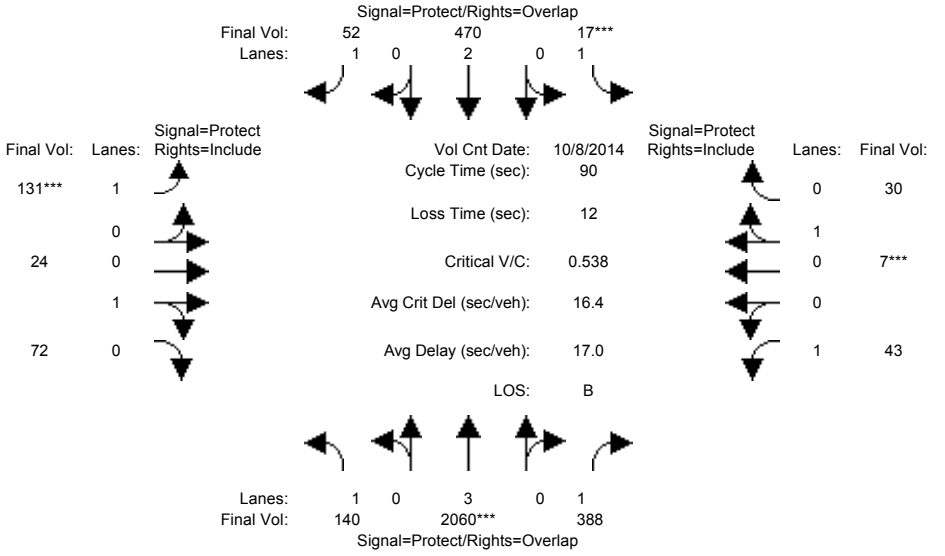
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<																
Base Vol:	0		443	50	53		1631	9	6		4	6	53		3	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		443	50	53		1631	9	6		4	6	53		3	22
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		443	50	53		1631	9	6		4	6	53		3	22
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		443	50	53		1631	9	6		4	6	53		3	22
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		443	50	53		1631	9	6		4	6	53		3	22
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		443	50	53		1631	9	6		4	6	53		3	22
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.97	0.95	0.92		0.92	0.92	0.95		0.95	0.92
Lanes:	0.00		1.79	0.21	1.00		1.99	0.01	0.37		0.25	0.38	0.95		0.05	1.00
Final Sat.:	0		3324	375	1750		3680	20	656		438	656	1704		96	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.13	0.13	0.03		0.44	0.44	0.01		0.01	0.01	0.03		0.03	0.01
Crit Moves:	****						****								****	
Green Time:	0.0		61.6	61.6	29.4		91.0	91.0	10.0		10.0	10.0	10.0		10.0	39.4
Volume/Cap:	0.00		0.24	0.24	0.11		0.54	0.54	0.10		0.10	0.10	0.34		0.34	0.04
Delay/Veh:	0.0		12.4	12.4	30.6		3.1	3.1	46.2		46.2	46.2	48.2		48.2	23.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		12.4	12.4	30.6		3.1	3.1	46.2		46.2	46.2	48.2		48.2	23.0
LOS by Move:	A		B	B	C		A	A	D		D	D	D		D	C
HCM2k95thQ:	0		8	8	3		17	17	1		1	1	4		4	1

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



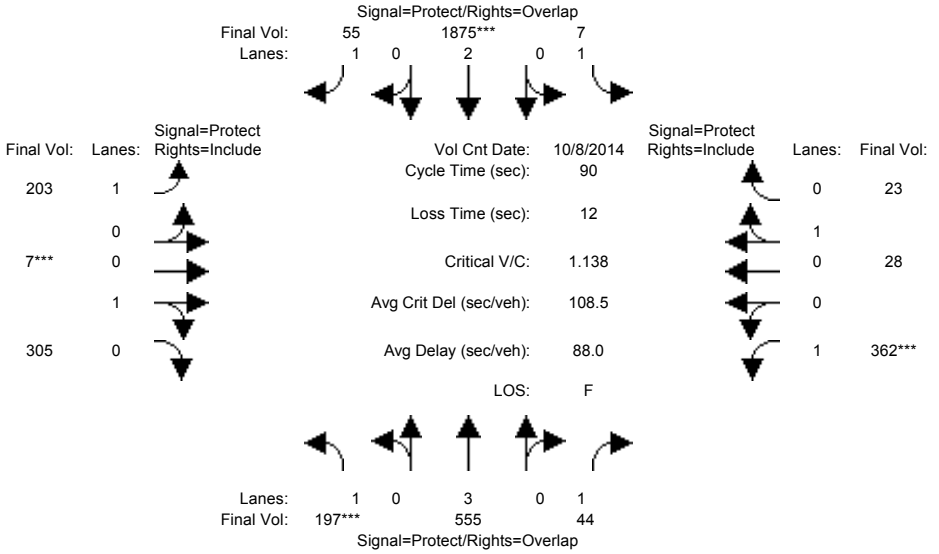
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	140	2060	388	17	470	52	131	24	72	43	7	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2060	388	17	470	52	131	24	72	43	7	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2060	388	17	470	52	131	24	72	43	7	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2060	388	17	470	52	131	24	72	43	7	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2060	388	17	470	52	131	24	72	43	7	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2060	388	17	470	52	131	24	72	43	7	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.25	0.75	1.00	0.19	0.81
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	450	1350	1750	341	1459
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.22	0.01	0.12	0.03	0.07	0.05	0.05	0.02	0.02	0.02
Crit Moves:		****		****			****				****	
Green Time:	22.6	50.5	59.0	7.0	34.9	45.4	10.5	12.0	12.0	8.4	10.0	10.0
Volume/Cap:	0.32	0.64	0.34	0.12	0.32	0.06	0.64	0.40	0.40	0.26	0.19	0.19
Delay/Veh:	27.9	14.0	7.1	39.1	19.3	11.4	44.9	36.8	36.8	38.8	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:	27.9	14.0	7.1	39.1	19.3	11.4	44.9	36.8	36.8	38.8	36.8	36.8
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	22	9	1	9	2	10	6	6	2	2	2

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



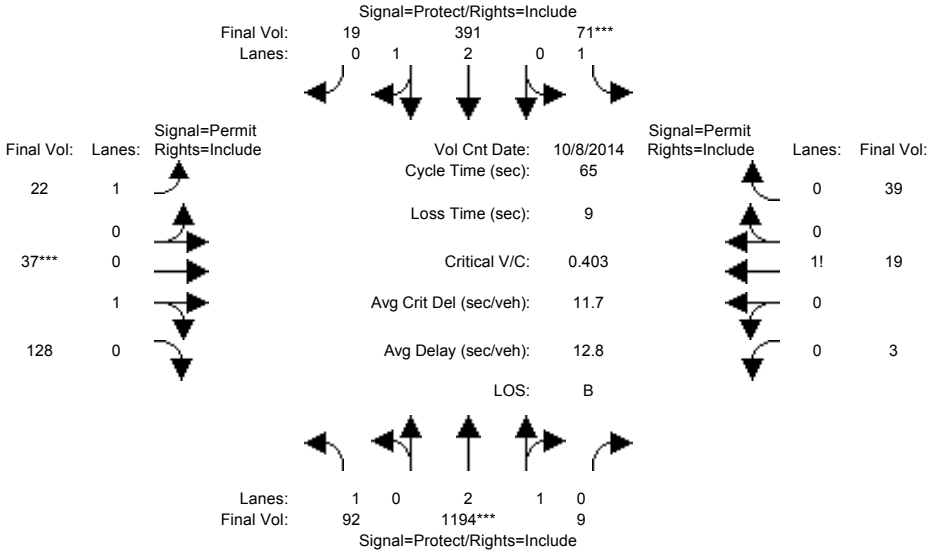
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	197		555	44	7		1875	55	203		7	305	362		28	23
Growth Adj:	1.00		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		555	44	7		1875	55	203		7	305	362		28	23
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	197		555	44	7		1875	55	203		7	305	362		28	23
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		555	44	7		1875	55	203		7	305	362		28	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	197		555	44	7		1875	55	203		7	305	362		28	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	197		555	44	7		1875	55	203		7	305	362		28	23
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		2.00	1.00	1.00		0.02	0.98	1.00		0.55	0.45
Final Sat.:	1750		5700	1750	1750		3800	1750	1750		40	1760	1750		988	812
Capacity Analysis Module:																
Vol/Sat:	0.11		0.10	0.03	0.00		0.49	0.03	0.12		0.17	0.17	0.21		0.03	0.03
Crit Moves:	****						****				****		****			
Green Time:	8.9		28.2	44.6	19.7		39.0	54.4	15.4		13.7	13.7	16.4		14.7	14.7
Volume/Cap:	1.14		0.31	0.05	0.02		1.14	0.05	0.68		1.14	1.14	1.14		0.17	0.17
Delay/Veh:	150.9		23.6	11.8	27.6		95.5	7.3	41.2		135	134.9	130.0		32.7	32.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	150.9		23.6	11.8	27.6		95.5	7.3	41.2		135	134.9	130.0		32.7	32.7
LOS by Move:	F		C	B	C		F	A	D		F	F	F		C	C
HCM2k95thQ:	18		7	1	0		65	1	13		30	30	31		3	3

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

BART

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

Intersection #106: Benton/El Camino Real [Study Int 52]



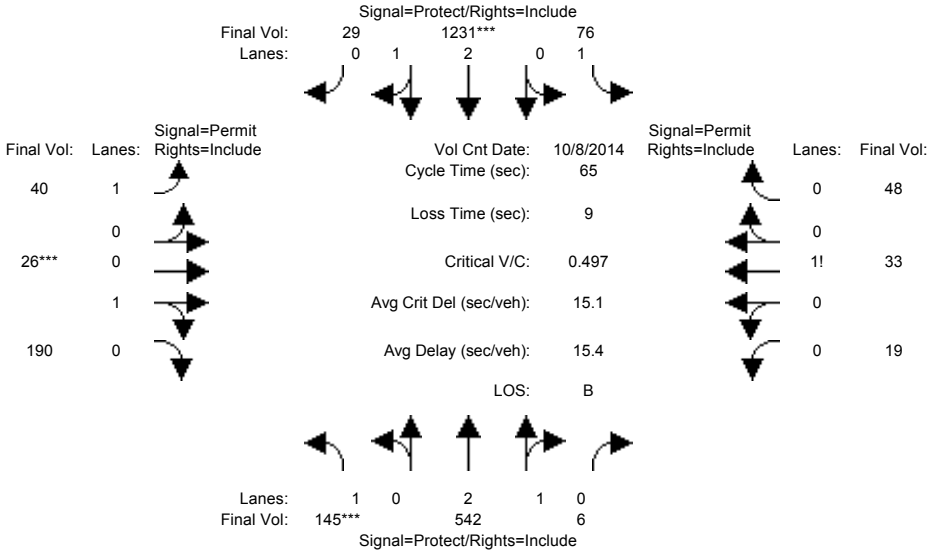
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	92		1194	9	71		391	19	22		37	128	3		19	39
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	92		1194	9	71		391	19	22		37	128	3		19	39
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	92		1194	9	71		391	19	22		37	128	3		19	39
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1194	9	71		391	19	22		37	128	3		19	39
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	92		1194	9	71		391	19	22		37	128	3		19	39
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	92		1194	9	71		391	19	22		37	128	3		19	39
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.92	0.92
Lanes:	1.00		2.98	0.02	1.00		2.86	0.14	1.00		0.22	0.78	0.05		0.31	0.64
Final Sat.:	1750		5558	42	1750		5340	259	1750		404	1396	86		545	1119
Capacity Analysis Module:																
Vol/Sat:	0.05		0.21	0.21	0.04		0.07	0.07	0.01		0.09	0.09	0.03		0.03	0.03
Crit Moves:			****				****				****					
Green Time:	17.0		34.3	34.3	7.0		24.3	24.3	14.7		14.7	14.7	14.7		14.7	14.7
Volume/Cap:	0.20		0.41	0.41	0.38		0.20	0.20	0.06		0.41	0.41	0.15		0.15	0.15
Delay/Veh:	18.9		9.3	9.3	28.2		13.8	13.8	19.8		22.1	22.1	20.4		20.4	20.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.9		9.3	9.3	28.2		13.8	13.8	19.8		22.1	22.1	20.4		20.4	20.4
LOS by Move:	B		A	A	C		B	B	B		C	C	C		C	C
HCM2k95thQ:	3		9	9	3		4	4	1		6	6	2		2	2

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

BART

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

Intersection #106: Benton/El Camino Real [Study Int 52]



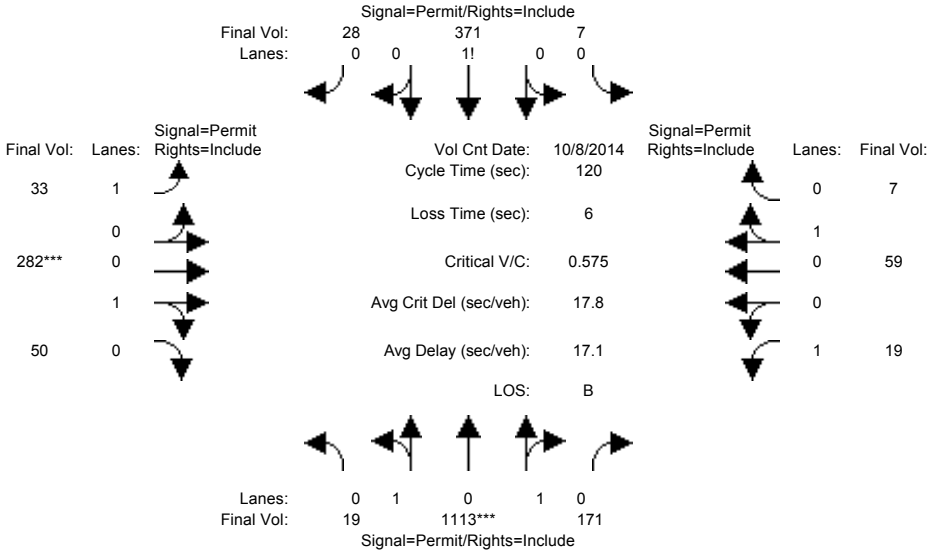
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	145	542	6	76	1231	29	40	26	190	19	33	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	542	6	76	1231	29	40	26	190	19	33	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	542	6	76	1231	29	40	26	190	19	33	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	542	6	76	1231	29	40	26	190	19	33	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	542	6	76	1231	29	40	26	190	19	33	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	542	6	76	1231	29	40	26	190	19	33	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.93	0.07	1.00	0.12	0.88	0.19	0.33	0.48
Final Sat.:	1750	5539	61	1750	5471	129	1750	217	1583	333	578	840
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.04	0.23	0.23	0.02	0.12	0.12	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	10.8	23.7	23.7	16.6	29.4	29.4	15.7	15.7	15.7	15.7	15.7	15.7
Volume/Cap:	0.50	0.27	0.27	0.17	0.50	0.50	0.09	0.50	0.50	0.24	0.24	0.24
Delay/Veh:	25.9	14.6	14.6	19.0	12.7	12.7	19.2	22.1	22.1	20.1	20.1	20.1
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:	25.9	14.6	14.6	19.0	12.7	12.7	19.2	22.1	22.1	20.1	20.1	20.1
LOS by Move:	C	B	B	B	B	B	B	C	C	C	C	C
HCM2k95thQ:	6	5	5	3	11	11	1	8	8	4	4	4

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



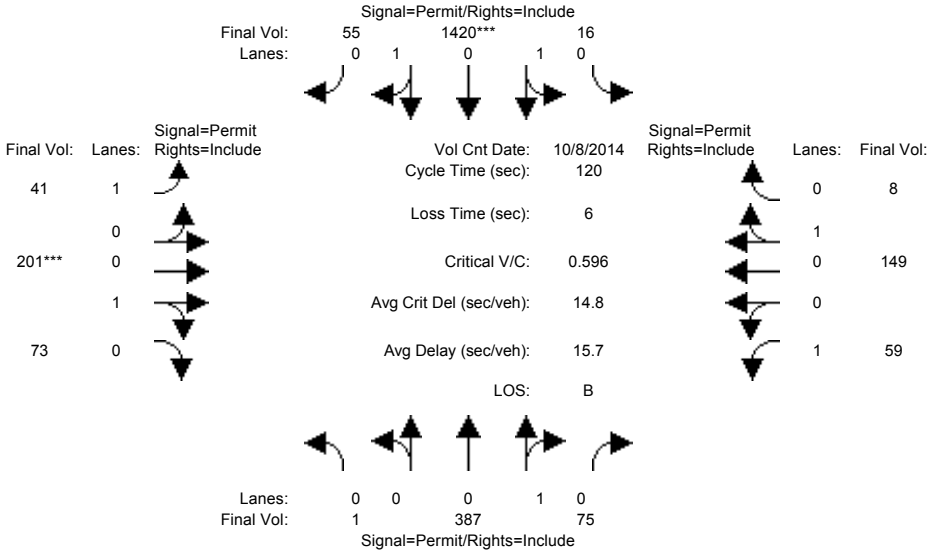
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	19	1113	171	7	371	28	33	282	50	19	59	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:	19	1113	171	7	371	28	33	282	50	19	59	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1113	171	7	371	28	33	282	50	19	59	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1113	171	7	371	28	33	282	50	19	59	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1113	171	7	371	28	33	282	50	19	59	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1113	171	7	371	28	33	282	50	19	59	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.71	0.26	0.02	0.91	0.07	1.00	0.85	0.15	1.00	0.89	0.11
Final Sat.:	52	3075	472	30	1599	121	1750	1529	271	1750	1609	191
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.23	0.23	0.23	0.02	0.18	0.18	0.01	0.04	0.04
Crit Moves:		****						****				
Green Time:	75.5	75.5	75.5	75.5	75.5	75.5	38.5	38.5	38.5	38.5	38.5	38.5
Volume/Cap:	0.58	0.58	0.58	0.37	0.37	0.37	0.06	0.58	0.58	0.03	0.11	0.11
Delay/Veh:	13.3	13.3	13.3	10.9	10.9	10.9	28.3	35.4	35.4	28.0	28.8	28.8
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:	13.3	13.3	13.3	10.9	10.9	10.9	28.3	35.4	35.4	28.0	28.8	28.8
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	24	24	24	14	14	14	2	19	19	1	4	4

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



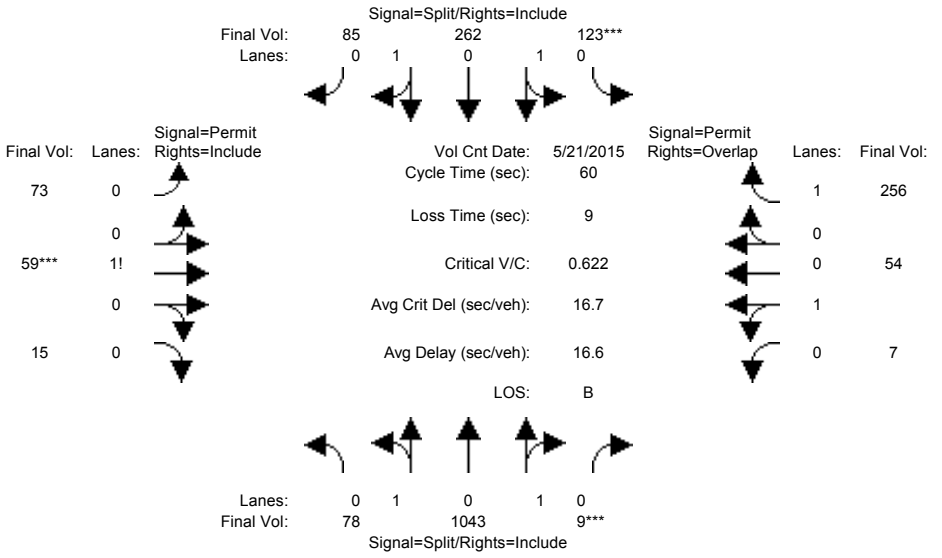
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1	387	75	16	1420	55	41	201	73	59	149	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	387	75	16	1420	55	41	201	73	59	149	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	387	75	16	1420	55	41	201	73	59	149	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	387	75	16	1420	55	41	201	73	59	149	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	387	75	16	1420	55	41	201	73	59	149	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	387	75	16	1420	55	41	201	73	59	149	8
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	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.83	0.16	0.02	1.91	0.07	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	4	1463	283	39	3429	133	1750	1320	480	1750	1708	92
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.41	0.41	0.41	0.02	0.15	0.15	0.03	0.09	0.09
Crit Moves:					****			****				
Green Time:	83.4	83.4	83.4	83.4	83.4	83.4	30.6	30.6	30.6	30.6	30.6	30.6
Volume/Cap:	0.38	0.38	0.38	0.60	0.60	0.60	0.09	0.60	0.60	0.13	0.34	0.34
Delay/Veh:	7.8	7.8	7.8	9.9	9.9	9.9	34.2	41.4	41.4	34.6	36.9	36.9
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:	7.8	7.8	7.8	9.9	9.9	9.9	34.2	41.4	41.4	34.6	36.9	36.9
LOS by Move:	A	A	A	A	A	A	C	D	D	C	D	D
HCM2k95thQ:	14	14	14	25	25	25	2	17	17	4	10	10

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



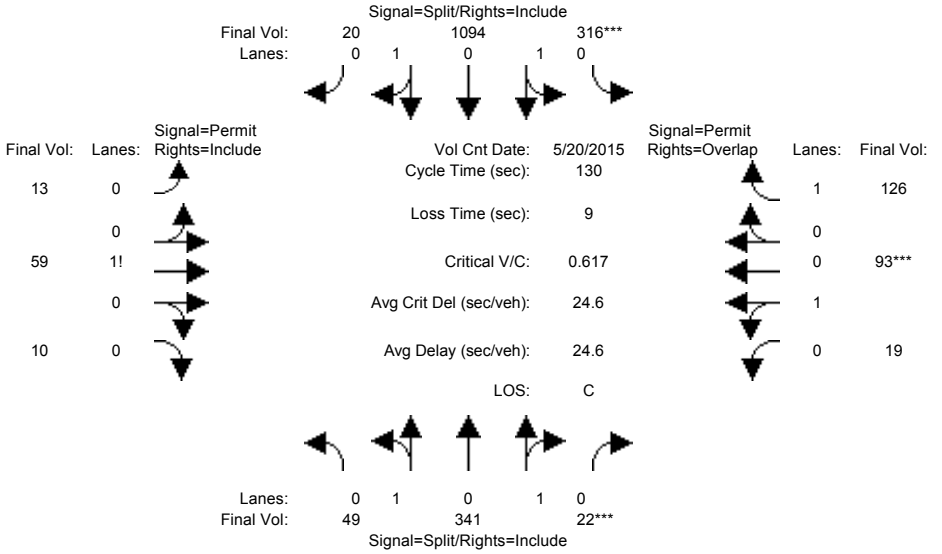
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	78	1043	9	123	262	85	73	59	15	7	54	256
Growth Adj:	1.00	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	1043	9	123	262	85	73	59	15	7	54	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1043	9	123	262	85	73	59	15	7	54	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1043	9	123	262	85	73	59	15	7	54	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1043	9	123	262	85	73	59	15	7	54	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1043	9	123	262	85	73	59	15	7	54	256
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	0.92	0.92	0.95	0.95	0.92
Lanes:	0.14	1.85	0.01	0.52	1.12	0.36	0.50	0.40	0.10	0.11	0.89	1.00
Final Sat.:	248	3323	29	942	2007	651	869	702	179	207	1593	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.13	0.13	0.13	0.08	0.08	0.08	0.03	0.03	0.15
Crit Moves:			****	****				****				
Green Time:	29.0	29.0	29.0	12.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	22.0
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.65	0.50	0.50	0.50	0.20	0.20	0.40
Delay/Veh:	12.6	12.6	12.6	24.1	24.1	24.1	24.2	24.2	24.2	21.9	21.9	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:	12.6	12.6	12.6	24.1	24.1	24.1	24.2	24.2	24.2	21.9	21.9	14.5
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	B
HCM2k95thQ:	16	16	16	9	9	9	5	5	5	2	2	8

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



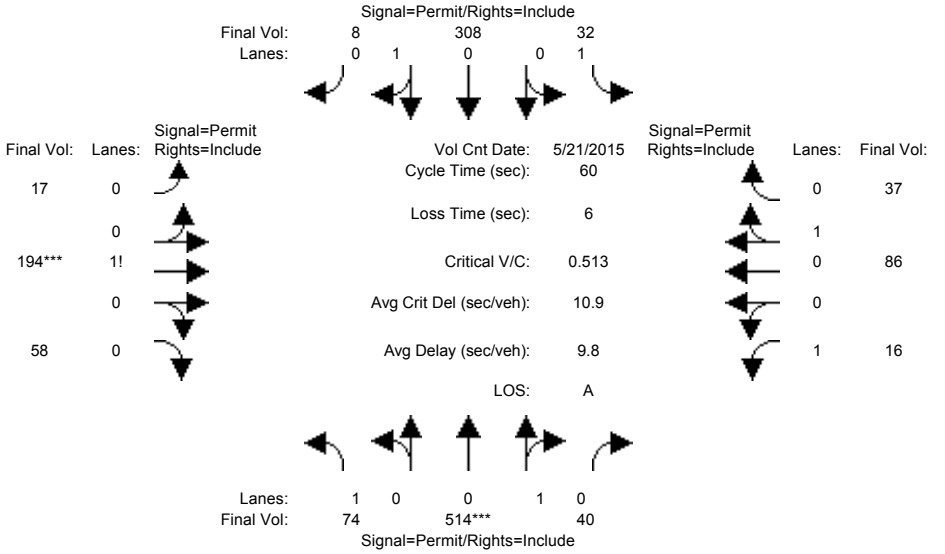
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<																
Base Vol:	49		341	22	316		1094	20	13		59	10	19		93	126
Growth Adj:	1.00		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		341	22	316		1094	20	13		59	10	19		93	126
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	49		341	22	316		1094	20	13		59	10	19		93	126
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		341	22	316		1094	20	13		59	10	19		93	126
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	49		341	22	316		1094	20	13		59	10	19		93	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
FinalVolume:	49		341	22	316		1094	20	13		59	10	19		93	126
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		0.92	0.92	0.95		0.95	0.92
Lanes:	0.24		1.65	0.11	0.44		1.53	0.03	0.16		0.72	0.12	0.17		0.83	1.00
Final Sat.:	428		2980	192	796		2754	50	277		1259	213	305		1495	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.11	0.11	0.40		0.40	0.40	0.05		0.05	0.05	0.06		0.06	0.07
Crit Moves:				****	****										****	
Green Time:	24.1		24.1	24.1	83.8		83.8	83.8	13.1		13.1	13.1	13.1		13.1	96.9
Volume/Cap:	0.62		0.62	0.62	0.62		0.62	0.62	0.46		0.46	0.46	0.62		0.62	0.10
Delay/Veh:	50.4		50.4	50.4	14.2		14.2	14.2	57.1		57.1	57.1	62.3		62.3	4.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	50.4		50.4	50.4	14.2		14.2	14.2	57.1		57.1	57.1	62.3		62.3	4.6
LOS by Move:	D		D	D	B		B	B	E		E	E	E		E	A
HCM2k95thQ:	15		15	15	30		30	30	7		7	7	11		11	3

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



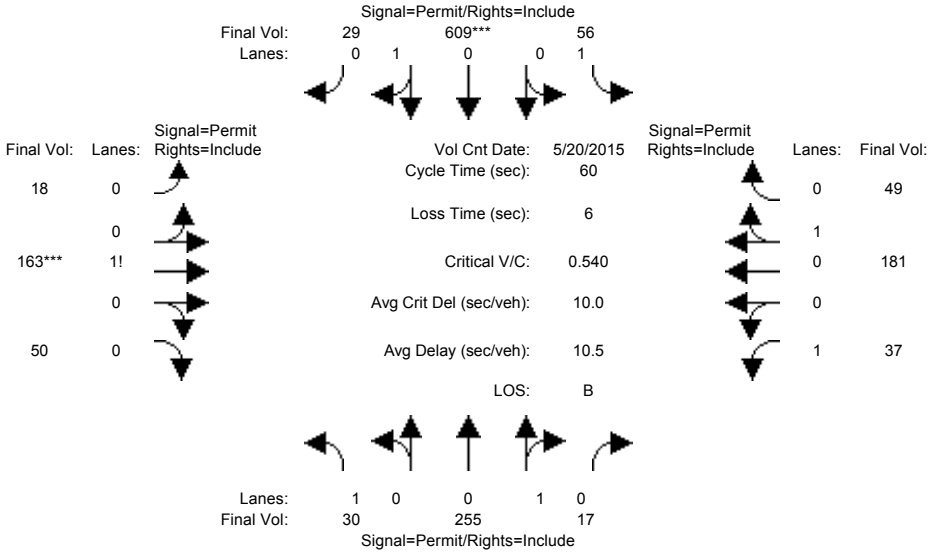
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	74	514	40	32	308	8	17	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	32	308	8	17	194	58	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	514	40	32	308	8	17	194	58	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	514	40	32	308	8	17	194	58	16	86	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	514	40	32	308	8	17	194	58	16	86	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	514	40	32	308	8	17	194	58	16	86	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.06	0.72	0.22	1.00	0.70	0.30
Final Sat.:	1750	1670	130	1750	1754	46	111	1262	377	1750	1259	541
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.02	0.18	0.18	0.15	0.15	0.15	0.01	0.07	0.07
Crit Moves:		****						****				
Green Time:	36.0	36.0	36.0	36.0	36.0	36.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.07	0.51	0.51	0.03	0.29	0.29	0.51	0.51	0.51	0.03	0.23	0.23
Delay/Veh:	5.0	7.3	7.3	4.9	6.0	6.0	18.2	18.2	18.2	14.9	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	7.3	7.3	4.9	6.0	6.0	18.2	18.2	18.2	14.9	16.0	16.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	12	12	1	6	6	9	9	9	0	4	4

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



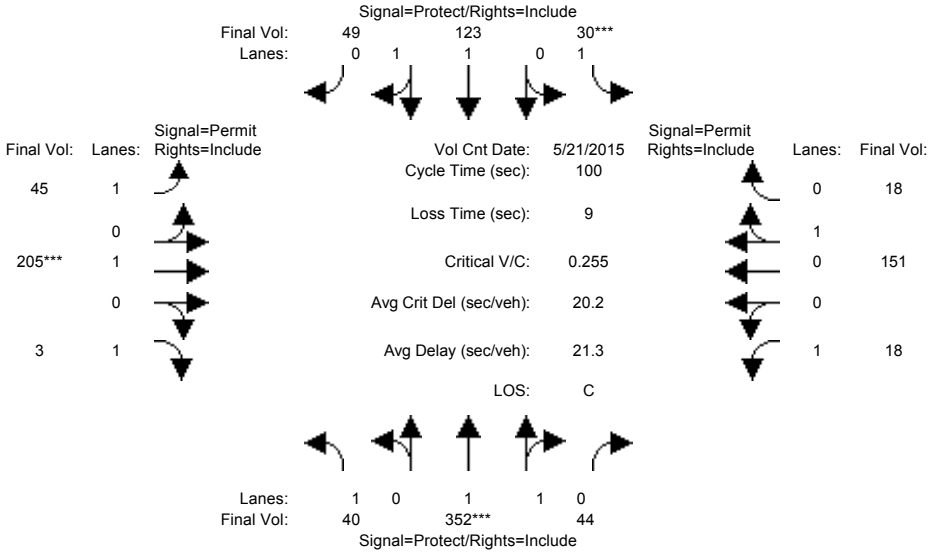
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	30	255	17	56	609	29	18	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	56	609	29	18	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	255	17	56	609	29	18	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	255	17	56	609	29	18	163	50	37	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	255	17	56	609	29	18	163	50	37	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	255	17	56	609	29	18	163	50	37	181	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.70	0.22	1.00	0.79	0.21
Final Sat.:	1750	1687	112	1750	1718	82	136	1235	379	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.03	0.35	0.35	0.13	0.13	0.13	0.02	0.13	0.13
Crit Moves:					****			****				
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.03	0.23	0.23	0.05	0.54	0.54	0.54	0.54	0.54	0.09	0.52	0.52
Delay/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.1	21.1	21.1	17.6	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.1	21.1	21.1	17.6	20.8	20.8
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	0	4	4	1	13	13	8	8	8	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



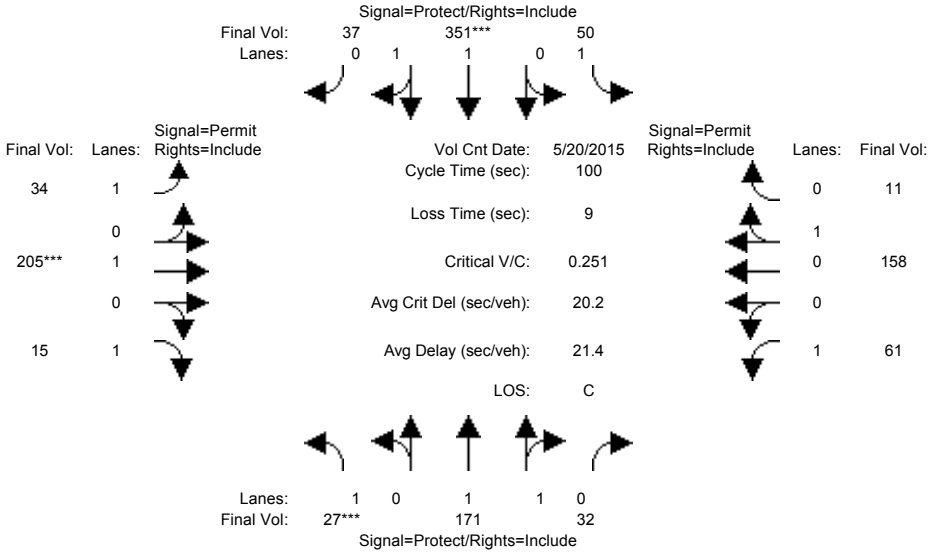
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	40	352	44	30	123	49	45	205	3	18	151	18
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:	40	352	44	30	123	49	45	205	3	18	151	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	352	44	30	123	49	45	205	3	18	151	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	352	44	30	123	49	45	205	3	18	151	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	352	44	30	123	49	45	205	3	18	151	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	352	44	30	123	49	45	205	3	18	151	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.77	0.23	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3289	411	1750	2645	1054	1750	1900	1750	1750	1608	192
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.02	0.05	0.05	0.03	0.11	0.00	0.01	0.09	0.09
Crit Moves:		****		****				****				
Green Time:	20.1	41.8	41.8	7.0	28.7	28.7	42.2	42.2	42.2	42.2	42.2	42.2
Volume/Cap:	0.11	0.26	0.26	0.24	0.16	0.16	0.06	0.26	0.00	0.02	0.22	0.22
Delay/Veh:	32.8	19.0	19.0	45.0	26.7	26.7	17.2	18.9	16.8	16.9	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	19.0	19.0	45.0	26.7	26.7	17.2	18.9	16.8	16.9	18.6	18.6
LOS by Move:	C	B	B	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	8	8	2	4	4	2	8	0	1	7	7

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



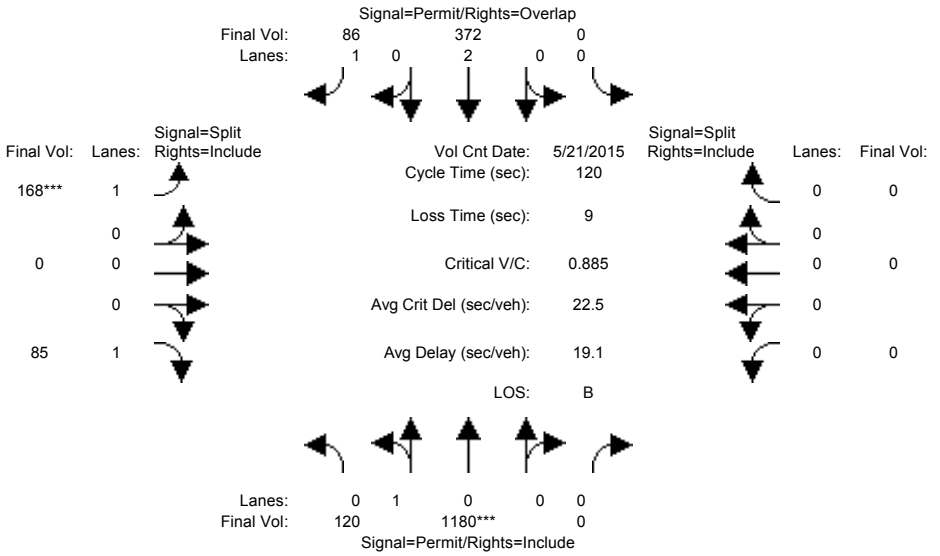
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	27	171	32	50	351	37	34	205	15	61	158	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	171	32	50	351	37	34	205	15	61	158	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	171	32	50	351	37	34	205	15	61	158	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	171	32	50	351	37	34	205	15	61	158	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	171	32	50	351	37	34	205	15	61	158	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	171	32	50	351	37	34	205	15	61	158	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.80	0.20	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	1750	3116	583	1750	3347	353	1750	1900	1750	1750	1683	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.10	0.10	0.02	0.11	0.01	0.03	0.09	0.09
Crit Moves:	****				****			****				
Green Time:	7.0	28.5	28.5	19.9	41.4	41.4	42.6	42.6	42.6	42.6	42.6	42.6
Volume/Cap:	0.22	0.19	0.19	0.14	0.25	0.25	0.05	0.25	0.02	0.08	0.22	0.22
Delay/Veh:	44.8	27.2	27.2	33.2	19.3	19.3	16.8	18.6	16.6	17.1	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	27.2	27.2	33.2	19.3	19.3	16.8	18.6	16.6	17.1	18.3	18.3
LOS by Move:	D	C	C	C	B	B	B	B	B	B	B	B
HCM2k95thQ:	2	5	5	3	8	8	1	8	1	2	7	7

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



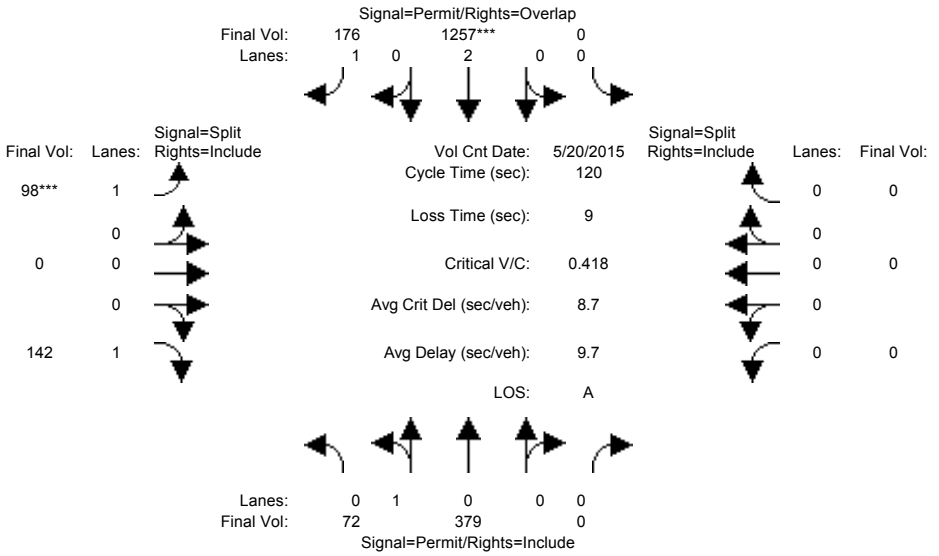
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	120	1180	0	0	372	86	168	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1180	0	0	372	86	168	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1180	0	0	372	86	168	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1180	0	0	372	86	168	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1180	0	0	372	86	168	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1180	0	0	372	86	168	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	166	1634	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.00	0.00	0.10	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	98.0	98.0	0.0	0.0	98.0	111.0	13.0	0.0	13.0	0.0	0.0	0.0
Volume/Cap:	0.88	0.88	0.00	0.00	0.12	0.05	0.88	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	14.0	14.0	0.0	0.0	2.3	0.4	88.0	0.0	51.8	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:	14.0	14.0	0.0	0.0	2.3	0.4	88.0	0.0	51.8	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	58	58	0	0	3	1	14	0	6	0	0	0

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



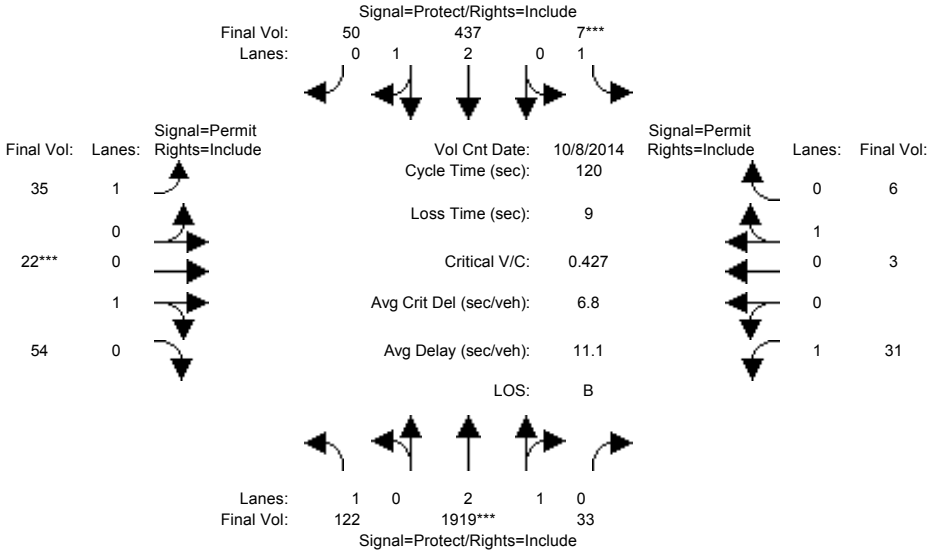
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 20 May 2015 <<																
Base Vol:	72	379	0		0	1257	176		98	0	142		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:	72	379	0		0	1257	176		98	0	142		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	72	379	0		0	1257	176		98	0	142		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	72	379	0		0	1257	176		98	0	142		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	379	0		0	1257	176		98	0	142		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	379	0		0	1257	176		98	0	142		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.16	0.84	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	287	1513	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.00		0.00	0.33	0.10		0.06	0.00	0.08		0.00	0.00	0.00	
Crit Moves:						****			****							
Green Time:	89.1	89.1	0.0		0.0	89.1	111.0		21.9	0.0	21.9		0.0	0.0	0.0	
Volume/Cap:	0.34	0.34	0.00		0.00	0.45	0.11		0.31	0.00	0.45		0.00	0.00	0.00	
Delay/Veh:	5.4	5.4	0.0		0.0	6.0	0.4		43.1	0.0	44.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	5.4	5.4	0.0		0.0	6.0	0.4		43.1	0.0	44.7		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
HCM2k95thQ:	12	12	0		0	16	1		7	0	10		0	0	0	

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



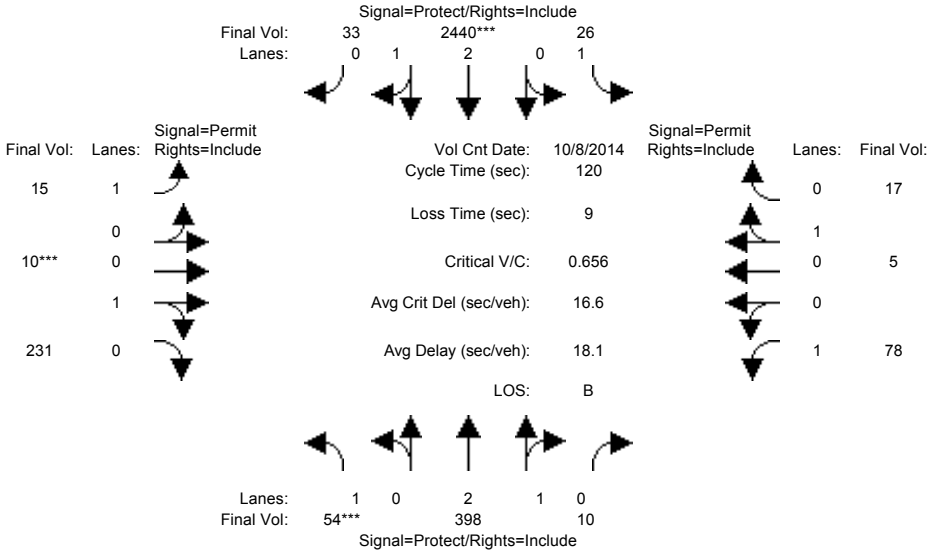
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	122		1919	33	7		437	50	35		22	54	31		3	6
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	122		1919	33	7		437	50	35		22	54	31		3	6
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	122		1919	33	7		437	50	35		22	54	31		3	6
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	122		1919	33	7		437	50	35		22	54	31		3	6
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	122		1919	33	7		437	50	35		22	54	31		3	6
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	122		1919	33	7		437	50	35		22	54	31		3	6
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		2.95	0.05	1.00		2.68	0.32	1.00		0.29	0.71	1.00		0.33	0.67
Final Sat.:	1750		5505	95	1750		5024	575	1750		521	1279	1750		600	1200
Capacity Analysis Module:																
Vol/Sat:	0.07		0.35	0.35	0.00		0.09	0.09	0.02		0.04	0.04	0.02		0.01	0.01
Crit Moves:			****		****						****					
Green Time:	44.4		92.8	92.8	7.0		55.4	55.4	11.2		11.2	11.2	11.2		11.2	11.2
Volume/Cap:	0.19		0.45	0.45	0.07		0.19	0.19	0.21		0.45	0.45	0.19		0.05	0.05
Delay/Veh:	25.7		4.8	4.8	53.7		19.1	19.1	51.0		53.4	53.4	50.7		49.7	49.7
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:	25.7		4.8	4.8	53.7		19.1	19.1	51.0		53.4	53.4	50.7		49.7	49.7
LOS by Move:	C		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	6		16	16	1		7	7	3		6	6	3		1	1

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



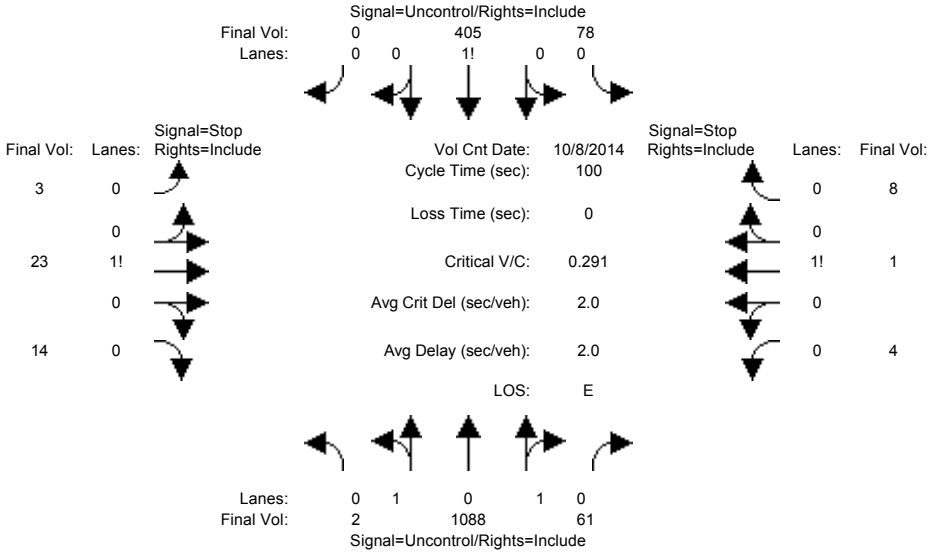
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	54	398	10	26	2440	33	15	10	231	78	5	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	398	10	26	2440	33	15	10	231	78	5	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	398	10	26	2440	33	15	10	231	78	5	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	398	10	26	2440	33	15	10	231	78	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	398	10	26	2440	33	15	10	231	78	5	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	398	10	26	2440	33	15	10	231	78	5	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.23	0.77
Final Sat.:	1750	5463	137	1750	5525	75	1750	75	1725	1750	409	1391
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.44	0.44	0.01	0.13	0.13	0.04	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	51.1	51.1	35.7	79.8	79.8	24.2	24.2	24.2	24.2	24.2	24.2
Volume/Cap:	0.53	0.17	0.17	0.05	0.66	0.66	0.04	0.66	0.66	0.22	0.06	0.06
Delay/Veh:	60.0	21.4	21.4	30.1	12.5	12.5	38.6	48.7	48.7	40.3	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:	60.0	21.4	21.4	30.1	12.5	12.5	38.6	48.7	48.7	40.3	38.8	38.8
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	6	6	1	32	32	1	16	16	5	1	1

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

BART

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

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]

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Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Oct 2014 <<
Base Vol:       2 1088    61    78  405     0     3   23    14     4    1     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2 1088    61    78  405     0     3   23    14     4    1     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2 1088    61    78  405     0     3   23    14     4    1     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2 1088    61    78  405     0     3   23    14     4    1     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2 1088    61    78  405     0     3   23    14     4    1     8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  405 xxxx xxxxx  1149 xxxx xxxxx  1110 1714   405  1702 1684   575
Potent Cap.: 1165 xxxx xxxxx   615 xxxx xxxxx   188   91   650    73   95   522
Move Cap.:   1165 xxxx xxxxx   615 xxxx xxxxx   165   79   650    50   82   522
Volume/Cap:  0.00 xxxx  xxxx  0.13 xxxx  xxxx  0.02 0.29  0.02  0.08 0.01  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx  11.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A     *     *     B     *     *     *     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  121 xxxxx  xxxx  121 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.4 xxxx xxxxx xxxxx  1.3 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:  8.1 xxxx xxxxx  11.7 xxxx xxxxx xxxxx 48.9 xxxxx xxxxx 38.2 xxxxx
Shared LOS:     A     *     *     B     *     *     *     E     *     *     E     *
ApproachDel:    xxxxxx            xxxxxx              48.9             38.2
ApproachLOS:         *                 *                 E                E
Note: Queue reported is the number of cars per lane.
------------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:        #718            #974
Dist(miles):      0.000           0.000
Speed (mph):       0.00            0.00
SignalIndex:       #107            #5444
Cycle Time:           0 secs          0 secs
InitVolume:     0     0         0     0
Saturation:     0     0         0     0
ArrivalType:    0     0         0     0
G/C:         0.00  0.00      0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:         0.000 0.000     0.000 0.000
gq1:        0.00  0.00      0.00  0.00
gq2:        0.00  0.00      0.00  0.00
gq:         0.00  0.00      0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000           0.000
beta:            0.000           0.000
ta (secs):       0.000           0.000
F:               0.000           0.000
f:         0.000 0.000     0.000 0.000
vcmax:          0     0         0     0
vcg:            0     0         0     0
vcmin:          0     0         0     0
tp:          0.0   0.0       0.0   0.0
p:               0.000           0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 405 xxxxx xxxxx 1149 xxxxx xxxxx 1110  1714   405 1702  1684   575
AdjCnflVol:  405 xxxxx xxxxx 1149 xxxxx xxxxx 1110  1714   405 1702  1684   575
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
```

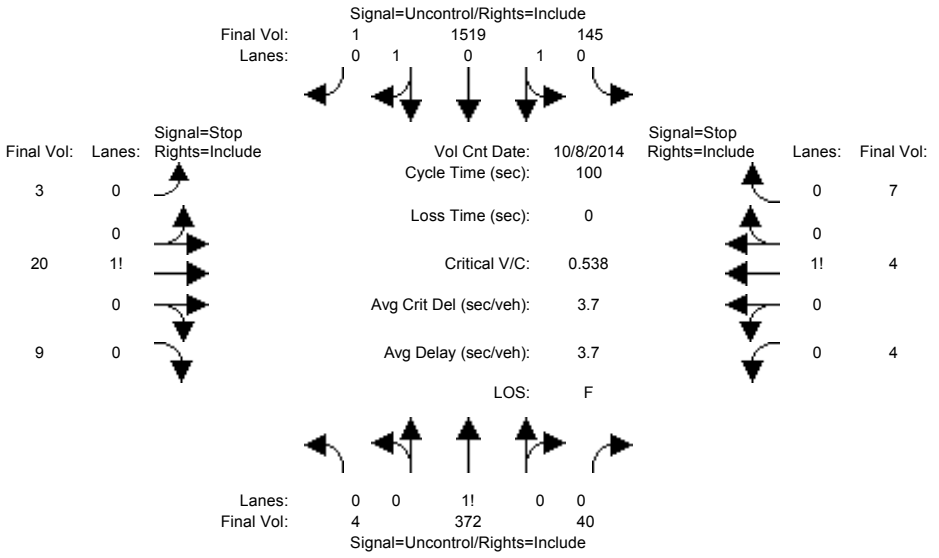


```
ConflictVol: 405 xxxxx xxxxx 1149 xxxxx xxxxx 1110  1714   405 1702  1684   575
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1165 xxxxx xxxxx  615 xxxxx xxxxx  188    91   650   73    95   522
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1165 xxxxx xxxxx  615 xxxxx xxxxx  188    91   650   73    95   522
```

BART

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

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]




```
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: 8 Oct 2014 <<
Base Vol:       4  372    40   145 1519     1     3   20     9     4    4     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:    4  372    40   145 1519     1     3   20     9     4    4     7
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4  372    40   145 1519     1     3   20     9     4    4     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4  372    40   145 1519     1     3   20     9     4    4     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  372    40   145 1519     1     3   20     9     4    4     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1520 xxxx xxxxx   412 xxxx xxxxx  2215 2230   760  1460 2210   392
Potent Cap.:  445 xxxx xxxxx  1158 xxxx xxxxx    32   43   409   108   45   661
Move Cap.:    445 xxxx xxxxx  1158 xxxx xxxxx    26   37   409    55   38   661
Volume/Cap:  0.01 xxxx  xxxx  0.13 xxxx  xxxx  0.12 0.54  0.02  0.07 0.10  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 13.2 xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B     *     *     A     *     *     *     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   47 xxxxx  xxxx   80 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.4 xxxx xxxxx xxxxx  2.6 xxxxx xxxxx  0.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx  177 xxxxx xxxxx 60.3 xxxxx
Shared LOS:     *     *     *     A     *     *     *     F     *     *     F     *
ApproachDel:    xxxxxx            xxxxxx            176.9             60.3
ApproachLOS:         *                 *                 F                F
Note: Queue reported is the number of cars per lane.
------------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:        #718            #974
Dist(miles):      0.000           0.000
Speed (mph):       0.00            0.00
SignalIndex:       #107            #5444
Cycle Time:           0 secs          0 secs
InitVolume:     0     0         0     0
Saturation:     0     0         0     0
ArrivalType:    0     0         0     0
G/C:         0.00  0.00      0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:         0.000 0.000     0.000 0.000
gq1:        0.00  0.00      0.00  0.00
gq2:        0.00  0.00      0.00  0.00
gq:         0.00  0.00      0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000           0.000
beta:            0.000           0.000
ta (secs):       0.000           0.000
F:               0.000           0.000
f:         0.000 0.000     0.000 0.000
vcmax:          0     0         0     0
vcg:            0     0         0     0
vcmin:          0     0         0     0
tp:          0.0   0.0       0.0   0.0
p:               0.000           0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1520 xxxxx xxxxx  412 xxxxx xxxxx 2215  2230   760 1460  2210   392
AdjCnflVol: 1520 xxxxx xxxxx  412 xxxxx xxxxx 2215  2230   760 1460  2210   392
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
```

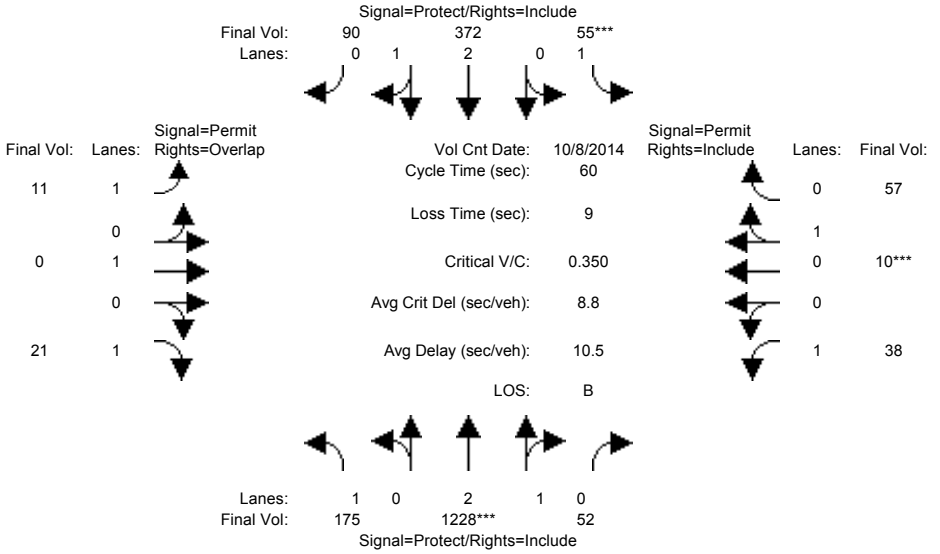


```
ConflictVol:1520 xxxxx xxxxx  412 xxxxx xxxxx 2215  2230   760 1460  2210   392
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  445 xxxxx xxxxx 1158 xxxxx xxxxx   32    43   409  108    45   661
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 445 xxxxx xxxxx 1158 xxxxx xxxxx   32    43   409  108    45   661
```

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



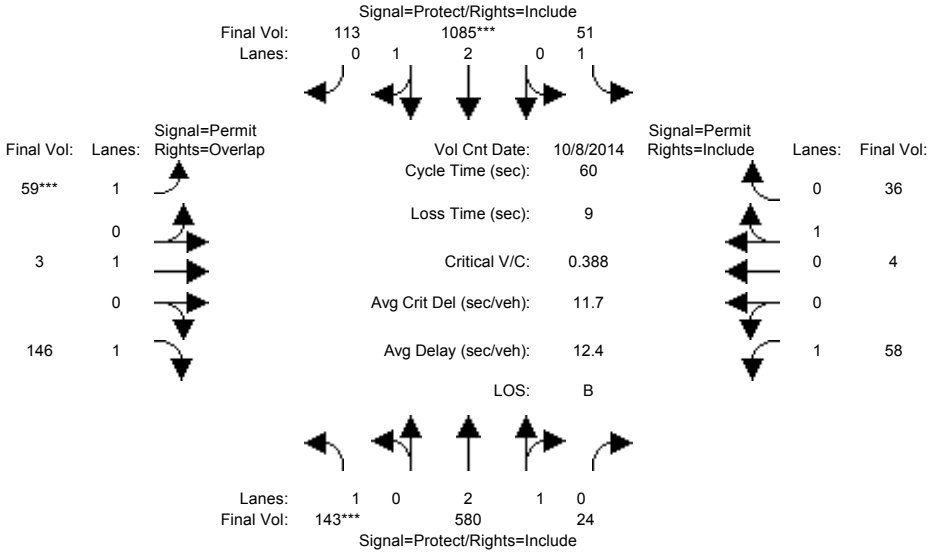
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	175		1228	52	55		372	90	11		0	21	38		10	57
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	175		1228	52	55		372	90	11		0	21	38		10	57
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	175		1228	52	55		372	90	11		0	21	38		10	57
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	175		1228	52	55		372	90	11		0	21	38		10	57
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	175		1228	52	55		372	90	11		0	21	38		10	57
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	175		1228	52	55		372	90	11		0	21	38		10	57
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.87	0.13	1.00		2.39	0.61	1.00		1.00	1.00	1.00		0.15	0.85
Final Sat.:	1750		5372	227	1750		4508	1091	1750		1900	1750	1750		269	1531
Capacity Analysis Module:																
Vol/Sat:	0.10		0.23	0.23	0.03		0.08	0.08	0.01		0.00	0.01	0.02		0.04	0.04
Crit Moves:			****				****								****	
Green Time:	16.9		34.0	34.0	7.0		24.1	24.1	10.0		0.0	26.9	10.0		10.0	10.0
Volume/Cap:	0.36		0.40	0.40	0.27		0.21	0.21	0.04		0.00	0.03	0.13		0.22	0.22
Delay/Veh:	17.7		7.4	7.4	24.9		11.7	11.7	21.0		0.0	9.3	21.5		22.0	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:	17.7		7.4	7.4	24.9		11.7	11.7	21.0		0.0	9.3	21.5		22.0	22.0
LOS by Move:	B		A	A	C		B	B	C		A	A	C		C	C
HCM2k95thQ:	6		9	9	2		4	4	0		0	1	2		3	3

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

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



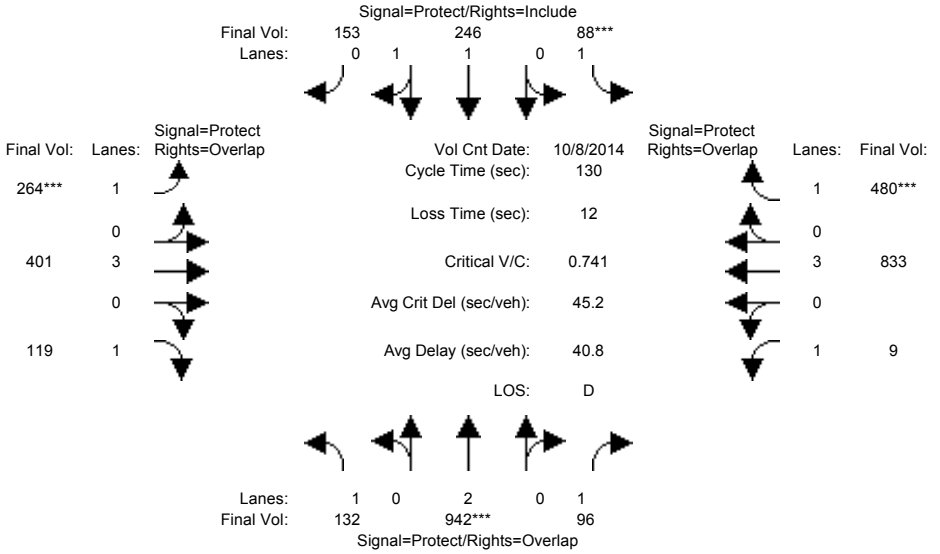
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	143	580	24	51	1085	113	59	3	146	58	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	580	24	51	1085	113	59	3	146	58	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	580	24	51	1085	113	59	3	146	58	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	580	24	51	1085	113	59	3	146	58	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	580	24	51	1085	113	59	3	146	58	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	580	24	51	1085	113	59	3	146	58	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.71	0.29	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5377	223	1750	5071	528	1750	1900	1750	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.03	0.21	0.21	0.03	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****				****		****					
Green Time:	11.3	24.1	24.1	16.9	29.7	29.7	10.0	10.0	21.3	10.0	10.0	10.0
Volume/Cap:	0.43	0.27	0.27	0.10	0.43	0.43	0.20	0.01	0.23	0.20	0.13	0.13
Delay/Veh:	22.4	12.1	12.1	16.1	9.9	9.9	21.9	20.9	13.8	21.9	21.5	21.5
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:	22.4	12.1	12.1	16.1	9.9	9.9	21.9	20.9	13.8	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	6	5	5	1	9	9	2	0	4	2	2	2

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



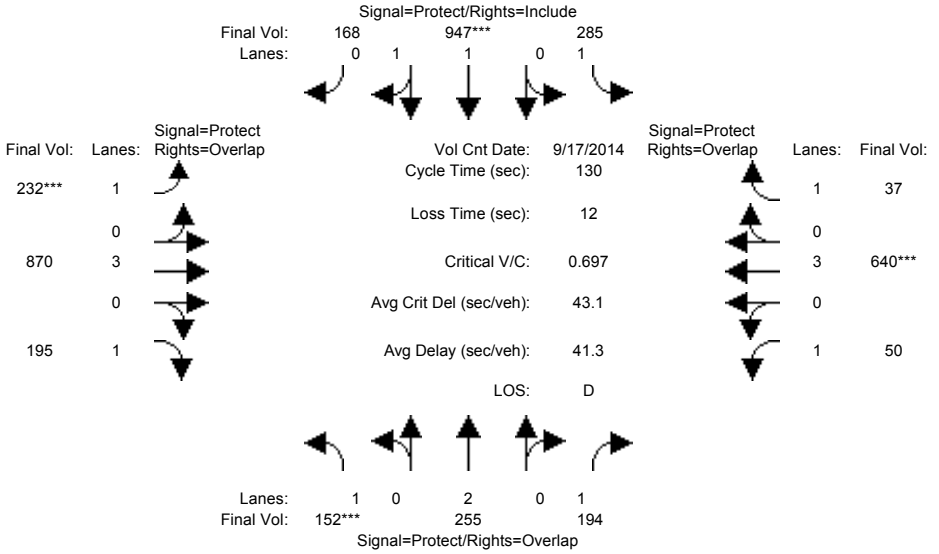
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	132	942	96	88	246	153	264	401	119	9	833	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	942	96	88	246	153	264	401	119	9	833	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	942	96	88	246	153	264	401	119	9	833	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	942	96	88	246	153	264	401	119	9	833	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	942	96	88	246	153	264	401	119	9	833	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	942	96	88	246	153	264	401	119	9	833	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.21	0.79	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2280	1418	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.05	0.05	0.11	0.11	0.15	0.07	0.07	0.01	0.15	0.27
Crit Moves:		****		****			****					****
Green Time:	21.5	43.5	70.3	8.8	30.8	30.8	26.4	38.3	59.8	26.8	38.6	47.5
Volume/Cap:	0.46	0.74	0.10	0.74	0.46	0.46	0.74	0.24	0.15	0.02	0.49	0.75
Delay/Veh:	50.1	40.7	14.6	81.4	42.8	42.8	56.7	34.9	20.4	41.2	37.8	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:	50.1	40.7	14.6	81.4	42.8	42.8	56.7	34.9	20.4	41.2	37.8	41.1
LOS by Move:	D	D	B	F	D	D	E	C	C	D	D	D
HCM2k95thQ:	10	29	4	8	13	13	20	8	6	1	17	33

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



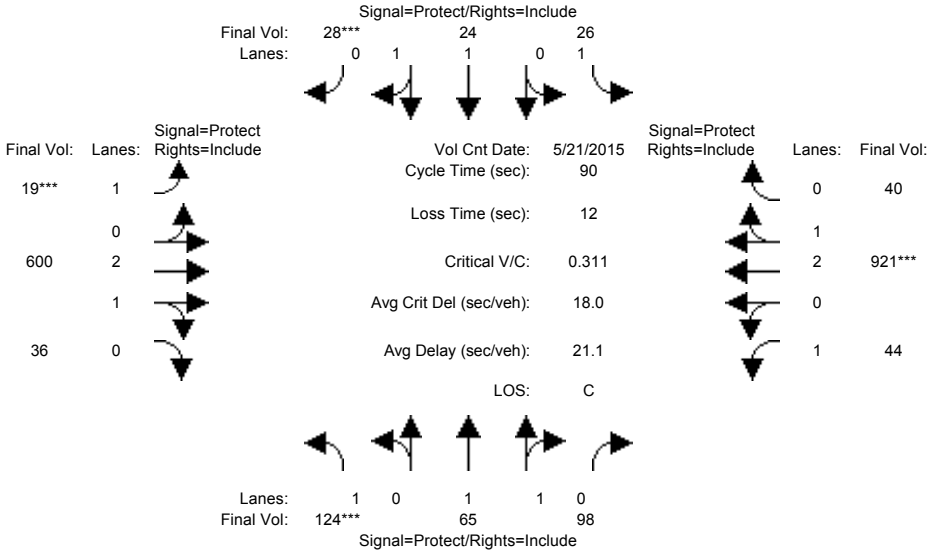
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	152		255	194	285		947	168	232		870	195	50		640	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	152		255	194	285		947	168	232		870	195	50		640	37
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	152		255	194	285		947	168	232		870	195	50		640	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	152		255	194	285		947	168	232		870	195	50		640	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	152		255	194	285		947	168	232		870	195	50		640	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	152		255	194	285		947	168	232		870	195	50		640	37
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.69	0.31	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3142	557	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.07	0.11	0.16		0.30	0.30	0.13		0.15	0.11	0.03		0.11	0.02
Crit Moves:	****				****				****				****			
Green Time:	16.2		24.3	36.2	48.1		56.2	56.2	24.7		33.7	49.9	11.9		20.9	69.0
Volume/Cap:	0.70		0.36	0.40	0.44		0.70	0.70	0.70		0.59	0.29	0.31		0.70	0.04
Delay/Veh:	64.1		46.4	38.6	31.3		31.4	31.4	55.5		42.7	28.0	56.3		53.9	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:	64.1		46.4	38.6	31.3		31.4	31.4	55.5		42.7	28.0	56.3		53.9	14.6
LOS by Move:	E		D	D	C		C	C	E		D	C	E		D	B
HCM2k95thQ:	12		8	13	17		32	32	17		18	11	5		17	2

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



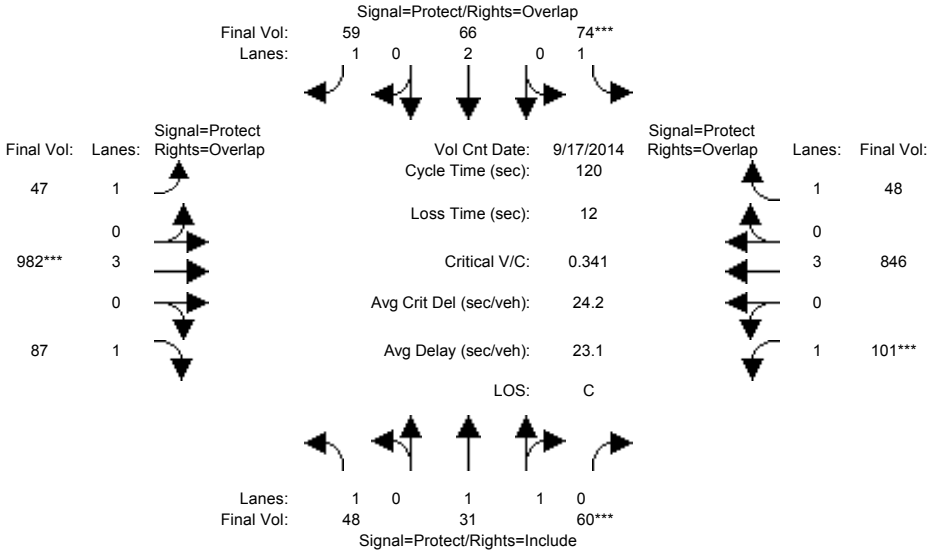
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	124	65	98	26	24	28	19	600	36	44	921	40
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:	124	65	98	26	24	28	19	600	36	44	921	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	65	98	26	24	28	19	600	36	44	921	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:	1.00	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	65	98	26	24	28	19	600	36	44	921	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	65	98	26	24	28	19	600	36	44	921	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	65	98	26	24	28	19	600	36	44	921	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.82	0.18	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5283	317	1750	5367	233
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.06	0.01	0.01	0.02	0.01	0.11	0.11	0.03	0.17	0.17
Crit Moves:	****					****	****				****	
Green Time:	17.8	16.4	16.4	11.5	10.0	10.0	7.0	29.8	29.8	20.4	43.2	43.2
Volume/Cap:	0.36	0.19	0.31	0.12	0.11	0.14	0.14	0.34	0.34	0.11	0.36	0.36
Delay/Veh:	31.8	31.3	32.2	35.0	36.1	36.3	39.2	22.8	22.8	27.7	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.3	32.2	35.0	36.1	36.3	39.2	22.8	22.8	27.7	14.8	14.8
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	5	2	1	2	1	9	9	2	11	11

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



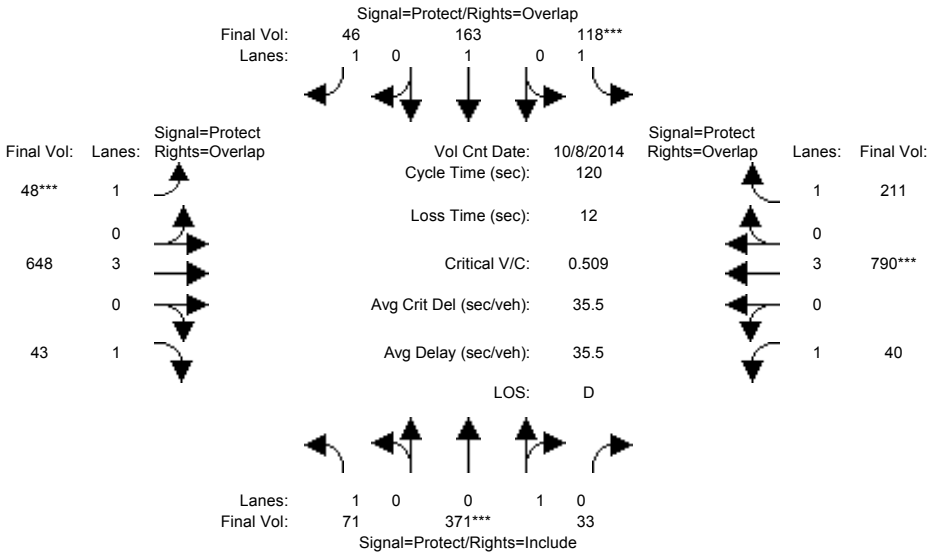
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 4:45-5:45PM																
Base Vol:	48		31	60	74		66	59	47		982	87	101		846	48
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	48		31	60	74		66	59	47		982	87	101		846	48
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	48		31	60	74		66	59	47		982	87	101		846	48
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	48		31	60	74		66	59	47		982	87	101		846	48
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	48		31	60	74		66	59	47		982	87	101		846	48
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	48		31	60	74		66	59	47		982	87	101		846	48
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1900	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.02	0.03	0.04		0.02	0.03	0.03		0.17	0.05	0.06		0.15	0.03
Crit Moves:				****	****						****		****			
Green Time:	11.1		12.1	12.1	14.9		15.9	38.7	22.9		60.7	71.8	20.3		58.2	73.1
Volume/Cap:	0.30		0.16	0.34	0.34		0.13	0.10	0.14		0.34	0.08	0.34		0.31	0.05
Delay/Veh:	51.8		49.5	51.0	49.0		46.1	28.6	40.6		17.8	10.2	44.6		18.8	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:	51.8		49.5	51.0	49.0		46.1	28.6	40.6		17.8	10.2	44.6		18.8	9.5
LOS by Move:	D		D	D	D		D	C	D		B	B	D		B	A
HCM2k95thQ:	4		2	4	6		2	3	3		13	3	7		12	2

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



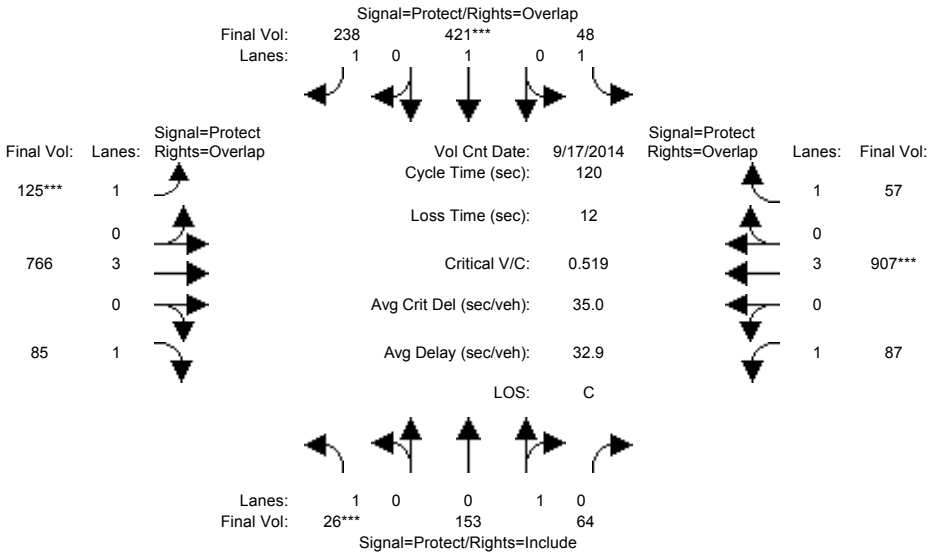
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	71		371	33	118		163	46	48		648	43	40		790	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:	71		371	33	118		163	46	48		648	43	40		790	211
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	71		371	33	118		163	46	48		648	43	40		790	211
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	71		371	33	118		163	46	48		648	43	40		790	211
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	71		371	33	118		163	46	48		648	43	40		790	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:	71		371	33	118		163	46	48		648	43	40		790	211
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.92	0.08	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1653	147	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.22	0.22	0.07		0.09	0.03	0.03		0.11	0.02	0.02		0.14	0.12
Crit Moves:			****				****		****						****	
Green Time:	27.7		52.7	52.7	15.8		40.8	47.8	7.0		26.1	53.8	13.4		32.5	48.3
Volume/Cap:	0.18		0.51	0.51	0.51		0.25	0.07	0.47		0.52	0.05	0.20		0.51	0.30
Delay/Veh:	37.2		24.9	24.9	50.4		28.8	22.4	58.1		41.8	18.7	49.0		37.3	24.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.2		24.9	24.9	50.4		28.8	22.4	58.1		41.8	18.7	49.0		37.3	24.6
LOS by Move:	D		C	C	D		C	C	E		D	B	D		D	C
HCM2k95thQ:	5		21	21	9		8	2	4		13	2	3		15	11

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



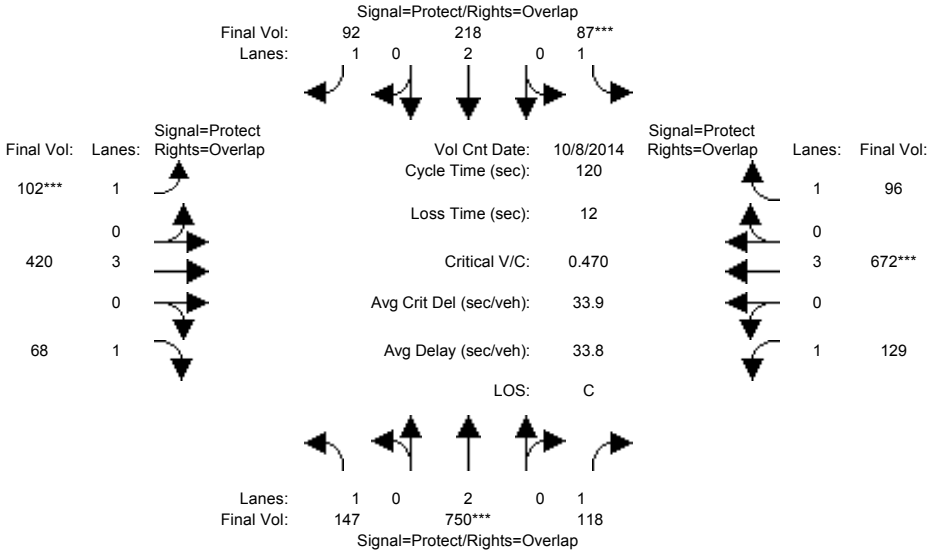
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	26	153	64	48	421	238	125	766	85	87	907	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	153	64	48	421	238	125	766	85	87	907	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	153	64	48	421	238	125	766	85	87	907	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	153	64	48	421	238	125	766	85	87	907	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	153	64	48	421	238	125	766	85	87	907	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	153	64	48	421	238	125	766	85	87	907	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1269	531	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.03	0.22	0.14	0.07	0.13	0.05	0.05	0.16	0.03
Crit Moves:	****				****		****				****	
Green Time:	7.0	38.1	38.1	18.4	49.5	65.5	16.0	35.9	42.9	15.6	35.5	54.0
Volume/Cap:	0.25	0.38	0.38	0.18	0.54	0.25	0.54	0.45	0.14	0.38	0.54	0.07
Delay/Veh:	55.3	32.2	32.2	44.5	27.3	14.5	51.1	34.2	26.1	48.9	35.7	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	32.2	32.2	44.5	27.3	14.5	51.1	34.2	26.1	48.9	35.7	18.8
LOS by Move:	E	C	C	D	C	B	D	C	C	D	D	B
HCM2k95thQ:	3	13	13	3	21	9	9	14	4	6	17	2

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



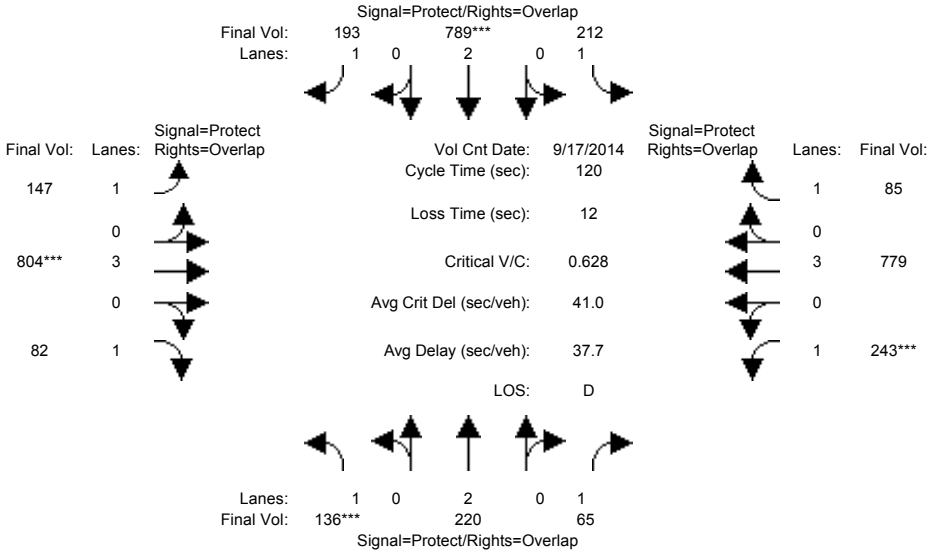
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	147		750	118	87		218	92	102		420	68	129		672	96
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	147		750	118	87		218	92	102		420	68	129		672	96
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	147		750	118	87		218	92	102		420	68	129		672	96
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	147		750	118	87		218	92	102		420	68	129		672	96
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	147		750	118	87		218	92	102		420	68	129		672	96
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	147		750	118	87		218	92	102		420	68	129		672	96
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.20	0.07	0.05		0.06	0.05	0.06		0.07	0.04	0.07		0.12	0.05
Crit Moves:			****				****		****						****	
Green Time:	31.6		50.4	71.5	12.7		31.4	46.3	14.9		23.9	55.5	21.1		30.1	42.8
Volume/Cap:	0.32		0.47	0.11	0.47		0.22	0.14	0.47		0.37	0.08	0.42		0.47	0.15
Delay/Veh:	35.9		25.4	10.6	52.4		34.8	24.0	50.5		41.8	18.1	44.9		38.4	26.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	35.9		25.4	10.6	52.4		34.8	24.0	50.5		41.8	18.1	44.9		38.4	26.4
LOS by Move:	D		C	B	D		C	C	D		D	B	D		D	C
HCM2k95thQ:	9		18	4	6		6	5	7		8	3	9		13	5

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



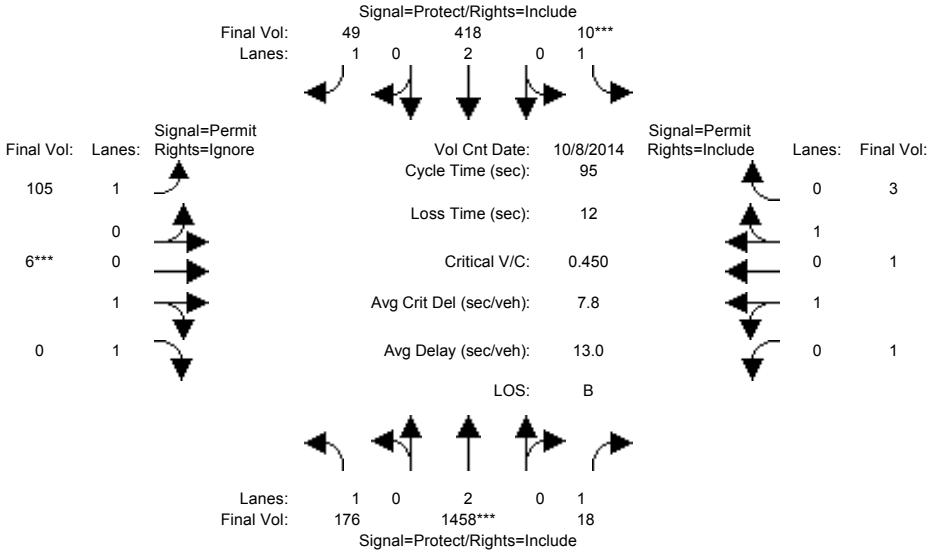
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	136		220	65	212		789	193	147		804	82	243		779	85
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	136		220	65	212		789	193	147		804	82	243		779	85
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	136		220	65	212		789	193	147		804	82	243		779	85
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		220	65	212		789	193	147		804	82	243		779	85
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	136		220	65	212		789	193	147		804	82	243		779	85
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	136		220	65	212		789	193	147		804	82	243		779	85
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.06	0.04	0.12		0.21	0.11	0.08		0.14	0.05	0.14		0.14	0.05
Crit Moves:	****				****				****				****			
Green Time:	14.8		22.2	48.7	32.3		39.7	60.0	20.4		27.0	41.8	26.5		33.1	65.4
Volume/Cap:	0.63		0.31	0.09	0.45		0.63	0.22	0.50		0.63	0.13	0.63		0.50	0.09
Delay/Veh:	55.7		42.5	22.0	37.2		35.0	17.0	46.5		43.0	26.8	45.5		36.7	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:	55.7		42.5	22.0	37.2		35.0	17.0	46.5		43.0	26.8	45.5		36.7	13.1
LOS by Move:	E		D	C	D		C	B	D		D	C	D		D	B
HCM2k95thQ:	10		7	3	13		22	8	10		17	4	16		15	3

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



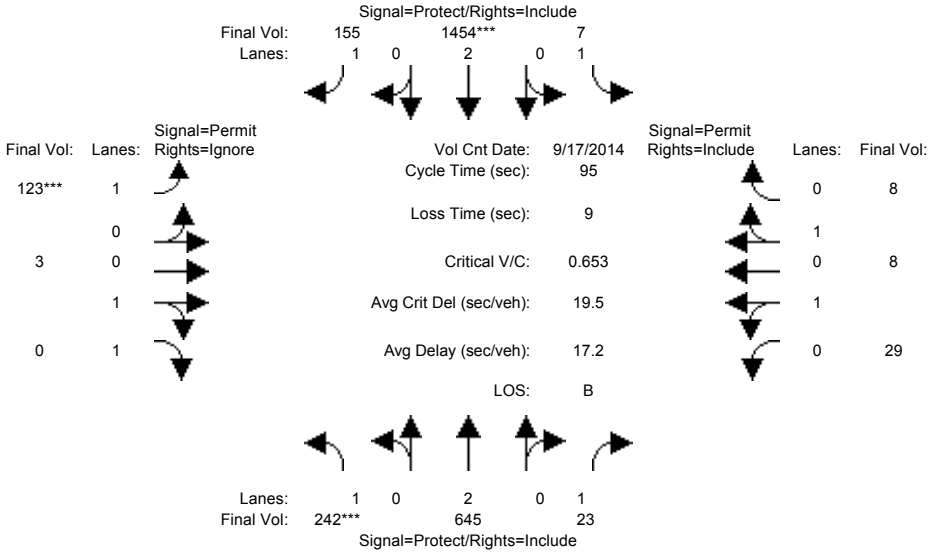
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	176		1458	18	10		418	49	105		6	108	1		1	3
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	176		1458	18	10		418	49	105		6	108	1		1	3
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	176		1458	18	10		418	49	105		6	108	1		1	3
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	176		1458	18	10		418	49	105		6	0	1		1	3
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	176		1458	18	10		418	49	105		6	0	1		1	3
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	176		1458	18	10		418	49	105		6	0	1		1	3
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.92	0.95		0.95	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	0.50		0.50	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		1800	1750	900		900	1800
Capacity Analysis Module:																
Vol/Sat:	0.10		0.38	0.01	0.01		0.11	0.03	0.06		0.00	0.00	0.00		0.00	0.00
Crit Moves:			****		****						****					
Green Time:	34.9		66.0	66.0	7.0		38.1	38.1	10.0		10.0	0.0	10.0		10.0	10.0
Volume/Cap:	0.27		0.55	0.01	0.08		0.27	0.07	0.57		0.03	0.00	0.01		0.01	0.02
Delay/Veh:	21.4		7.4	4.5	41.3		19.2	17.6	44.7		38.2	0.0	38.1		38.1	38.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	21.4		7.4	4.5	41.3		19.2	17.6	44.7		38.2	0.0	38.1		38.1	38.1
LOS by Move:	C		A	A	D		B	B	D		D	A	D		D	D
HCM2k95thQ:	7		19	0	1		8	2	8		0	0	0		0	0

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



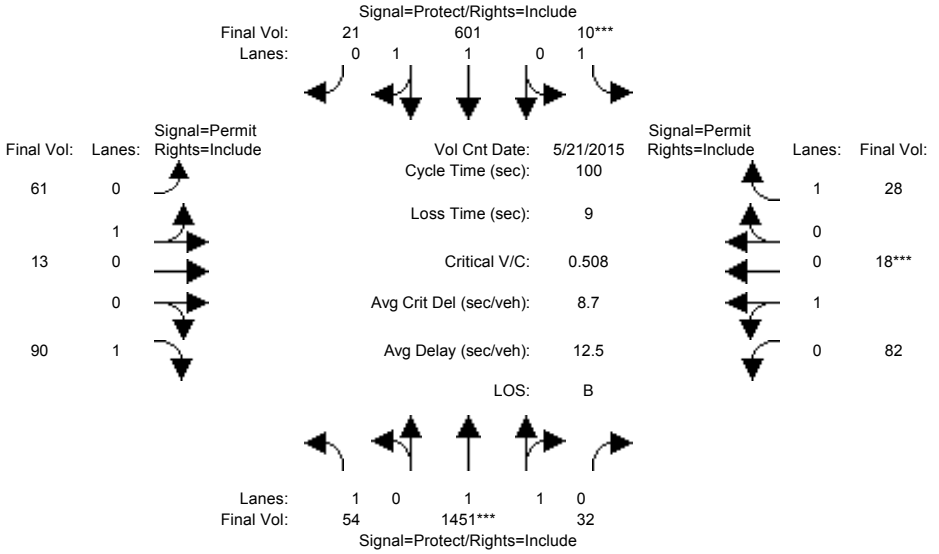
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	242	645	23	7	1454	155	123	3	281	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	645	23	7	1454	155	123	3	281	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	645	23	7	1454	155	123	3	281	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	242	645	23	7	1454	155	123	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	645	23	7	1454	155	123	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	242	645	23	7	1454	155	123	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.01	0.00	0.38	0.09	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****				****		****					
Green Time:	20.1	52.8	52.8	22.9	55.7	55.7	10.2	10.2	0.0	10.2	10.2	10.2
Volume/Cap:	0.65	0.31	0.02	0.02	0.65	0.15	0.65	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	38.4	11.4	9.5	27.5	13.9	9.0	48.6	37.9	0.0	38.7	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	11.4	9.5	27.5	13.9	9.0	48.6	37.9	0.0	38.7	38.2	38.2
LOS by Move:	D	B	A	C	B	A	D	D	A	D	D	D
HCM2k95thQ:	13	9	1	0	26	4	10	0	0	2	1	1

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



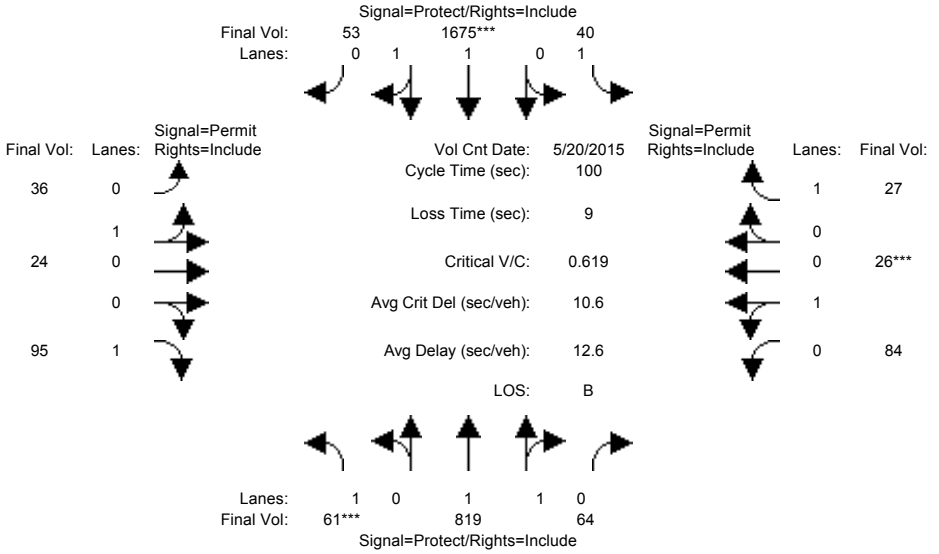
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<																
Base Vol:	54	1451		32	10	601		21	61		13	90	82		18	28
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	54	1451		32	10	601		21	61		13	90	82		18	28
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	54	1451		32	10	601		21	61		13	90	82		18	28
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	54	1451		32	10	601		21	61		13	90	82		18	28
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	54	1451		32	10	601		21	61		13	90	82		18	28
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	54	1451		32	10	601		21	61		13	90	82		18	28
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	0.97		0.95	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00	1.96		0.04	1.00	1.93		0.07	0.82		0.18	1.00	0.82		0.18	1.00
Final Sat.:	1750	3620		80	1750	3575		125	1484		316	1750	1476		324	1750
Capacity Analysis Module:																
Vol/Sat:	0.03	0.40		0.40	0.01	0.17		0.17	0.04		0.04	0.05	0.06		0.06	0.02
Crit Moves:		****			****										****	
Green Time:	23.7	73.8		73.8	7.0	57.0		57.0	10.2		10.2	10.2	10.2		10.2	10.2
Volume/Cap:	0.13	0.54		0.54	0.08	0.29		0.29	0.40		0.40	0.50	0.54		0.54	0.16
Delay/Veh:	30.1	6.0		6.0	43.8	11.2		11.2	43.5		43.5	44.7	46.0		46.0	41.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	30.1	6.0		6.0	43.8	11.2		11.2	43.5		43.5	44.7	46.0		46.0	41.4
LOS by Move:	C	A		A	D	B		B	D		D	D	D		D	D
HCM2k95thQ:	3	19		19	1	10		10	4		4	6	8		8	2

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



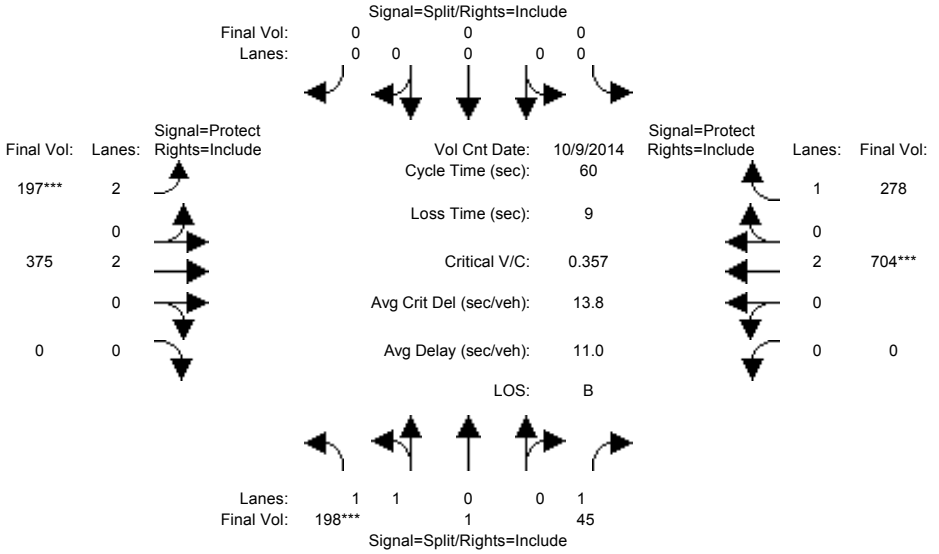
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<																
Base Vol:	61		819	64	40		1675	53	36		24	95	84		26	27
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	61		819	64	40		1675	53	36		24	95	84		26	27
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	61		819	64	40		1675	53	36		24	95	84		26	27
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	61		819	64	40		1675	53	36		24	95	84		26	27
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	61		819	64	40		1675	53	36		24	95	84		26	27
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	61		819	64	40		1675	53	36		24	95	84		26	27
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	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00		1.85	0.15	1.00		1.94	0.06	0.60		0.40	1.00	0.76		0.24	1.00
Final Sat.:	1750		3432	268	1750		3586	113	1080		720	1750	1375		425	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.24	0.24	0.02		0.47	0.47	0.03		0.03	0.05	0.06		0.06	0.02
Crit Moves:	****						****								****	
Green Time:	7.0		62.6	62.6	18.4		74.0	74.0	10.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.50		0.38	0.38	0.12		0.63	0.63	0.33		0.33	0.54	0.61		0.61	0.15
Delay/Veh:	48.0		9.3	9.3	34.3		6.8	6.8	43.0		43.0	46.3	49.2		49.2	41.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	48.0		9.3	9.3	34.3		6.8	6.8	43.0		43.0	46.3	49.2		49.2	41.5
LOS by Move:	D		A	A	C		A	A	D		D	D	D		D	D
HCM2k95thQ:	4		13	13	2		23	23	4		4	6	9		9	2

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



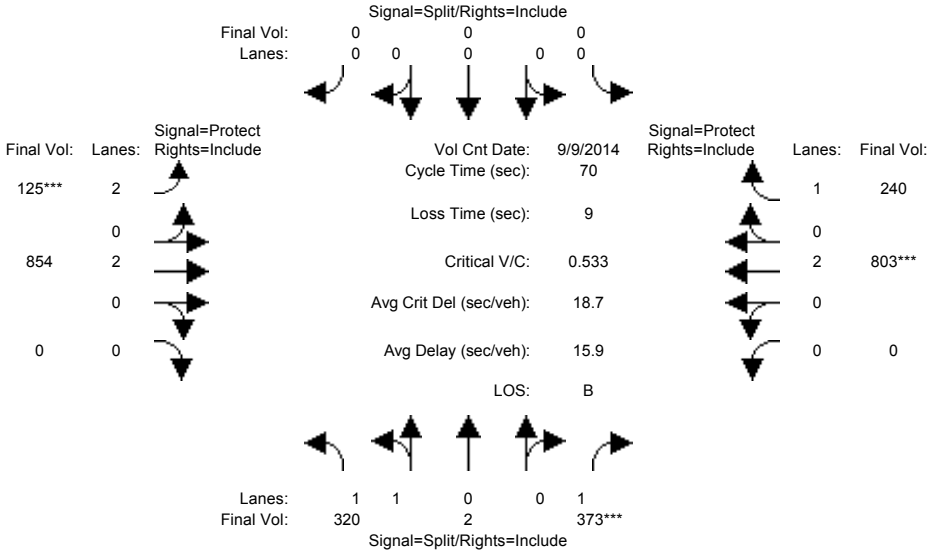
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	198	1	45	0	0	0	197	375	0	0	704	278
Growth 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:	198	1	45	0	0	0	197	375	0	0	704	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1	45	0	0	0	197	375	0	0	704	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:	198	1	45	0	0	0	197	375	0	0	704	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1	45	0	0	0	197	375	0	0	704	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:	198	1	45	0	0	0	197	375	0	0	704	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.06	0.10	0.00	0.00	0.19	0.16
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	10.3	41.0	0.0	0.0	30.7	30.7
Volume/Cap:	0.34	0.34	0.15	0.00	0.00	0.00	0.36	0.14	0.00	0.00	0.36	0.31
Delay/Veh:	22.4	22.4	21.6	0.0	0.0	0.0	22.3	3.4	0.0	0.0	8.9	8.7
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:	22.4	22.4	21.6	0.0	0.0	0.0	22.3	3.4	0.0	0.0	8.9	8.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	4	4	2	0	0	0	4	2	0	0	8	6

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



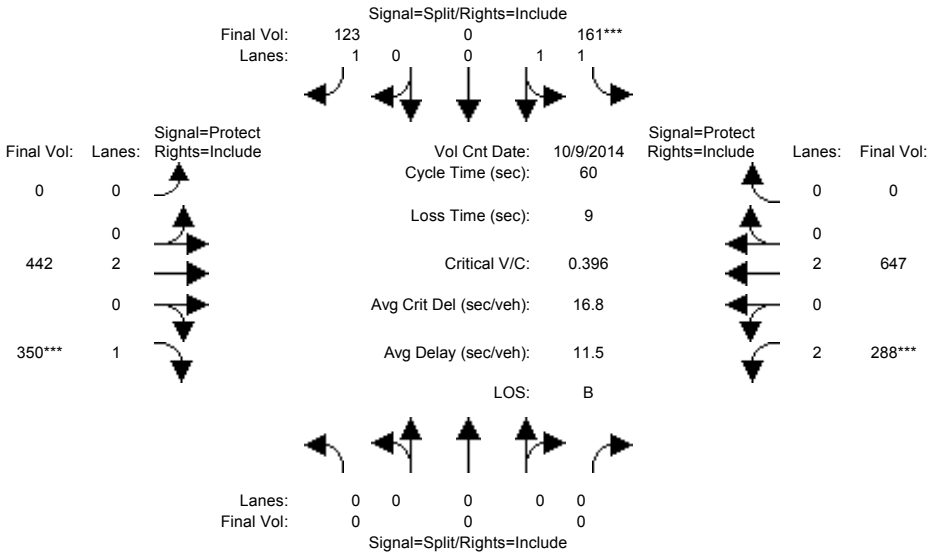
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<																
Base Vol:	320		2	373	0		0	0	125		854	0	0		803	240
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	320		2	373	0		0	0	125		854	0	0		803	240
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	320		2	373	0		0	0	125		854	0	0		803	240
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	320		2	373	0		0	0	125		854	0	0		803	240
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	320		2	373	0		0	0	125		854	0	0		803	240
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	320		2	373	0		0	0	125		854	0	0		803	240
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.99		0.01	1.00	0.00		0.00	0.00	2.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	3528		22	1750	0		0	0	3150		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.09	0.21	0.00		0.00	0.00	0.04		0.22	0.00	0.00		0.21	0.14
Crit Moves:				****					****						****	
Green Time:	27.1		27.1	27.1	0.0		0.0	0.0	7.0		33.9	0.0	0.0		26.9	26.9
Volume/Cap:	0.23		0.23	0.55	0.00		0.00	0.00	0.40		0.46	0.00	0.00		0.55	0.36
Delay/Veh:	14.5		14.5	17.7	0.0		0.0	0.0	30.3		12.2	0.0	0.0		17.3	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:	14.5		14.5	17.7	0.0		0.0	0.0	30.3		12.2	0.0	0.0		17.3	15.7
LOS by Move:	B		B	B	A		A	A	C		B	A	A		B	B
HCM2k95thQ:	5		5	14	0		0	0	3		12	0	0		13	8

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



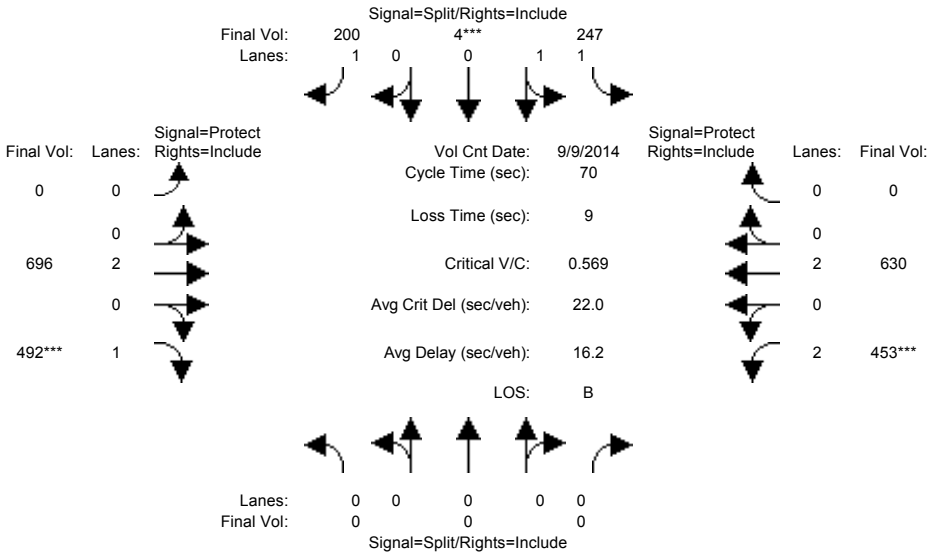
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		0	10	10		7	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0	0	0		161	0	123		0	442	350		288	647	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		161	0	123		0	442	350		288	647	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		161	0	123		0	442	350		288	647	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		161	0	123		0	442	350		288	647	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		161	0	123		0	442	350		288	647	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		161	0	123		0	442	350		288	647	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		0.93	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	0	0	0		3550	0	1750		0	3800	1750		3150	3800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.07		0.00	0.12	0.20		0.09	0.17	0.00	
Crit Moves:					****						****		****			
Green Time:	0.0	0.0	0.0		10.6	0.0	10.6		0.0	27.7	27.7		12.7	40.4	0.0	
Volume/Cap:	0.00	0.00	0.00		0.26	0.00	0.40		0.00	0.25	0.43		0.43	0.25	0.00	
Delay/Veh:	0.0	0.0	0.0		21.5	0.0	22.7		0.0	9.9	11.2		21.0	3.9	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:	0.0	0.0	0.0		21.5	0.0	22.7		0.0	9.9	11.2		21.0	3.9	0.0	
LOS by Move:	A	A	A		C	A	C		A	A	B		C	A	A	
HCM2k95thQ:	0	0	0		3	0	5		0	5	9		6	5	0	

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



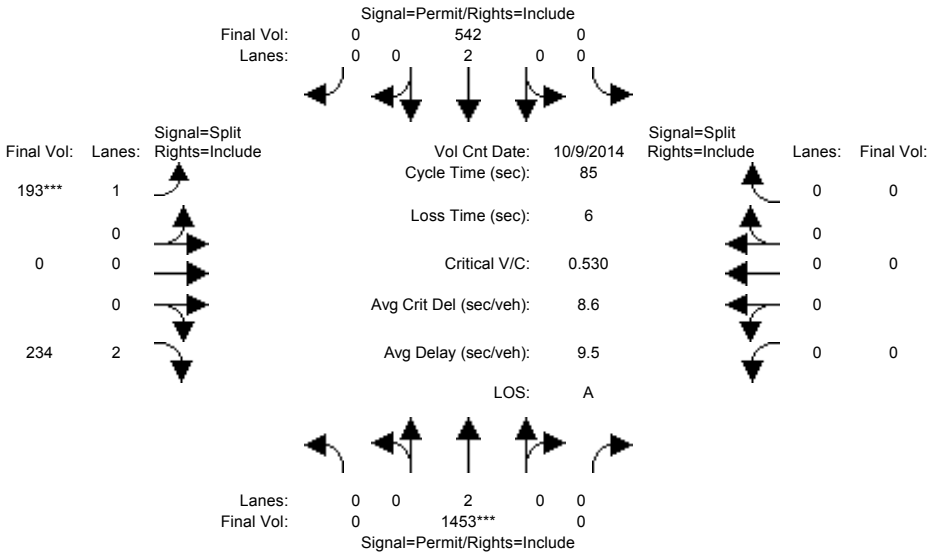
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<																
Base Vol:	0		0	0	247		4	200	0		696	492	453		630	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	247		4	200	0		696	492	453		630	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	247		4	200	0		696	492	453		630	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	247		4	200	0		696	492	453		630	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	247		4	200	0		696	492	453		630	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	247		4	200	0		696	492	453		630	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	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	1.97		0.03	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3493		57	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.07		0.07	0.11	0.00		0.18	0.28	0.14		0.17	0.00
Crit Moves:							****					****	****			
Green Time:	0.0		0.0	0.0	14.1		14.1	14.1	0.0		31.1	31.1	15.9		46.9	0.0
Volume/Cap:	0.00		0.00	0.00	0.35		0.35	0.57	0.00		0.41	0.63	0.63		0.25	0.00
Delay/Veh:	0.0		0.0	0.0	24.3		24.3	27.4	0.0		13.4	16.8	26.3		4.6	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:	0.0		0.0	0.0	24.3		24.3	27.4	0.0		13.4	16.8	26.3		4.6	0.0
LOS by Move:	A		A	A	C		C	C	A		B	B	C		A	A
HCM2k95thQ:	0		0	0	6		6	10	0		10	16	10		5	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



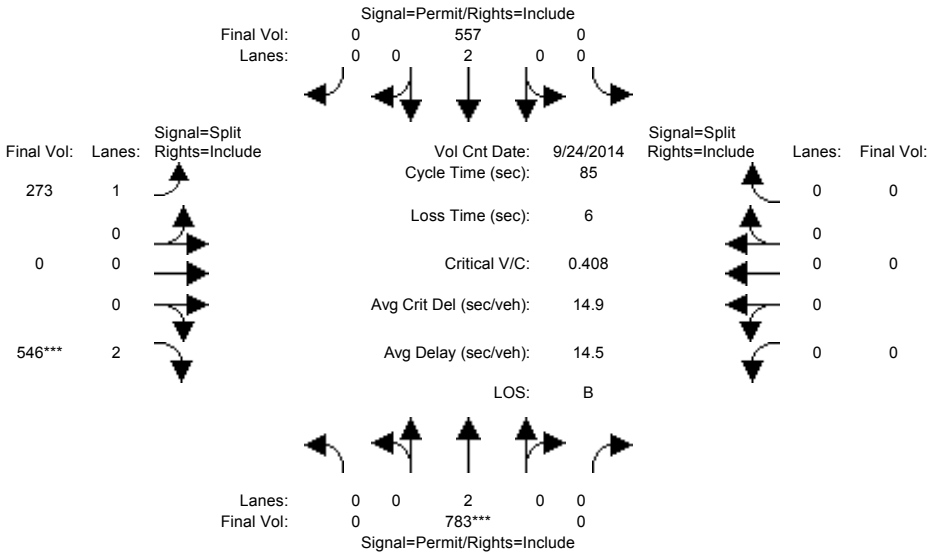
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	1453	0	0	542	0	193	0	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1453	0	0	542	0	193	0	234	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1453	0	0	542	0	193	0	234	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1453	0	0	542	0	193	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1453	0	0	542	0	193	0	234	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1453	0	0	542	0	193	0	234	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.14	0.00	0.11	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.3	0.0	0.0	61.3	0.0	17.7	0.0	17.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.20	0.00	0.53	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	0.0	5.5	0.0	0.0	3.9	0.0	31.4	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	3.9	0.0	31.4	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	16	0	0	5	0	11	0	7	0	0	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



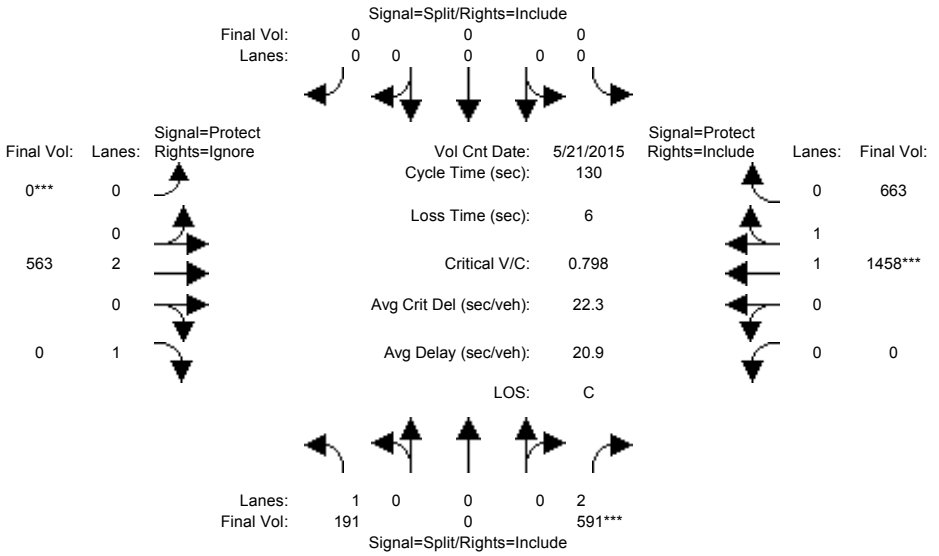
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<																
Base Vol:	0		783	0	0		557	0	273		0	546	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		783	0	0		557	0	273		0	546	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		783	0	0		557	0	273		0	546	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		783	0	0		557	0	273		0	546	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		783	0	0		557	0	273		0	546	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		783	0	0		557	0	273		0	546	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.21	0.00	0.00		0.15	0.00	0.16		0.00	0.17	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		42.9	0.0	0.0		42.9	0.0	36.1		0.0	36.1	0.0		0.0	0.0
Volume/Cap:	0.00		0.41	0.00	0.00		0.29	0.00	0.37		0.00	0.41	0.00		0.00	0.00
Delay/Veh:	0.0		13.3	0.0	0.0		12.3	0.0	17.0		0.0	17.2	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		13.3	0.0	0.0		12.3	0.0	17.0		0.0	17.2	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	B		A	B	A		A	A
HCM2k95thQ:	0		12	0	0		8	0	10		0	12	0		0	0

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



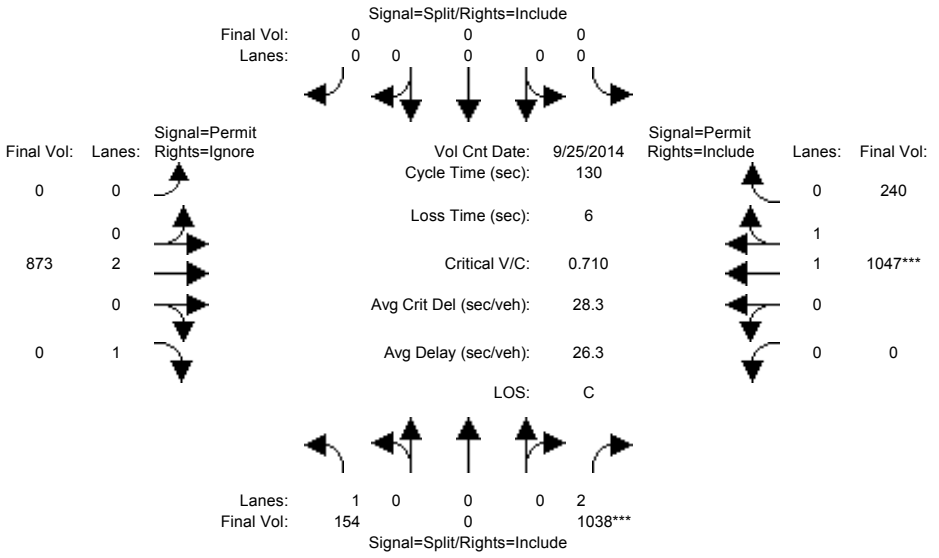
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		0	0	0		0	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	191	0	591		0	0	0		0	563	335		0	1458	663	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	191	0	591		0	0	0		0	563	335		0	1458	663	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	191	0	591		0	0	0		0	563	335		0	1458	663	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	191	0	591		0	0	0		0	563	0		0	1458	663	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	191	0	591		0	0	0		0	563	0		0	1458	663	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	191	0	591		0	0	0		0	563	0		0	1458	663	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.99	0.95	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	1.36	0.64	
Final Sat.:	1750	0	3150		0	0	0		0	3800	1750		0	2543	1156	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.19		0.00	0.00	0.00		0.00	0.15	0.00		0.00	0.57	0.57	
Crit Moves:			****						****					****		
Green Time:	30.6	0.0	30.6		0.0	0.0	0.0		0.0	93.4	0.0		0.0	93.4	93.4	
Volume/Cap:	0.46	0.00	0.80		0.00	0.00	0.00		0.00	0.21	0.00		0.00	0.80	0.80	
Delay/Veh:	43.5	0.0	52.9		0.0	0.0	0.0		0.0	6.1	0.0		0.0	13.8	13.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.5	0.0	52.9		0.0	0.0	0.0		0.0	6.1	0.0		0.0	13.8	13.8	
LOS by Move:	D		A	D		A	A	A		A	A	A		A	B	B
HCM2k95thQ:	14		0	27		0	0	0		0	7	0		0	48	48

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



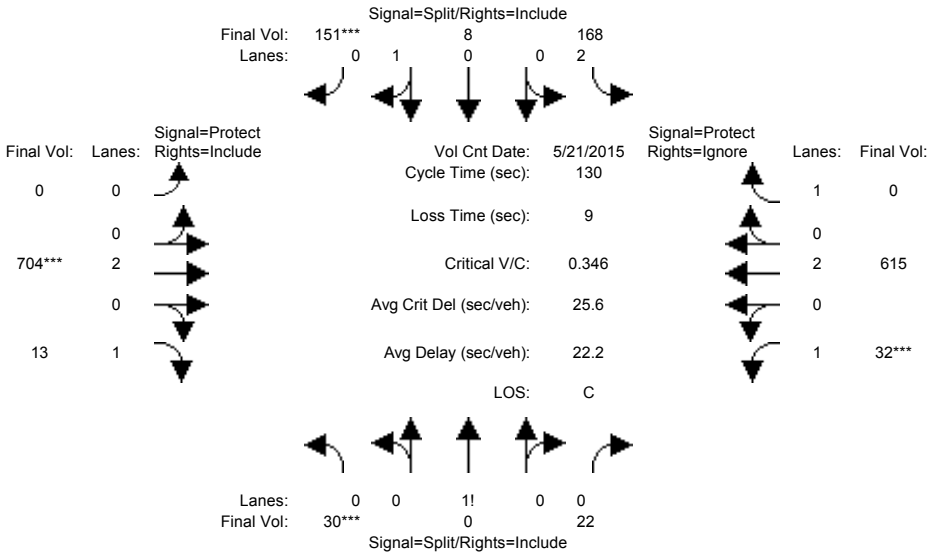
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM																
Base Vol:	154		0	1038	0		0	0	0		873	0	0		1047	240
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	154		0	1038	0		0	0	0		873	0	0		1047	240
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	154		0	1038	0		0	0	0		873	0	0		1047	240
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	154		0	1038	0		0	0	0		873	0	0		1047	240
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	154		0	1038	0		0	0	0		873	0	0		1047	240
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	154		0	1038	0		0	0	0		873	0	0		1047	240
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		1.62	0.38
Final Sat.:	1750		0	3150	0		0	0	0		3800	1750	0		3010	690
Capacity Analysis Module:																
Vol/Sat:	0.09		0.00	0.33	0.00		0.00	0.00	0.00		0.23	0.00	0.00		0.35	0.35
Crit Moves:				****											****	
Green Time:	60.3		0.0	60.3	0.0		0.0	0.0	0.0		63.7	0.0	0.0		63.7	63.7
Volume/Cap:	0.19		0.00	0.71	0.00		0.00	0.00	0.00		0.47	0.00	0.00		0.71	0.71
Delay/Veh:	20.6		0.0	29.5	0.0		0.0	0.0	0.0		22.1	0.0	0.0		27.3	27.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	20.6		0.0	29.5	0.0		0.0	0.0	0.0		22.1	0.0	0.0		27.3	27.3
LOS by Move:	C		A	C	A		A	A	A		C	A	A		C	C
HCM2k95thQ:	8		0	34	0		0	0	0		21	0	0		35	35

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



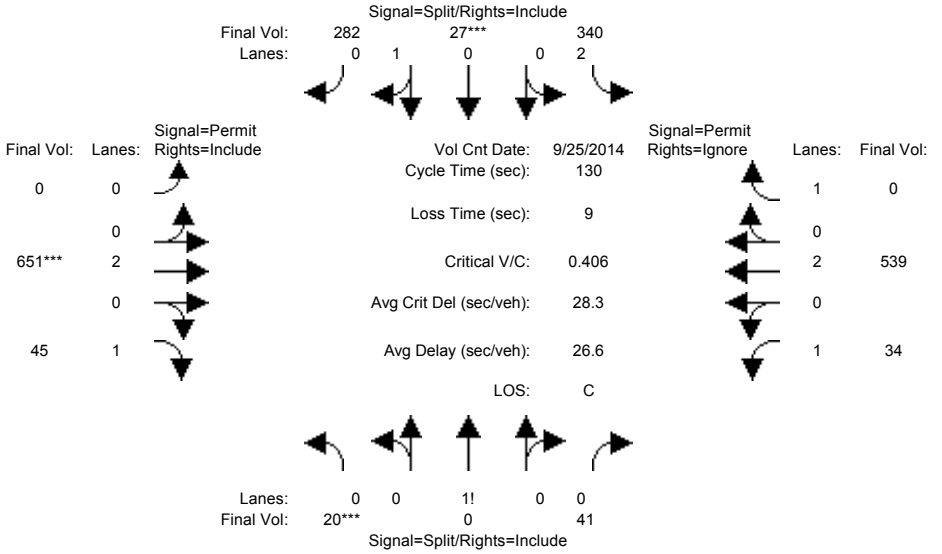
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	30		0	22	168		8	151	0		704	13	32		615	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:	30		0	22	168		8	151	0		704	13	32		615	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	30		0	22	168		8	151	0		704	13	32		615	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	30		0	22	168		8	151	0		704	13	32		615	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	30		0	22	168		8	151	0		704	13	32		615	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:	30		0	22	168		8	151	0		704	13	32		615	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.58		0.00	0.42	2.00		0.05	0.95	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1010		0	740	3150		91	1709	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.03	0.05		0.09	0.09	0.00		0.19	0.01	0.02		0.16	0.00
Crit Moves:	****							****			****		****			
Green Time:	10.9		0.0	10.9	32.3		32.3	32.3	0.0		67.8	67.8	10.0		77.8	0.0
Volume/Cap:	0.36		0.00	0.36	0.21		0.36	0.36	0.00		0.36	0.01	0.24		0.27	0.00
Delay/Veh:	57.7		0.0	57.7	38.9		40.7	40.7	0.0		18.4	15.0	57.3		12.6	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:	57.7		0.0	57.7	38.9		40.7	40.7	0.0		18.4	15.0	57.3		12.6	0.0
LOS by Move:	E		A	E	D		D	D	A		B	B	E		B	A
HCM2k95thQ:	5		0	5	6		11	11	0		15	1	3		11	0

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



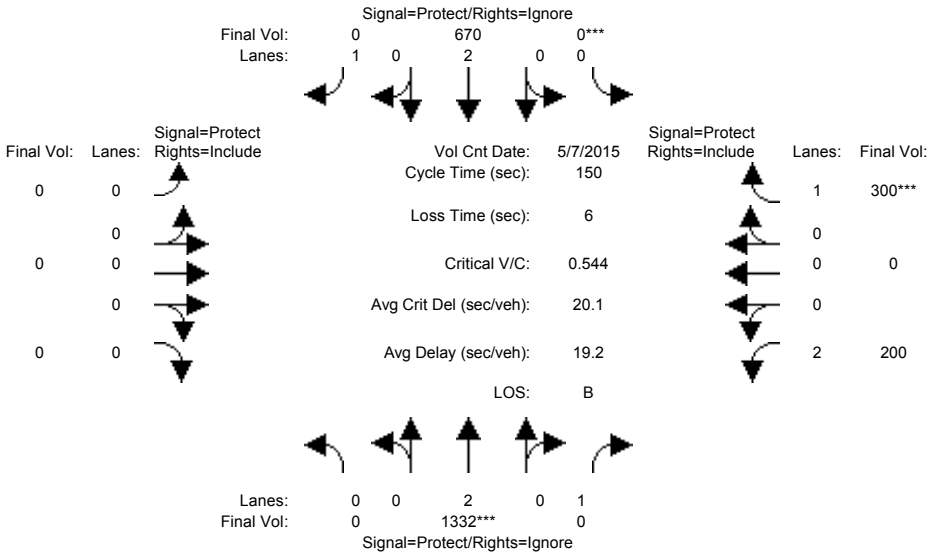
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:15-5:15PM																
Base Vol:	20		0	41	340		27	282	0		651	45	34		539	592
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	20		0	41	340		27	282	0		651	45	34		539	592
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	20		0	41	340		27	282	0		651	45	34		539	592
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:	20		0	41	340		27	282	0		651	45	34		539	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	20		0	41	340		27	282	0		651	45	34		539	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:	20		0	41	340		27	282	0		651	45	34		539	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.33		0.00	0.67	2.00		0.09	0.91	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	574		0	1176	3150		157	1643	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.03	0.11		0.17	0.17	0.00		0.17	0.03	0.02		0.14	0.00
Crit Moves:	****				****						****					
Green Time:	11.2		0.0	11.2	55.0		55.0	55.0	0.0		54.9	54.9	54.9		54.9	0.0
Volume/Cap:	0.41		0.00	0.41	0.26		0.41	0.41	0.00		0.41	0.06	0.05		0.34	0.00
Delay/Veh:	58.1		0.0	58.1	24.4		26.5	26.5	0.0		26.4	22.3	22.2		25.4	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.1		0.0	58.1	24.4		26.5	26.5	0.0		26.4	22.3	22.2		25.4	0.0
LOS by Move:	E		A	E	C		C	C	A		C	C	C		C	A
HCM2k95thQ:	6		0	6	10		17	17	0		16	2	2		13	0

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



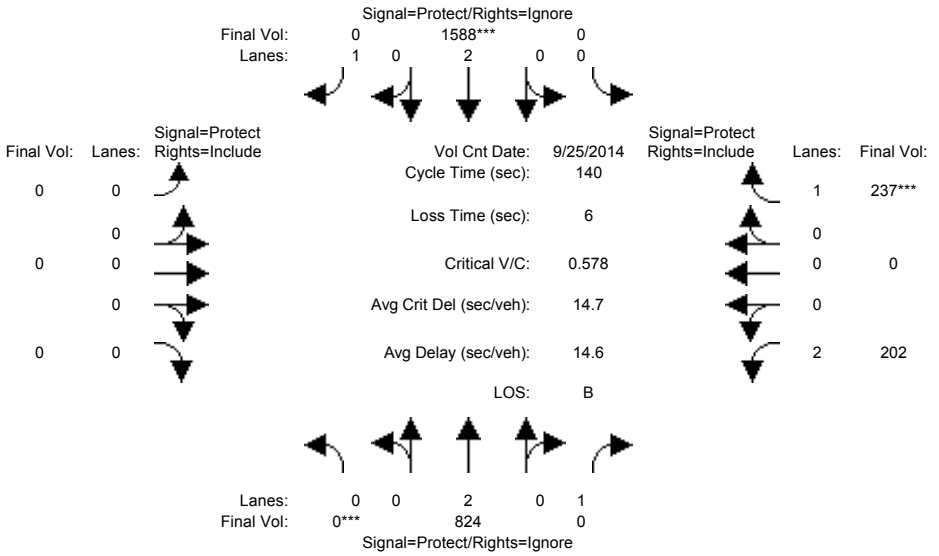
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:35-8:35AM												
Base Vol:	0	1332	308	0	670	176	0	0	0	200	0	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:	0	1332	308	0	670	176	0	0	0	200	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1332	308	0	670	176	0	0	0	200	0	300
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1332	0	0	670	0	0	0	0	200	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1332	0	0	670	0	0	0	0	200	0	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1332	0	0	670	0	0	0	0	200	0	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.06	0.00	0.17
Crit Moves:		****		****								****
Green Time:	0.0	96.7	0.0	0.0	96.7	0.0	0.0	0.0	0.0	47.3	0.0	47.3
Volume/Cap:	0.00	0.54	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.54
Delay/Veh:	0.0	14.8	0.0	0.0	11.6	0.0	0.0	0.0	0.0	37.6	0.0	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:	0.0	14.8	0.0	0.0	11.6	0.0	0.0	0.0	0.0	37.6	0.0	43.6
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	28	0	0	12	0	0	0	0	8	0	22

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



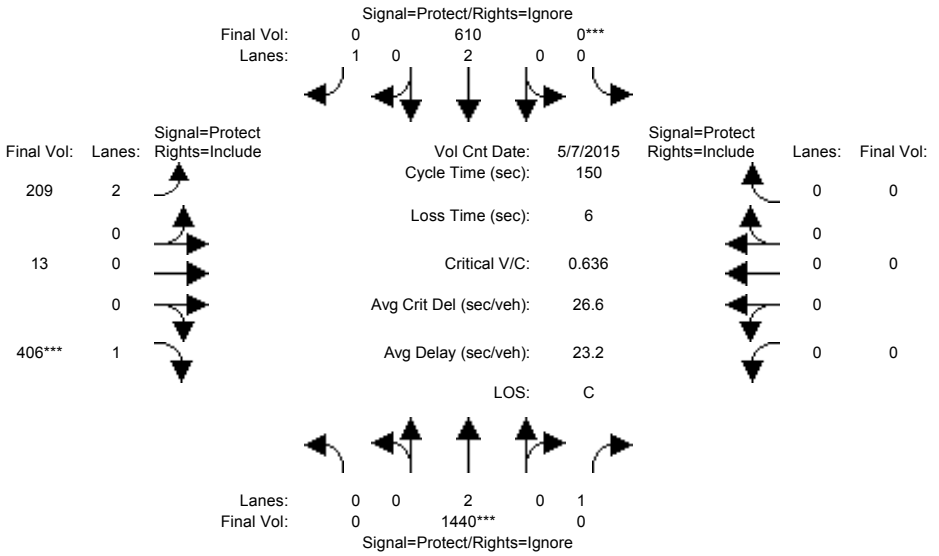
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:00PM																
Base Vol:	0		824	389	0		1588	322	0		0	0	202		0	237
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		824	389	0		1588	322	0		0	0	202		0	237
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		824	389	0		1588	322	0		0	0	202		0	237
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		824	0	0		1588	0	0		0	0	202		0	237
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		824	0	0		1588	0	0		0	0	202		0	237
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		824	0	0		1588	0	0		0	0	202		0	237
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		3800	1750	0		3800	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.22	0.00	0.00		0.42	0.00	0.00		0.00	0.00	0.06		0.00	0.14
Crit Moves:	****						****									****
Green Time:	0.0		101	0.0	0.0		101	0.0	0.0		0.0	0.0	32.8		0.0	32.8
Volume/Cap:	0.00		0.30	0.00	0.00		0.58	0.00	0.00		0.00	0.00	0.27		0.00	0.58
Delay/Veh:	0.0		6.9	0.0	0.0		9.5	0.0	0.0		0.0	0.0	44.1		0.0	49.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		6.9	0.0	0.0		9.5	0.0	0.0		0.0	0.0	44.1		0.0	49.5
LOS by Move:	A		A	A	A		A	A	A		A	A	D		A	D
HCM2k95thQ:	0		12	0	0		28	0	0		0	0	8		0	19

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



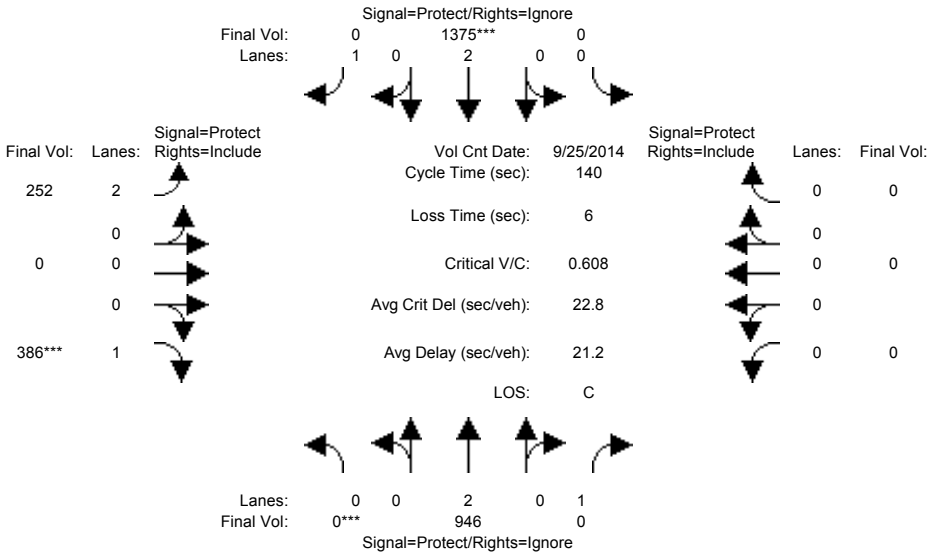
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:50-8:50AM																
Base Vol:	0	1440		469	0		610	250	209		13	406	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1440		469	0		610	250	209		13	406	0		0	0
Added Vol:	0	0		0	0		0	0	0		0	0	0		0	0
PasserByVol:	0	0		0	0		0	0	0		0	0	0		0	0
Initial Fut:	0	1440		469	0		610	250	209		13	406	0		0	0
User Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1440		0	0		610	0	209		13	406	0		0	0
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0	1440		0	0		610	0	209		13	406	0		0	0
PCE Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1440		0	0		610	0	209		13	406	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00	2.00		1.00	0.00		2.00	1.00	1.89		0.11	1.00	0.00		0.00	0.00
Final Sat.:	0	3800		1750	0		3800	1750	3310		206	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38		0.00	0.00		0.16	0.00	0.06		0.06	0.23	0.00		0.00	0.00
Crit Moves:		****					****					****				
Green Time:	0.0	89.3		0.0	0.0		89.3	0.0	54.7		54.7	54.7	0.0		0.0	0.0
Volume/Cap:	0.00	0.64		0.00	0.00		0.27	0.00	0.17		0.17	0.64	0.00		0.00	0.00
Delay/Veh:	0.0	20.4		0.0	0.0		14.7	0.0	32.3		32.3	40.8	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:	0.0	20.4		0.0	0.0		14.7	0.0	32.3		32.3	40.8	0.0		0.0	0.0
LOS by Move:	A	C		A	A		B	A	C		C	D	A		A	A
HCM2k95thQ:	0	35		0	0		12	0	7		7	29	0		0	0

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



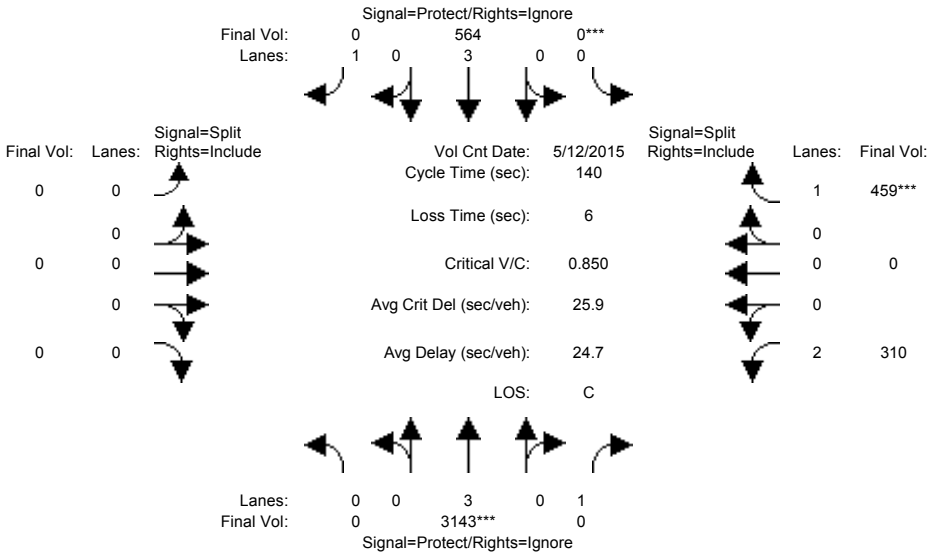
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM																
Base Vol:	0		946	224	0		1375	424	252		0	386	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		946	224	0		1375	424	252		0	386	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		946	224	0		1375	424	252		0	386	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		946	0	0		1375	0	252		0	386	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		946	0	0		1375	0	252		0	386	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		946	0	0		1375	0	252		0	386	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.25	0.00	0.00		0.36	0.00	0.08		0.00	0.22	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	0.0		83.3	0.0	0.0		83.3	0.0	50.7		0.0	50.7	0.0		0.0	0.0
Volume/Cap:	0.00		0.42	0.00	0.00		0.61	0.00	0.22		0.00	0.61	0.00		0.00	0.00
Delay/Veh:	0.0		15.4	0.0	0.0		18.5	0.0	31.0		0.0	38.2	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		15.4	0.0	0.0		18.5	0.0	31.0		0.0	38.2	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	C		A	D	A		A	A
HCM2k95thQ:	0		19	0	0		32	0	9		0	26	0		0	0

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



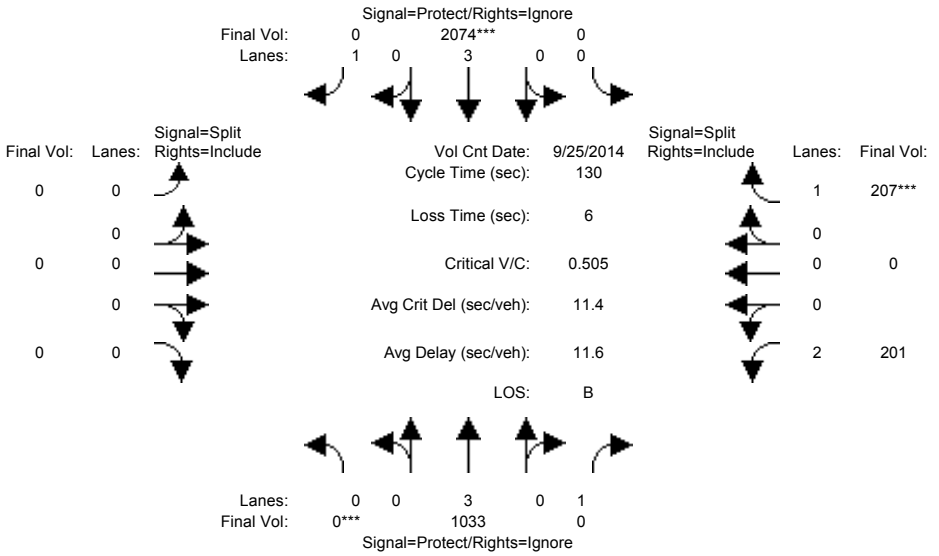
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3143	178	0	564	183	0	0	0	310	0	459
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3143	0	0	564	0	0	0	0	310	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3143	0	0	564	0	0	0	0	310	0	459
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3143	0	0	564	0	0	0	0	310	0	459
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.26
Crit Moves:		****		****								****
Green Time:	0.0	90.8	0.0	0.0	90.8	0.0	0.0	0.0	0.0	43.2	0.0	43.2
Volume/Cap:	0.00	0.85	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.32	0.00	0.85
Delay/Veh:	0.0	21.3	0.0	0.0	9.6	0.0	0.0	0.0	0.0	37.3	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	9.6	0.0	0.0	0.0	0.0	37.3	0.0	57.5
LOS by Move:	A	C	A	A	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	58	0	0	6	0	0	0	0	12	0	37

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



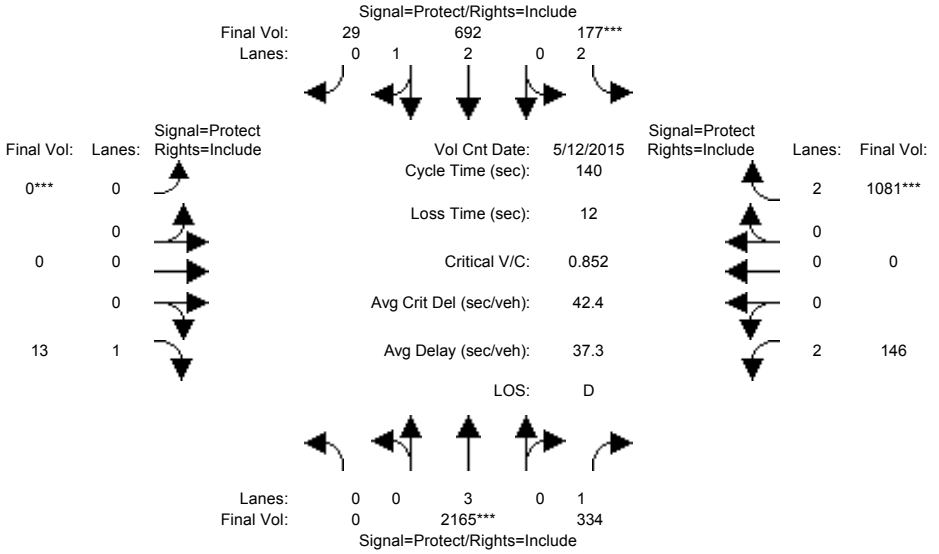
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:30 PM to 5:30 PM																
Base Vol:	0		1033	291	0		2074	709	0		0	0	201		0	207
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1033	291	0		2074	709	0		0	0	201		0	207
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1033	291	0		2074	709	0		0	0	201		0	207
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1033	0	0		2074	0	0		0	0	201		0	207
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1033	0	0		2074	0	0		0	0	201		0	207
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1033	0	0		2074	0	0		0	0	201		0	207
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		3.00	1.00	0.00		3.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		5700	1750	0		5700	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.18	0.00	0.00		0.36	0.00	0.00		0.00	0.00	0.06		0.00	0.12
Crit Moves:	****						****									****
Green Time:	0.0		93.6	0.0	0.0		93.6	0.0	0.0		0.0	0.0	30.4		0.0	30.4
Volume/Cap:	0.00		0.25	0.00	0.00		0.51	0.00	0.00		0.00	0.00	0.27		0.00	0.51
Delay/Veh:	0.0		6.3	0.0	0.0		8.1	0.0	0.0		0.0	0.0	40.9		0.0	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:	0.0		6.3	0.0	0.0		8.1	0.0	0.0		0.0	0.0	40.9		0.0	44.3
LOS by Move:	A		A	A	A		A	A	A		A	A	D		A	D
HCM2k95thQ:	0		9	0	0		22	0	0		0	0	8		0	15

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



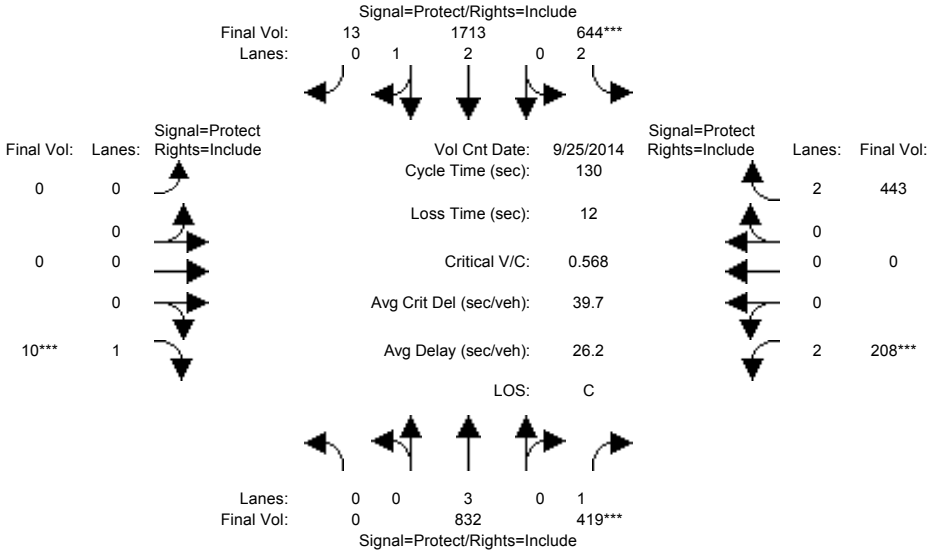
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM																
Base Vol:	0	2165		334	177		692	29	0		0	13	146		0	1081
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	2165		334	177		692	29	0		0	13	146		0	1081
Added Vol:	0	0		0	0		0	0	0		0	0	0		0	0
PasserByVol:	0	0		0	0		0	0	0		0	0	0		0	0
Initial Fut:	0	2165		334	177		692	29	0		0	13	146		0	1081
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	2165		334	177		692	29	0		0	13	146		0	1081
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0	2165		334	177		692	29	0		0	13	146		0	1081
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	2165		334	177		692	29	0		0	13	146		0	1081
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00	3.00		1.00	2.00		2.87	0.13	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0	5700		1750	3150		5374	225	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38		0.19	0.06		0.13	0.13	0.00		0.00	0.01	0.05		0.00	0.34
Crit Moves:		****			****				****							****
Green Time:	0.0	62.4		62.4	9.2		71.6	71.6	0.0		0.0	5.3	51.1		0.0	56.4
Volume/Cap:	0.00	0.85		0.43	0.85		0.25	0.25	0.00		0.00	0.20	0.13		0.00	0.85
Delay/Veh:	0.0	37.7		27.0	91.8		19.2	19.2	0.0		0.0	66.7	29.7		0.0	43.8
User DelAdj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	37.7		27.0	91.8		19.2	19.2	0.0		0.0	66.7	29.7		0.0	43.8
LOS by Move:	A	D		C	F		B	B	A		A	E	C		A	D
HCM2k95thQ:	0	44		18	13		11	11	0		0	2	5		0	45

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



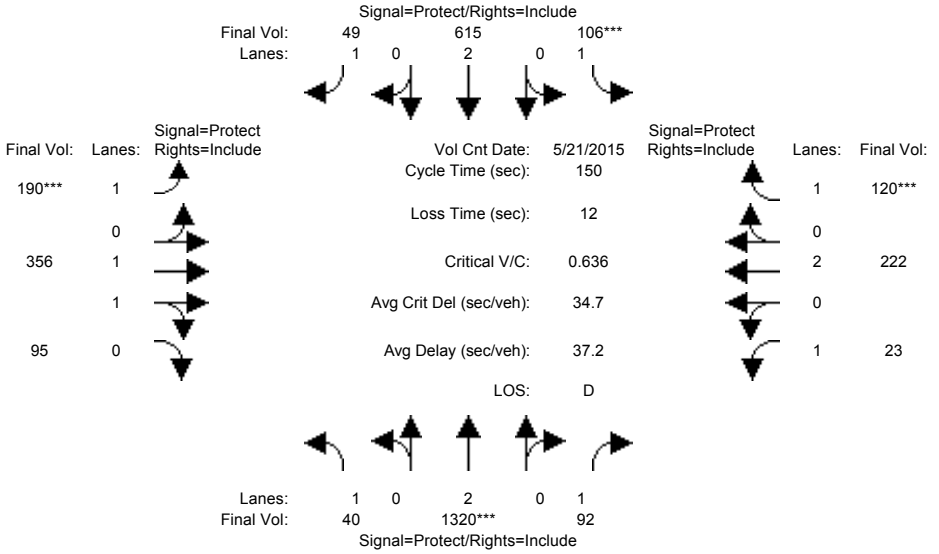
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 5:00-6:00PM																
Base Vol:	0		832	419	644		1713	13	0		0	10	208		0	443
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		832	419	644		1713	13	0		0	10	208		0	443
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		832	419	644		1713	13	0		0	10	208		0	443
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		832	419	644		1713	13	0		0	10	208		0	443
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		832	419	644		1713	13	0		0	10	208		0	443
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		832	419	644		1713	13	0		0	10	208		0	443
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00		3.00	1.00	2.00		2.98	0.02	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0		5700	1750	3150		5558	42	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00		0.15	0.24	0.20		0.31	0.31	0.00		0.00	0.01	0.07		0.00	0.14
Crit Moves:				****	****							****	****			
Green Time:	0.0		50.7	50.7	43.3		94.0	94.0	0.0		0.0	10.0	14.0		0.0	24.0
Volume/Cap:	0.00		0.37	0.61	0.61		0.43	0.43	0.00		0.00	0.07	0.61		0.00	0.76
Delay/Veh:	0.0		28.4	33.5	37.4		7.3	7.3	0.0		0.0	55.9	58.8		0.0	56.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		28.4	33.5	37.4		7.3	7.3	0.0		0.0	55.9	58.8		0.0	56.2
LOS by Move:	A		C	C	D		A	A	A		A	E	E		A	E
HCM2k95thQ:	0		14	25	24		17	17	0		0	1	11		0	21

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



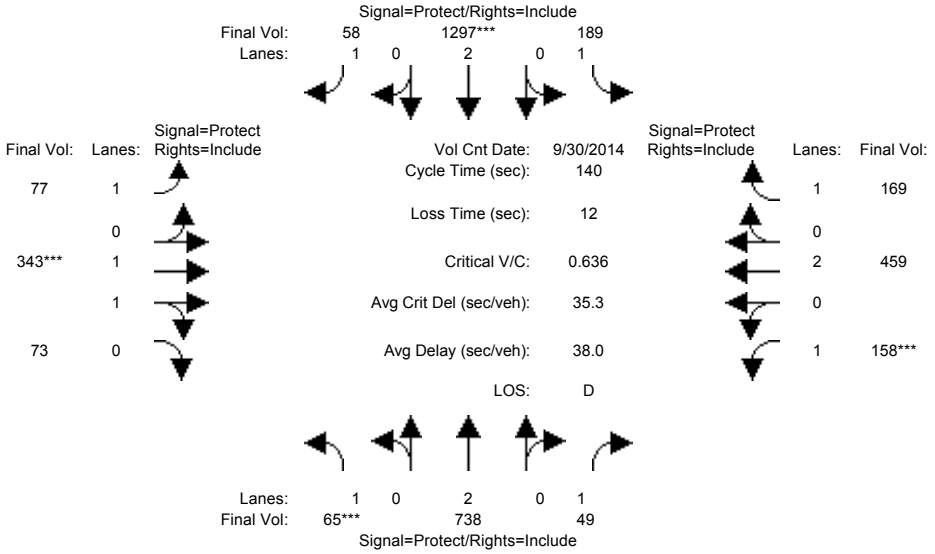
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	40	1320	92	106	615	49	190	356	95	23	222	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:	40	1320	92	106	615	49	190	356	95	23	222	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1320	92	106	615	49	190	356	95	23	222	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1320	92	106	615	49	190	356	95	23	222	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1320	92	106	615	49	190	356	95	23	222	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:	40	1320	92	106	615	49	190	356	95	23	222	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2920	779	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.05	0.06	0.16	0.03	0.11	0.12	0.12	0.01	0.06	0.07
Crit Moves:		****		****			****					****
Green Time:	21.5	81.9	81.9	14.3	74.7	74.7	25.6	30.2	30.2	11.6	16.2	16.2
Volume/Cap:	0.16	0.64	0.10	0.64	0.33	0.06	0.64	0.61	0.61	0.17	0.54	0.64
Delay/Veh:	56.6	24.3	16.3	73.2	22.7	19.5	62.3	55.9	55.9	65.3	64.9	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:	56.6	24.3	16.3	73.2	22.7	19.5	62.3	55.9	55.9	65.3	64.9	71.1
LOS by Move:	E	C	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	3	34	4	10	15	2	18	19	19	2	9	11

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



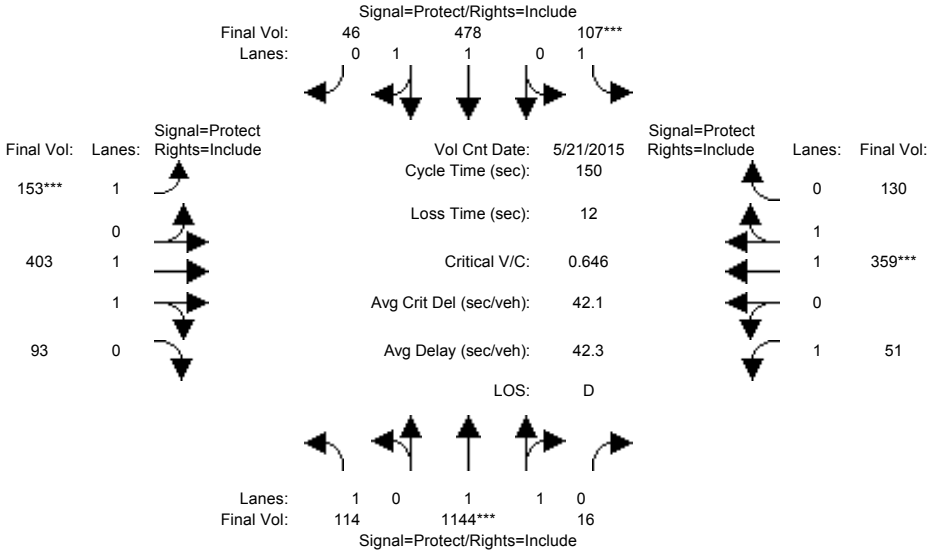
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM																
Base Vol:	65		738	49	189		1297	58	77		343	73	158		459	169
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	65		738	49	189		1297	58	77		343	73	158		459	169
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	65		738	49	189		1297	58	77		343	73	158		459	169
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	65		738	49	189		1297	58	77		343	73	158		459	169
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	65		738	49	189		1297	58	77		343	73	158		459	169
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	65		738	49	189		1297	58	77		343	73	158		459	169
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.64	0.36	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3050	649	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.19		0.03	0.11	0.34		0.03	0.04	0.11		0.11	0.09	0.12		0.10
Crit Moves:	****					****				****				****		
Green Time:	8.2	53.6		53.6	29.8	75.2		75.2	13.1	24.8		24.8	19.9	31.6		31.6
Volume/Cap:	0.64	0.51		0.07	0.51	0.64		0.06	0.47	0.64		0.64	0.64	0.54		0.43
Delay/Veh:	76.9	33.4		27.5	49.8	23.5		15.6	62.3	55.5		55.5	62.0	48.4		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:	76.9	33.4		27.5	49.8	23.5		15.6	62.3	55.5		55.5	62.0	48.4		47.2
LOS by Move:	E		C	C	D		C	B	E		E	E	E		D	D
HCM2k95thQ:	6		21	3	14		32	3	8		17	17	13		16	12

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



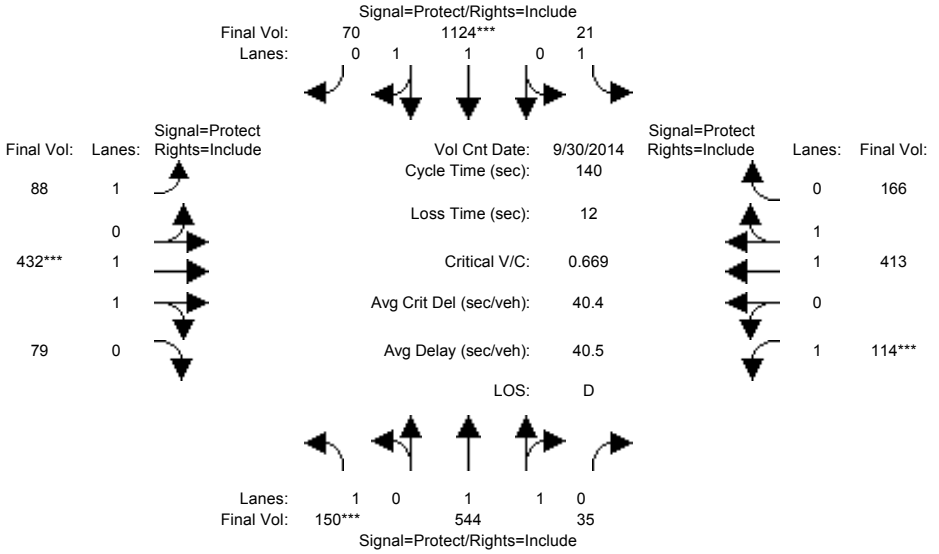
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	114	1144	16	107	478	46	153	403	93	51	359	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:	114	1144	16	107	478	46	153	403	93	51	359	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1144	16	107	478	46	153	403	93	51	359	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1144	16	107	478	46	153	403	93	51	359	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1144	16	107	478	46	153	403	93	51	359	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1144	16	107	478	46	153	403	93	51	359	130
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.61	0.39	1.00	1.45	0.55
Final Sat.:	1750	3649	51	1750	3375	325	1750	3006	694	1750	2716	983
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.06	0.14	0.14	0.09	0.13	0.13	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	27.4	72.8	72.8	14.2	59.6	59.6	20.3	37.8	37.8	13.2	30.7	30.7
Volume/Cap:	0.36	0.65	0.65	0.65	0.36	0.36	0.65	0.53	0.53	0.33	0.65	0.65
Delay/Veh:	54.3	29.8	29.8	74.0	31.9	31.9	67.5	49.0	49.0	65.6	56.6	56.6
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:	54.3	29.8	29.8	74.0	31.9	31.9	67.5	49.0	49.0	65.6	56.6	56.6
LOS by Move:	D	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	10	34	34	10	16	16	15	19	19	5	19	19

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



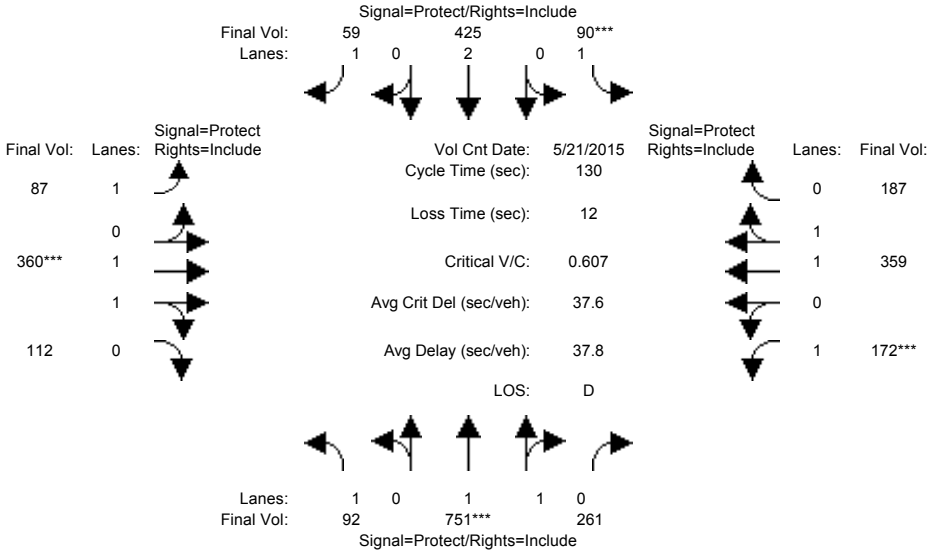
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 500-600PM																
Base Vol:	150		544	35	21		1124	70	88		432	79	114		413	166
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	150		544	35	21		1124	70	88		432	79	114		413	166
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	150		544	35	21		1124	70	88		432	79	114		413	166
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	150		544	35	21		1124	70	88		432	79	114		413	166
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	150		544	35	21		1124	70	88		432	79	114		413	166
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	150		544	35	21		1124	70	88		432	79	114		413	166
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.88	0.12	1.00		1.88	0.12	1.00		1.68	0.32	1.00		1.41	0.59
Final Sat.:	1750		3476	224	1750		3483	217	1750		3128	572	1750		2638	1060
Capacity Analysis Module:																
Vol/Sat:	0.09		0.16	0.16	0.01		0.32	0.32	0.05		0.14	0.14	0.07		0.16	0.16
Crit Moves:	****				****				****				****			
Green Time:	17.9		64.8	64.8	20.7		67.5	67.5	10.3		28.9	28.9	13.6		32.2	32.2
Volume/Cap:	0.67		0.34	0.34	0.08		0.67	0.67	0.68		0.67	0.67	0.67		0.68	0.68
Delay/Veh:	65.8		24.1	24.1	51.6		28.7	28.7	77.0		53.4	53.4	70.8		51.5	51.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	65.8		24.1	24.1	51.6		28.7	28.7	77.0		53.4	53.4	70.8		51.5	51.5
LOS by Move:	E		C	C	D		C	C	E		D	D	E		D	D
HCM2k95thQ:	15		15	15	2		33	33	10		20	20	10		21	21

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



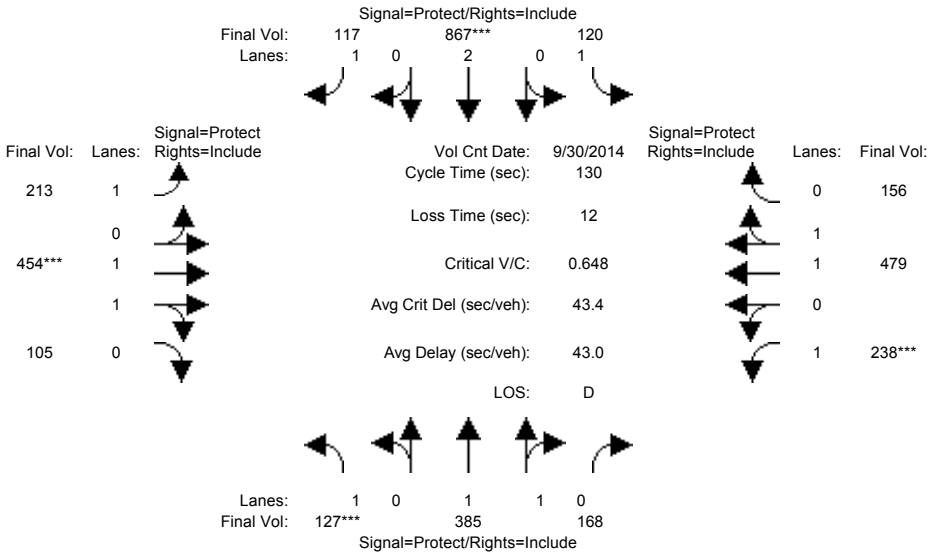
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:45-8:45AM												
Base Vol:	92	751	261	90	425	59	87	360	112	172	359	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:	92	751	261	90	425	59	87	360	112	172	359	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	751	261	90	425	59	87	360	112	172	359	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	751	261	90	425	59	87	360	112	172	359	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	751	261	90	425	59	87	360	112	172	359	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:	92	751	261	90	425	59	87	360	112	172	359	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.47	0.53	1.00	2.00	1.00	1.00	1.51	0.49	1.00	1.30	0.70
Final Sat.:	1750	2745	954	1750	3800	1750	1750	2821	878	1750	2432	1267
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.05	0.11	0.03	0.05	0.13	0.13	0.10	0.15	0.15
Crit Moves:		****		****				****			****	
Green Time:	22.6	58.6	58.6	11.0	47.0	47.0	12.9	27.3	27.3	21.1	35.5	35.5
Volume/Cap:	0.30	0.61	0.61	0.61	0.31	0.09	0.50	0.61	0.61	0.61	0.54	0.54
Delay/Veh:	47.4	27.6	27.6	64.5	30.0	27.5	57.7	47.9	47.9	54.4	40.9	40.9
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:	47.4	27.6	27.6	64.5	30.0	27.5	57.7	47.9	47.9	54.4	40.9	40.9
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	7	27	27	9	12	3	7	16	16	13	17	17

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



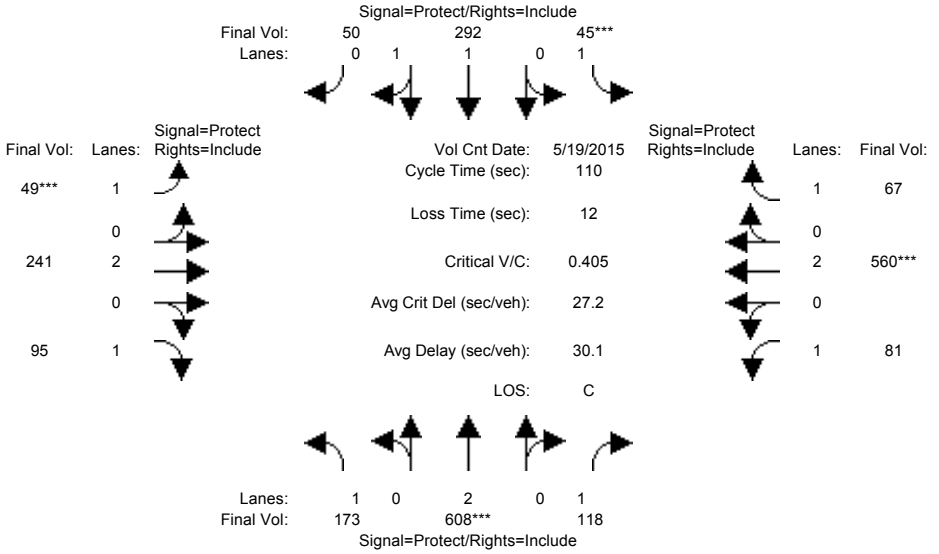
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 4:15-5:15PM																
Base Vol:	127		385	168	120		867	117	213		454	105	238		479	156
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	127		385	168	120		867	117	213		454	105	238		479	156
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	127		385	168	120		867	117	213		454	105	238		479	156
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	127		385	168	120		867	117	213		454	105	238		479	156
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	127		385	168	120		867	117	213		454	105	238		479	156
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	127		385	168	120		867	117	213		454	105	238		479	156
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.38	0.62	1.00		2.00	1.00	1.00		1.61	0.39	1.00		1.50	0.50
Final Sat.:	1750		2575	1124	1750		3800	1750	1750		3004	695	1750		2790	909
Capacity Analysis Module:																
Vol/Sat:	0.07		0.15	0.15	0.07		0.23	0.07	0.12		0.15	0.15	0.14		0.17	0.17
Crit Moves:	****						****				****		****			
Green Time:	14.6		41.4	41.4	19.0		45.8	45.8	23.9		30.3	30.3	27.3		33.7	33.7
Volume/Cap:	0.65		0.47	0.47	0.47		0.65	0.19	0.66		0.65	0.65	0.65		0.66	0.66
Delay/Veh:	62.6		35.8	35.8	52.3		36.4	29.4	54.4		46.7	46.7	51.0		44.8	44.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	62.6		35.8	35.8	52.3		36.4	29.4	54.4		46.7	46.7	51.0		44.8	44.8
LOS by Move:	E		D	D	D		D	C	D		D	D	D		D	D
HCM2k95thQ:	12		17	17	10		26	7	16		19	19	17		21	21

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



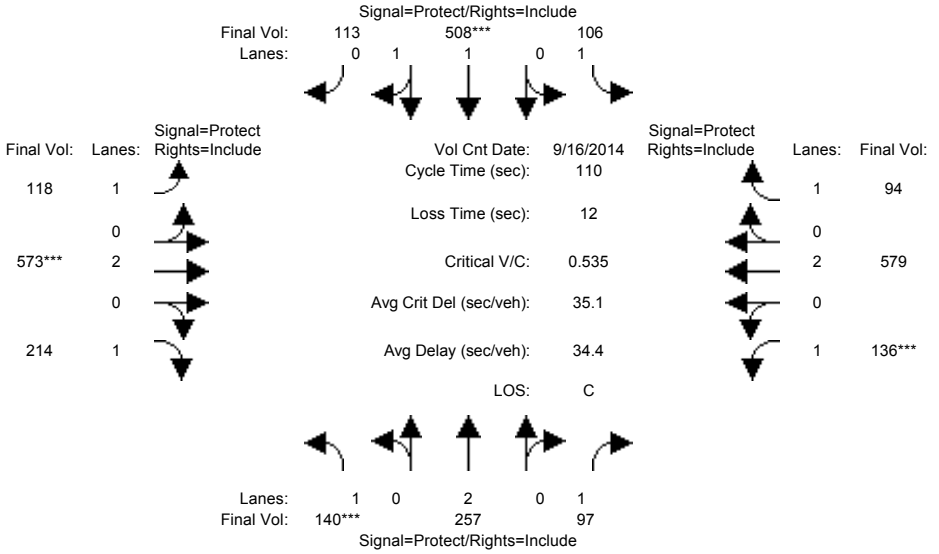
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM																
Base Vol:	173		608	118	45		292	50	49		241	95	81		560	67
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	173		608	118	45		292	50	49		241	95	81		560	67
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	173		608	118	45		292	50	49		241	95	81		560	67
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	173		608	118	45		292	50	49		241	95	81		560	67
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	173		608	118	45		292	50	49		241	95	81		560	67
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	173		608	118	45		292	50	49		241	95	81		560	67
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.70	0.30	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3159	541	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.16	0.07	0.03		0.09	0.09	0.03		0.06	0.05	0.05		0.15	0.04
Crit Moves:			****				****				****				****	
Green Time:	26.1		43.4	43.4	7.0		24.4	24.4	7.6		28.0	28.0	19.6		40.0	40.0
Volume/Cap:	0.42		0.41	0.17	0.40		0.42	0.42	0.41		0.25	0.21	0.26		0.41	0.11
Delay/Veh:	36.2		24.2	21.7	51.9		37.1	37.1	51.3		32.8	32.6	39.4		26.3	23.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.2		24.2	21.7	51.9		37.1	37.1	51.3		32.8	32.6	39.4		26.3	23.2
LOS by Move:	D		C	C	D		D	D	D		C	C	D		C	C
HCM2k95thQ:	10		14	5	3		10	10	4		6	5	5		13	3

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



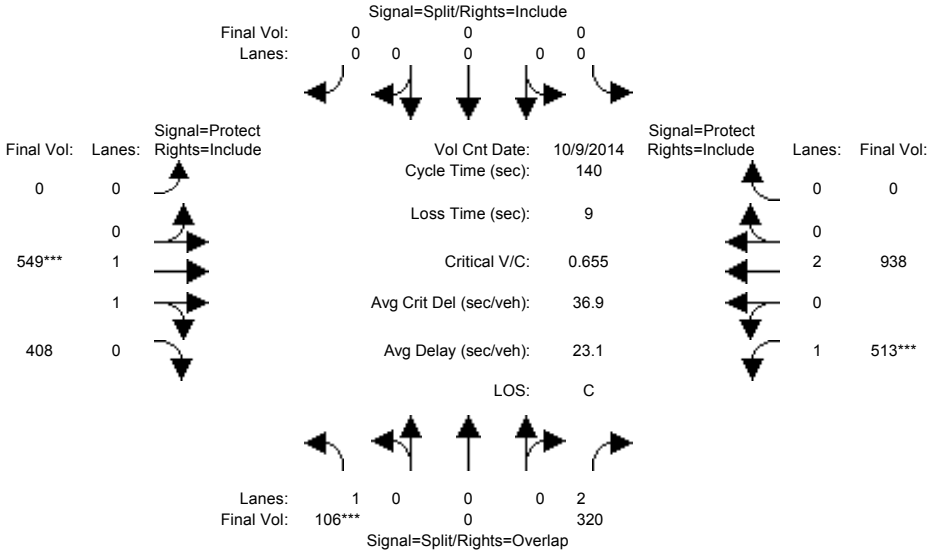
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00 - 6:00 PM																
Base Vol:	140		257	97	106		508	113	118		573	214	136		579	94
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	140		257	97	106		508	113	118		573	214	136		579	94
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	140		257	97	106		508	113	118		573	214	136		579	94
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	140		257	97	106		508	113	118		573	214	136		579	94
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	140		257	97	106		508	113	118		573	214	136		579	94
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	140		257	97	106		508	113	118		573	214	136		579	94
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.63	0.37	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3026	673	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.07	0.06	0.06		0.17	0.17	0.07		0.15	0.12	0.08		0.15	0.05
Crit Moves:	****						****				****		****			
Green Time:	16.5		30.0	30.0	21.0		34.5	34.5	14.4		31.0	31.0	16.0		32.6	32.6
Volume/Cap:	0.53		0.25	0.20	0.32		0.53	0.53	0.51		0.53	0.43	0.53		0.51	0.18
Delay/Veh:	45.4		31.3	31.0	38.9		31.6	31.6	46.5		33.9	32.9	45.8		32.5	29.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.4		31.3	31.0	38.9		31.6	31.6	46.5		33.9	32.9	45.8		32.5	29.0
LOS by Move:	D		C	C	D		C	C	D		C	C	D		C	C
HCM2k95thQ:	9		6	5	6		16	16	8		15	12	10		16	5

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



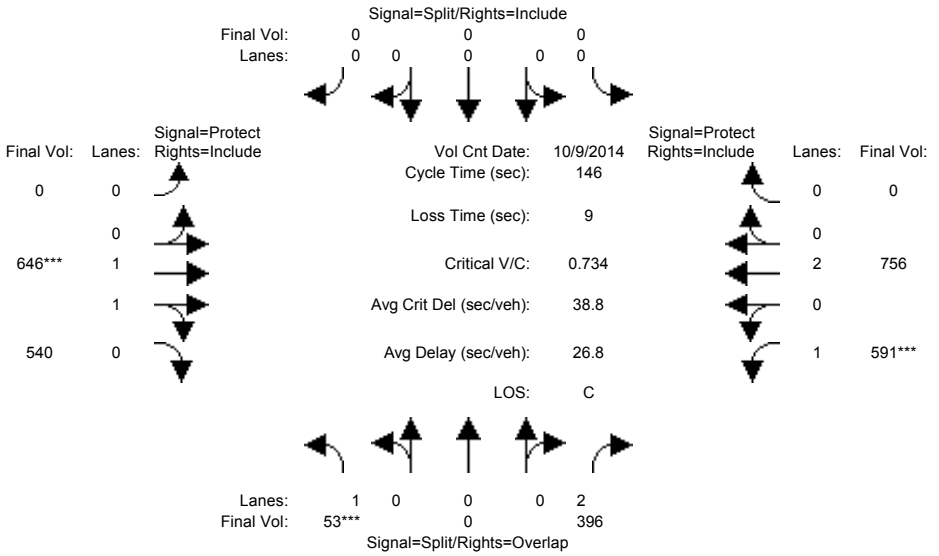
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	106		0	320	0		0	0	0		549	408	513		938	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:	106		0	320	0		0	0	0		549	408	513		938	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	106		0	320	0		0	0	0		549	408	513		938	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	106		0	320	0		0	0	0		549	408	513		938	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	106		0	320	0		0	0	0		549	408	513		938	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	106		0	320	0		0	0	0		549	408	513		938	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.12		0.88	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0		2121	1577	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00		0.10	0.00	0.00		0.00	0.00	0.26		0.26	0.29	0.25		0.00
Crit Moves:	****									****			****			
Green Time:	13.0		0.0	75.7	0.0		0.0	0.0	0.0		55.3	55.3	62.7		118	0.0
Volume/Cap:	0.65	0.00		0.19	0.00	0.00		0.00	0.00	0.65		0.65	0.65	0.29		0.00
Delay/Veh:	70.7		0.0	16.5	0.0		0.0	0.0	0.0		35.6	35.6	32.2		2.3	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	70.7		0.0	16.5	0.0		0.0	0.0	0.0		35.6	35.6	32.2		2.3	0.0
LOS by Move:	E		A	B	A		A	A	A		D	D	C		A	A
HCM2k95thQ:	11		0	8	0		0	0	0		29	29	32		8	0

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



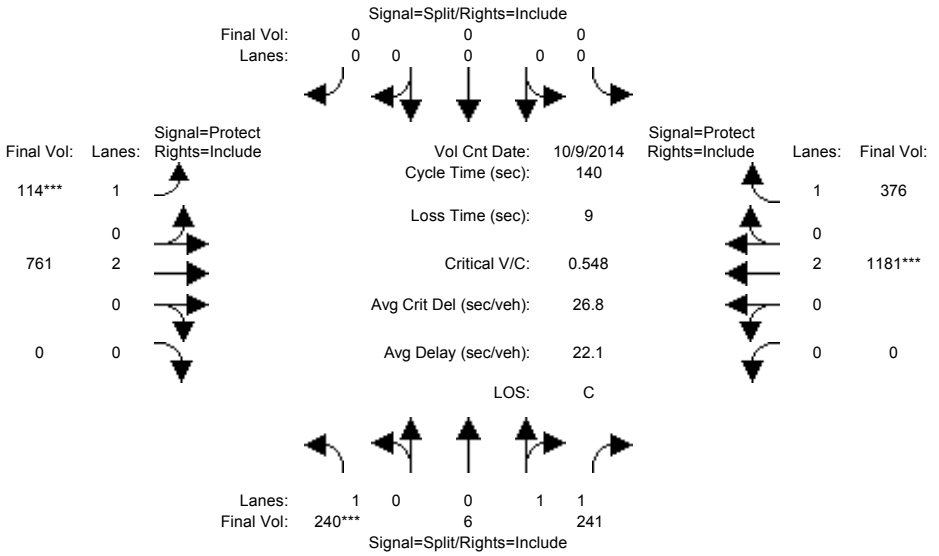
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	53		0	396	0		0	0	0		646	540	591		756	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:	53		0	396	0		0	0	0		646	540	591		756	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	53		0	396	0		0	0	0		646	540	591		756	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	53		0	396	0		0	0	0		646	540	591		756	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	53		0	396	0		0	0	0		646	540	591		756	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	53		0	396	0		0	0	0		646	540	591		756	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	1.00		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.06		0.94	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0	2014		1684	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00		0.13	0.00	0.00		0.00	0.00	0.32		0.32	0.34	0.20		0.00
Crit Moves:	****									****			****			
Green Time:	10.0		0.0	75.1	0.0		0.0	0.0	0.0	61.9		61.9	65.1	127		0.0
Volume/Cap:	0.44	0.00		0.24	0.00	0.00		0.00	0.00	0.76		0.76	0.76	0.23		0.00
Delay/Veh:	67.9		0.0	19.7	0.0		0.0	0.0	0.0	37.9		37.9	38.1	1.6		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:	67.9		0.0	19.7	0.0		0.0	0.0	0.0	37.9		37.9	38.1	1.6		0.0
LOS by Move:	E		A	B	A		A	A	A	D		D	D	A		A
HCM2k95thQ:	6		0	11	0		0	0	0	39		39	41	6		0

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

BART

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

Intersection #3211: 101/McKEE(E) [Study Int 5]



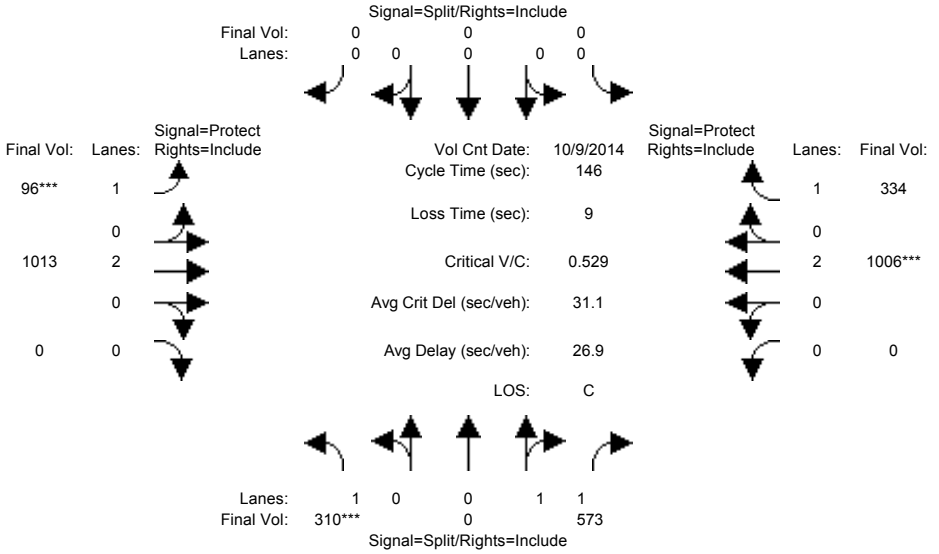
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	6	241	0	0	0	114	761	0	0	1181	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	6	241	0	0	0	114	761	0	0	1181	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	6	241	0	0	0	114	761	0	0	1181	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:	240	6	241	0	0	0	114	761	0	0	1181	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	1.95	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	87	3513	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.07	0.00	0.00	0.00	0.07	0.20	0.00	0.00	0.31	0.21
Crit Moves:	****						****				****	
Green Time:	35.0	35.0	35.0	0.0	0.0	0.0	16.6	96.0	0.0	0.0	79.4	79.4
Volume/Cap:	0.55	0.27	0.27	0.00	0.00	0.00	0.55	0.29	0.00	0.00	0.55	0.38
Delay/Veh:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	18	9	9	0	0	0	11	12	0	0	27	17

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

BART

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

Intersection #3211: 101/McKEE(E) [Study Int 5]



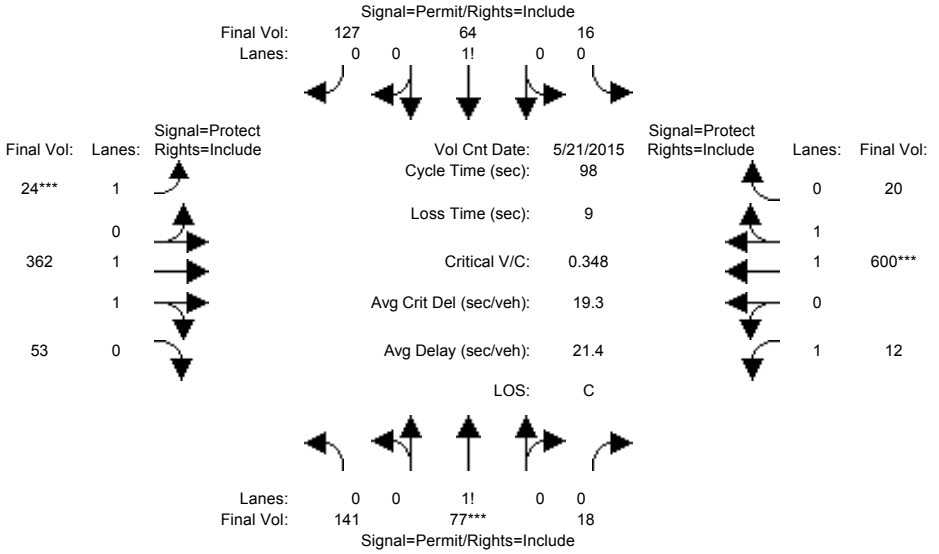
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	573	0	0	0	96	1013	0	0	1006	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	573	0	0	0	96	1013	0	0	1006	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	573	0	0	0	96	1013	0	0	1006	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	0	573	0	0	0	96	1013	0	0	1006	334
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	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.16	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.26	0.19
Crit Moves:	****						****				****	
Green Time:	48.9	0.0	48.9	0.0	0.0	0.0	15.1	88.1	0.0	0.0	73.0	73.0
Volume/Cap:	0.53	0.00	0.48	0.00	0.00	0.00	0.53	0.44	0.00	0.00	0.53	0.38
Delay/Veh:	40.2	0.0	38.7	0.0	0.0	0.0	65.0	15.8	0.0	0.0	25.1	22.8
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:	40.2	0.0	38.7	0.0	0.0	0.0	65.0	15.8	0.0	0.0	25.1	22.8
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	22	0	19	0	0	0	10	22	0	0	26	18

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



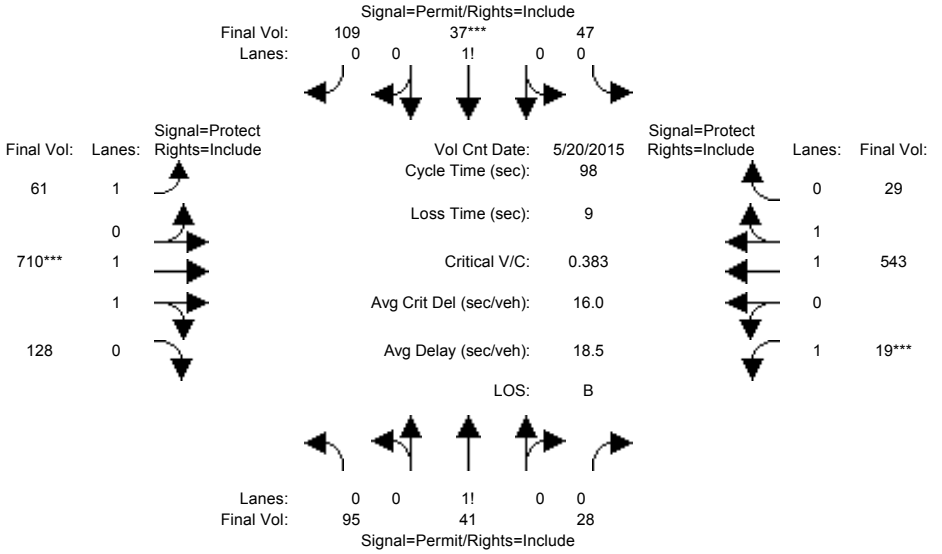
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	141	77	18	16	64	127	24	362	53	12	600	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	77	18	16	64	127	24	362	53	12	600	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	77	18	16	64	127	24	362	53	12	600	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	77	18	16	64	127	24	362	53	12	600	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	77	18	16	64	127	24	362	53	12	600	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	77	18	16	64	127	24	362	53	12	600	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.60	0.33	0.07	0.08	0.31	0.61	1.00	1.74	0.26	1.00	1.93	0.07
Final Sat.:	1046	571	133	135	541	1074	1750	3227	472	1750	3581	119
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.12	0.01	0.11	0.11	0.01	0.17	0.17
Crit Moves:		****					****				****	
Green Time:	36.6	36.6	36.6	36.6	36.6	36.6	7.0	32.0	32.0	20.4	45.4	45.4
Volume/Cap:	0.36	0.36	0.36	0.32	0.32	0.32	0.19	0.34	0.34	0.03	0.36	0.36
Delay/Veh:	22.6	22.6	22.6	22.1	22.1	22.1	43.6	25.2	25.2	31.0	17.1	17.1
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:	22.6	22.6	22.6	22.1	22.1	22.1	43.6	25.2	25.2	31.0	17.1	17.1
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	11	11	11	9	9	9	1	9	9	1	12	12

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



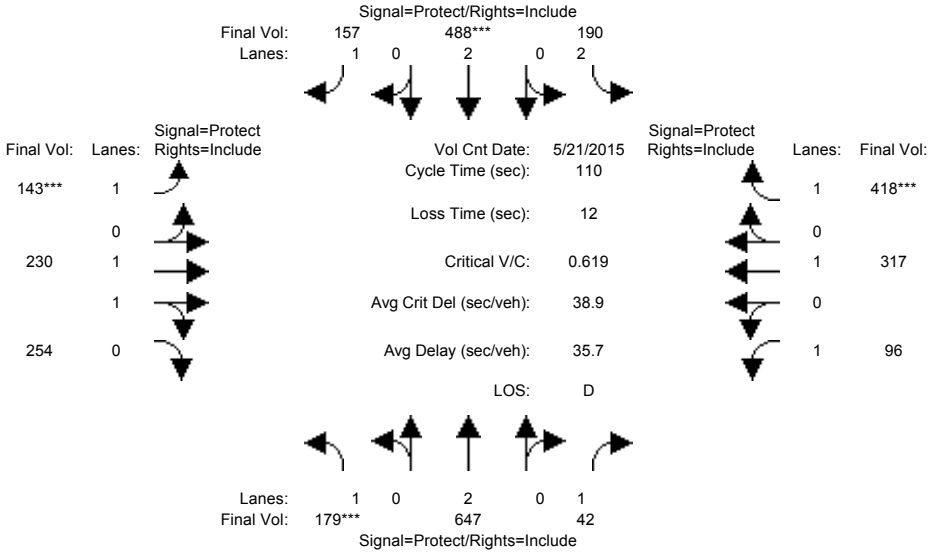
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:15-5:15PM												
Base Vol:	95	41	28	47	37	109	61	710	128	19	543	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:	95	41	28	47	37	109	61	710	128	19	543	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	41	28	47	37	109	61	710	128	19	543	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	41	28	47	37	109	61	710	128	19	543	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	41	28	47	37	109	61	710	128	19	543	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	41	28	47	37	109	61	710	128	19	543	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.58	0.25	0.17	0.24	0.19	0.57	1.00	1.69	0.31	1.00	1.90	0.10
Final Sat.:	1014	438	299	426	335	988	1750	3134	565	1750	3512	188
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.03	0.23	0.23	0.01	0.15	0.15
Crit Moves:				****				****		****		
Green Time:	26.9	26.9	26.9	26.9	26.9	26.9	19.6	55.1	55.1	7.0	42.5	42.5
Volume/Cap:	0.34	0.34	0.34	0.40	0.40	0.40	0.17	0.40	0.40	0.15	0.36	0.36
Delay/Veh:	28.9	28.9	28.9	29.6	29.6	29.6	32.7	12.2	12.2	43.3	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.9	29.6	29.6	29.6	32.7	12.2	12.2	43.3	18.7	18.7
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	9	9	9	10	10	10	3	13	13	1	11	11

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



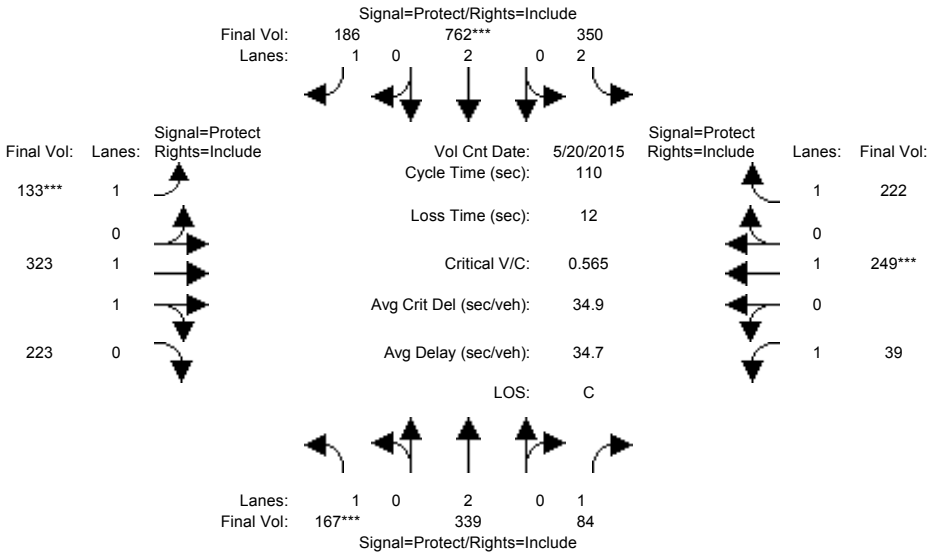
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	179		647	42	190		488	157	143		230	254	96		317	418
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	179		647	42	190		488	157	143		230	254	96		317	418
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	179		647	42	190		488	157	143		230	254	96		317	418
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	179		647	42	190		488	157	143		230	254	96		317	418
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	179		647	42	190		488	157	143		230	254	96		317	418
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	179		647	42	190		488	157	143		230	254	96		317	418
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	2.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		3800	1750	3150		3800	1750	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.17	0.02	0.06		0.13	0.09	0.08		0.12	0.15	0.05		0.17	0.24
Crit Moves:	****						****		****							****
Green Time:	18.2		29.9	29.9	11.2		22.8	22.8	14.5		39.6	39.6	17.4		42.5	42.5
Volume/Cap:	0.62		0.63	0.09	0.59		0.62	0.43	0.62		0.34	0.40	0.35		0.43	0.62
Delay/Veh:	46.7		36.4	30.0	50.3		41.1	38.8	50.2		25.8	26.6	42.0		25.3	29.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	46.7		36.4	30.0	50.3		41.1	38.8	50.2		25.8	26.6	42.0		25.3	29.0
LOS by Move:	D		D	C	D		D	D	D		C	C	D		C	C
HCM2k95thQ:	12		18	2	9		16	10	10		11	13	7		15	23

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



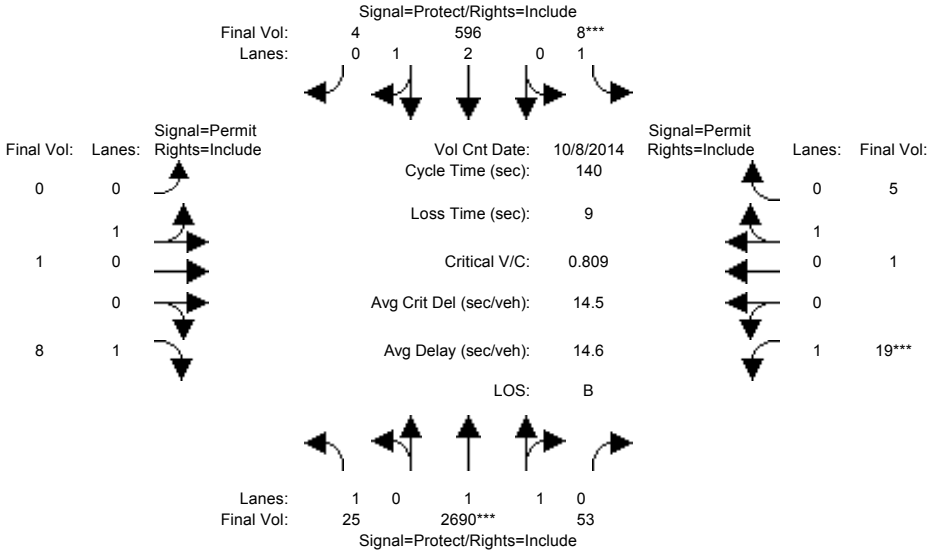
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	167	339	84		350	762	186		133	323	223		39	249	222	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	167	339	84		350	762	186		133	323	223		39	249	222	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	167	339	84		350	762	186		133	323	223		39	249	222	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	167	339	84		350	762	186		133	323	223		39	249	222	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	339	84		350	762	186		133	323	223		39	249	222	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	167	339	84		350	762	186		133	323	223		39	249	222	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	1.16	0.84		1.00	1.00	1.00	
Final Sat.:	1750	3800	1750		3150	3800	1750		1750	2188	1510		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.09	0.05		0.11	0.20	0.11		0.08	0.15	0.15		0.02	0.13	0.13	
Crit Moves:	****					****			****					****		
Green Time:	18.6	25.9	25.9		31.7	39.1	39.1		14.8	28.2	28.2		12.2	25.5	25.5	
Volume/Cap:	0.56	0.38	0.20		0.39	0.56	0.30		0.56	0.58	0.58		0.20	0.56	0.55	
Delay/Veh:	44.5	35.5	34.0		31.6	29.2	25.9		47.7	36.6	36.6		45.0	39.0	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:	44.5	35.5	34.0		31.6	29.2	25.9		47.7	36.6	36.6		45.0	39.0	38.7	
LOS by Move:	D	D	C		C	C	C		D	D	D		D	D	D	
HCM2k95thQ:	11	9	5		11	20	10		9	15	15		3	15	14	

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



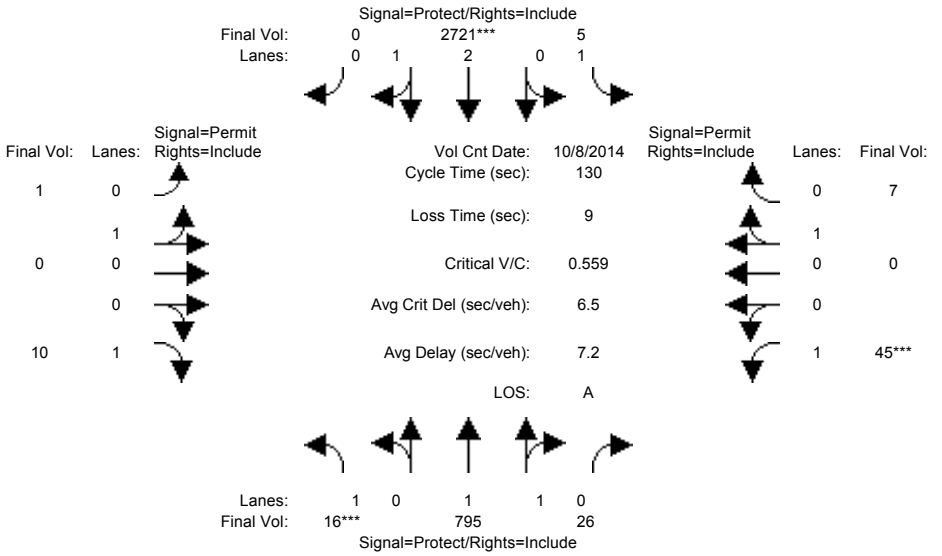
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	25		2690	53	8		596	4	0		1	8	19		1	5
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	25		2690	53	8		596	4	0		1	8	19		1	5
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	25		2690	53	8		596	4	0		1	8	19		1	5
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	25		2690	53	8		596	4	0		1	8	19		1	5
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	25		2690	53	8		596	4	0		1	8	19		1	5
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	25		2690	53	8		596	4	0		1	8	19		1	5
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.92		0.98	0.95	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	1.00		1.96	0.04	1.00		2.98	0.02	0.00		1.00	1.00	1.00		0.17	0.83
Final Sat.:	1750		3628	71	1750		5563	37	0		1800	1750	1750		300	1500
Capacity Analysis Module:																
Vol/Sat:	0.01		0.74	0.74	0.00		0.11	0.11	0.00		0.00	0.00	0.01		0.00	0.00
Crit Moves:			****		****								****			
Green Time:	38.5		114	114.0	7.0		82.5	82.5	0.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.05		0.91	0.91	0.09		0.18	0.18	0.00		0.01	0.06	0.15		0.05	0.05
Delay/Veh:	37.4		14.0	14.0	63.9		13.3	13.3	0.0		60.4	60.9	61.6		60.7	60.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.4		14.0	14.0	63.9		13.3	13.3	0.0		60.4	60.9	61.6		60.7	60.7
LOS by Move:	D		B	B	E		B	B	A		E	E	E		E	E
HCM2k95thQ:	2		71	71	1		8	8	0		0	1	2		1	1

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



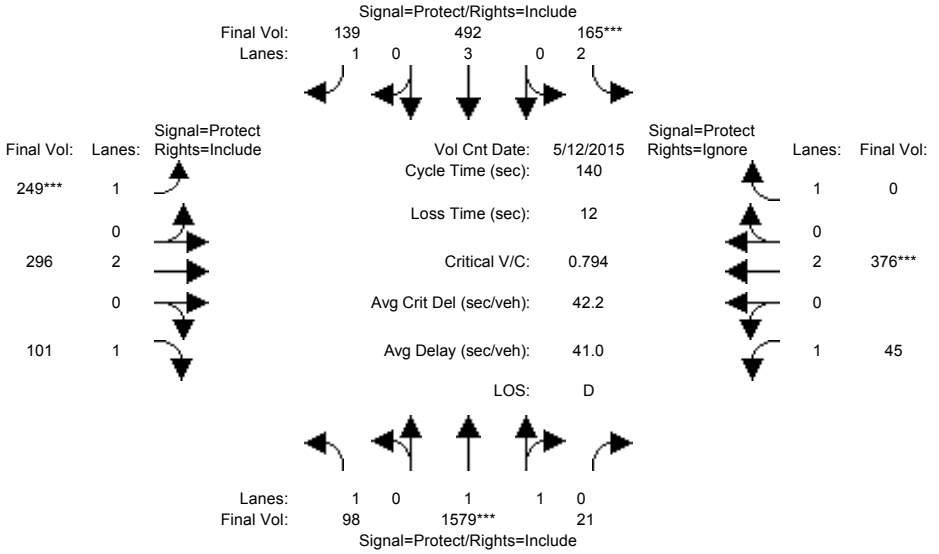
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	16	795	26	5	2721	0	1	0	10	45	0	7
Growth 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:	16	795	26	5	2721	0	1	0	10	45	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	795	26	5	2721	0	1	0	10	45	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	795	26	5	2721	0	1	0	10	45	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	795	26	5	2721	0	1	0	10	45	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	795	26	5	2721	0	1	0	10	45	0	7
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	0.92	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.93	0.07	1.00	3.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3583	117	1750	5600	0	1800	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.00	0.49	0.00	0.00	0.00	0.01	0.03	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	89.3	89.3	21.7	104	0.0	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.17	0.32	0.32	0.02	0.61	0.00	0.01	0.00	0.07	0.33	0.00	0.05
Delay/Veh:	59.6	8.3	8.3	45.3	5.3	0.0	55.4	0.0	55.9	58.3	0.0	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	8.3	8.3	45.3	5.3	0.0	55.4	0.0	55.9	58.3	0.0	55.8
LOS by Move:	E	A	A	D	A	A	E	A	E	E	A	E
HCM2k95thQ:	1	13	13	0	23	0	0	0	1	4	0	1

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



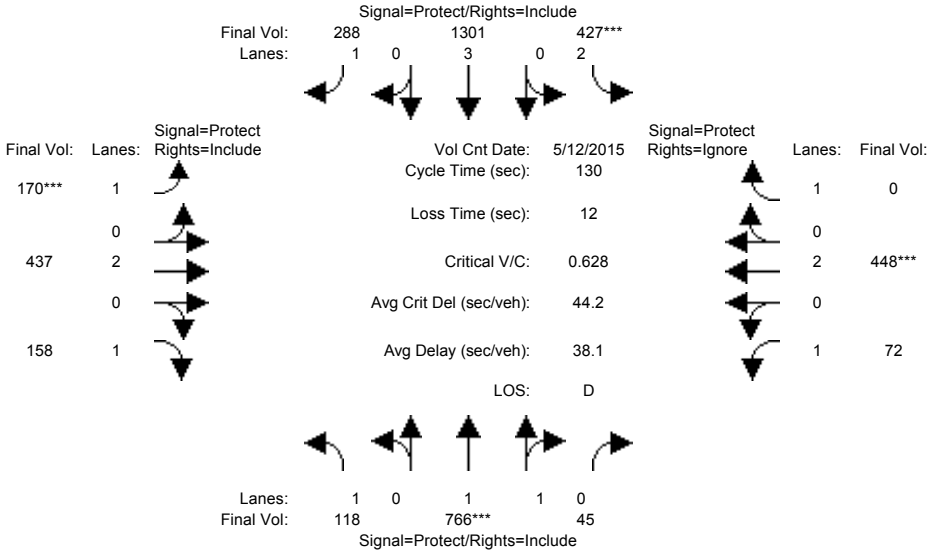
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM																
Base Vol:	98	1579		21	165	492		139	249	296		101	45	376		746
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	98	1579		21	165	492		139	249	296		101	45	376		746
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	98	1579		21	165	492		139	249	296		101	45	376		746
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	98	1579		21	165	492		139	249	296		101	45	376		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	98	1579		21	165	492		139	249	296		101	45	376		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	98	1579		21	165	492		139	249	296		101	45	376		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.97		0.95	0.83	0.83		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	1.97		0.03	2.00	3.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3651		49	3150	4750		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.06	0.43		0.43	0.05	0.10		0.08	0.14	0.08		0.06	0.03	0.10		0.00
Crit Moves:		****			****				****					****		
Green Time:	30.0	76.2		76.2	9.2	55.5		55.5	25.1	25.9		25.9	16.6	17.4		0.0
Volume/Cap:	0.26	0.79		0.79	0.79	0.26		0.20	0.79	0.42		0.31	0.22	0.79		0.00
Delay/Veh:	46.2	27.8		27.8	83.1	28.5		27.9	68.0	50.8		49.9	56.3	68.5		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	46.2	27.8		27.8	83.1	28.5		27.9	68.0	50.8		49.9	56.3	68.5		0.0
LOS by Move:	D		C	C	F		C	C	E		D	D	E		E	A
HCM2k95thQ:	7		45	45	9		9	8	21		10	8	4		18	0

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



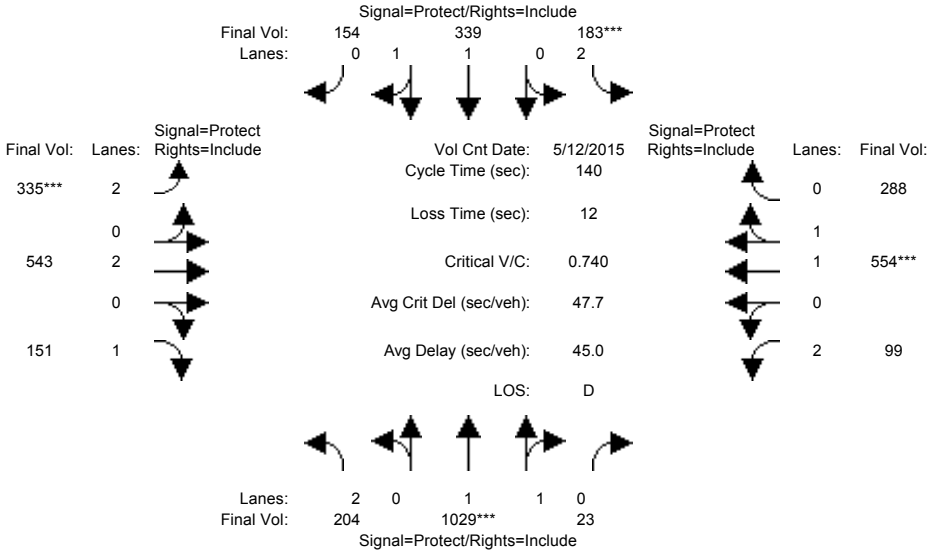
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	118		766	45	427		1301	288	170		437	158	72		448	328
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	118		766	45	427		1301	288	170		437	158	72		448	328
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	118		766	45	427		1301	288	170		437	158	72		448	328
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	118		766	45	427		1301	288	170		437	158	72		448	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	118		766	45	427		1301	288	170		437	158	72		448	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	118		766	45	427		1301	288	170		437	158	72		448	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.83		0.83	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.89	0.11	2.00		3.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3495	205	3150		4750	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.22	0.22	0.14		0.27	0.16	0.10		0.12	0.09	0.04		0.12	0.00
Crit Moves:			****		****				****						****	
Green Time:	14.5		45.4	45.4	28.1		59.0	59.0	20.1		30.3	30.3	14.2		24.4	0.0
Volume/Cap:	0.60		0.63	0.63	0.63		0.60	0.36	0.63		0.49	0.39	0.38		0.63	0.00
Delay/Veh:	60.3		36.3	36.3	48.1		27.2	23.5	56.1		43.6	42.6	55.0		50.4	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	60.3		36.3	36.3	48.1		27.2	23.5	56.1		43.6	42.6	55.0		50.4	0.0
LOS by Move:	E		D	D	D		C	C	E		D	D	E		D	A
HCM2k95thQ:	9		24	24	17		23	15	13		14	11	6		17	0

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



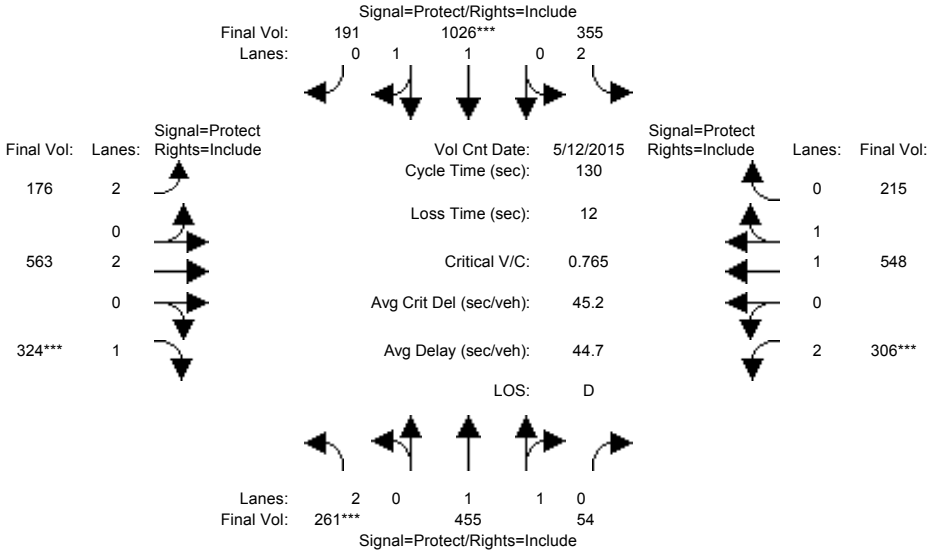
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM																
Base Vol:	204	1029		23	183	339		154	335	543		151	99	554		288
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	204	1029		23	183	339		154	335	543		151	99	554		288
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	204	1029		23	183	339		154	335	543		151	99	554		288
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	204	1029		23	183	339		154	335	543		151	99	554		288
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	204	1029		23	183	339		154	335	543		151	99	554		288
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	204	1029		23	183	339		154	335	543		151	99	554		288
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	0.97		0.95	0.83	0.99		0.95	0.83	1.00		0.92	0.83	0.99		0.95
Lanes:	2.00	1.96		0.04	2.00	1.36		0.64	2.00	2.00		1.00	2.00	1.30		0.70
Final Sat.:	3150	3619		81	3150	2543		1155	3150	3800		1750	3150	2434		1265
Capacity Analysis Module:																
Vol/Sat:	0.06	0.28		0.28	0.06	0.13		0.13	0.11	0.14		0.09	0.03	0.23		0.23
Crit Moves:		****			****				****					****		
Green Time:	21.2	53.8		53.8	11.0	43.6		43.6	20.1	46.8		46.8	16.4	43.1		43.1
Volume/Cap:	0.43	0.74		0.74	0.74	0.43		0.43	0.74	0.43		0.26	0.27	0.74		0.74
Delay/Veh:	54.5	39.2		39.2	74.4	38.5		38.5	63.8	36.4		34.2	56.7	46.1		46.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	54.5	39.2		39.2	74.4	38.5		38.5	63.8	36.4		34.2	56.7	46.1		46.1
LOS by Move:	D		D	D	E		D	D	E		D	C	E		D	D
HCM2k95thQ:	10		35	35	10		16	16	16		16	9	5		29	29

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



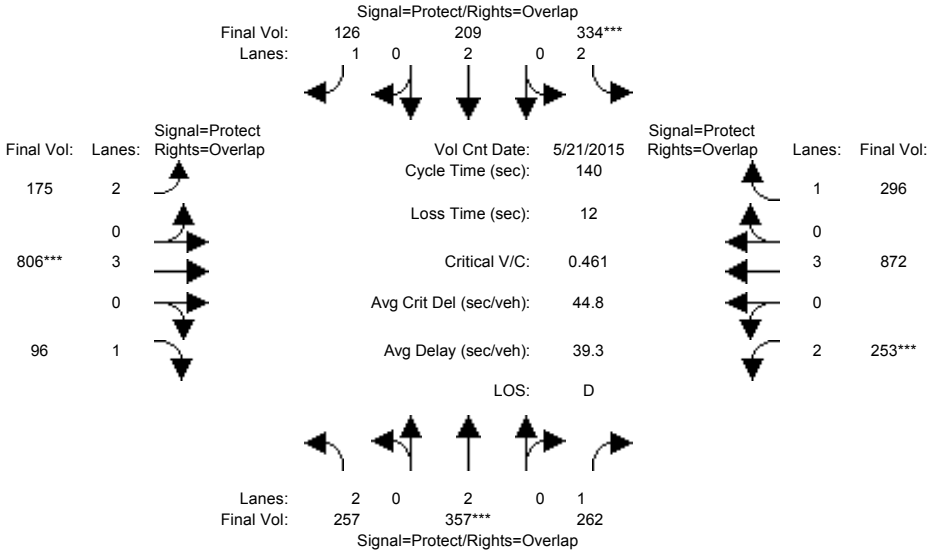
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	261		455	54	355		1026	191	176		563	324	306		548	215
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	261		455	54	355		1026	191	176		563	324	306		548	215
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	261		455	54	355		1026	191	176		563	324	306		548	215
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	261		455	54	355		1026	191	176		563	324	306		548	215
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	261		455	54	355		1026	191	176		563	324	306		548	215
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	261		455	54	355		1026	191	176		563	324	306		548	215
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		0.98	0.95	0.83		0.98	0.95	0.83		1.00	0.92	0.83		0.98	0.95
Lanes:	2.00		1.78	0.22	2.00		1.68	0.32	2.00		2.00	1.00	2.00		1.42	0.58
Final Sat.:	3150		3307	392	3150		3119	581	3150		3800	1750	3150		2657	1042
Capacity Analysis Module:																
Vol/Sat:	0.08		0.14	0.14	0.11		0.33	0.33	0.06		0.15	0.19	0.10		0.21	0.21
Crit Moves:	****				****							****	****			
Green Time:	14.1		38.5	38.5	31.5		55.9	55.9	10.2		31.5	31.5	16.5		37.8	37.8
Volume/Cap:	0.76		0.46	0.46	0.46		0.76	0.76	0.71		0.61	0.76	0.76		0.71	0.71
Delay/Veh:	66.2		37.7	37.7	42.5		33.7	33.7	67.7		45.1	53.9	63.4		43.5	43.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	66.2		37.7	37.7	42.5		33.7	33.7	67.7		45.1	53.9	63.4		43.5	43.5
LOS by Move:	E		D	D	D		C	C	E		D	D	E		D	D
HCM2k95thQ:	15		16	16	13		35	35	8		18	23	14		25	25

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



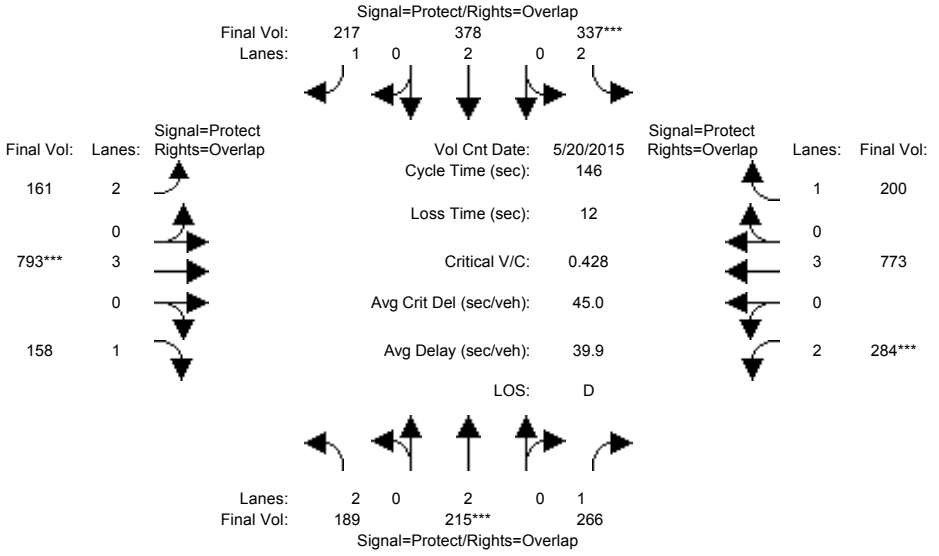
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	257		357	262	334		209	126	175		806	96	253		872	296
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	257		357	262	334		209	126	175		806	96	253		872	296
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	257		357	262	334		209	126	175		806	96	253		872	296
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	257		357	262	334		209	126	175		806	96	253		872	296
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	257		357	262	334		209	126	175		806	96	253		872	296
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	257		357	262	334		209	126	175		806	96	253		872	296
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.09	0.15	0.11		0.06	0.07	0.06		0.14	0.05	0.08		0.15	0.17
Crit Moves:			****		****						****		****			
Green Time:	32.4		28.5	52.9	32.2		28.3	46.3	17.9		42.9	75.3	24.4		49.4	81.6
Volume/Cap:	0.35		0.46	0.40	0.46		0.27	0.22	0.43		0.46	0.10	0.46		0.43	0.29
Delay/Veh:	45.3		49.4	32.3	46.9		47.3	34.0	57.1		39.4	15.9	52.5		34.8	14.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.3		49.4	32.3	46.9		47.3	34.0	57.1		39.4	15.9	52.5		34.8	14.8
LOS by Move:	D		D	C	D		D	C	E		D	B	D		C	B
HCM2k95thQ:	11		13	16	14		7	8	8		17	4	12		17	13

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



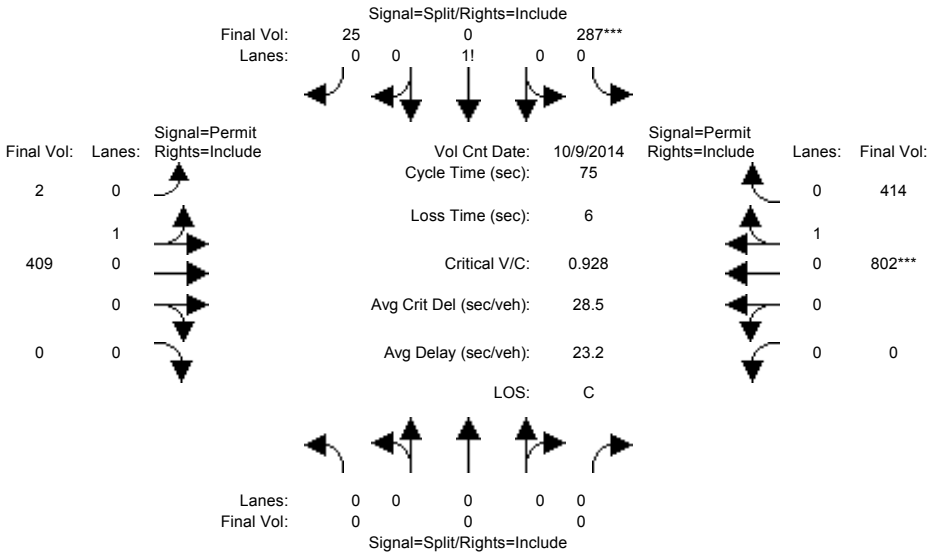
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	189		215	266	337		378	217	161		793	158	284		773	200
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	189		215	266	337		378	217	161		793	158	284		773	200
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	189		215	266	337		378	217	161		793	158	284		773	200
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	189		215	266	337		378	217	161		793	158	284		773	200
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	189		215	266	337		378	217	161		793	158	284		773	200
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	189		215	266	337		378	217	161		793	158	284		773	200
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.06	0.15	0.11		0.10	0.12	0.05		0.14	0.09	0.09		0.14	0.11
Crit Moves:			****				****					****			****	
Green Time:	21.0		19.3	50.1	36.5		34.8	56.2	21.4		47.5	68.4	30.8		56.8	93.3
Volume/Cap:	0.42		0.43	0.44	0.43		0.42	0.32	0.35		0.43	0.19	0.43		0.35	0.18
Delay/Veh:	57.6		58.9	37.7	46.4		47.3	31.8	56.5		38.8	22.8	50.4		31.6	10.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	57.6		58.9	37.7	46.4		47.3	31.8	56.5		38.8	22.8	50.4		31.6	10.8
LOS by Move:	E		E	D	D		D	C	E		D	C	D		C	B
HCM2k95thQ:	10		9	18	14		13	13	7		17	8	13		15	8

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



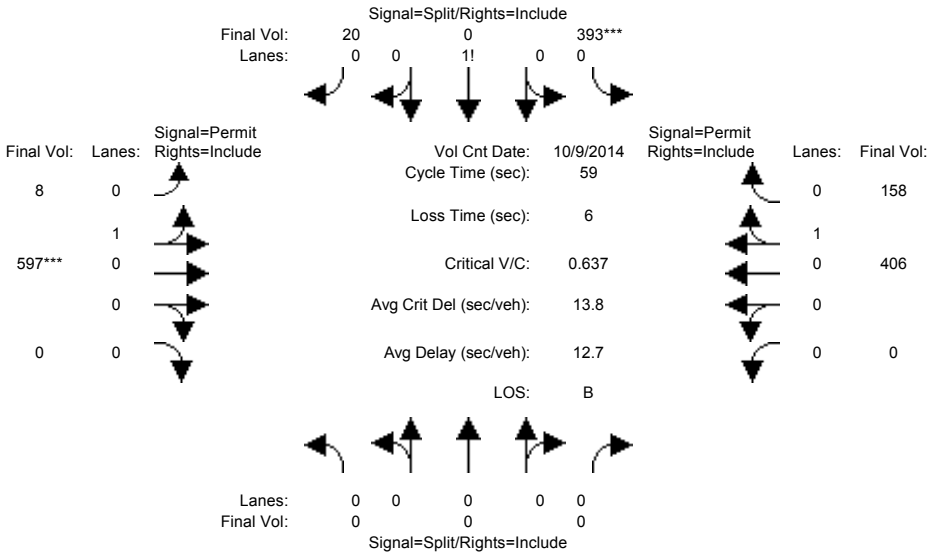
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	287		0	25	2		409	0	0		802	414
Growth Adj:	1.00		1.00	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	287		0	25	2		409	0	0		802	414
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	287		0	25	2		409	0	0		802	414
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	287		0	25	2		409	0	0		802	414
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	287		0	25	2		409	0	0		802	414
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	287		0	25	2		409	0	0		802	414
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.92		0.00	0.08	0.01		0.99	0.00	0.00		0.66	0.34
Final Sat.:	0		0	0	1610		0	140	9		1791	0	0		1187	613
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.18		0.00	0.18	0.23		0.23	0.00	0.00		0.68	0.68
Crit Moves:					****										****	
Green Time:	0.0		0.0	0.0	14.4		0.0	14.4	54.6		54.6	0.0	0.0		54.6	54.6
Volume/Cap:	0.00		0.00	0.00	0.93		0.00	0.93	0.31		0.31	0.00	0.00		0.93	0.93
Delay/Veh:	0.0		0.0	0.0	60.9		0.0	60.9	3.7		3.7	0.0	0.0		20.1	20.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	60.9		0.0	60.9	3.7		3.7	0.0	0.0		20.1	20.1
LOS by Move:	A		A	A	E		A	E	A		A	A	A		C	C
HCM2k95thQ:	0		0	0	22		0	22	7		7	0	0		46	46

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



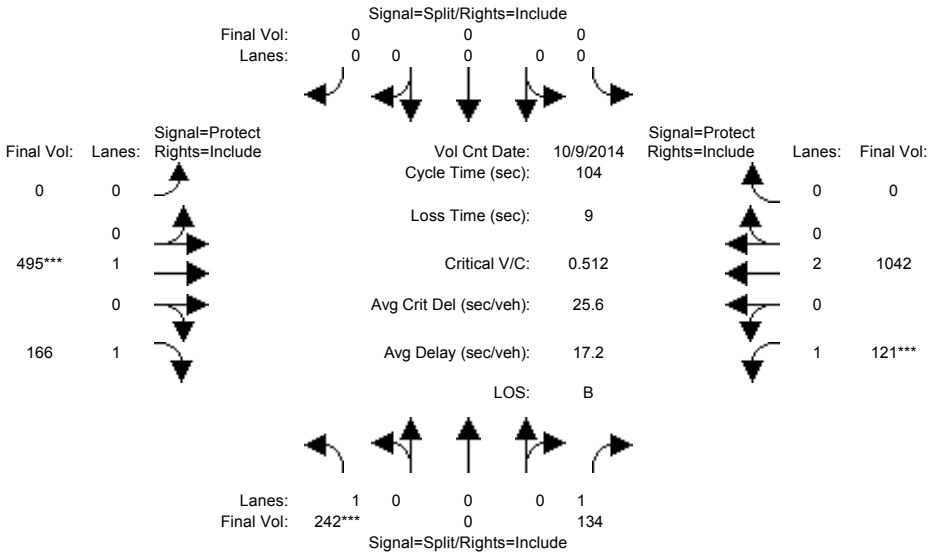
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	393		0	20	8		597	0	0		406	158
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	393		0	20	8		597	0	0		406	158
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	393		0	20	8		597	0	0		406	158
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	393		0	20	8		597	0	0		406	158
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	393		0	20	8		597	0	0		406	158
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	393		0	20	8		597	0	0		406	158
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.95		0.00	0.05	0.01		0.99	0.00	0.00		0.72	0.28
Final Sat.:	0		0	0	1665		0	85	24		1776	0	0		1296	504
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.24		0.00	0.24	0.34		0.34	0.00	0.00		0.31	0.31
Crit Moves:					****						****					
Green Time:	0.0		0.0	0.0	21.9		0.0	21.9	31.1		31.1	0.0	0.0		31.1	31.1
Volume/Cap:	0.00		0.00	0.00	0.64		0.00	0.64	0.64		0.64	0.00	0.00		0.59	0.59
Delay/Veh:	0.0		0.0	0.0	17.4		0.0	17.4	11.4		11.4	0.0	0.0		10.6	10.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	17.4		0.0	17.4	11.4		11.4	0.0	0.0		10.6	10.6
LOS by Move:	A		A	A	B		A	B	B		B	A	A		B	B
HCM2k95thQ:	0		0	0	15		0	15	16		16	0	0		14	14

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



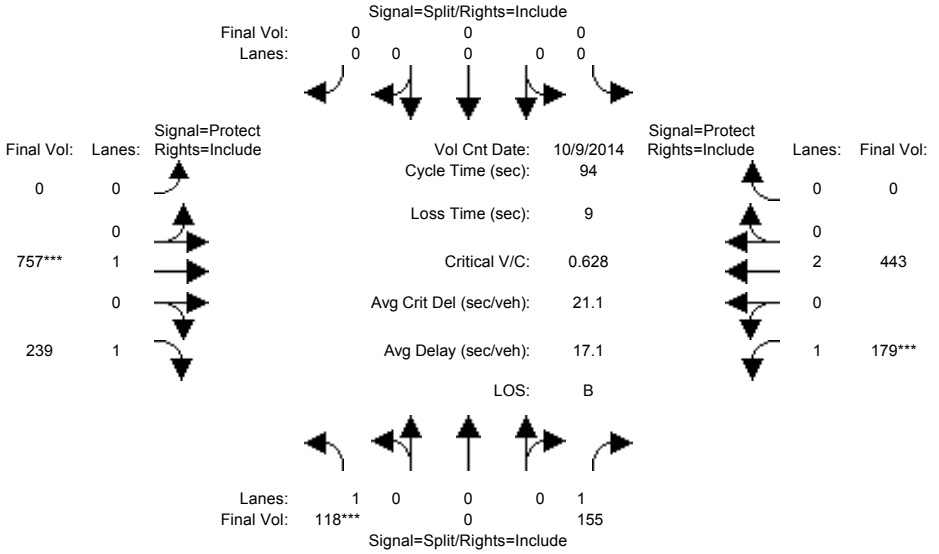
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
Growth 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:	242	0	134	0	0	0	0	495	166	121	1042	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	134	0	0	0	0	495	166	121	1042	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	0	134	0	0	0	0	495	166	121	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	134	0	0	0	0	495	166	121	1042	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.09	0.07	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	28.1	0.0	28.1	0.0	0.0	0.0	0.0	52.9	52.9	14.0	66.9	0.0
Volume/Cap:	0.51	0.00	0.28	0.00	0.00	0.00	0.00	0.51	0.19	0.51	0.43	0.00
Delay/Veh:	33.1	0.0	30.3	0.0	0.0	0.0	0.0	17.5	14.0	43.7	9.2	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:	33.1	0.0	30.3	0.0	0.0	0.0	0.0	17.5	14.0	43.7	9.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	14	0	7	0	0	0	0	19	6	9	15	0

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



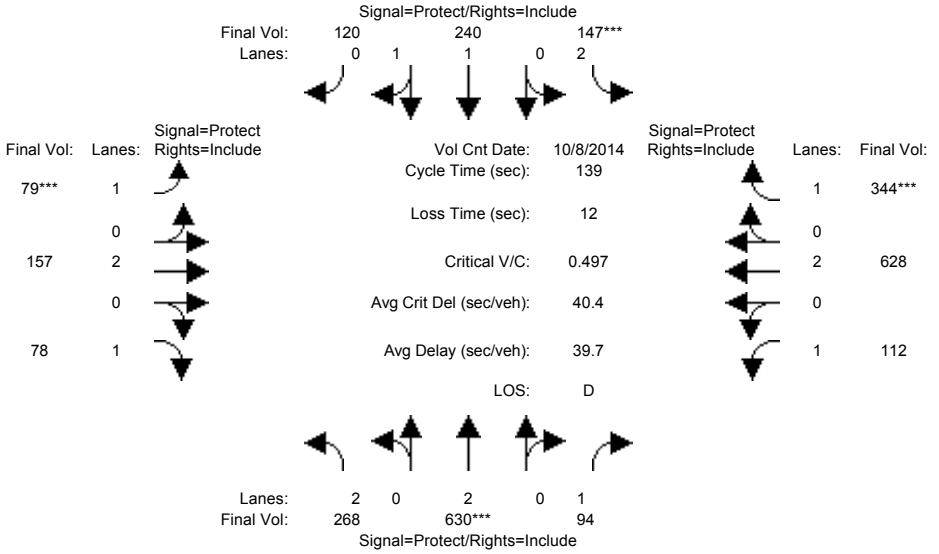
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	118		0	155	0		0	0	0		757	239	179		443	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:	118		0	155	0		0	0	757		239	179	443			0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	118		0	155	0		0	0	757		239	179	443			0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	118		0	155	0		0	0	757		239	179	443			0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	118		0	155	0		0	0	757		239	179	443			0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	118		0	155	0		0	0	757		239	179	443			0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00		1.00	1.00	2.00		0.00
Final Sat.:	1750		0	1750	0		0	0	1900		1750	1750	3800			0
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00		0.09	0.00	0.00		0.00	0.40		0.14	0.10	0.12			0.00
Crit Moves:	****								****			****				
Green Time:	12.8		0.0	12.8	0.0		0.0	0.0	57.5		57.5	14.8	72.2			0.0
Volume/Cap:	0.50	0.00		0.65	0.00	0.00		0.00	0.65		0.22	0.65	0.15			0.00
Delay/Veh:	39.3		0.0	44.8	0.0		0.0	0.0	13.1		8.3	42.7	2.9			0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	39.3		0.0	44.8	0.0		0.0	0.0	13.1		8.3	42.7	2.9			0.0
LOS by Move:	D		A	D	A		A	A	B		A	D	A			A
HCM2k95thQ:	8		0	11	0		0	0	25		6	12	3			0

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



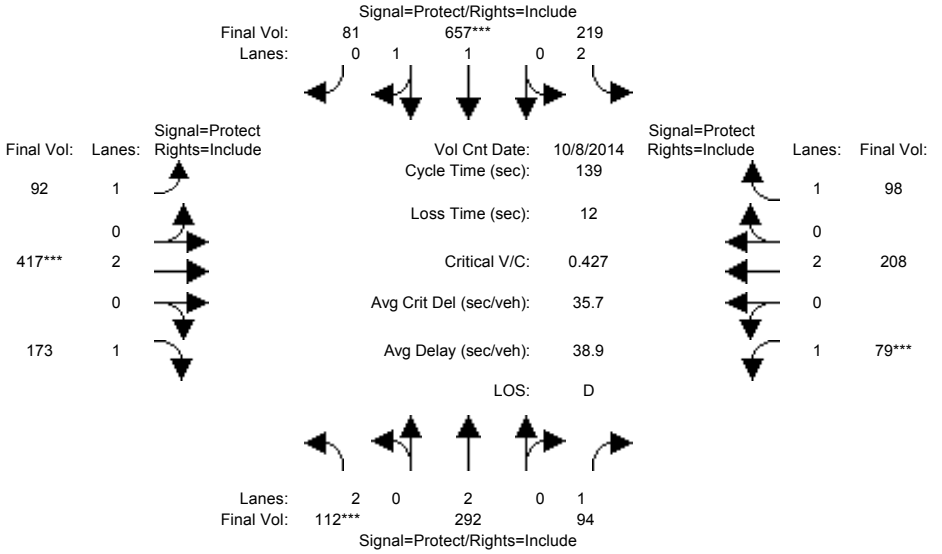
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	268		630	94	147		240	120	79		157	78	112		628	344
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	268		630	94	147		240	120	79		157	78	112		628	344
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	268		630	94	147		240	120	79		157	78	112		628	344
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	268		630	94	147		240	120	79		157	78	112		628	344
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	268		630	94	147		240	120	79		157	78	112		628	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:	268		630	94	147		240	120	79		157	78	112		628	344
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		0.99	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		1.32	0.68	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	3150		3800	1750	3150		2466	1233	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.17	0.05	0.05		0.10	0.10	0.05		0.04	0.04	0.06		0.17	0.20
Crit Moves:			****		****				****							****
Green Time:	27.7		46.4	46.4	13.0		31.7	31.7	12.6		35.8	35.8	31.8		55.0	55.0
Volume/Cap:	0.43		0.50	0.16	0.50		0.43	0.43	0.50		0.16	0.17	0.28		0.42	0.50
Delay/Veh:	49.2		37.3	32.8	61.2		46.2	46.2	62.6		40.1	40.3	44.5		30.6	32.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	49.2		37.3	32.8	61.2		46.2	46.2	62.6		40.1	40.3	44.5		30.6	32.2
LOS by Move:	D		D	C	E		D	D	E		D	D	D		C	C
HCM2k95thQ:	11		19	6	7		12	12	7		5	5	8		17	21

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



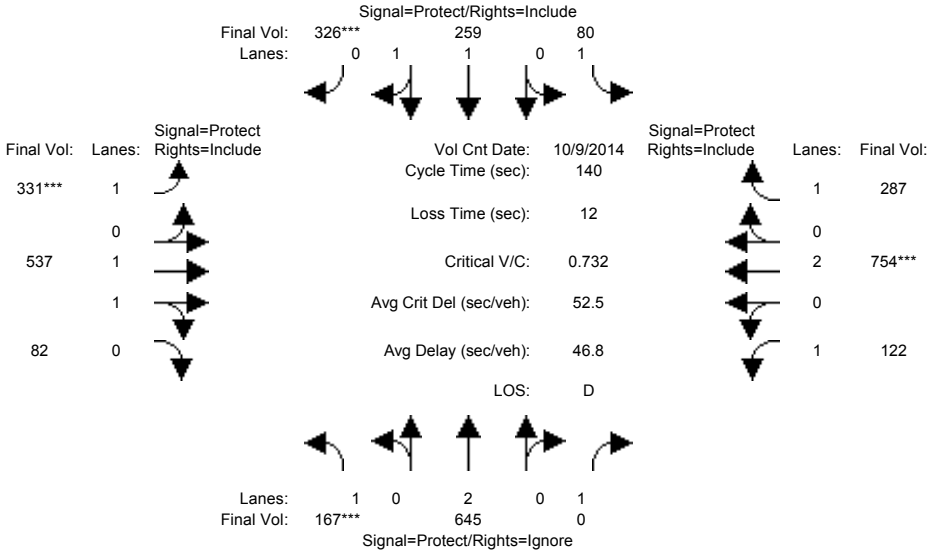
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	112	292	94	219	657	81	92	417	173	79	208	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:	112	292	94	219	657	81	92	417	173	79	208	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	292	94	219	657	81	92	417	173	79	208	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:	112	292	94	219	657	81	92	417	173	79	208	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	292	94	219	657	81	92	417	173	79	208	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:	112	292	94	219	657	81	92	417	173	79	208	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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3294	406	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.05	0.07	0.20	0.20	0.05	0.11	0.10	0.05	0.05	0.06
Crit Moves:	****				****			****			****	
Green Time:	11.6	40.2	40.2	36.4	65.0	65.0	21.3	35.7	35.7	14.7	29.1	29.1
Volume/Cap:	0.43	0.27	0.19	0.27	0.43	0.43	0.34	0.43	0.38	0.43	0.26	0.27
Delay/Veh:	61.7	38.2	37.3	40.9	24.8	24.8	53.4	43.4	43.1	59.8	46.1	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	38.2	37.3	40.9	24.8	24.8	53.4	43.4	43.1	59.8	46.1	46.4
LOS by Move:	E	D	D	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	9	6	8	19	19	7	14	12	7	7	7

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



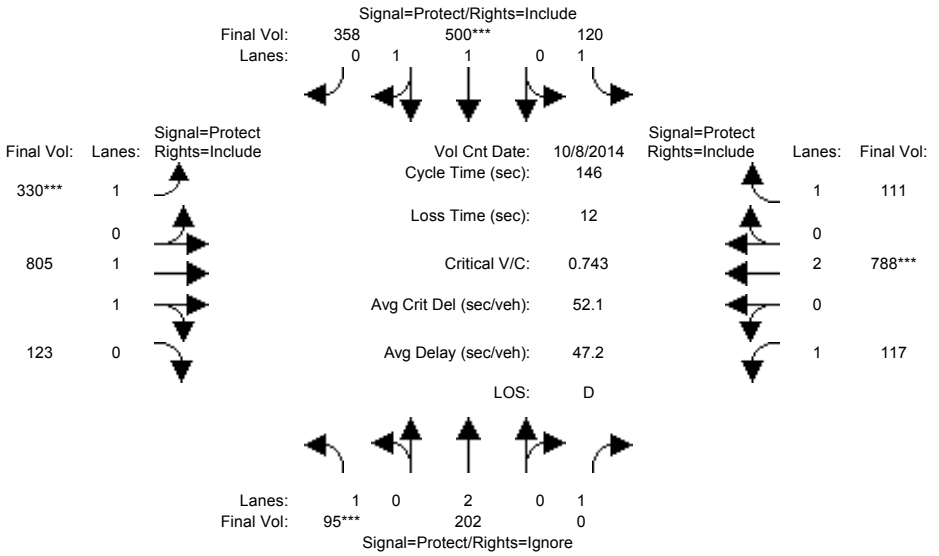
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	167	645	162		80	259	326		331	537	82		122	754	287	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	167	645	162		80	259	326		331	537	82		122	754	287	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	167	645	162		80	259	326		331	537	82		122	754	287	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	167	645	0		80	259	326		331	537	82		122	754	287	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	645	0		80	259	326		331	537	82		122	754	287	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	167	645	0		80	259	326		331	537	82		122	754	287	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.73	0.27		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		1750	1900	1750		1750	3209	490		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17	0.00		0.05	0.14	0.19		0.19	0.17	0.17		0.07	0.20	0.16	
Crit Moves:	****						****		****					****		
Green Time:	18.3	41.6	0.0		12.3	35.6	35.6		36.2	52.3	52.3		21.8	37.9	37.9	
Volume/Cap:	0.73	0.57	0.00		0.52	0.54	0.73		0.73	0.45	0.45		0.45	0.73	0.61	
Delay/Veh:	70.0	42.3	0.0		64.3	45.6	51.3		53.5	33.2	33.2		54.8	49.1	46.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	70.0	42.3	0.0		64.3	45.6	51.3		53.5	33.2	33.2		54.8	49.1	46.7	
LOS by Move:	E	D	A		E	D	D		D	C	C		D	D	D	
HCM2k95thQ:	15	21	0		7	17	25		25	18	18		10	26	21	

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



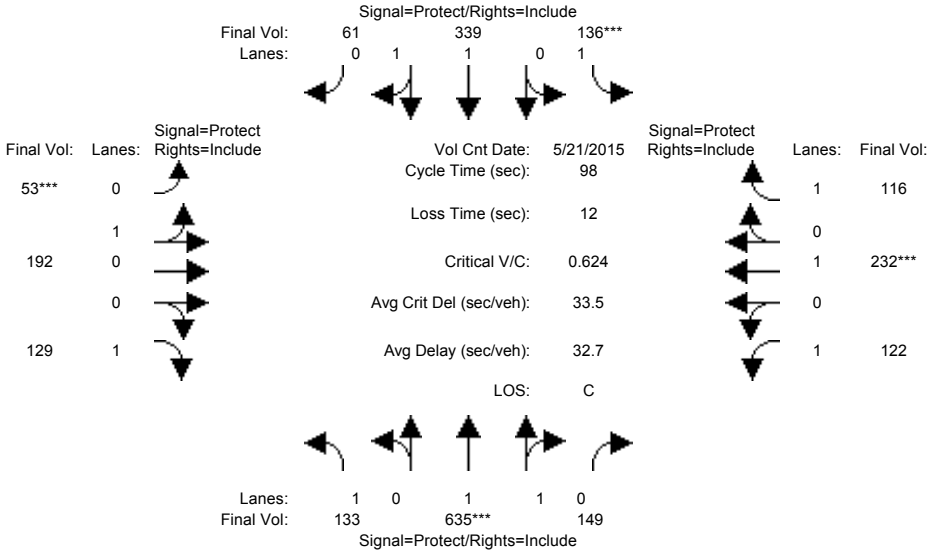
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	95		202	98	120		500	358	330		805	123	117		788	111
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	95		202	98	120		500	358	330		805	123	117		788	111
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	95		202	98	120		500	358	330		805	123	117		788	111
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	95		202	0	120		500	358	330		805	123	117		788	111
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	95		202	0	120		500	358	330		805	123	117		788	111
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	95		202	0	120		500	358	330		805	123	117		788	111
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.99	0.95	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.14	0.86	1.00		1.73	0.27	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		2155	1543	1750		3209	490	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.05	0.00	0.07		0.23	0.23	0.19		0.25	0.25	0.07		0.21	0.06
Crit Moves:	****				****				****				****			
Green Time:	10.7		28.1	0.0	28.1		45.6	45.6	37.0		61.4	61.4	16.4		40.7	40.7
Volume/Cap:	0.74		0.28	0.00	0.36		0.74	0.74	0.74		0.60	0.60	0.60		0.74	0.23
Delay/Veh:	87.1		50.5	0.0	51.7		47.6	47.6	56.8		33.4	33.4	66.6		50.8	40.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	87.1		50.5	0.0	51.7		47.6	47.6	56.8		33.4	33.4	66.6		50.8	40.8
LOS by Move:	F		D	A	D		D	D	E		C	C	E		D	D
HCM2k95thQ:	9		7	0	10		31	31	26		28	28	11		28	8

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



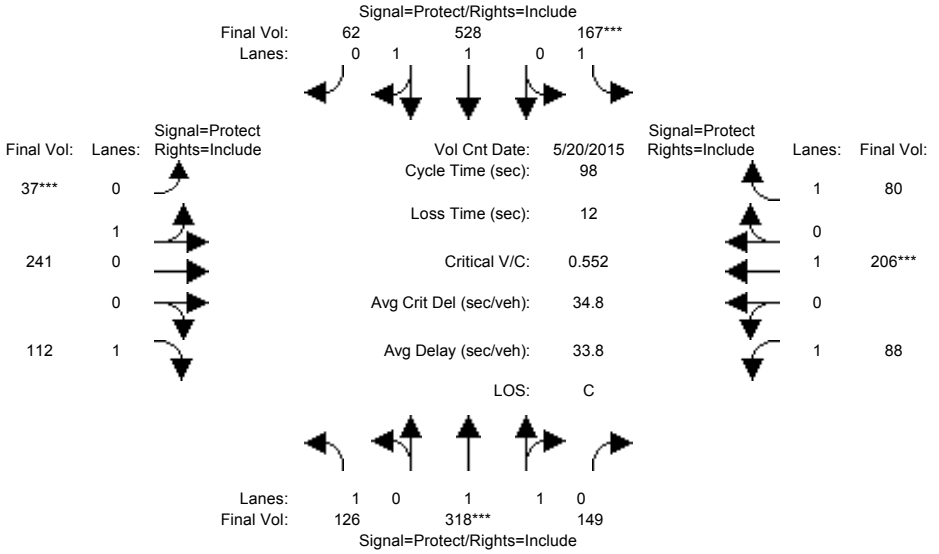
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	133		635	149	136		339	61	53		192	129	122		232	116
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	133		635	149	136		339	61	53		192	129	122		232	116
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	133		635	149	136		339	61	53		192	129	122		232	116
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	133		635	149	136		339	61	53		192	129	122		232	116
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	133		635	149	136		339	61	53		192	129	122		232	116
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	133		635	149	136		339	61	53		192	129	122		232	116
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	0.95		0.95	0.92	0.92		1.00	0.92
Lanes:	1.00		1.61	0.39	1.00		1.69	0.31	0.22		0.78	1.00	1.00		1.00	1.00
Final Sat.:	1750		2996	703	1750		3135	564	389		1411	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.21	0.21	0.08		0.11	0.11	0.14		0.14	0.07	0.07		0.12	0.07
Crit Moves:			****				****				****				****	
Green Time:	18.8		33.3	33.3	12.2		26.7	26.7	21.4		23.2	23.2	17.4		19.2	19.2
Volume/Cap:	0.40		0.62	0.62	0.62		0.40	0.40	0.62		0.58	0.31	0.39		0.62	0.34
Delay/Veh:	35.4		28.1	28.1	46.3		29.3	29.3	37.8		35.0	31.3	36.5		39.4	34.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	35.4		28.1	28.1	46.3		29.3	29.3	37.8		35.0	31.3	36.5		39.4	34.5
LOS by Move:	D		C	C	D		C	C	D		D	C	D		D	C
HCM2k95thQ:	7		19	19	8		10	10	15		14	7	8		14	7

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



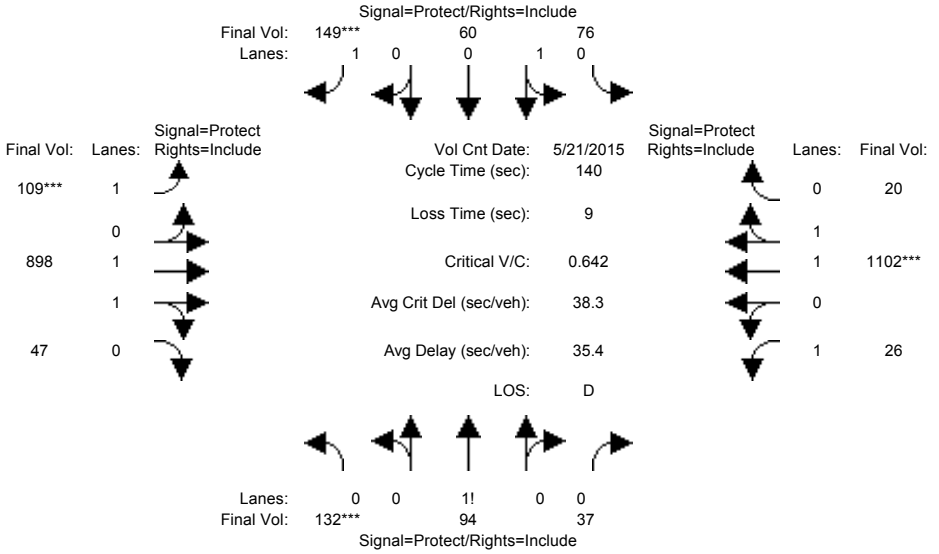
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:45-5:45PM																
Base Vol:	126		318	149	167		528	62	37		241	112	88		206	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:	126		318	149	167		528	62	37		241	112	88		206	80
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	126		318	149	167		528	62	37		241	112	88		206	80
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	126		318	149	167		528	62	37		241	112	88		206	80
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	126		318	149	167		528	62	37		241	112	88		206	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:	126		318	149	167		528	62	37		241	112	88		206	80
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	0.95		0.95	0.92	0.92		1.00	0.92
Lanes:	1.00		1.34	0.66	1.00		1.78	0.22	0.13		0.87	1.00	1.00		1.00	1.00
Final Sat.:	1750		2519	1180	1750		3311	389	240		1560	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.13	0.13	0.10		0.16	0.16	0.15		0.15	0.06	0.05		0.11	0.05
Crit Moves:			****				****				****				****	
Green Time:	12.2		22.4	22.4	16.9		27.1	27.1	27.4		28.1	28.1	18.6		19.2	19.2
Volume/Cap:	0.58		0.55	0.55	0.55		0.58	0.58	0.55		0.54	0.22	0.27		0.55	0.23
Delay/Veh:	44.2		34.2	34.2	39.3		31.3	31.3	31.4		30.6	26.9	34.3		37.3	33.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.2		34.2	34.2	39.3		31.3	31.3	31.4		30.6	26.9	34.3		37.3	33.5
LOS by Move:	D		C	C	D		C	C	C		C	C	C		D	C
HCM2k95thQ:	8		12	12	10		15	15	15		15	6	5		12	5

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



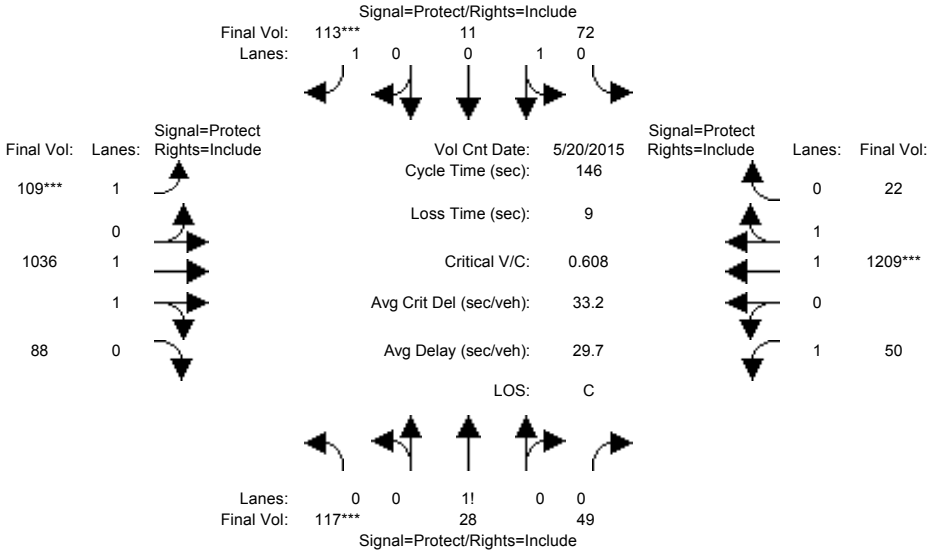
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	132		94	37	76		60	149	109		898	47	26		1102	20
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	132		94	37	76		60	149	109		898	47	26		1102	20
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	132		94	37	76		60	149	109		898	47	26		1102	20
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	132		94	37	76		60	149	109		898	47	26		1102	20
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	132		94	37	76		60	149	109		898	47	26		1102	20
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	132		94	37	76		60	149	109		898	47	26		1102	20
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		0.97	0.95
Lanes:	0.50		0.36	0.14	0.56		0.44	1.00	1.00		1.90	0.10	1.00		1.96	0.04
Final Sat.:	878		625	246	1006		794	1750	1750		3516	184	1750		3634	66
Capacity Analysis Module:																
Vol/Sat:	0.15		0.15	0.15	0.08		0.08	0.09	0.06		0.26	0.26	0.01		0.30	0.30
Crit Moves:	****							****	****						****	
Green Time:	32.8		34.2	34.2	17.2		18.6	18.6	13.6		66.6	66.6	13.0		66.1	66.1
Volume/Cap:	0.64		0.62	0.62	0.62		0.57	0.64	0.64		0.54	0.54	0.16		0.64	0.64
Delay/Veh:	51.8		49.8	49.8	63.4		60.2	63.6	69.0		26.1	26.1	58.9		28.8	28.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	51.8		49.8	49.8	63.4		60.2	63.6	69.0		26.1	26.1	58.9		28.8	28.8
LOS by Move:	D		D	D	E		E	E	E		C	C	E		C	C
HCM2k95thQ:	20		20	20	13		12	14	10		25	25	2		31	31

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



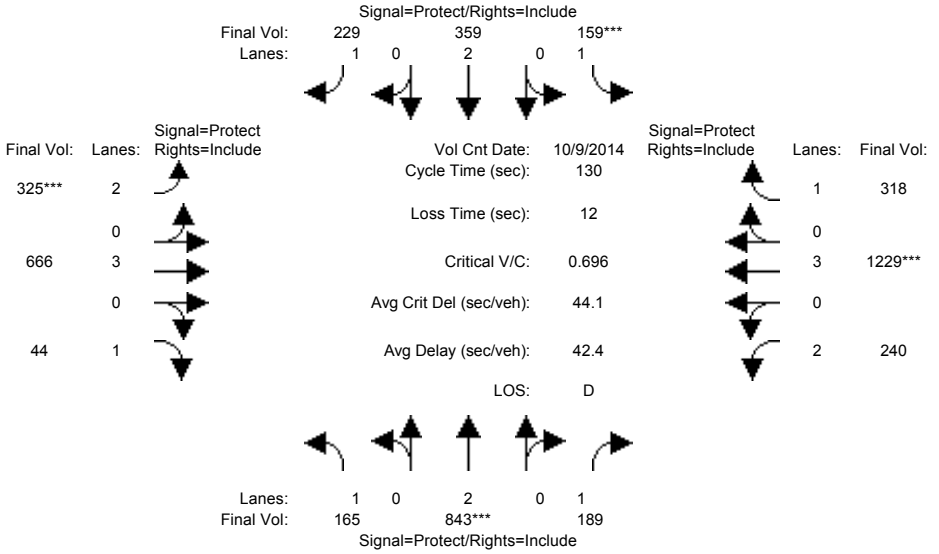
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	117		28	49	72		11	113	109		1036	88	50		1209	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	117		28	49	72		11	113	109		1036	88	50		1209	22
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	117		28	49	72		11	113	109		1036	88	50		1209	22
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	117		28	49	72		11	113	109		1036	88	50		1209	22
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	117		28	49	72		11	113	109		1036	88	50		1209	22
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	117		28	49	72		11	113	109		1036	88	50		1209	22
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		0.97	0.95
Lanes:	0.61		0.14	0.25	0.87		0.13	1.00	1.00		1.84	0.16	1.00		1.96	0.04
Final Sat.:	1055		253	442	1561		239	1750	1750		3410	290	1750		3634	66
Capacity Analysis Module:																
Vol/Sat:	0.11		0.11	0.11	0.05		0.05	0.06	0.06		0.30	0.30	0.03		0.33	0.33
Crit Moves:	****							****	****						****	
Green Time:	26.6		26.0	26.0	16.1		15.5	15.5	15.0		81.9	81.9	12.9		79.9	79.9
Volume/Cap:	0.61		0.62	0.62	0.42		0.43	0.61	0.61		0.54	0.54	0.32		0.61	0.61
Delay/Veh:	58.3		59.3	59.3	62.0		62.7	68.1	68.6		20.5	20.5	63.6		23.0	23.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.3		59.3	59.3	62.0		62.7	68.1	68.6		20.5	20.5	63.6		23.0	23.0
LOS by Move:	E		E	E	E		E	E	E		C	C	E		C	C
HCM2k95thQ:	16		16	16	8		8	12	10		28	28	4		31	31

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



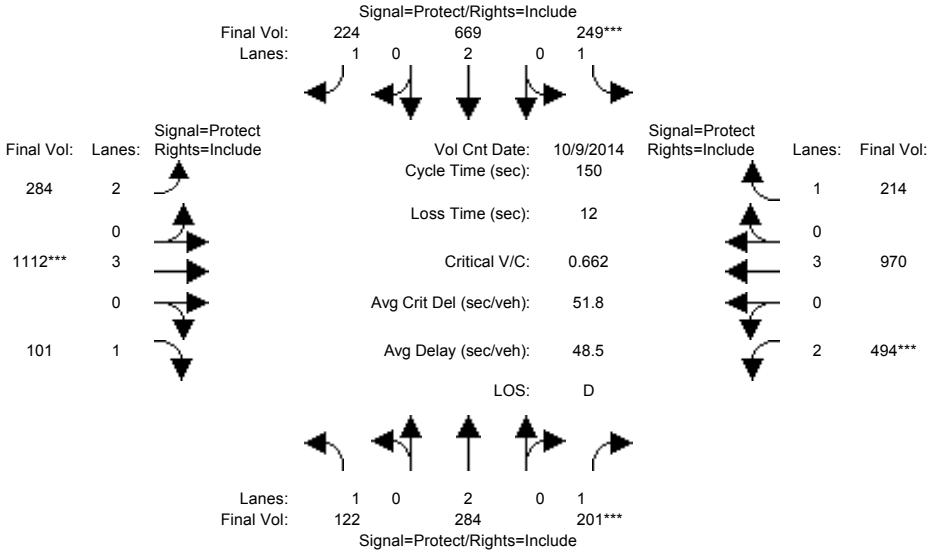
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	165		843	189	159		359	229	325		666	44	240		1229	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:	165		843	189	159		359	229	325		666	44	240		1229	318
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	165		843	189	159		359	229	325		666	44	240		1229	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	1.00
PHF Adj:	1.00		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		843	189	159		359	229	325		666	44	240		1229	318
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	165		843	189	159		359	229	325		666	44	240		1229	318
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	165		843	189	159		359	229	325		666	44	240		1229	318
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.22	0.11	0.09		0.09	0.13	0.10		0.12	0.03	0.08		0.22	0.18
Crit Moves:			****				****				****				****	
Green Time:	24.5		41.5	41.5	17.0		34.0	34.0	19.3		36.1	36.1	23.5		40.3	40.3
Volume/Cap:	0.50		0.70	0.34	0.70		0.36	0.50	0.70		0.42	0.09	0.42		0.70	0.59
Delay/Veh:	48.5		40.5	34.2	63.0		39.4	41.7	57.1		38.6	34.9	47.7		40.7	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:	48.5		40.5	34.2	63.0		39.4	41.7	57.1		38.6	34.9	47.7		40.7	39.5
LOS by Move:	D		D	C	E		D	D	E		D	C	D		D	D
HCM2k95thQ:	13		27	12	13		11	15	16		14	3	10		25	21

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



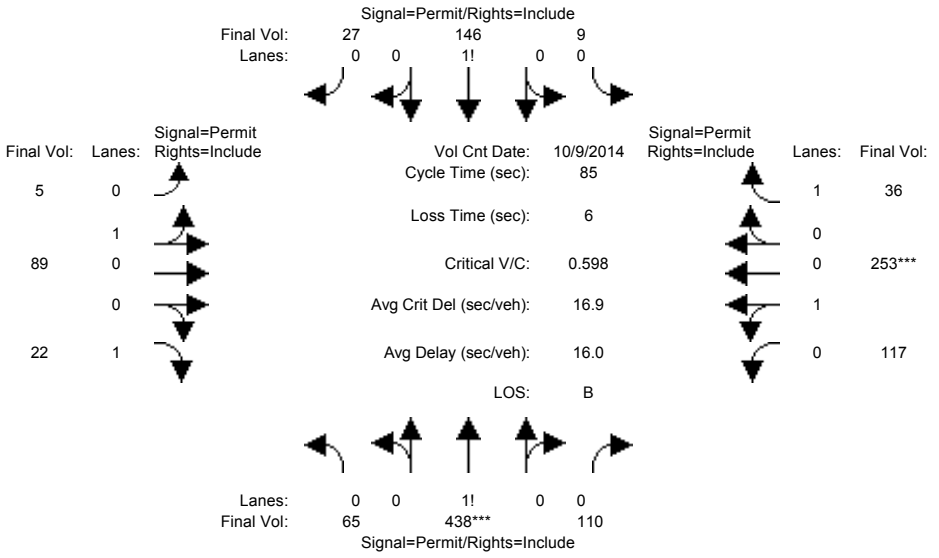
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	122		284	201	249		669	224	284		1112	101	494		970	214
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	122		284	201	249		669	224	284		1112	101	494		970	214
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	122		284	201	249		669	224	284		1112	101	494		970	214
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	122		284	201	249		669	224	284		1112	101	494		970	214
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	122		284	201	249		669	224	284		1112	101	494		970	214
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	122		284	201	249		669	224	284		1112	101	494		970	214
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.07	0.11	0.14		0.18	0.13	0.09		0.20	0.06	0.16		0.17	0.12
Crit Moves:				****	****						****		****			
Green Time:	16.5		26.0	26.0	32.2		41.7	41.7	27.6		44.2	44.2	35.5		52.1	52.1
Volume/Cap:	0.63		0.43	0.66	0.66		0.63	0.46	0.49		0.66	0.20	0.66		0.49	0.35
Delay/Veh:	70.5		55.8	63.3	58.3		48.7	45.5	55.5		47.4	39.8	54.0		38.7	36.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	70.5		55.8	63.3	58.3		48.7	45.5	55.5		47.4	39.8	54.0		38.7	36.7
LOS by Move:	E		E	E	E		D	D	E		D	D	D		D	D
HCM2k95thQ:	13		12	19	21		24	17	14		27	7	22		21	14

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



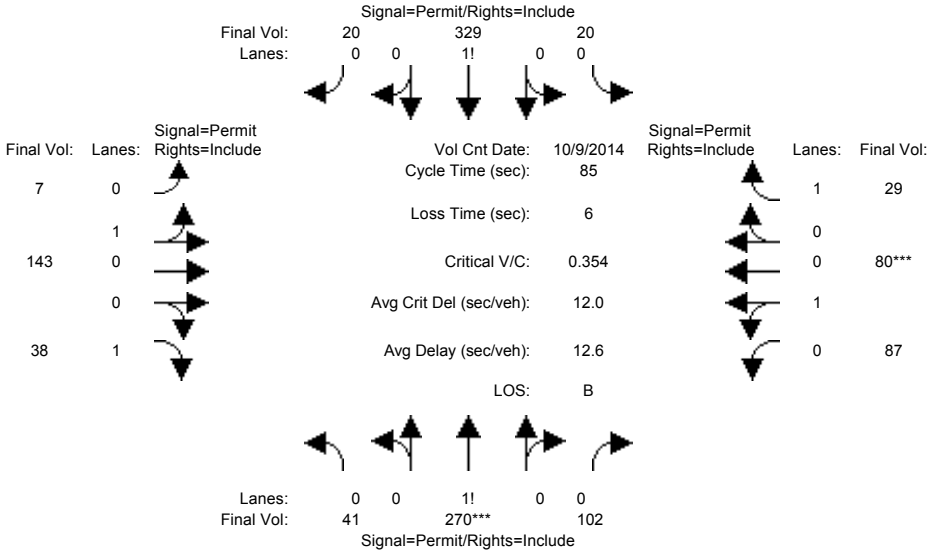
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	65	438	110	9	146	27	5	89	22	117	253	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	438	110	9	146	27	5	89	22	117	253	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	438	110	9	146	27	5	89	22	117	253	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	438	110	9	146	27	5	89	22	117	253	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	438	110	9	146	27	5	89	22	117	253	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	438	110	9	146	27	5	89	22	117	253	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.11	0.71	0.18	0.05	0.80	0.15	0.05	0.95	1.00	0.32	0.68	1.00
Final Sat.:	186	1250	314	87	1404	260	96	1704	1750	569	1231	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.10	0.10	0.10	0.05	0.05	0.01	0.21	0.21	0.02
Crit Moves:		****									****	
Green Time:	49.8	49.8	49.8	49.8	49.8	49.8	29.2	29.2	29.2	29.2	29.2	29.2
Volume/Cap:	0.60	0.60	0.60	0.18	0.18	0.18	0.15	0.15	0.04	0.60	0.60	0.06
Delay/Veh:	12.2	12.2	12.2	8.2	8.2	8.2	19.4	19.4	18.6	24.7	24.7	18.7
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:	12.2	12.2	12.2	8.2	8.2	8.2	19.4	19.4	18.6	24.7	24.7	18.7
LOS by Move:	B	B	B	A	A	A	B	B	B	C	C	B
HCM2k95thQ:	20	20	20	5	5	5	4	4	1	16	16	1

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



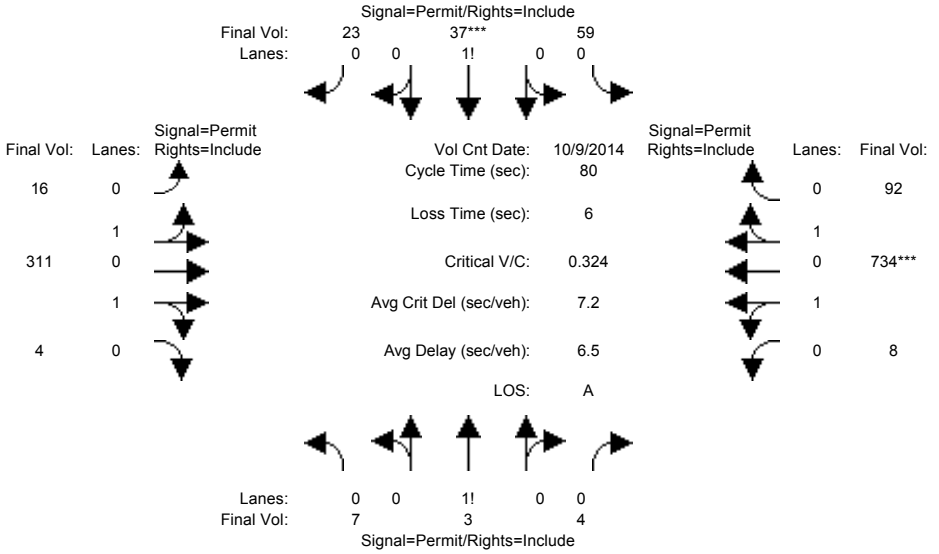
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	41	270	102	20	329	20	7	143	38	87	80	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:	41	270	102	20	329	20	7	143	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	270	102	20	329	20	7	143	38	87	80	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	270	102	20	329	20	7	143	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	270	102	20	329	20	7	143	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	270	102	20	329	20	7	143	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.10	0.65	0.25	0.05	0.90	0.05	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	174	1144	432	95	1560	95	84	1716	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.08	0.08	0.02	0.09	0.09	0.02
Crit Moves:		****									****	
Green Time:	56.7	56.7	56.7	56.7	56.7	56.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.32	0.32	0.08	0.35	0.35	0.06
Delay/Veh:	6.3	6.3	6.3	6.1	6.1	6.1	25.6	25.6	23.7	26.0	26.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	6.3	6.3	6.1	6.1	6.1	25.6	25.6	23.7	26.0	26.0	23.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	9	9	9	7	7	2	7	7	1

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



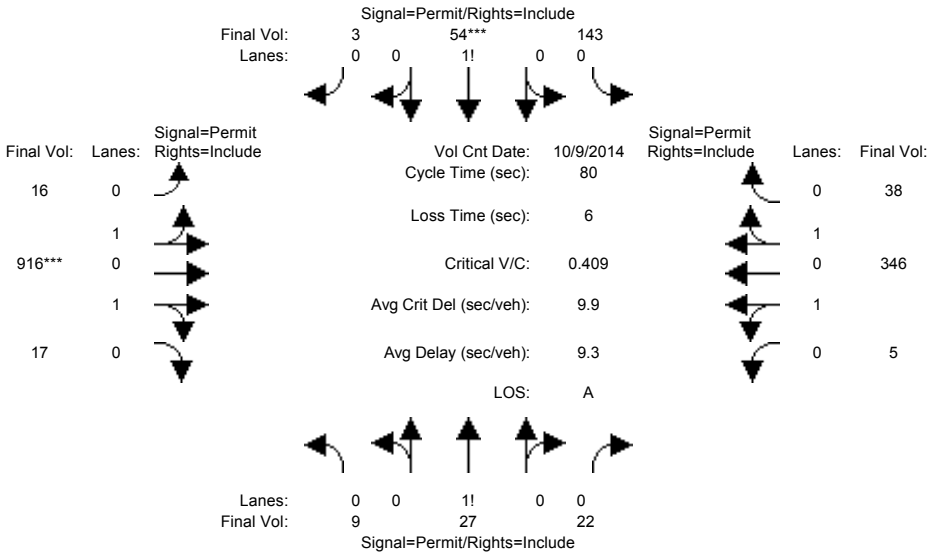
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	7	3	4	59	37	23	16	311	4	8	734	92
Growth 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:	7	3	4	59	37	23	16	311	4	8	734	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	4	59	37	23	16	311	4	8	734	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	59	37	23	16	311	4	8	734	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	59	37	23	16	311	4	8	734	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:	7	3	4	59	37	23	16	311	4	8	734	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.50	0.21	0.29	0.50	0.31	0.19	0.10	1.88	0.02	0.02	1.76	0.22
Final Sat.:	875	375	500	868	544	338	174	3382	44	35	3168	397
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:					****						****	
Green Time:	16.8	16.8	16.8	16.8	16.8	16.8	57.2	57.2	57.2	57.2	57.2	57.2
Volume/Cap:	0.04	0.04	0.04	0.32	0.32	0.32	0.13	0.13	0.13	0.32	0.32	0.32
Delay/Veh:	25.2	25.2	25.2	27.3	27.3	27.3	3.6	3.6	3.6	4.3	4.3	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:	25.2	25.2	25.2	27.3	27.3	27.3	3.6	3.6	3.6	4.3	4.3	4.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	1	1	1	6	6	6	3	3	3	8	8	8

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



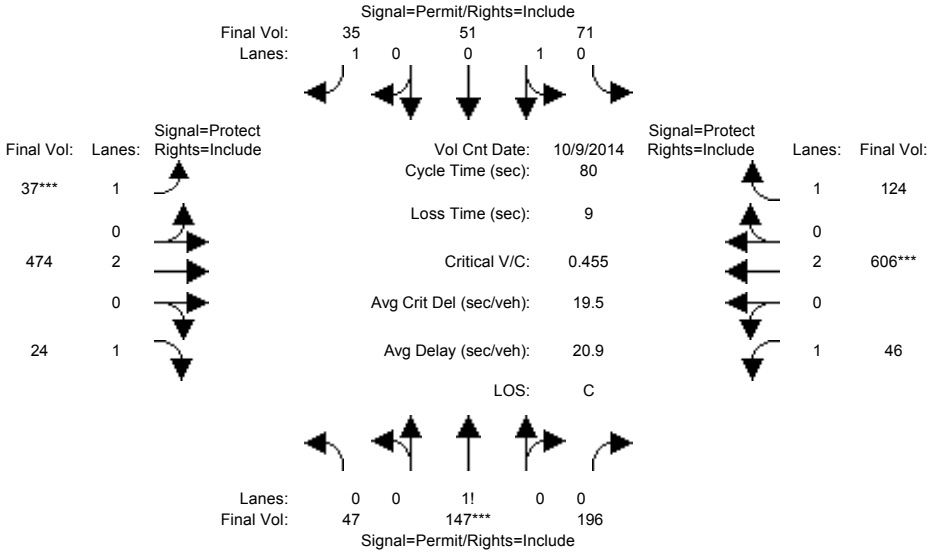
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	9		27	22	143		54	3	16		916	17	5		346	38
Growth Adj:	1.00		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		27	22	143		54	3	16		916	17	5		346	38
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	9		27	22	143		54	3	16		916	17	5		346	38
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	9		27	22	143		54	3	16		916	17	5		346	38
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	9		27	22	143		54	3	16		916	17	5		346	38
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	9		27	22	143		54	3	16		916	17	5		346	38
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	0.15		0.47	0.38	0.72		0.27	0.01	0.03		1.93	0.04	0.03		1.78	0.19
Final Sat.:	272		815	664	1251		473	26	61		3475	64	46		3202	352
Capacity Analysis Module:																
Vol/Sat:	0.03		0.03	0.03	0.11		0.11	0.11	0.26		0.26	0.26	0.11		0.11	0.11
Crit Moves:					****				****							
Green Time:	22.4		22.4	22.4	22.4		22.4	22.4	51.6		51.6	51.6	51.6		51.6	51.6
Volume/Cap:	0.12		0.12	0.12	0.41		0.41	0.41	0.41		0.41	0.41	0.17		0.17	0.17
Delay/Veh:	21.6		21.6	21.6	24.0		24.0	24.0	7.0		7.0	7.0	5.7		5.7	5.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	21.6		21.6	21.6	24.0		24.0	24.0	7.0		7.0	7.0	5.7		5.7	5.7
LOS by Move:	C		C	C	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	2		2	2	9		9	9	12		12	12	4		4	4

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



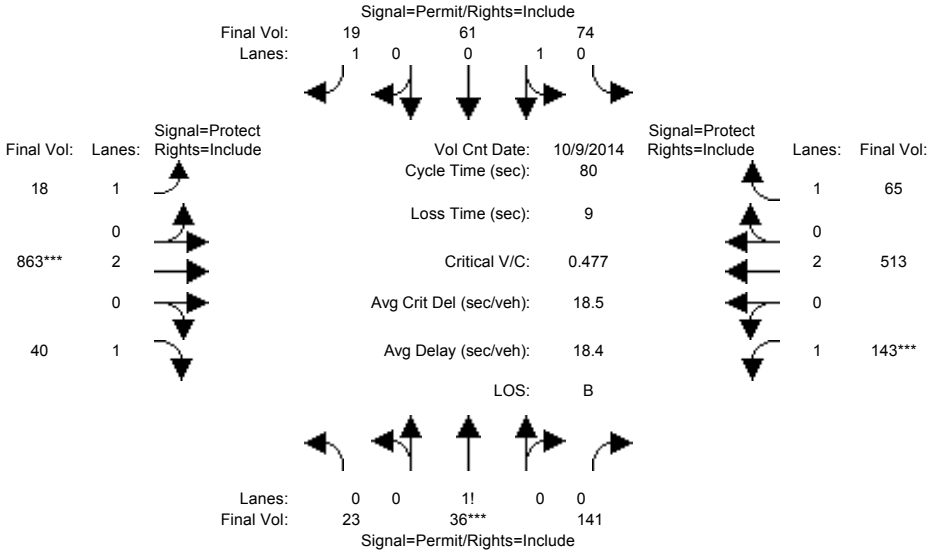
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	47	147	196	71	51	35	37	474	24	46	606	124
Growth Adj:	1.00	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	147	196	71	51	35	37	474	24	46	606	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	147	196	71	51	35	37	474	24	46	606	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	71	51	35	37	474	24	46	606	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	71	51	35	37	474	24	46	606	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	147	196	71	51	35	37	474	24	46	606	124
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.02	0.12	0.01	0.03	0.16	0.07
Crit Moves:		****					****				****	
Green Time:	37.3	37.3	37.3	37.3	37.3	37.3	7.0	19.8	19.8	13.9	26.7	26.7
Volume/Cap:	0.48	0.48	0.48	0.15	0.15	0.04	0.24	0.50	0.06	0.15	0.48	0.21
Delay/Veh:	15.1	15.1	15.1	12.3	12.3	11.6	34.8	26.3	23.0	28.3	21.4	19.3
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:	15.1	15.1	15.1	12.3	12.3	11.6	34.8	26.3	23.0	28.3	21.4	19.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2k95thQ:	13	13	13	4	4	1	2	10	1	2	11	5

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



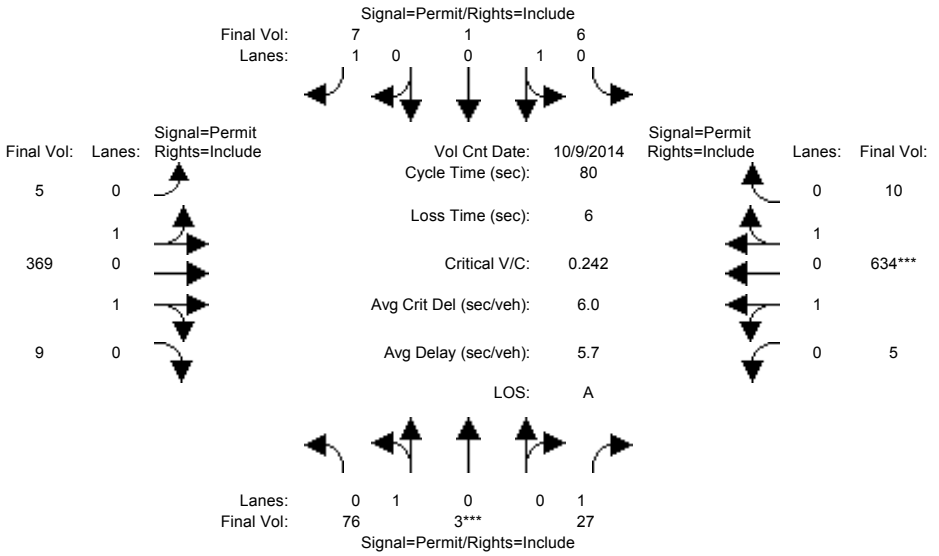
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	23		36	141	74		61	19	18		863	40	143		513	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:	23		36	141	74		61	19	18		863	40	143		513	65
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	23		36	141	74		61	19	18		863	40	143		513	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	23		36	141	74		61	19	18		863	40	143		513	65
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	23		36	141	74		61	19	18		863	40	143		513	65
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	23		36	141	74		61	19	18		863	40	143		513	65
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		1.00	0.92	0.92		1.00	0.92
Lanes:	0.11		0.18	0.71	0.55		0.45	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	201		315	1234	987		813	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.11	0.11	0.08		0.08	0.01	0.01		0.23	0.02	0.08		0.14	0.04
Crit Moves:			****								****		****			
Green Time:	19.2		19.2	19.2	19.2		19.2	19.2	20.4		38.1	38.1	13.7		31.4	31.4
Volume/Cap:	0.48		0.48	0.48	0.31		0.31	0.05	0.04		0.48	0.05	0.48		0.34	0.09
Delay/Veh:	27.0		27.0	27.0	25.4		25.4	23.4	22.5		14.4	11.2	31.1		17.2	15.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	27.0		27.0	27.0	25.4		25.4	23.4	22.5		14.4	11.2	31.1		17.2	15.4
LOS by Move:	C		C	C	C		C	C	C		B	B	C		B	B
HCM2k95thQ:	9		9	9	6		6	1	1		13	1	7		8	2

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



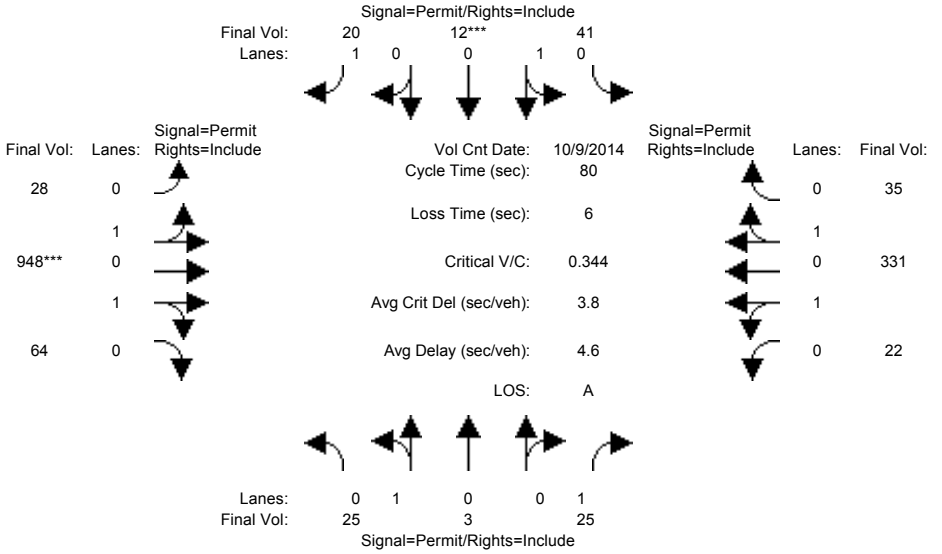
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	76	3	27		6	1	7		5	369	9		5	634	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	3	27		6	1	7		5	369	9		5	634	10	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	3	27		6	1	7		5	369	9		5	634	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76	3	27		6	1	7		5	369	9		5	634	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	3	27		6	1	7		5	369	9		5	634	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76	3	27		6	1	7		5	369	9		5	634	10	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.96	0.04	1.00		0.86	0.14	1.00		0.02	1.93	0.05		0.02	1.95	0.03	
Final Sat.:	1732	68	1750		1543	257	1750		47	3468	85		28	3517	55	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.02		0.00	0.00	0.00		0.11	0.11	0.11		0.18	0.18	0.18	
Crit Moves:		****												****		
Green Time:	14.5	14.5	14.5		14.5	14.5	14.5		59.5	59.5	59.5		59.5	59.5	59.5	
Volume/Cap:	0.24	0.24	0.09		0.02	0.02	0.02		0.14	0.14	0.14		0.24	0.24	0.24	
Delay/Veh:	28.4	28.4	27.4		27.0	27.0	27.0		3.0	3.0	3.0		3.2	3.2	3.2	
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:	28.4	28.4	27.4		27.0	27.0	27.0		3.0	3.0	3.0		3.2	3.2	3.2	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2k95thQ:	4	4	1		0	0	0		3	3	3		5	5	5	

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



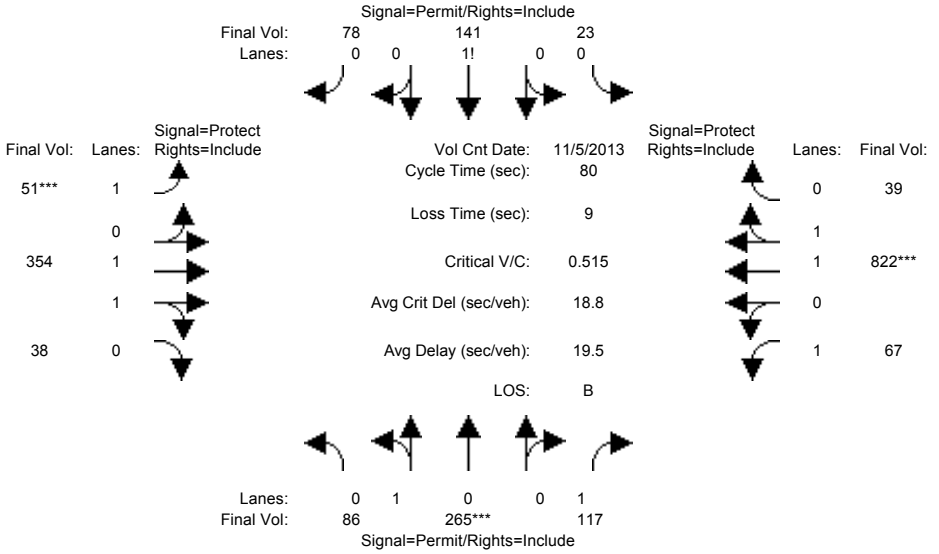
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	25		3	25	41		12	20	28		948	64	22		331	35
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	25		3	25	41		12	20	28		948	64	22		331	35
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	25		3	25	41		12	20	28		948	64	22		331	35
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	25		3	25	41		12	20	28		948	64	22		331	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	25		3	25	41		12	20	28		948	64	22		331	35
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	25		3	25	41		12	20	28		948	64	22		331	35
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.95		0.95	0.92	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	0.89		0.11	1.00	0.77		0.23	1.00	0.05		1.83	0.12	0.11		1.71	0.18
Final Sat.:	1607		193	1750	1392		408	1750	97		3282	222	204		3071	325
Capacity Analysis Module:																
Vol/Sat:	0.02		0.02	0.01	0.03		0.03	0.01	0.29		0.29	0.29	0.11		0.11	0.11
Crit Moves:					****				****							
Green Time:	10.0		10.0	10.0	10.0		10.0	10.0	64.0		64.0	64.0	64.0		64.0	64.0
Volume/Cap:	0.12		0.12	0.11	0.24		0.24	0.09	0.36		0.36	0.36	0.13		0.13	0.13
Delay/Veh:	31.4		31.4	31.3	32.1		32.1	31.2	2.3		2.3	2.3	1.8		1.8	1.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	31.4		31.4	31.3	32.1		32.1	31.2	2.3		2.3	2.3	1.8		1.8	1.8
LOS by Move:	C		C	C	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	2		2	1	3		3	1	8		8	8	2		2	2

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



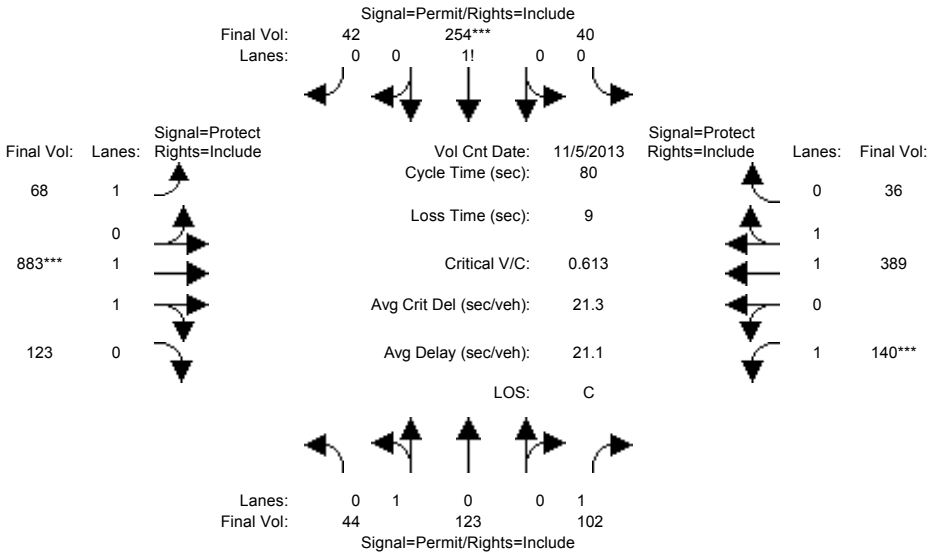
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	86	265	117	23	141	78	51	354	38	67	822	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	265	117	23	141	78	51	354	38	67	822	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	265	117	23	141	78	51	354	38	67	822	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	265	117	23	141	78	51	354	38	67	822	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	265	117	23	141	78	51	354	38	67	822	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	265	117	23	141	78	51	354	38	67	822	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.25	0.75	1.00	0.10	0.58	0.32	1.00	1.80	0.20	1.00	1.91	0.09
Final Sat.:	441	1359	1750	166	1020	564	1750	3341	359	1750	3532	168
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.14	0.14	0.14	0.03	0.11	0.11	0.04	0.23	0.23
Crit Moves:		****					****				****	
Green Time:	29.2	29.2	29.2	29.2	29.2	29.2	7.0	24.6	24.6	17.2	34.8	34.8
Volume/Cap:	0.53	0.53	0.18	0.38	0.38	0.38	0.33	0.34	0.34	0.18	0.53	0.53
Delay/Veh:	20.9	20.9	17.4	19.1	19.1	19.1	35.6	21.6	21.6	25.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	17.4	19.1	19.1	19.1	35.6	21.6	21.6	25.8	17.0	17.0
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	13	13	4	10	10	10	3	7	7	3	15	15

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



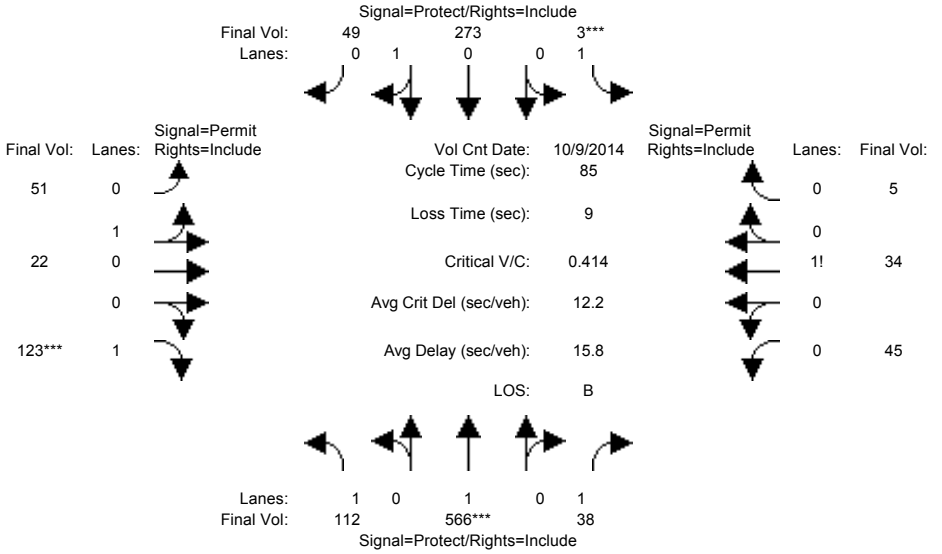
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	44	123	102	40	254	42	68	883	123	140	389	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	123	102	40	254	42	68	883	123	140	389	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	123	102	40	254	42	68	883	123	140	389	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	123	102	40	254	42	68	883	123	140	389	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	123	102	40	254	42	68	883	123	140	389	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	123	102	40	254	42	68	883	123	140	389	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.76	0.12	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	474	1326	1750	208	1323	219	1750	3247	452	1750	3386	313
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.19	0.19	0.19	0.04	0.27	0.27	0.08	0.11	0.11
Crit Moves:					****			****			****	
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	18.9	35.5	35.5	10.4	27.0	27.0
Volume/Cap:	0.30	0.30	0.19	0.61	0.61	0.61	0.16	0.61	0.61	0.61	0.34	0.34
Delay/Veh:	21.1	21.1	20.2	25.4	25.4	25.4	24.5	17.7	17.7	37.7	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	20.2	25.4	25.4	25.4	24.5	17.7	17.7	37.7	20.0	20.0
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	6	6	4	16	16	16	3	18	18	7	8	8

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



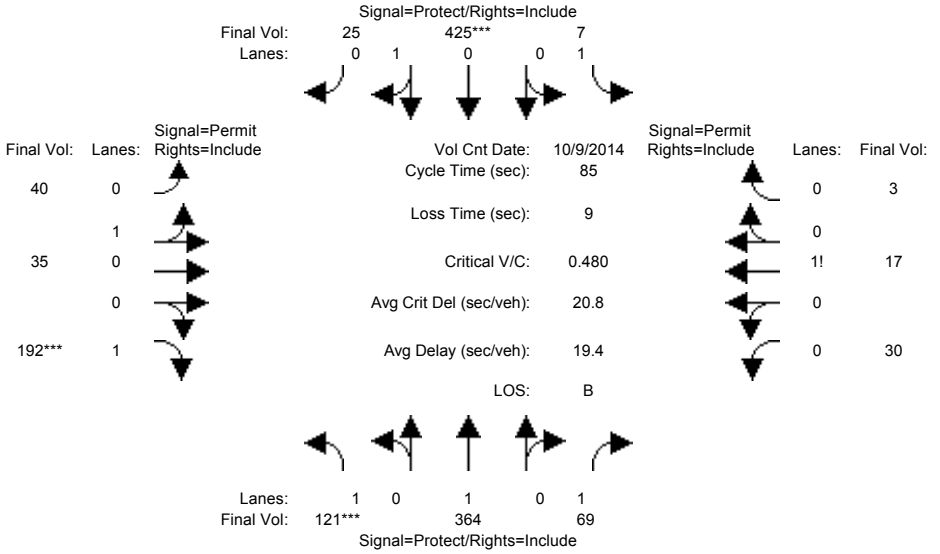
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	112	566	38	3	273	49	51	22	123	45	34	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	566	38	3	273	49	51	22	123	45	34	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	566	38	3	273	49	51	22	123	45	34	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	566	38	3	273	49	51	22	123	45	34	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	566	38	3	273	49	51	22	123	45	34	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	566	38	3	273	49	51	22	123	45	34	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.54	0.40	0.06
Final Sat.:	1750	1900	1750	1750	1526	274	1258	542	1750	938	708	104
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:		****		****					****			
Green Time:	19.8	55.8	55.8	7.0	43.0	43.0	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.27	0.45	0.03	0.02	0.35	0.35	0.26	0.26	0.45	0.31	0.31	0.31
Delay/Veh:	27.1	7.4	5.1	35.9	12.9	12.9	32.1	32.1	33.8	32.5	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	7.4	5.1	35.9	12.9	12.9	32.1	32.1	33.8	32.5	32.5	32.5
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	14	1	0	10	10	4	4	7	5	5	5

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



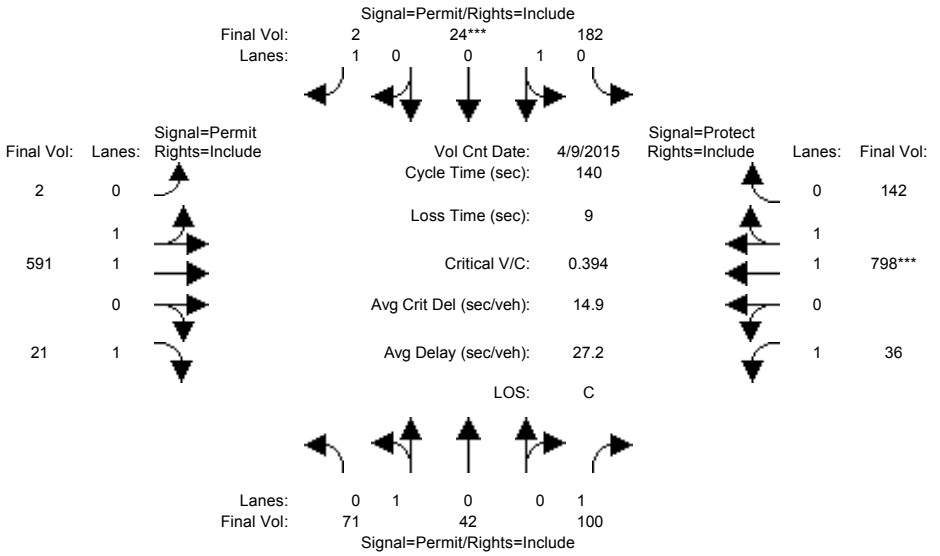
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	121	364	69	7	425	25	40	35	192	30	17	3
Growth Adj:	1.00	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	364	69	7	425	25	40	35	192	30	17	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	364	69	7	425	25	40	35	192	30	17	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	364	69	7	425	25	40	35	192	30	17	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	364	69	7	425	25	40	35	192	30	17	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	364	69	7	425	25	40	35	192	30	17	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1700	100	960	840	1750	1050	595	105
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.04	0.00	0.25	0.25	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	12.3	39.6	39.6	17.0	44.3	44.3	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.48	0.41	0.08	0.02	0.48	0.48	0.18	0.18	0.48	0.12	0.12	0.12
Delay/Veh:	34.9	15.3	12.7	27.3	13.4	13.4	26.6	26.6	29.3	26.2	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	15.3	12.7	27.3	13.4	13.4	26.6	26.6	29.3	26.2	26.2	26.2
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	15	15	4	4	10	2	2	2

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



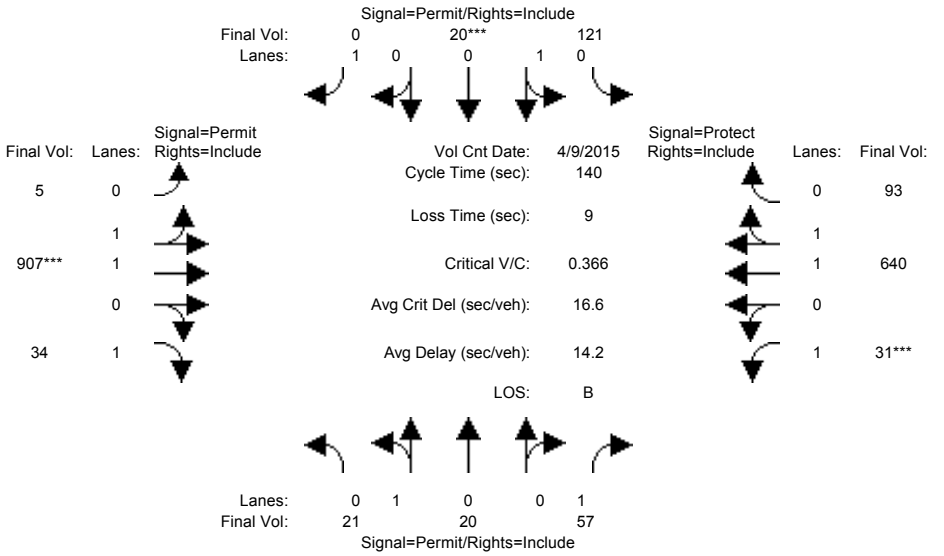
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	100	182	24	2	2	591	21	36	798	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:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	42	100	182	24	2	2	591	21	36	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:					****						****	
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	39.7	39.7	39.7	62.9	103	102.6
Volume/Cap:	0.31	0.31	0.28	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
LOS by Move:	D	D	D	D	D	D	D	D	D	C	A	A
HCM2k95thQ:	8	8	7	17	17	0	20	20	1	2	14	14

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



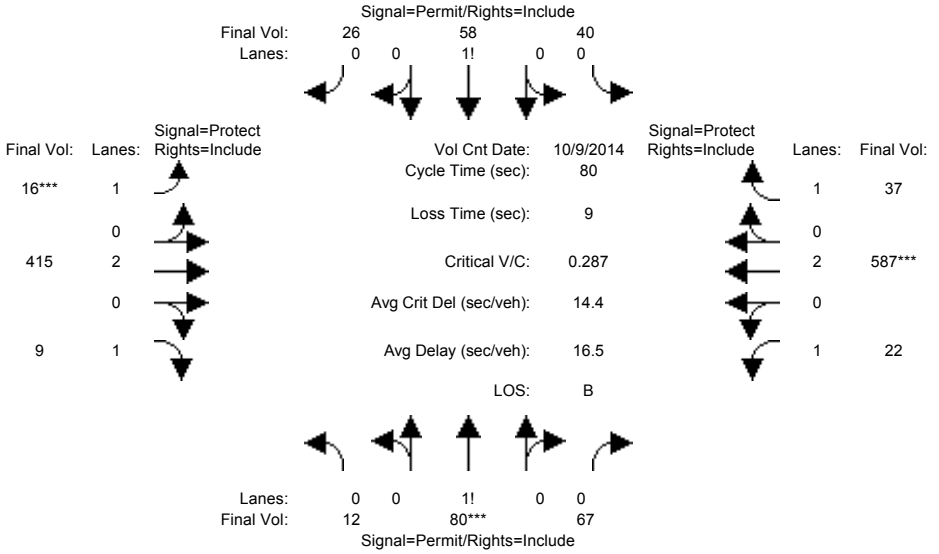
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<																
Base Vol:	21		20	57	121		20	0	5		907	34	31		640	93
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	21		20	57	121		20	0	5		907	34	31		640	93
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	21		20	57	121		20	0	5		907	34	31		640	93
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	21		20	57	121		20	0	5		907	34	31		640	93
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	21		20	57	121		20	0	5		907	34	31		640	93
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	21		20	57	121		20	0	5		907	34	31		640	93
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.95		0.95	0.92	0.95		0.97	0.92	0.92		0.98	0.95
Lanes:	0.51		0.49	1.00	0.86		0.14	1.00	0.01		1.99	1.00	1.00		1.74	0.26
Final Sat.:	922		878	1750	1545		255	1750	20		3680	1750	1750		3230	469
Capacity Analysis Module:																
Vol/Sat:	0.02		0.02	0.03	0.08		0.08	0.00	0.25		0.25	0.02	0.02		0.20	0.20
Crit Moves:					****				****				****			
Green Time:	29.9		29.9	29.9	29.9		29.9	0.0	94.1		94.1	94.1	7.0		101	101.1
Volume/Cap:	0.11		0.11	0.15	0.37		0.37	0.00	0.37		0.37	0.03	0.35		0.27	0.27
Delay/Veh:	44.4		44.4	44.9	47.6		47.6	0.0	10.1		10.1	7.7	66.8		6.8	6.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.4		44.4	44.9	47.6		47.6	0.0	10.1		10.1	7.7	66.8		6.8	6.8
LOS by Move:	D		D	D	D		D	A	B		B	A	E		A	A
HCM2k95thQ:	3		3	4	11		11	0	16		16	1	3		11	11

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



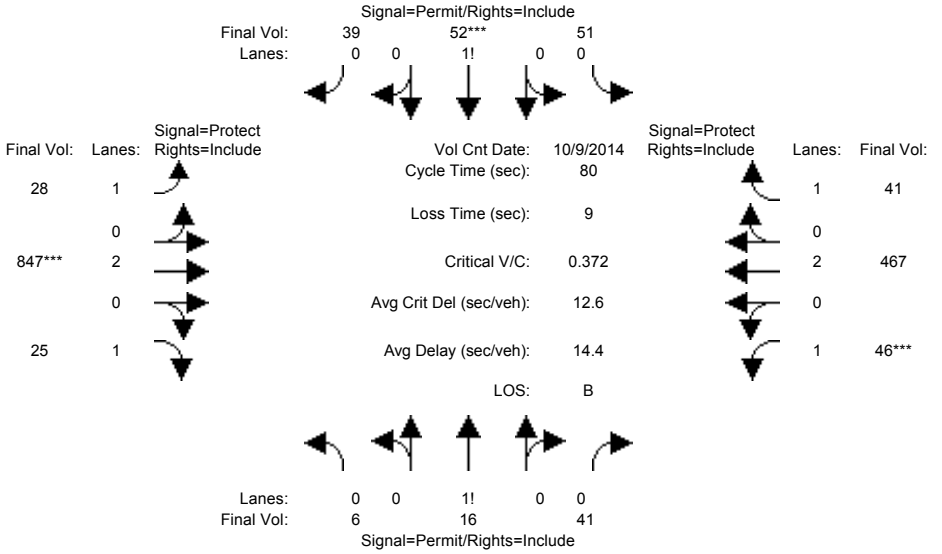
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	12	80	67	40	58	26	16	415	9	22	587	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	415	9	22	587	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	415	9	22	587	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	415	9	22	587	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	415	9	22	587	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	80	67	40	58	26	16	415	9	22	587	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.11	0.01	0.01	0.15	0.02
Crit Moves:		****					****				****	
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	7.0	27.8	27.8	19.5	40.3	40.3
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.31	0.01	0.05	0.31	0.04
Delay/Veh:	22.1	22.1	22.1	21.6	21.6	21.6	33.9	19.2	17.1	23.2	11.7	10.1
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:	22.1	22.1	22.1	21.6	21.6	21.6	33.9	19.2	17.1	23.2	11.7	10.1
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	7	7	7	5	5	5	1	7	0	1	8	1

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



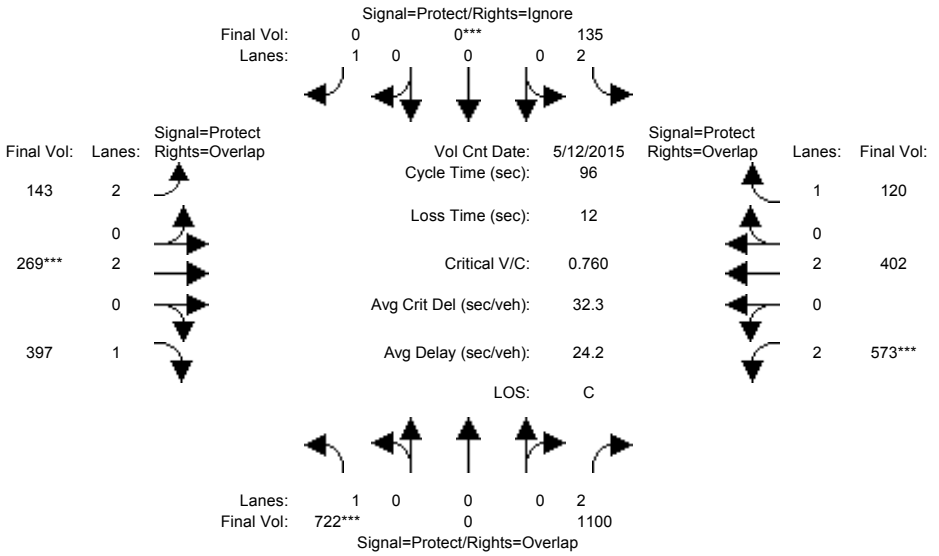
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	6		16	41	51		52	39	28		847	25	46		467	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:	6		16	41	51		52	39	28		847	25	46		467	41
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	6		16	41	51		52	39	28		847	25	46		467	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	6		16	41	51		52	39	28		847	25	46		467	41
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	6		16	41	51		52	39	28		847	25	46		467	41
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	6		16	41	51		52	39	28		847	25	46		467	41
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92
Lanes:	0.10		0.25	0.65	0.36		0.37	0.27	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	167		444	1139	629		641	481	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.04	0.04	0.08		0.08	0.08	0.02		0.22	0.01	0.03		0.12	0.02
Crit Moves:					****				****				****			
Green Time:	17.1		17.1	17.1	17.1		17.1	17.1	22.2		46.9	46.9	7.0		31.7	31.7
Volume/Cap:	0.17		0.17	0.17	0.38		0.38	0.38	0.06		0.38	0.02	0.30		0.31	0.06
Delay/Veh:	25.9		25.9	25.9	27.6		27.6	27.6	21.3		8.9	6.9	35.3		16.7	15.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	25.9		25.9	25.9	27.6		27.6	27.6	21.3		8.9	6.9	35.3		16.7	15.0
LOS by Move:	C		C	C	C		C	C	C		A	A	D		B	B
HCM2k95thQ:	3		3	3	7		7	7	1		11	1	2		8	1

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



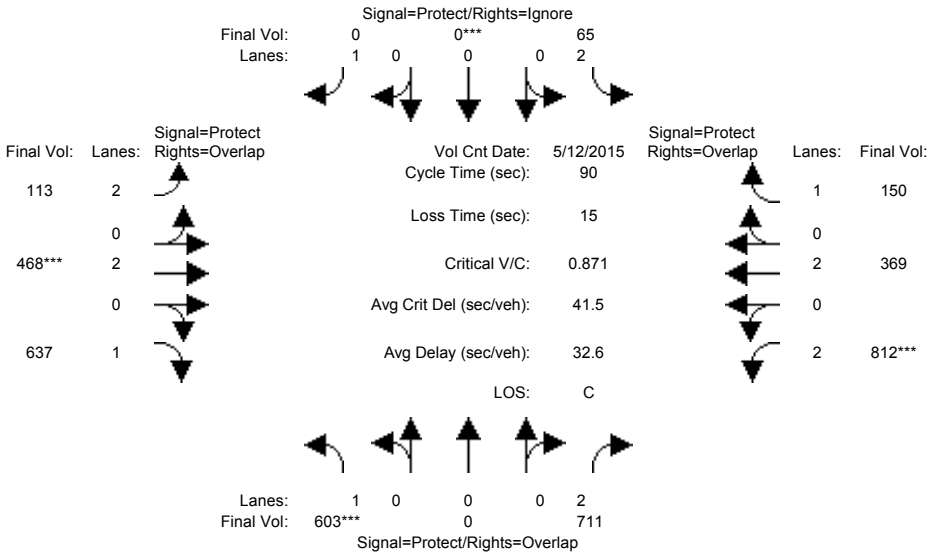
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM																
Base Vol:	722	0	1100		135	0	146		143	269	397		573	402	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	722	0	1100		135	0	146		143	269	397		573	402	120	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	722	0	1100		135	0	146		143	269	397		573	402	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	722	0	1100		135	0	0		143	269	397		573	402	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	722	0	1100		135	0	0		143	269	397		573	402	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	722	0	1100		135	0	0		143	269	397		573	402	120	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.00	0.35		0.04	0.00	0.00		0.05	0.07	0.23		0.18	0.11	0.07	
Crit Moves:	****					****				****				****		
Green Time:	51.4	0.0	58.4		15.6	0.0	0.0		13.3	10.0	61.4		22.6	19.3	34.9	
Volume/Cap:	0.77	0.00	0.57		0.26	0.00	0.00		0.33	0.68	0.35		0.77	0.53	0.19	
Delay/Veh:	21.7	0.0	11.7		35.5	0.0	0.0		37.7	46.2	8.3		39.2	34.9	21.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.7	0.0	11.7		35.5	0.0	0.0		37.7	46.2	8.3		39.2	34.9	21.0	
LOS by Move:	C		A	B	D		A	A	D		D	A	D		C	C
HCM2k95thQ:	33		0	22	5		0	0	5		8	11	21		11	5

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



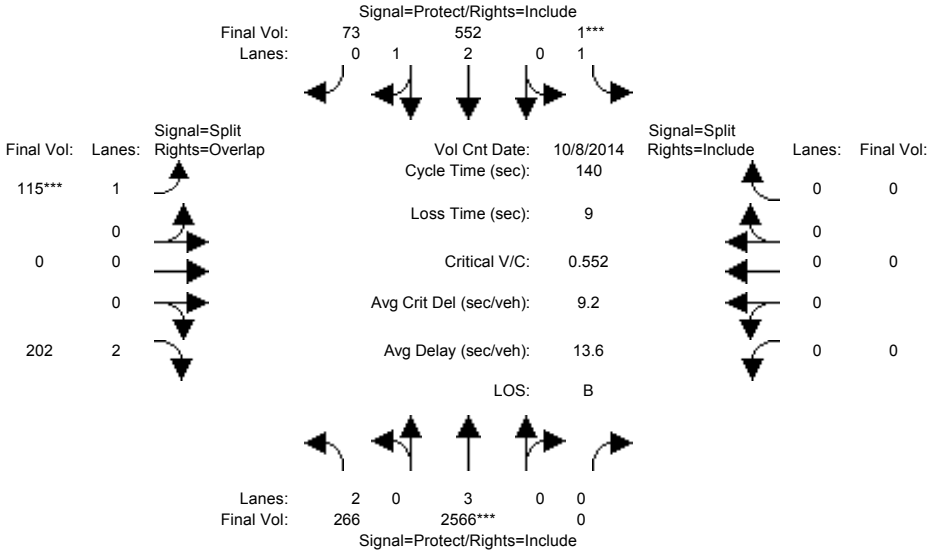
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	603	0	711		65	0	155		113	468	637		812	369	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	603	0	711		65	0	155		113	468	637		812	369	150	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	603	0	711		65	0	155		113	468	637		812	369	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	603	0	711		65	0	0		113	468	637		812	369	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	603	0	711		65	0	0		113	468	637		812	369	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	603	0	711		65	0	0		113	468	637		812	369	150	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.00	0.23		0.02	0.00	0.00		0.04	0.12	0.36		0.26	0.10	0.09	
Crit Moves:	****					****				****				****		
Green Time:	35.6	0.0	26.6		35.6	0.0	0.0		16.2	12.7	48.4		26.6	23.2	58.8	
Volume/Cap:	0.87	0.00	0.76		0.05	0.00	0.00		0.20	0.87	0.68		0.87	0.38	0.13	
Delay/Veh:	36.6	0.0	32.5		16.8	0.0	0.0		31.5	52.2	17.2		39.0	27.7	6.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.6	0.0	32.5		16.8	0.0	0.0		31.5	52.2	17.2		39.0	27.7	6.0	
LOS by Move:	D		A	C	B		A	A	C		D	B	D		C	A
HCM2k95thQ:	34		0	22	1		0	0	3		13	24	28		9	3

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



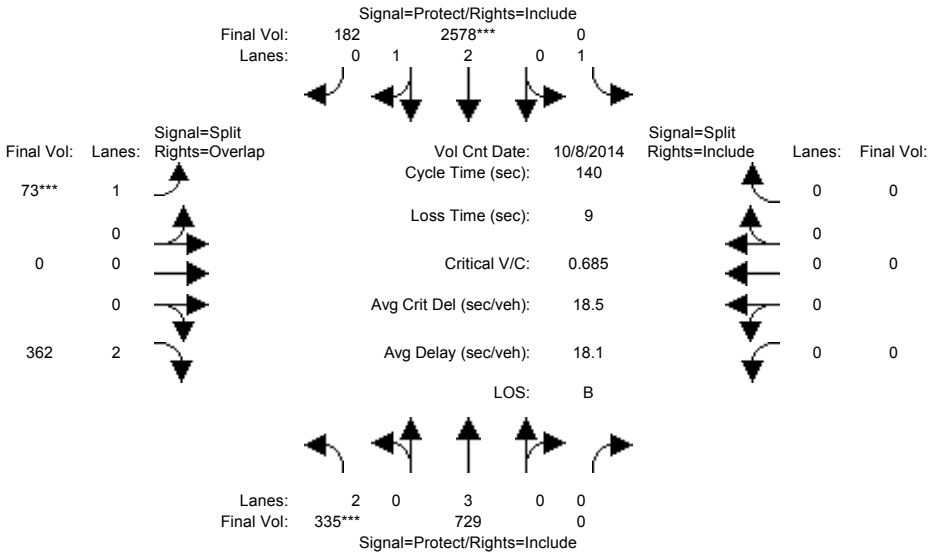
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	266		2566	0	1		552	73	115		0	202	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	266		2566	0	1		552	73	115		0	202	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	266		2566	0	1		552	73	115		0	202	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	266		2566	0	1		552	73	115		0	202	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	266		2566	0	1		552	73	115		0	202	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	266		2566	0	1		552	73	115		0	202	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.64	0.36	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		4945	654	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.08		0.45	0.00	0.00		0.11	0.11	0.07		0.00	0.06	0.00		0.00	0.00
Crit Moves:			****				****		****							
Green Time:	49.6		108	0.0	7.0		65.6	65.6	15.8		0.0	65.4	0.0		0.0	0.0
Volume/Cap:	0.24		0.58	0.00	0.01		0.24	0.24	0.58		0.00	0.14	0.00		0.00	0.00
Delay/Veh:	32.0		6.8	0.0	63.3		22.3	22.3	63.3		0.0	21.3	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	32.0		6.8	0.0	63.3		22.3	22.3	63.3		0.0	21.3	0.0		0.0	0.0
LOS by Move:	C		A	A	E		C	C	E		A	C	A		A	A
HCM2k95thQ:	9		27	0	0		10	10	11		0	6	0		0	0

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



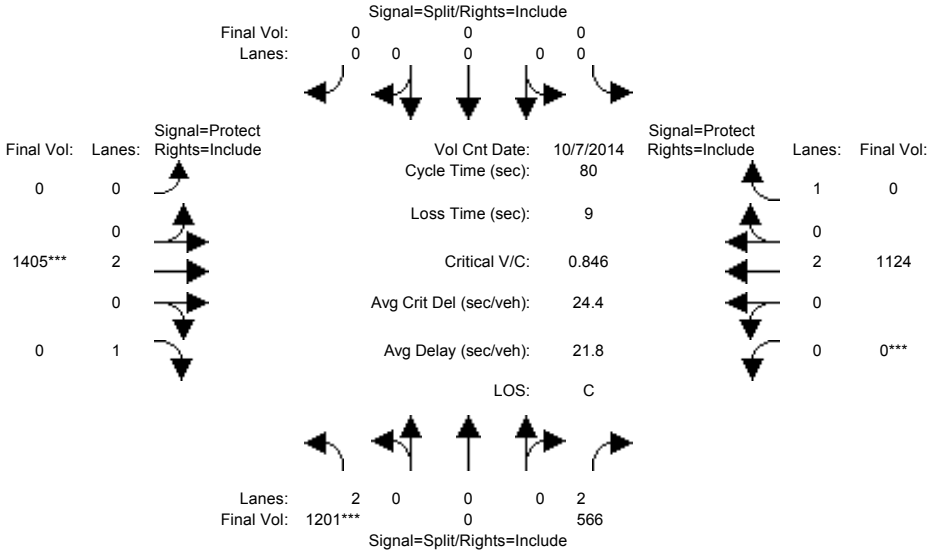
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	335		729	0	0		2578	182	73		0	362	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:	335		729	0	0		2578	182	73		0	362	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	335		729	0	0		2578	182	73		0	362	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	335		729	0	0		2578	182	73		0	362	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	335		729	0	0		2578	182	73		0	362	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	335		729	0	0		2578	182	73		0	362	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.79	0.21	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5230	369	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.11		0.13	0.00	0.00		0.49	0.49	0.04		0.00	0.11	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	21.5		121	0.0	0.0		99.5	99.5	10.0		0.0	31.5	0.0		0.0	0.0
Volume/Cap:	0.69		0.15	0.00	0.00		0.69	0.69	0.58		0.00	0.51	0.00		0.00	0.00
Delay/Veh:	60.5		1.5	0.0	0.0		12.1	12.1	69.9		0.0	48.2	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:	60.5		1.5	0.0	0.0		12.1	12.1	69.9		0.0	48.2	0.0		0.0	0.0
LOS by Move:	E		A	A	A		B	B	E		A	D	A		A	A
HCM2k95thQ:	17		3	0	0		38	38	8		0	16	0		0	0

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



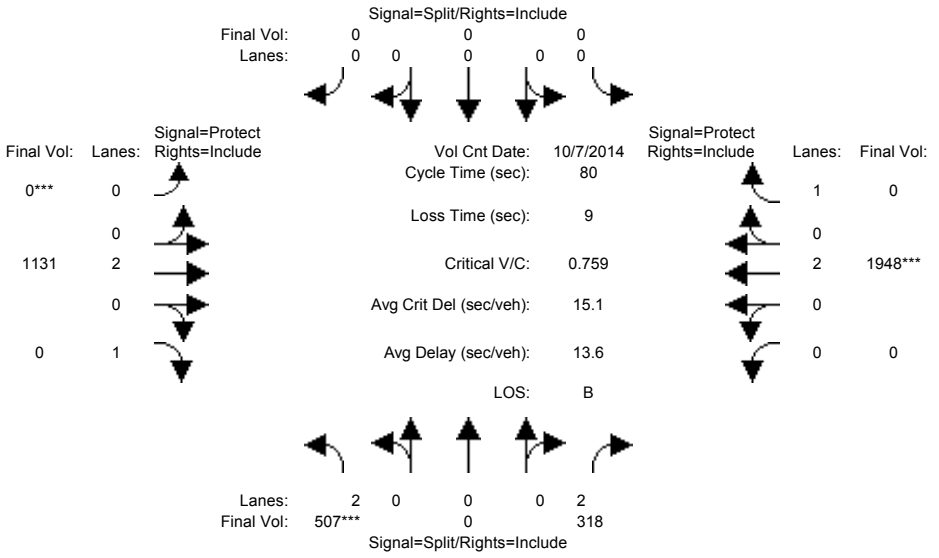
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 7 Oct 2014 << 7:55-8:55AM																
Base Vol:	1201		0	566	0		0	0	0		1405	397	0		1124	320
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	1201		0	566	0		0	0	1405		397		0		1124	320
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	1201		0	566	0		0	0	1405		397		0		1124	320
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	1201		0	566	0		0	0	1405		0	0	1124		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	1201		0	566	0		0	0	1405		0	0	1124		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	1201		0	566	0		0	0	1405		0	0	1124		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.83	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	0.00		2.00	0.00	0.00		0.00	0.00	2.00		1.00	0.00	2.00		1.00
Final Sat.:	3150		0	3150	0		0	0	3800		1750		0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.38	0.00		0.18	0.00	0.00		0.00	0.37		0.00		0.00	0.30		0.00
Crit Moves:	****								****				****			
Green Time:	36.0		0.0	36.0	0.0		0.0	0.0	35.0		0.0		0.0	35.0		0.0
Volume/Cap:	0.85	0.00		0.40	0.00	0.00		0.00	0.85		0.00		0.00	0.68		0.00
Delay/Veh:	24.4		0.0	14.9	0.0		0.0	0.0	24.4		0.0		0.0	19.1		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:	24.4		0.0	14.9	0.0		0.0	0.0	24.4		0.0		0.0	19.1		0.0
LOS by Move:	C		A	B	A		A	A	C		A		A	B		A
HCM2k95thQ:	32		0	11	0		0	0	29		0		0	22		0

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



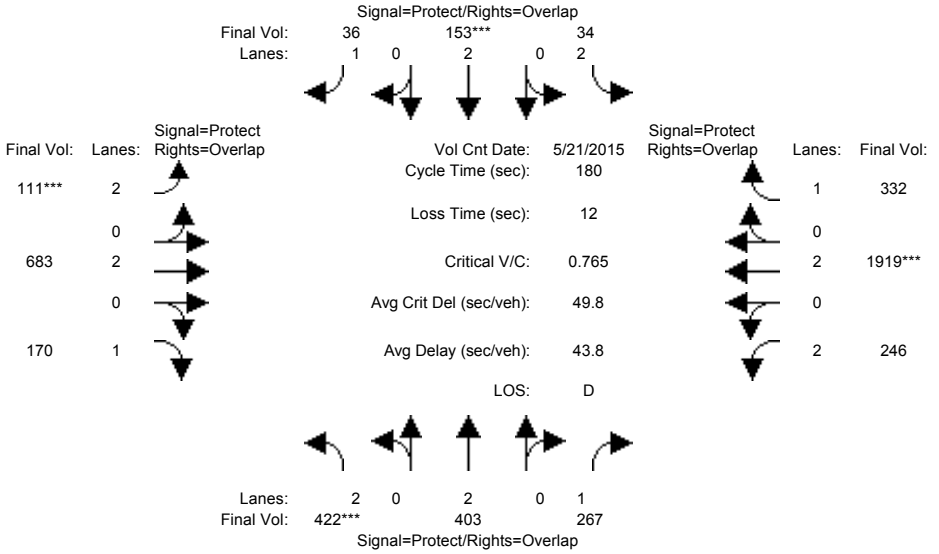
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 5:00-6:00PM												
Base Vol:	507	0	318	0	0	0	0	1131	205	0	1948	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	0	318	0	0	0	0	1131	205	0	1948	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	0	318	0	0	0	0	1131	205	0	1948	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	0	318	0	0	0	0	1131	0	0	1948	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	0	318	0	0	0	0	1131	0	0	1948	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	507	0	318	0	0	0	0	1131	0	0	1948	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.51	0.00
Crit Moves:	****						****				****	
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.76	0.00	0.48	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.76	0.00
Delay/Veh:	34.6	0.0	28.2	0.0	0.0	0.0	0.0	6.1	0.0	0.0	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	0.0	28.2	0.0	0.0	0.0	0.0	6.1	0.0	0.0	10.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	17	0	9	0	0	0	0	12	0	0	30	0

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



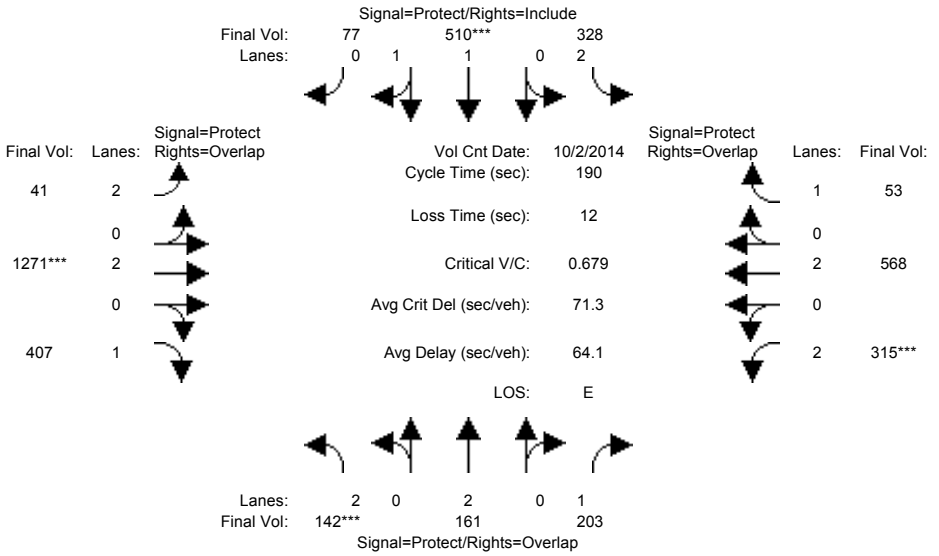
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00-6:00PM												
Base Vol:	422	403	267	34	153	36	111	785	170	246	2156	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	403	267	34	153	36	111	785	170	246	2156	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	403	267	34	153	36	111	785	170	246	2156	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	403	267	34	153	36	111	683	170	246	1919	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	403	267	34	153	36	111	683	170	246	1919	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	403	267	34	153	36	111	683	170	246	1919	332
Saturation Flow 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:	0.13	0.11	0.15	0.01	0.04	0.02	0.04	0.18	0.10	0.08	0.50	0.19
Crit Moves:	****				****		****				****	
Green Time:	30.2	23.2	61.9	17.0	10.0	24.0	14.0	89.1	119.3	38.7	114	130.8
Volume/Cap:	0.80	0.82	0.44	0.11	0.72	0.15	0.45	0.36	0.15	0.36	0.80	0.26
Delay/Veh:	80.4	87.2	46.2	74.8	95.4	69.3	76.2	9.8	0.1	61.4	37.9	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	87.2	46.2	74.8	95.4	69.3	76.2	9.8	0.1	61.4	37.9	14.7
LOS by Move:	F	F	D	E	F	E	E	A	A	E	D	B
HCM2k95thQ:	25	21	23	2	9	4	8	9	0	13	68	20

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



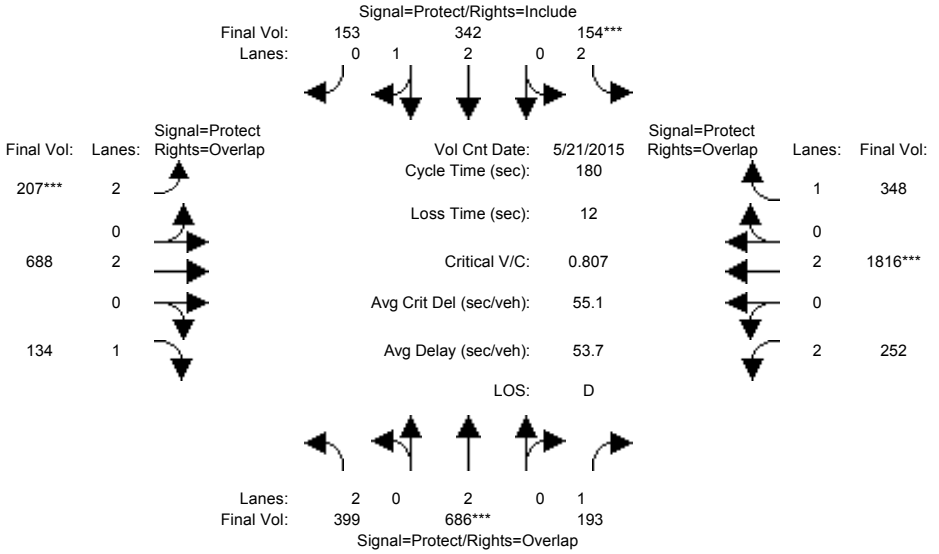
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 5:15-6:15PM												
Base Vol:	142	161	203	328	510	77	41	2321	407	315	734	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
Initial Bse:	142	161	203	328	510	77	41	1718	407	315	646	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	161	203	328	510	77	41	1718	407	315	646	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	161	203	328	510	77	41	1271	407	315	568	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	161	203	328	510	77	41	1271	407	315	568	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	161	203	328	510	77	41	1271	407	315	568	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	3214	485	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.12	0.10	0.16	0.16	0.01	0.33	0.23	0.10	0.15	0.03
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.33	0.20	0.36	1.05	0.94	0.94	0.14	0.64	0.35	0.88	0.28	0.05
Delay/Veh:	78.9	66.3	53.0	156.2	106	105.9	84.2	45.0	23.6	109.2	17.7	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	66.3	53.0	156.2	106	105.9	84.2	45.0	23.6	109.2	17.7	6.4
LOS by Move:	E	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	9	8	18	26	34	34	3	51	29	22	12	1

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



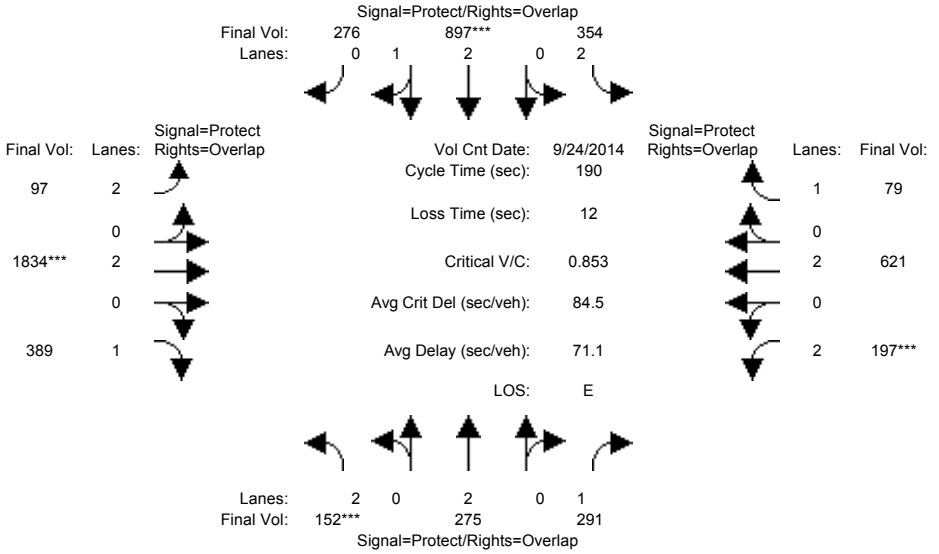
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:00-9:00												
Base Vol:	399	686	193	154	342	153	207	791	134	252	2041	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	686	193	154	342	153	207	791	134	252	2041	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	686	193	154	342	153	207	791	134	252	2041	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	686	193	154	342	153	207	688	134	252	1816	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	686	193	154	342	153	207	688	134	252	1816	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	686	193	154	342	153	207	688	134	252	1816	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.07	0.93	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	3800	1900	3800	3938	1762	3800	3230	1900	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.04	0.09	0.09	0.05	0.21	0.07	0.07	0.48	0.18
Crit Moves:		****		****			****				****	
Green Time:	28.7	38.4	69.3	14.0	23.7	23.7	14.0	84.7	113.4	30.9	102	115.6
Volume/Cap:	0.66	0.85	0.26	0.52	0.66	0.66	0.70	0.45	0.11	0.39	0.85	0.29
Delay/Veh:	82.7	88.5	53.9	85.9	84.0	84.0	88.3	32.3	13.3	66.5	36.0	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	88.5	53.9	85.9	84.0	84.0	88.3	32.3	13.3	66.5	36.0	14.2
LOS by Move:	F	F	D	F	F	F	F	C	B	E	D	B
HCM2k95thQ:	19	33	17	8	17	17	11	22	6	12	72	21

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



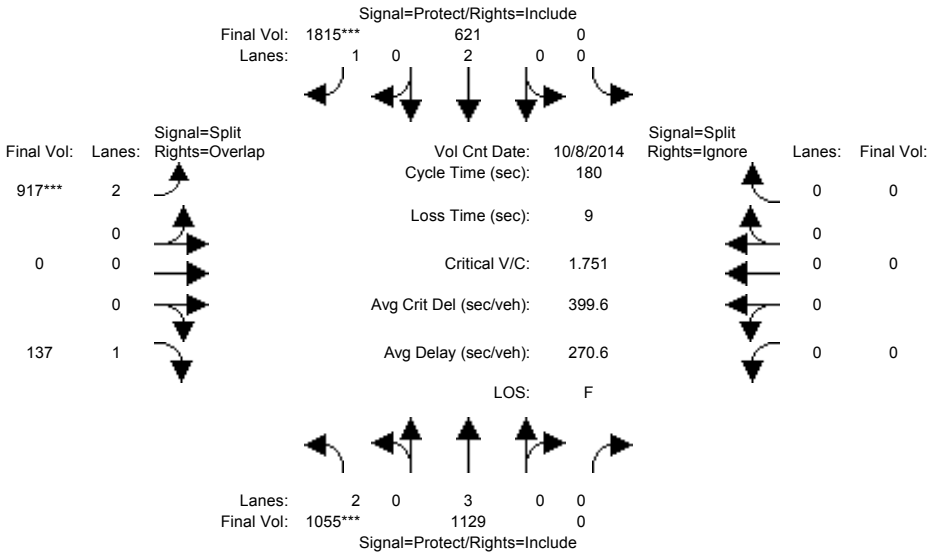
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	18		35	35	23		39	39	19		112	112	21		113	113
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM																
Base Vol:	152	275	291		354	897	276		97	2478	389		197	706	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	152	275	291		354	897	276		97	2478	389		197	706	79	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	152	275	291		354	897	276		97	2478	389		197	706	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.74	1.00		1.00	0.88	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	152	275	291		354	897	276		97	1834	389		197	621	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	152	275	291		354	897	276		97	1834	389		197	621	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:	152	275	291		354	897	276		97	1834	389		197	621	79	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	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	2.27	0.73		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3150	3800	1750		3150	4281	1317		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.17		0.11	0.21	0.21		0.03	0.48	0.22		0.06	0.16	0.05	
Crit Moves:	****					****				****				****		
Green Time:	16.8	32.8	52.4		21.5	37.4	55.4		17.9	105	121.7		19.7	107	128.1	
Volume/Cap:	0.54	0.42	0.60		0.99	1.06	0.72		0.33	0.87	0.35		0.60	0.29	0.07	
Delay/Veh:	90.8	75.4	66.0		135.3	127	66.1		86.5	56.1	25.2		90.2	23.5	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:	90.8	75.4	66.0		135.3	127	66.1		86.5	56.1	25.2		90.2	23.5	11.3	
LOS by Move:	F		E	E	F		F	E	F		E	C	F		C	B
HCM2k95thQ:	10		14	29	27		48	37	7		81	29	13		18	4

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



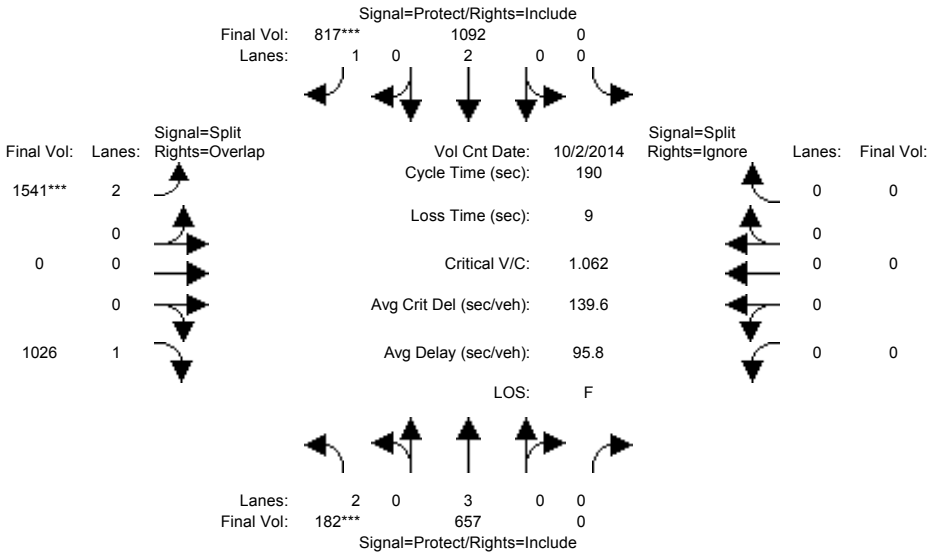
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	1055	1129	0		0	621	1815		1054	0	137		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:	1055	1129	0		0	621	1815		1054	0	137		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1055	1129	0		0	621	1815		1054	0	137		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.87	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:	1055	1129	0		0	621	1815		917	0	137		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1055	1129	0		0	621	1815		917	0	137		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1055	1129	0		0	621	1815		917	0	137		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:	0.33	0.20	0.00		0.00	0.16	1.04		0.29	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green Time:	34.4	141	0.0		0.0	107	106.6		29.9	0.0	64.4		0.0	0.0	0.0	
Volume/Cap:	1.75	0.25	0.00		0.00	0.28	1.75		1.75	0.00	0.22		0.00	0.00	0.00	
Delay/Veh:	417.4	5.3	0.0		0.0	17.9	378.5		420.7	0.0	37.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	417.4	5.3	0.0		0.0	17.9	378.5		420.7	0.0	37.9		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	B	F		F	A	D		A	A	A	
HCM2k95thQ:	102	11	0		0	15	310		89	0	9		0	0	0	

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



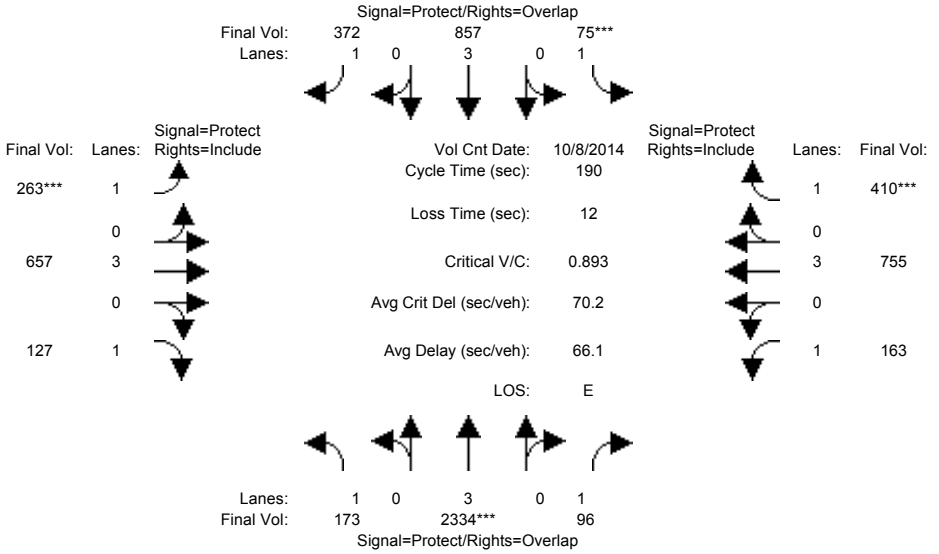
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<																
Base Vol:	182		657	0	0		1092	817	2083		0	1026	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		657	0	0		1092	817	2083		0	1026	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	182		657	0	0		1092	817	2083		0	1026	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	0.74		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	182		657	0	0		1092	817	1541		0	1026	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	182		657	0	0		1092	817	1541		0	1026	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	182		657	0	0		1092	817	1541		0	1026	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	0.00		2.00	1.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.06		0.12	0.00	0.00		0.29	0.47	0.49		0.00	0.59	0.00		0.00	0.00
Crit Moves:	****							****	****							
Green Time:	18.1		72.6	0.0	0.0		54.4	54.4	108.8		0.0	127.0	0.0		0.0	0.0
Volume/Cap:	0.61		0.30	0.00	0.00		1.00	1.63	0.85		0.00	0.88	0.00		0.00	0.00
Delay/Veh:	89.9		43.0	0.0	0.0		99.1	363.5	26.8		0.0	17.7	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	89.9		43.0	0.0	0.0		99.1	363.5	26.8		0.0	17.7	0.0		0.0	0.0
LOS by Move:	F		D	A	A		F	F	C		A	B	A		A	A
HCM2k95thQ:	12		17	0	0		59	141	59		0	54	0		0	0

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



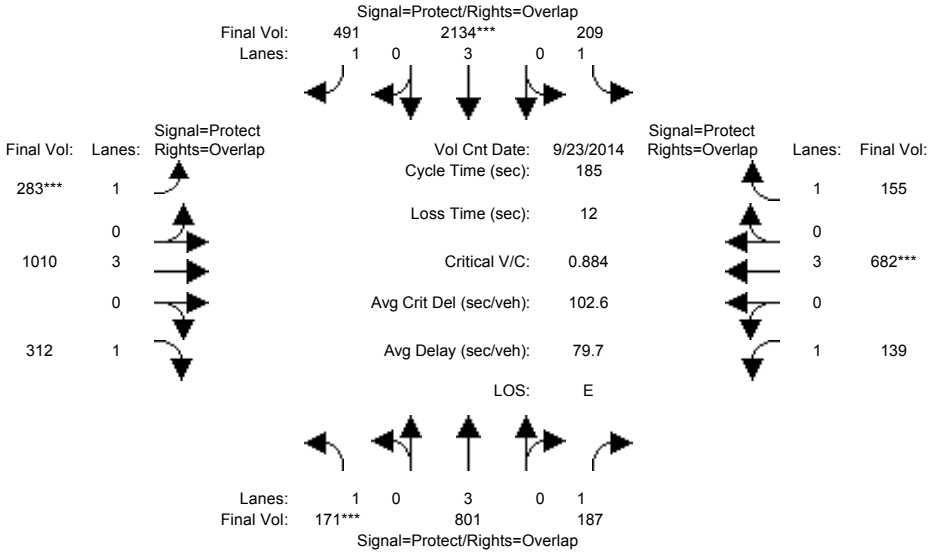
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	173		2779	96	75		1020	372	263		657	127	163		755	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:	173		2779	96	75		1020	372	263		657	127	163		755	410
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	173		2779	96	75		1020	372	263		657	127	163		755	410
User Adj:	1.00		0.84	1.00	1.00		0.84	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	173		2334	96	75		857	372	263		657	127	163		755	410
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	173		2334	96	75		857	372	263		657	127	163		755	410
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	173		2334	96	75		857	372	263		657	127	163		755	410
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.41	0.05	0.04		0.15	0.21	0.15		0.12	0.07	0.09		0.13	0.23
Crit Moves:			****				****		****							****
Green Time:	38.2		87.1	123.7	9.1		58.0	90.0	32.0		45.2	45.2	36.6		49.8	49.8
Volume/Cap:	0.49		0.89	0.08	0.89		0.49	0.45	0.89		0.48	0.30	0.48		0.51	0.89
Delay/Veh:	68.9		60.7	18.5	156.9		70.0	53.9	104.5		62.6	59.9	69.4		59.9	86.9
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:	68.9		60.7	18.5	156.9		70.0	53.9	104.5		62.6	59.9	69.4		59.9	86.9
LOS by Move:	E		E	B	F		E	D	F		E	E	E		E	F
HCM2k95thQ:	18		69	7	11		26	34	32		20	12	17		22	43

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



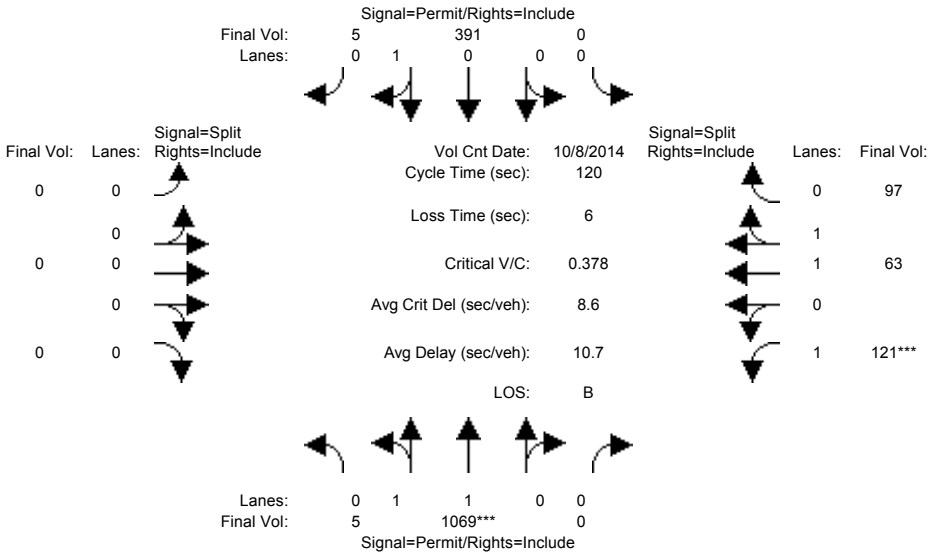
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	12		72	72	33		93	93	39		50	50	29		41	41
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 23 Sep 2014 <<																
Base Vol:	171	1054		187	209	2771		491	283	1010		312	139	682		155
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	171	1054		187	209	2771		491	283	1010		312	139	682		155
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	171	1054		187	209	2771		491	283	1010		312	139	682		155
User Adj:	1.00	0.76		1.00	1.00	0.77		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	171	801		187	209	2134		491	283	1010		312	139	682		155
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	171	801		187	209	2134		491	283	1010		312	139	682		155
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	171	801		187	209	2134		491	283	1010		312	139	682		155
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.83		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00	3.00		1.00	1.00	3.00		1.00
Final Sat.:	1750	5700		1750	1750	4731		1750	1750	5700		1750	1750	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.10	0.14		0.11	0.12	0.45		0.28	0.16	0.18		0.18	0.08	0.12		0.09
Crit Moves:	****					****			****					****		
Green Time:	11.3	67.6		95.2	31.0	87.3		124.0	36.6	47.5		58.8	27.6	38.5		69.5
Volume/Cap:	1.60	0.38		0.21	0.71	0.96		0.42	0.82	0.69		0.56	0.53	0.57		0.24
Delay/Veh:	403.6	51.3		32.8	95.9	90.3		35.3	89.6	67.5		57.1	79.6	70.9		42.3
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:	403.6	51.3		32.8	95.9	90.3		35.3	89.6	67.5		57.1	79.6	70.9		42.3
LOS by Move:	F	D		C	F	F		D	F	E		E	E	E		D
HCM2k95thQ:	33	23		15	24	71		43	33	32		29	15	22		13

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



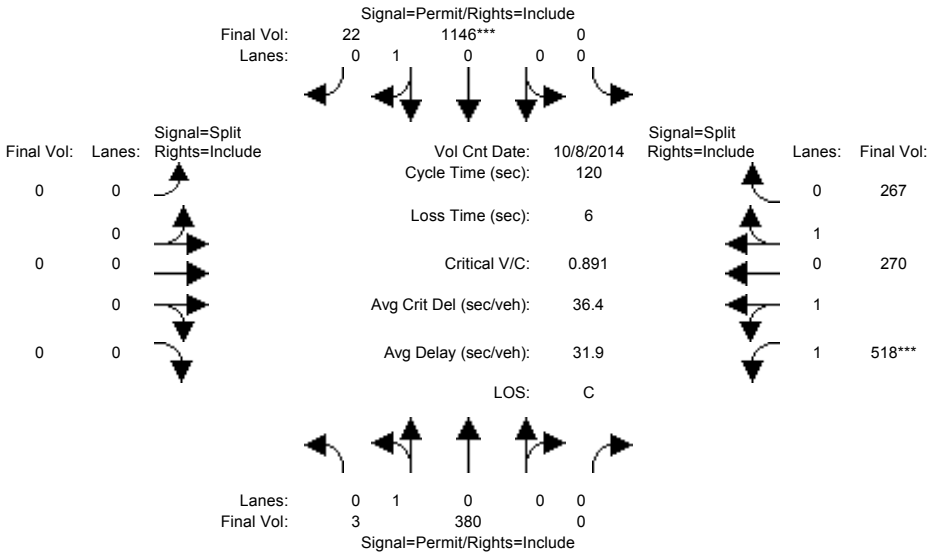
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	5		1069	0	0		391	5	0		0	0	121		63	97
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	5		1069	0	0		391	5	0		0	0	121		63	97
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		1069	0	0		391	5	0		0	0	121		63	97
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		1069	0	0		391	5	0		0	0	121		63	97
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		1069	0	0		391	5	0		0	0	121		63	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:	5		1069	0	0		391	5	0		0	0	121		63	97
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.97	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.01		1.99	0.00	0.00		0.99	0.01	0.00		0.00	0.00	1.00		1.00	1.00
Final Sat.:	17		3683	0	0		1777	23	0		0	0	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.29		0.29	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.07		0.03	0.06
Crit Moves:			****										****			
Green Time:	92.1		92.1	0.0	0.0		92.1	92.1	0.0		0.0	0.0	21.9		21.9	21.9
Volume/Cap:	0.38		0.38	0.00	0.00		0.29	0.29	0.00		0.00	0.00	0.38		0.18	0.30
Delay/Veh:	4.7		4.7	0.0	0.0		4.3	4.3	0.0		0.0	0.0	43.8		41.5	42.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	4.7		4.7	0.0	0.0		4.3	4.3	0.0		0.0	0.0	43.8		41.5	42.8
LOS by Move:	A		A	A	A		A	A	A		A	A	D		D	D
HCM2k95thQ:	13		13	0	0		9	9	0		0	0	9		4	7

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



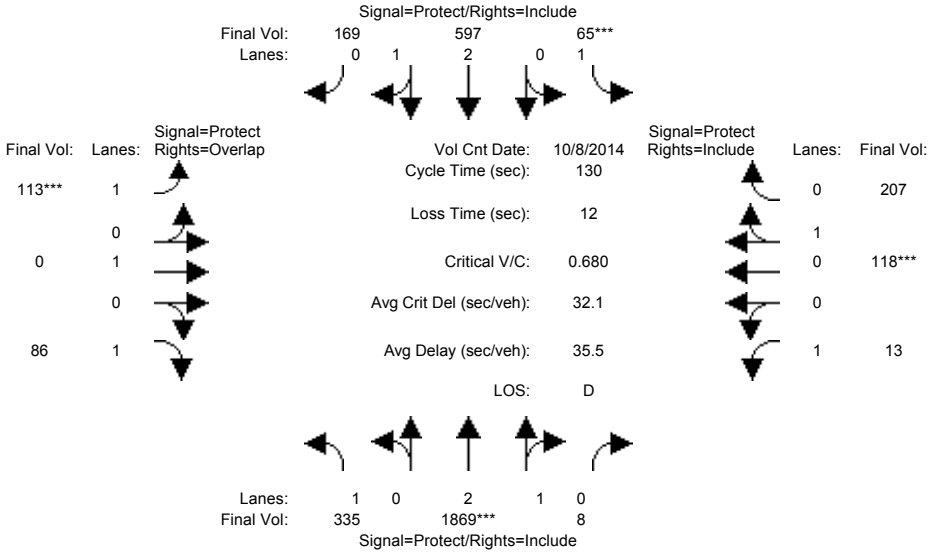
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	3		380	0	0		1146	22	0		0	0	518		270	267
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	3		380	0	0		1146	22	0		0	0	518		270	267
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	3		380	0	0		1146	22	0		0	0	518		270	267
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	3		380	0	0		1146	22	0		0	0	518		270	267
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	3		380	0	0		1146	22	0		0	0	518		270	267
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	3		380	0	0		1146	22	0		0	0	518		270	267
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.49		0.76	0.75
Final Sat.:	14		1786	0	0		1766	34	0		0	0	2627		1369	1354
Capacity Analysis Module:																
Vol/Sat:	0.21		0.21	0.00	0.00		0.65	0.65	0.00		0.00	0.00	0.20		0.20	0.20
Crit Moves:							****						****			
Green Time:	87.4		87.4	0.0	0.0		87.4	87.4	0.0		0.0	0.0	26.6		26.6	26.6
Volume/Cap:	0.29		0.29	0.00	0.00		0.89	0.89	0.00		0.00	0.00	0.89		0.89	0.89
Delay/Veh:	5.7		5.7	0.0	0.0		20.5	20.5	0.0		0.0	0.0	54.0		54.0	54.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	5.7		5.7	0.0	0.0		20.5	20.5	0.0		0.0	0.0	54.0		54.0	54.0
LOS by Move:	A		A	A	A		C	C	A		A	A	D		D	D
HCM2k95thQ:	10		10	0	0		57	57	0		0	0	29		29	29

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



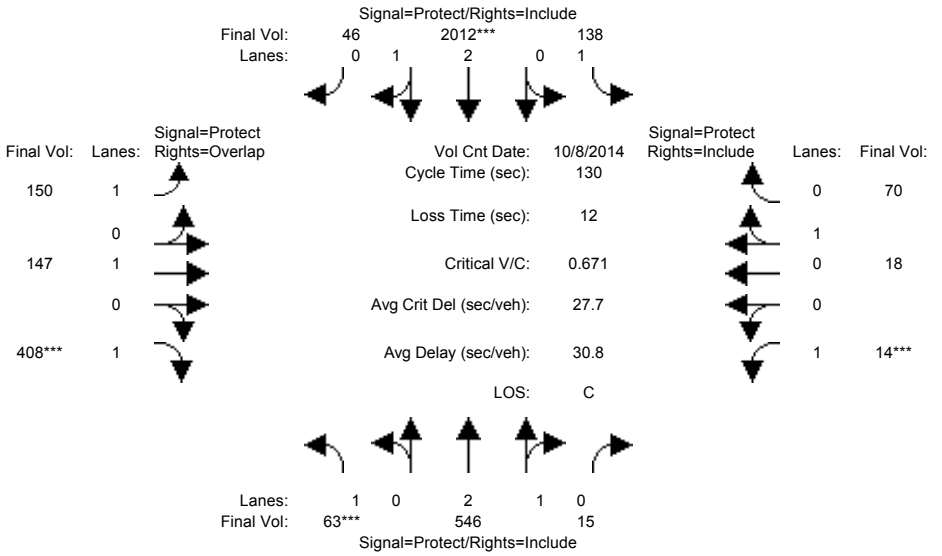
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	335	1869	8	65	597	169	113	0	86	13	118	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1869	8	65	597	169	113	0	86	13	118	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1869	8	65	597	169	113	0	86	13	118	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1869	8	65	597	169	113	0	86	13	118	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1869	8	65	597	169	113	0	86	13	118	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1869	8	65	597	169	113	0	86	13	118	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.31	0.69	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	5576	24	1750	4363	1235	1750	1900	1750	1750	654	1146
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.34	0.04	0.14	0.14	0.06	0.00	0.05	0.01	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	41.5	64.1	64.1	7.1	29.7	29.7	12.3	0.0	53.8	46.8	34.5	34.5
Volume/Cap:	0.60	0.68	0.68	0.68	0.60	0.60	0.68	0.00	0.12	0.02	0.68	0.68
Delay/Veh:	39.1	25.9	25.9	78.4	45.7	45.7	67.8	0.0	23.5	26.8	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	25.9	25.9	78.4	45.7	45.7	67.8	0.0	23.5	26.8	46.8	46.8
LOS by Move:	D	C	C	E	D	D	E	A	C	C	D	D
HCM2k95thQ:	22	33	33	6	17	17	10	0	4	1	23	23

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



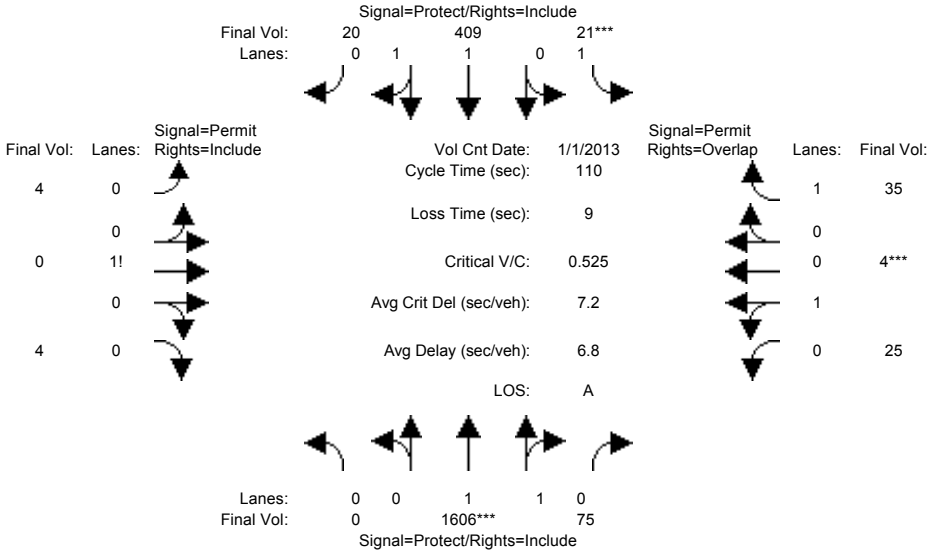
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	63		546	15	138		2012	46	150		147	408	14		18	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:	63		546	15	138		2012	46	150		147	408	14		18	70
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	63		546	15	138		2012	46	150		147	408	14		18	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	63		546	15	138		2012	46	150		147	408	14		18	70
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	63		546	15	138		2012	46	150		147	408	14		18	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:	63		546	15	138		2012	46	150		147	408	14		18	70
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.92	0.08	1.00		2.93	0.07	1.00		1.00	1.00	1.00		0.20	0.80
Final Sat.:	1750		5450	150	1750		5475	125	1750		1900	1750	1750		368	1432
Capacity Analysis Module:																
Vol/Sat:	0.04		0.10	0.10	0.08		0.37	0.37	0.09		0.08	0.23	0.01		0.05	0.05
Crit Moves:	****				****							****	****			
Green Time:	7.0		43.0	43.0	33.9		69.9	69.9	21.7		34.1	41.1	7.0		19.4	19.4
Volume/Cap:	0.67		0.30	0.30	0.30		0.68	0.68	0.51		0.29	0.74	0.15		0.33	0.33
Delay/Veh:	77.3		32.4	32.4	39.0		22.6	22.6	51.0		38.7	44.8	59.4		50.1	50.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	77.3		32.4	32.4	39.0		22.6	22.6	51.0		38.7	44.8	59.4		50.1	50.1
LOS by Move:	E		C	C	D		C	C	D		D	D	E		D	D
HCM2k95thQ:	6		10	10	9		34	34	11		9	28	1		7	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #7: LAFAYETTE/REED [Study Int 45]



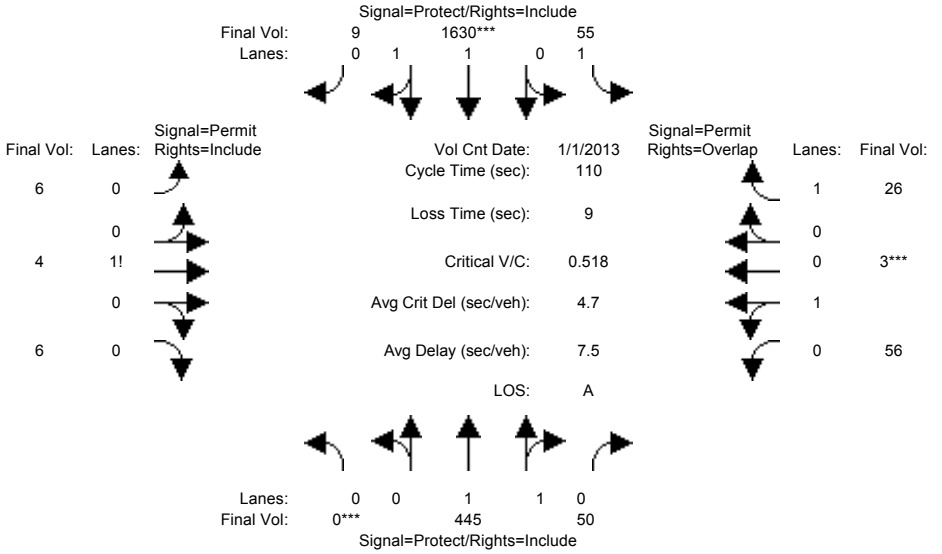
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<																
Base Vol:	0		1606	75	21		409	20	4		0	4	25		4	35
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1606	75	21		409	20	4		0	4	25		4	35
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1606	75	21		409	20	4		0	4	25		4	35
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1606	75	21		409	20	4		0	4	25		4	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1606	75	21		409	20	4		0	4	25		4	35
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1606	75	21		409	20	4		0	4	25		4	35
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		0.97	0.95	0.92		0.92	0.92	0.95		0.95	0.92
Lanes:	0.00		1.91	0.09	1.00		1.90	0.10	0.50		0.00	0.50	0.86		0.14	1.00
Final Sat.:	0		3535	165	1750		3527	172	875		0	875	1552		248	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.45	0.45	0.01		0.12	0.12	0.00		0.00	0.00	0.02		0.02	0.02
Crit Moves:			****		****										****	
Green Time:	0.0		84.0	84.0	7.0		91.0	91.0	10.0		0.0	10.0	10.0		10.0	17.0
Volume/Cap:	0.00		0.59	0.59	0.19		0.14	0.14	0.05		0.00	0.05	0.18		0.18	0.13
Delay/Veh:	0.0		6.0	6.0	49.6		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		6.0	6.0	49.6		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
LOS by Move:	A		A	A	D		A	A	D		A	D	D		D	D
HCM2k95thQ:	0		23	23	1		3	3	1		0	1	2		2	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #7: LAFAYETTE/REED [Study Int 45]



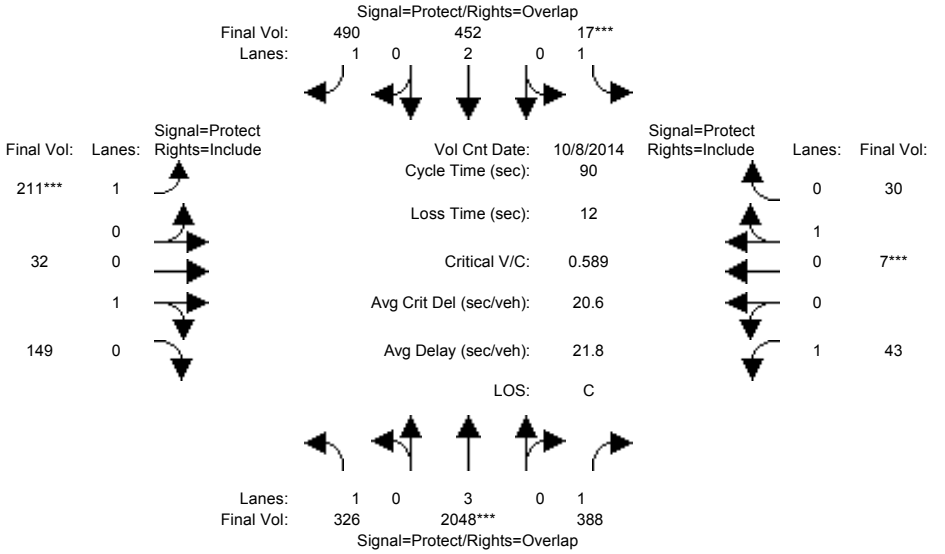
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<																
Base Vol:	0		445	50	55		1630	9	6		4	6	56		3	26
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		445	50	55		1630	9	6		4	6	56		3	26
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		445	50	55		1630	9	6		4	6	56		3	26
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		445	50	55		1630	9	6		4	6	56		3	26
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		445	50	55		1630	9	6		4	6	56		3	26
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		445	50	55		1630	9	6		4	6	56		3	26
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	0.95		0.95	0.92
Lanes:	0.00		1.79	0.21	1.00		1.99	0.01	0.37		0.25	0.38	0.95		0.05	1.00
Final Sat.:	0		3326	374	1750		3680	20	656		438	656	1708		92	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.13	0.13	0.03		0.44	0.44	0.01		0.01	0.01	0.03		0.03	0.01
Crit Moves:	****						****								****	
Green Time:	0.0		61.7	61.7	29.3		91.0	91.0	10.0		10.0	10.0	10.0		10.0	39.3
Volume/Cap:	0.00		0.24	0.24	0.12		0.54	0.54	0.10		0.10	0.10	0.36		0.36	0.04
Delay/Veh:	0.0		12.3	12.3	30.7		3.1	3.1	46.2		46.2	46.2	48.4		48.4	23.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		12.3	12.3	30.7		3.1	3.1	46.2		46.2	46.2	48.4		48.4	23.1
LOS by Move:	A		B	B	C		A	A	D		D	D	D		D	C
HCM2k95thQ:	0		8	8	3		17	17	1		1	1	4		4	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #9: Coleman/Brokaw [Study Int 33]



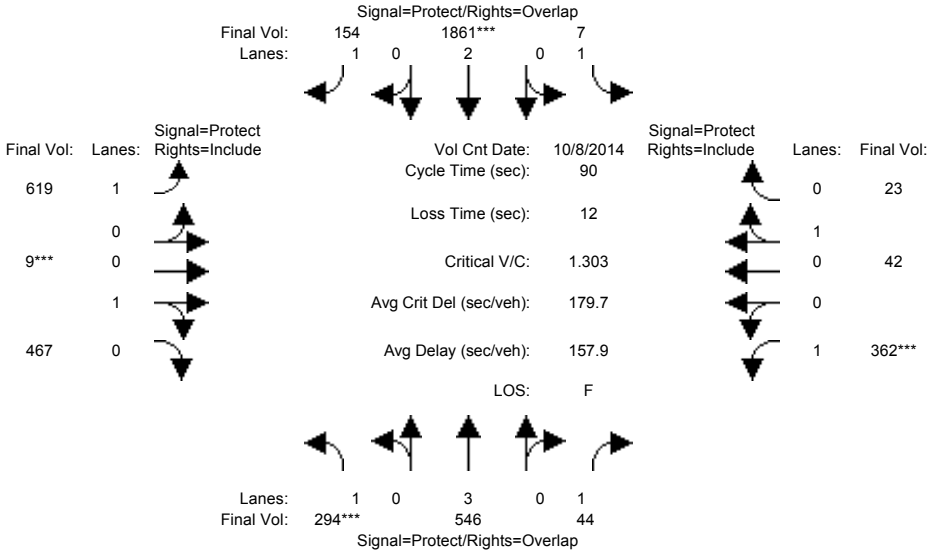
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	326		2048	388	17		452	490	211		32	149	43		7	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	326		2048	388	17		452	490	211		32	149	43		7	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	326		2048	388	17		452	490	211		32	149	43		7	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	326		2048	388	17		452	490	211		32	149	43		7	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	326		2048	388	17		452	490	211		32	149	43		7	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	326		2048	388	17		452	490	211		32	149	43		7	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		2.00	1.00	1.00		0.18	0.82	1.00		0.19	0.81
Final Sat.:	1750		5700	1750	1750		3800	1750	1750		318	1482	1750		341	1459
Capacity Analysis Module:																
Vol/Sat:	0.19		0.36	0.22	0.01		0.12	0.28	0.12		0.10	0.10	0.02		0.02	0.02
Crit Moves:			****		****				****						****	
Green Time:	28.4		45.7	56.1	7.0		24.3	39.6	15.3		14.9	14.9	10.4		10.0	10.0
Volume/Cap:	0.59		0.71	0.36	0.12		0.44	0.64	0.71		0.61	0.61	0.21		0.19	0.19
Delay/Veh:	27.6		17.9	8.4	39.1		27.5	21.4	42.9		38.4	38.4	36.6		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:	27.6		17.9	8.4	39.1		27.5	21.4	42.9		38.4	38.4	36.6		36.8	36.8
LOS by Move:	C		B	A	D		C	C	D		D	D	D		D	D
HCM2k95thQ:	14		24	10	1		10	21	14		11	11	2		2	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #9: Coleman/Brokaw [Study Int 33]



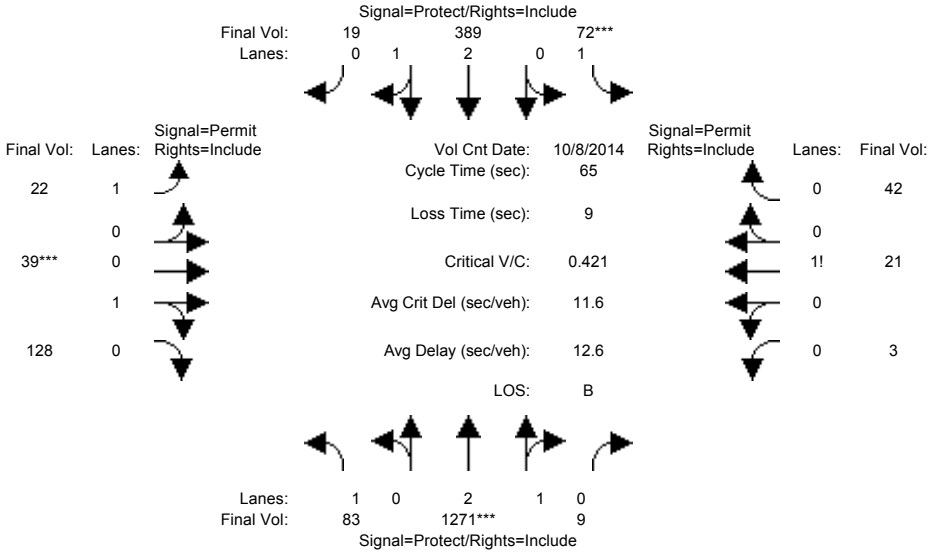
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	294		546	44	7		1861	154	619		9	467	362		42	23
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	294		546	44	7		1861	154	619		9	467	362		42	23
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	294		546	44	7		1861	154	619		9	467	362		42	23
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	294		546	44	7		1861	154	619		9	467	362		42	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	294		546	44	7		1861	154	619		9	467	362		42	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	294		546	44	7		1861	154	619		9	467	362		42	23
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		2.00	1.00	1.00		0.02	0.98	1.00		0.65	0.35
Final Sat.:	1750		5700	1750	1750		3800	1750	1750		34	1766	1750		1163	637
Capacity Analysis Module:																
Vol/Sat:	0.17		0.10	0.03	0.00		0.49	0.09	0.35		0.26	0.26	0.21		0.04	0.04
Crit Moves:	****						****				****		****			
Green Time:	11.6		26.7	41.0	18.7		33.8	56.4	22.6		18.3	18.3	14.3		10.0	10.0
Volume/Cap:	1.30		0.32	0.06	0.02		1.30	0.14	1.41		1.30	1.30	1.30		0.33	0.33
Delay/Veh:	203.8		24.7	13.7	28.4		170	6.9	231.9		191	190.7	197.8		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:	203.8		24.7	13.7	28.4		170	6.9	231.9		191	190.7	197.8		37.8	37.8
LOS by Move:	F		C	B	C		F	A	F		F	F	F		D	D
HCM2k95thQ:	31		7	1	0		81	4	69		49	49	38		4	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #106: Benton/El Camino Real [Study Int 52]



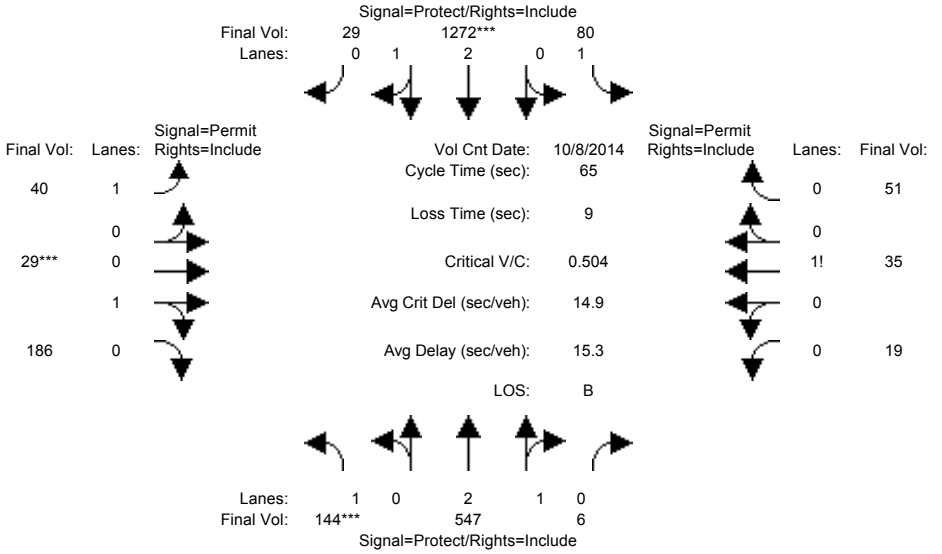
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	83	1271	9	72	389	19	22	39	128	3	21	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1271	9	72	389	19	22	39	128	3	21	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1271	9	72	389	19	22	39	128	3	21	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1271	9	72	389	19	22	39	128	3	21	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1271	9	72	389	19	22	39	128	3	21	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1271	9	72	389	19	22	39	128	3	21	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.98	0.02	1.00	2.86	0.14	1.00	0.23	0.77	0.04	0.32	0.64
Final Sat.:	1750	5561	39	1750	5339	261	1750	420	1380	80	557	1114
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.04	0.07	0.07	0.01	0.09	0.09	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green Time:	17.2	34.9	34.9	7.0	24.6	24.6	14.1	14.1	14.1	14.1	14.1	14.1
Volume/Cap:	0.18	0.43	0.43	0.38	0.19	0.19	0.06	0.43	0.43	0.17	0.17	0.17
Delay/Veh:	18.6	9.2	9.2	28.3	13.6	13.6	20.2	22.7	22.7	20.9	20.9	20.9
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:	18.6	9.2	9.2	28.3	13.6	13.6	20.2	22.7	22.7	20.9	20.9	20.9
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	10	10	3	4	4	1	6	6	3	3	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #106: Benton/El Camino Real [Study Int 52]



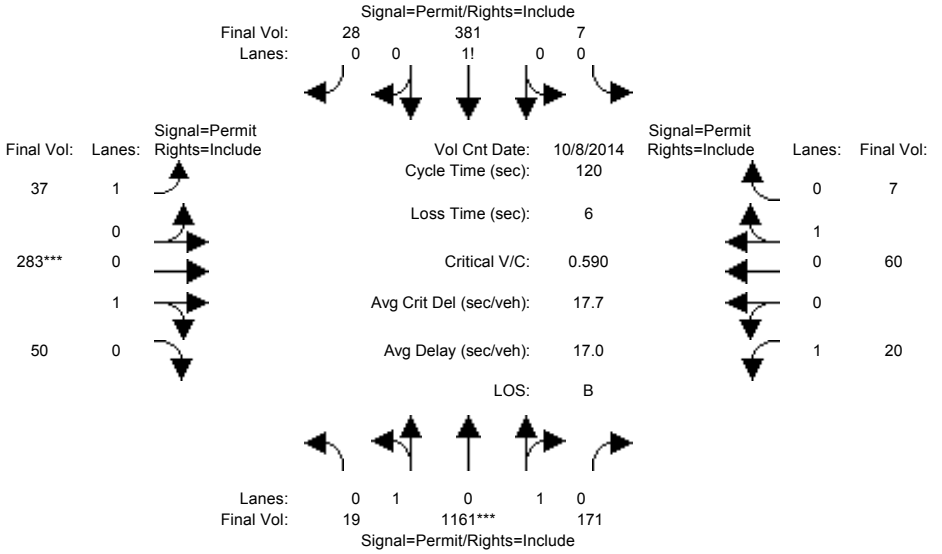
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	144	547	6	80	1272	29	40	29	186	19	35	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	547	6	80	1272	29	40	29	186	19	35	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	547	6	80	1272	29	40	29	186	19	35	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	547	6	80	1272	29	40	29	186	19	35	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	547	6	80	1272	29	40	29	186	19	35	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	547	6	80	1272	29	40	29	186	19	35	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.93	0.07	1.00	0.13	0.87	0.18	0.33	0.49
Final Sat.:	1750	5539	61	1750	5475	125	1750	243	1557	317	583	850
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.05	0.23	0.23	0.02	0.12	0.12	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	10.6	23.9	23.9	16.7	30.0	30.0	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.50	0.27	0.27	0.18	0.50	0.50	0.10	0.50	0.50	0.25	0.25	0.25
Delay/Veh:	26.2	14.5	14.5	19.0	12.5	12.5	19.5	22.4	22.4	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	14.5	14.5	19.0	12.5	12.5	19.5	22.4	22.4	20.4	20.4	20.4
LOS by Move:	C	B	B	B	B	B	B	C	C	C	C	C
HCM2k95thQ:	6	5	5	3	12	12	1	8	8	4	4	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #107: Lafayette/Benton [Study Int 49]



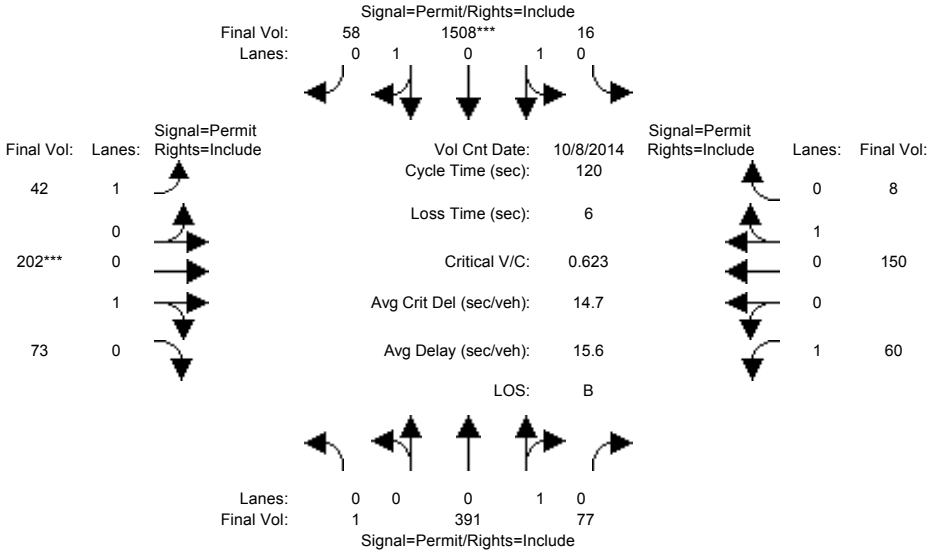
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	19	1161	171	7	381	28	37	283	50	20	60	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:	19	1161	171	7	381	28	37	283	50	20	60	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1161	171	7	381	28	37	283	50	20	60	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1161	171	7	381	28	37	283	50	20	60	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1161	171	7	381	28	37	283	50	20	60	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1161	171	7	381	28	37	283	50	20	60	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.72	0.25	0.02	0.91	0.07	1.00	0.85	0.15	1.00	0.90	0.10
Final Sat.:	51	3094	456	29	1603	118	1750	1530	270	1750	1612	188
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.24	0.24	0.24	0.02	0.19	0.19	0.01	0.04	0.04
Crit Moves:		****						****				
Green Time:	76.4	76.4	76.4	76.4	76.4	76.4	37.6	37.6	37.6	37.6	37.6	37.6
Volume/Cap:	0.59	0.59	0.59	0.37	0.37	0.37	0.07	0.59	0.59	0.04	0.12	0.12
Delay/Veh:	13.1	13.1	13.1	10.6	10.6	10.6	28.9	36.3	36.3	28.6	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:	13.1	13.1	13.1	10.6	10.6	10.6	28.9	36.3	36.3	28.6	29.4	29.4
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	25	25	25	15	15	15	2	20	20	1	4	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #107: Lafayette/Benton [Study Int 49]



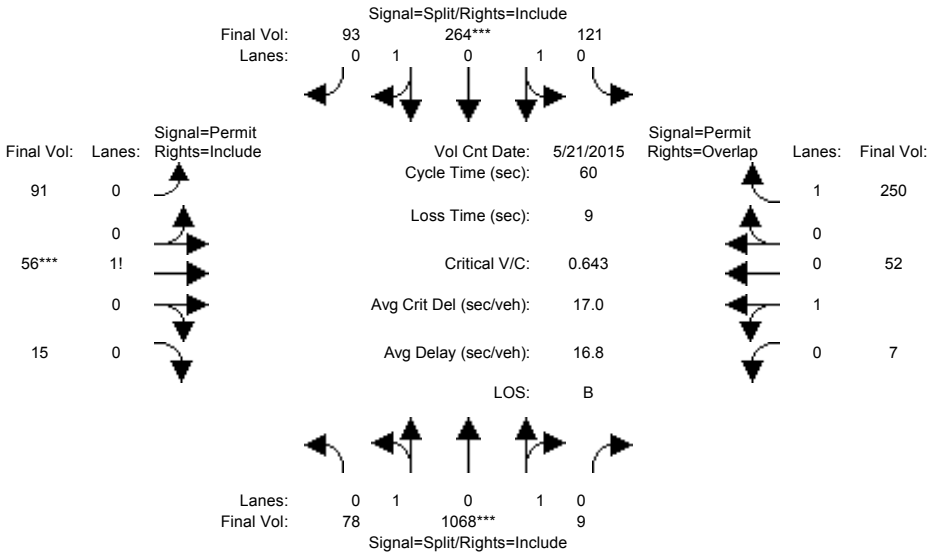
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1	391	77	16	1508	58	42	202	73	60	150	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	391	77	16	1508	58	42	202	73	60	150	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	391	77	16	1508	58	42	202	73	60	150	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	391	77	16	1508	58	42	202	73	60	150	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	391	77	16	1508	58	42	202	73	60	150	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	391	77	16	1508	58	42	202	73	60	150	8
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	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.83	0.16	0.02	1.91	0.07	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	4	1459	287	36	3432	132	1750	1322	478	1750	1709	91
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.44	0.44	0.44	0.02	0.15	0.15	0.03	0.09	0.09
Crit Moves:					****			****				
Green Time:	84.6	84.6	84.6	84.6	84.6	84.6	29.4	29.4	29.4	29.4	29.4	29.4
Volume/Cap:	0.38	0.38	0.38	0.62	0.62	0.62	0.10	0.62	0.62	0.14	0.36	0.36
Delay/Veh:	7.3	7.3	7.3	9.8	9.8	9.8	35.1	43.1	43.1	35.6	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	9.8	9.8	9.8	35.1	43.1	43.1	35.6	38.0	38.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2k95thQ:	14	14	14	27	27	27	3	18	18	4	10	10

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #121: Market/Lafayette [Study Int 51]



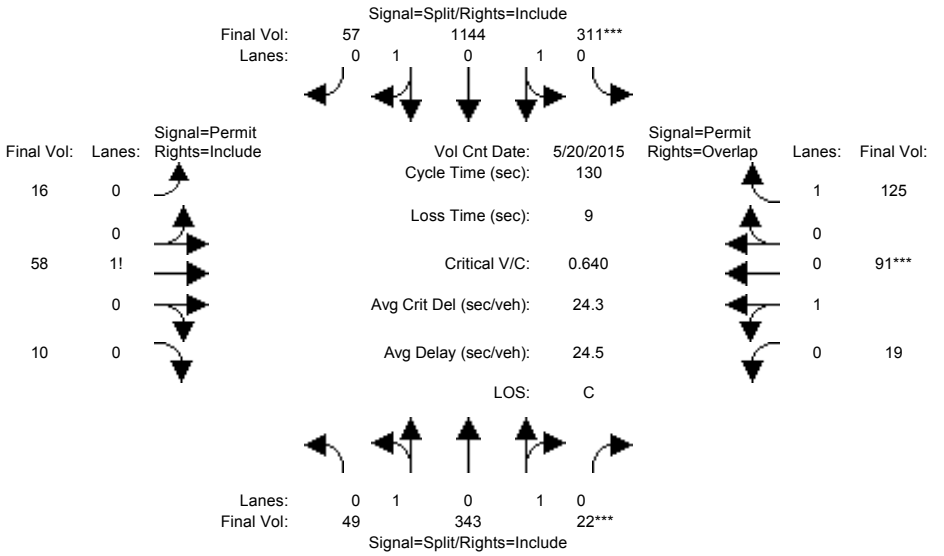
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 May 2015 <<																
Base Vol:	78	1068	9		121	264	93		91	56	15		7	52	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	1068	9		121	264	93		91	56	15		7	52	250	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	1068	9		121	264	93		91	56	15		7	52	250	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	1068	9		121	264	93		91	56	15		7	52	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	1068	9		121	264	93		91	56	15		7	52	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	1068	9		121	264	93		91	56	15		7	52	250	
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	0.92	0.92		0.95	0.95	0.92	
Lanes:	0.13	1.85	0.02		0.51	1.10	0.39		0.56	0.35	0.09		0.12	0.88	1.00	
Final Sat.:	243	3329	28		911	1988	700		983	605	162		214	1586	1750	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.32	0.32		0.13	0.13	0.13		0.09	0.09	0.09		0.03	0.03	0.14	
Crit Moves:		****				****				****						
Green Time:	29.0	29.0	29.0		12.0	12.0	12.0		10.0	10.0	10.0		10.0	10.0	22.0	
Volume/Cap:	0.66	0.66	0.66		0.66	0.66	0.66		0.56	0.56	0.56		0.20	0.20	0.39	
Delay/Veh:	12.8	12.8	12.8		24.5	24.5	24.5		25.3	25.3	25.3		21.9	21.9	14.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.8	12.8	12.8		24.5	24.5	24.5		25.3	25.3	25.3		21.9	21.9	14.4	
LOS by Move:	B		B		C		C		C		C		C		B	
HCM2k95thQ:	16		16		9		9		6		6		2		8	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #121: Market/Lafayette [Study Int 51]



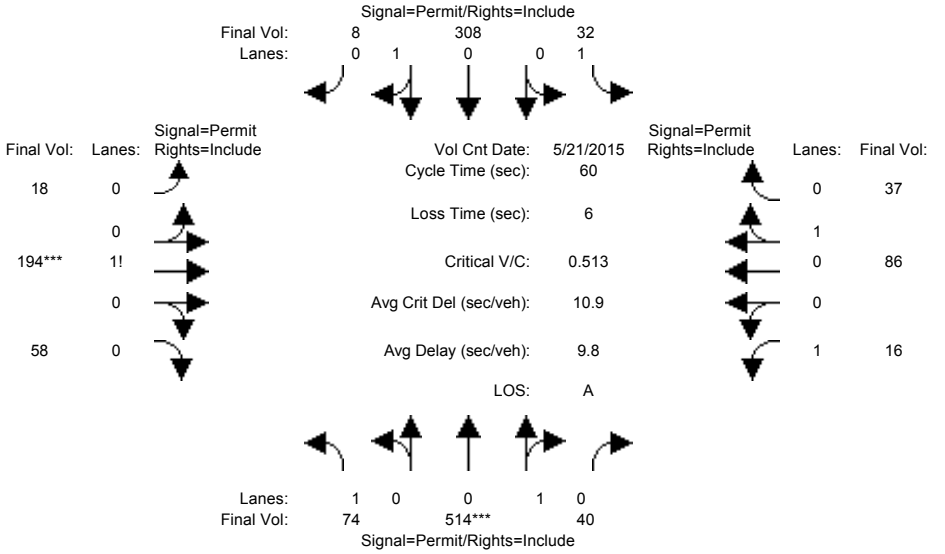
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<																
Base Vol:	49		343	22	311		1144	57	16		58	10	19		91	125
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	49		343	22	311		1144	57	16		58	10	19		91	125
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	49		343	22	311		1144	57	16		58	10	19		91	125
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		343	22	311		1144	57	16		58	10	19		91	125
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	49		343	22	311		1144	57	16		58	10	19		91	125
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	49		343	22	311		1144	57	16		58	10	19		91	125
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	0.92	0.92		0.92	0.92	0.95		0.95	0.92
Lanes:	0.24		1.66	0.10	0.41		1.51	0.08	0.19		0.69	0.12	0.17		0.83	1.00
Final Sat.:	426		2983	191	740		2724	136	333		1208	208	311		1489	1750
Capacity Analysis Module:																
Vol/Sat:	0.12		0.12	0.12	0.42		0.42	0.42	0.05		0.05	0.05	0.06		0.06	0.07
Crit Moves:				****	****										****	
Green Time:	23.3		23.3	23.3	85.3		85.3	85.3	12.4		12.4	12.4	12.4		12.4	97.7
Volume/Cap:	0.64		0.64	0.64	0.64		0.64	0.64	0.50		0.50	0.50	0.64		0.64	0.10
Delay/Veh:	51.6		51.6	51.6	13.9		13.9	13.9	58.3		58.3	58.3	64.6		64.6	4.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	51.6		51.6	51.6	13.9		13.9	13.9	58.3		58.3	58.3	64.6		64.6	4.4
LOS by Move:	D		D	D	B		B	B	E		E	E	E		E	A
HCM2k95thQ:	15		15	15	32		32	32	7		7	7	11		11	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #123: Homestead/Monroe [Study Int 61]



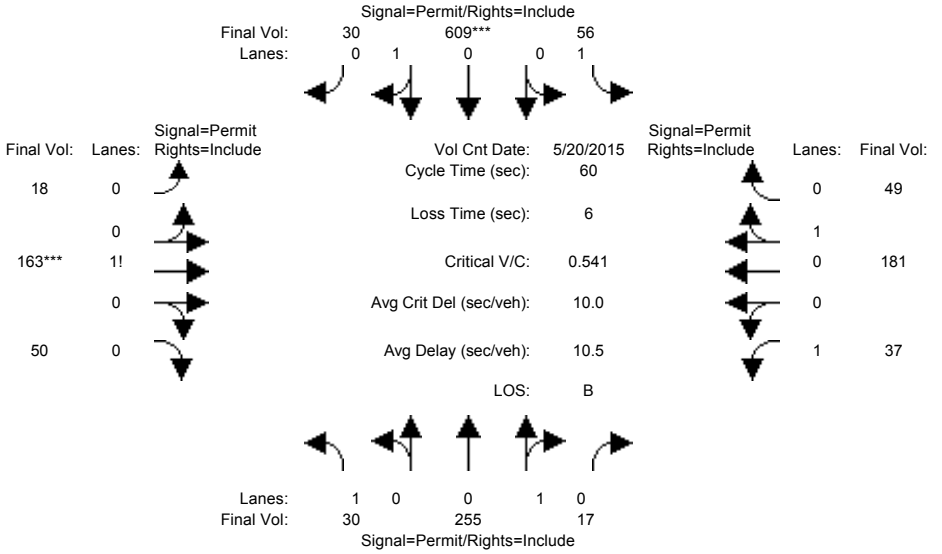
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<																
Base Vol:	74		514	40	32		308	8	18		194	58	16		86	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	74		514	40	32		308	8	18		194	58	16		86	37
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	74		514	40	32		308	8	18		194	58	16		86	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	74		514	40	32		308	8	18		194	58	16		86	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	74		514	40	32		308	8	18		194	58	16		86	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	74		514	40	32		308	8	18		194	58	16		86	37
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.92	0.92		0.95	0.95
Lanes:	1.00		0.93	0.07	1.00		0.97	0.03	0.07		0.72	0.21	1.00		0.70	0.30
Final Sat.:	1750		1670	130	1750		1754	46	117		1257	376	1750		1259	541
Capacity Analysis Module:																
Vol/Sat:	0.04		0.31	0.31	0.02		0.18	0.18	0.15		0.15	0.15	0.01		0.07	0.07
Crit Moves:			****								****					
Green Time:	36.0		36.0	36.0	36.0		36.0	36.0	18.0		18.0	18.0	18.0		18.0	18.0
Volume/Cap:	0.07		0.51	0.51	0.03		0.29	0.29	0.51		0.51	0.51	0.03		0.23	0.23
Delay/Veh:	5.1		7.4	7.4	4.9		6.0	6.0	18.2		18.2	18.2	14.8		16.0	16.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	5.1		7.4	7.4	4.9		6.0	6.0	18.2		18.2	18.2	14.8		16.0	16.0
LOS by Move:	A		A	A	A		A	A	B		B	B	B		B	B
HCM2k95thQ:	1		12	12	1		6	6	9		9	9	0		4	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #123: Homestead/Monroe [Study Int 61]



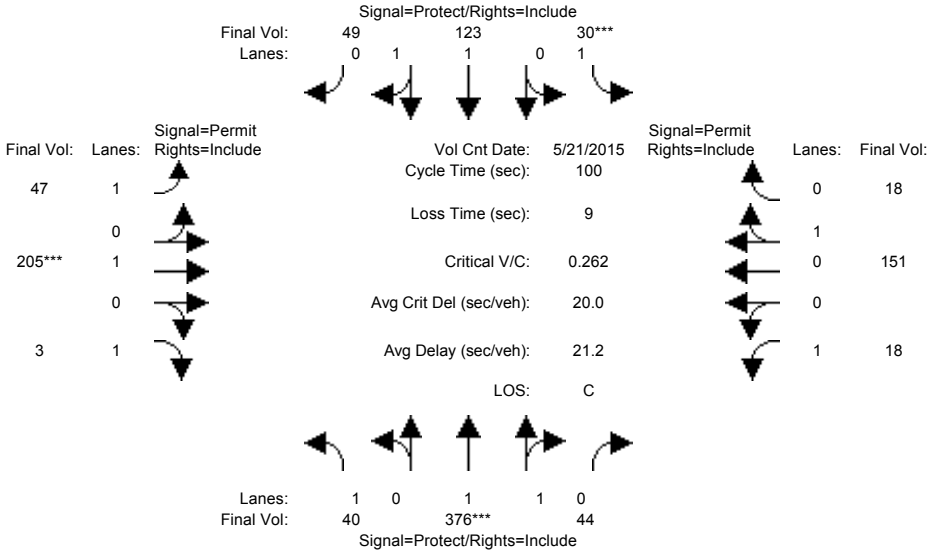
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	30	255	17	56	609	30	18	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	56	609	30	18	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	255	17	56	609	30	18	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	255	17	56	609	30	18	163	50	37	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	255	17	56	609	30	18	163	50	37	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	255	17	56	609	30	18	163	50	37	181	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.70	0.22	1.00	0.79	0.21
Final Sat.:	1750	1687	112	1750	1715	85	136	1235	379	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.03	0.36	0.36	0.13	0.13	0.13	0.02	0.13	0.13
Crit Moves:					****			****				
Green Time:	39.4	39.4	39.4	39.4	39.4	39.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.03	0.23	0.23	0.05	0.54	0.54	0.54	0.54	0.54	0.09	0.52	0.52
Delay/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.2	21.2	21.2	17.6	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.2	21.2	21.2	17.6	20.8	20.8
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	0	4	4	1	13	13	8	8	8	1	8	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #127: Lincoln/Homestead [Study Int 60]



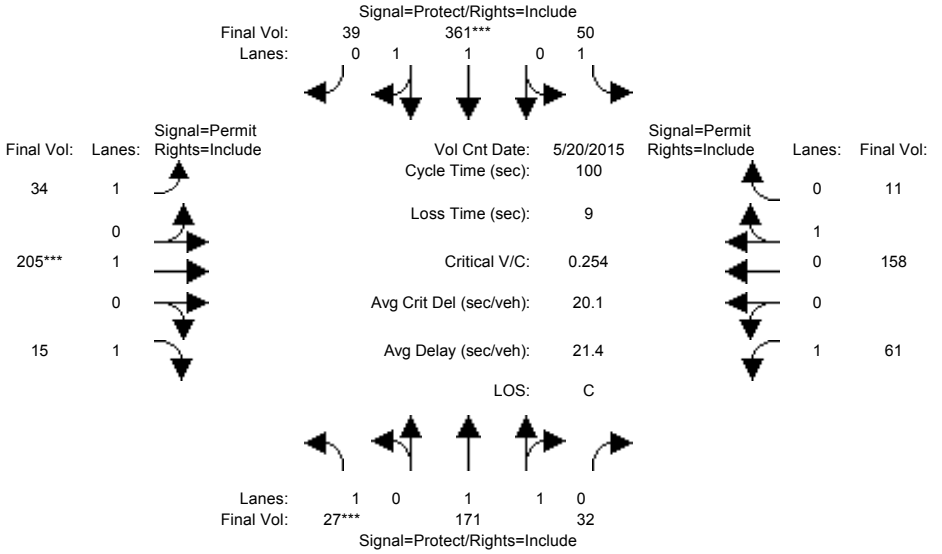
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	40	376	44	30	123	49	47	205	3	18	151	18
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:	40	376	44	30	123	49	47	205	3	18	151	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	376	44	30	123	49	47	205	3	18	151	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	376	44	30	123	49	47	205	3	18	151	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	376	44	30	123	49	47	205	3	18	151	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	376	44	30	123	49	47	205	3	18	151	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.78	0.22	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3312	388	1750	2645	1054	1750	1900	1750	1750	1608	192
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.02	0.05	0.05	0.03	0.11	0.00	0.01	0.09	0.09
Crit Moves:		****		****				****				
Green Time:	20.6	43.1	43.1	7.0	29.5	29.5	40.9	40.9	40.9	40.9	40.9	40.9
Volume/Cap:	0.11	0.26	0.26	0.24	0.16	0.16	0.07	0.26	0.00	0.03	0.23	0.23
Delay/Veh:	32.4	18.4	18.4	45.0	26.2	26.2	18.0	19.7	17.5	17.6	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	18.4	18.4	45.0	26.2	26.2	18.0	19.7	17.5	17.6	19.4	19.4
LOS by Move:	C	B	B	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	8	8	2	4	4	2	8	0	1	7	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #127: Lincoln/Homestead [Study Int 60]



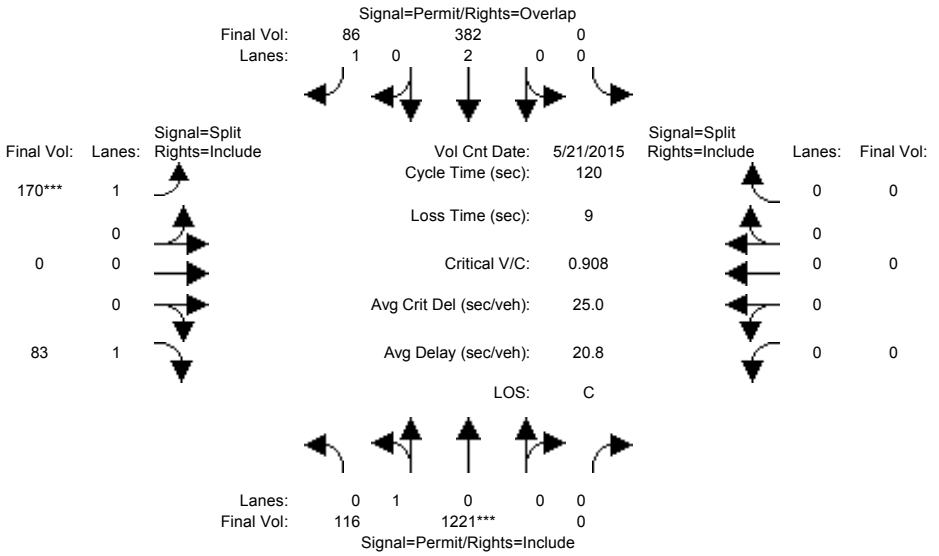
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<																
Base Vol:	27		171	32	50		361	39	34		205	15	61		158	11
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	27		171	32	50		361	39	34		205	15	61		158	11
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	27		171	32	50		361	39	34		205	15	61		158	11
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		171	32	50		361	39	34		205	15	61		158	11
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	27		171	32	50		361	39	34		205	15	61		158	11
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	27		171	32	50		361	39	34		205	15	61		158	11
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		1.68	0.32	1.00		1.80	0.20	1.00		1.00	1.00	1.00		0.93	0.07
Final Sat.:	1750		3116	583	1750		3339	361	1750		1900	1750	1750		1683	117
Capacity Analysis Module:																
Vol/Sat:	0.02		0.05	0.05	0.03		0.11	0.11	0.02		0.11	0.01	0.03		0.09	0.09
Crit Moves:	****						****				****					
Green Time:	7.0		28.8	28.8	20.2		42.0	42.0	42.0		42.0	42.0	42.0		42.0	42.0
Volume/Cap:	0.22		0.19	0.19	0.14		0.26	0.26	0.05		0.26	0.02	0.08		0.22	0.22
Delay/Veh:	44.8		26.9	26.9	33.0		18.9	18.9	17.2		19.1	17.0	17.5		18.7	18.7
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:	44.8		26.9	26.9	33.0		18.9	18.9	17.2		19.1	17.0	17.5		18.7	18.7
LOS by Move:	D		C	C	C		B	B	B		B	B	B		B	B
HCM2k95thQ:	2		5	5	3		8	8	1		8	1	2		7	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #128: Homestead/Lafayette [Study Int 50]



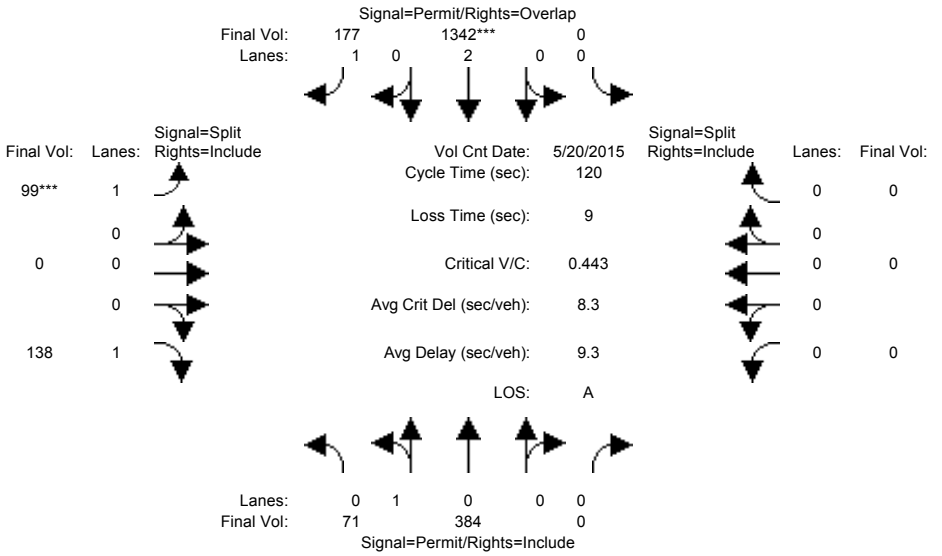
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 May 2015 <<																
Base Vol:	116	1221	0		0	382	86		170	0	83		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:	116	1221	0		0	382	86		170	0	83		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	1221	0		0	382	86		170	0	83		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	116	1221	0		0	382	86		170	0	83		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	1221	0		0	382	86		170	0	83		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	116	1221	0		0	382	86		170	0	83		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.09	0.91	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	156	1644	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.74	0.74	0.00		0.00	0.10	0.05		0.10	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	98.2	98.2	0.0		0.0	98.2	111.0		12.8	0.0	12.8		0.0	0.0	0.0	
Volume/Cap:	0.91	0.91	0.00		0.00	0.12	0.05		0.91	0.00	0.44		0.00	0.00	0.00	
Delay/Veh:	16.3	16.3	0.0		0.0	2.2	0.4		93.8	0.0	51.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.3	16.3	0.0		0.0	2.2	0.4		93.8	0.0	51.9		0.0	0.0	0.0	
LOS by Move:	B	B	A		A	A	A		F	A	D		A	A	A	
HCM2k95thQ:	64	64	0		0	3	1		15	0	6		0	0	0	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #128: Homestead/Lafayette [Study Int 50]



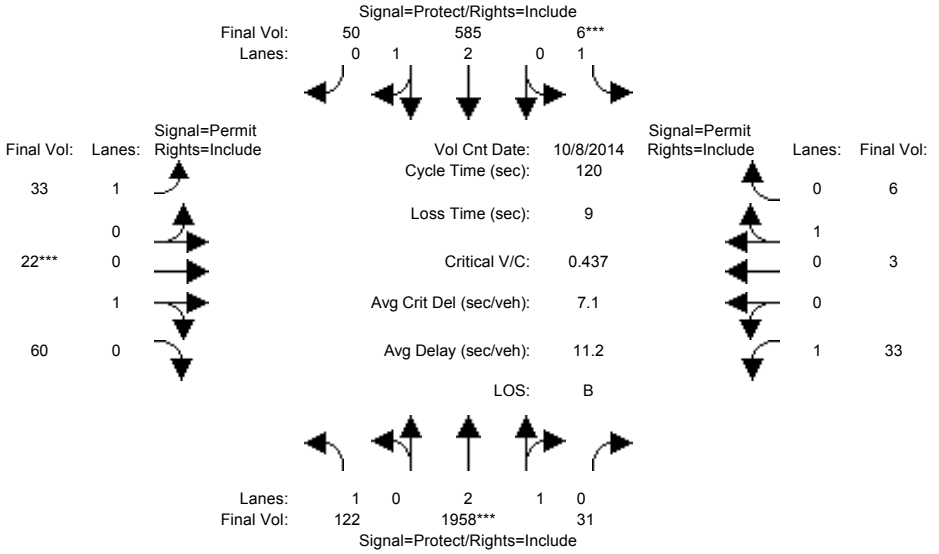
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 20 May 2015 <<																
Base Vol:	71	384	0		0	1342	177		99	0	138		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:	71	384	0		0	1342	177		99	0	138		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	384	0		0	1342	177		99	0	138		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	71	384	0		0	1342	177		99	0	138		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	71	384	0		0	1342	177		99	0	138		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	71	384	0		0	1342	177		99	0	138		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.16	0.84	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	281	1519	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.00		0.00	0.35	0.10		0.06	0.00	0.08		0.00	0.00	0.00	
Crit Moves:						****			****							
Green Time:	90.7	90.7	0.0		0.0	90.7	111.0		20.3	0.0	20.3		0.0	0.0	0.0	
Volume/Cap:	0.33	0.33	0.00		0.00	0.47	0.11		0.34	0.00	0.47		0.00	0.00	0.00	
Delay/Veh:	4.9	4.9	0.0		0.0	5.6	0.4		44.6	0.0	46.2		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:	4.9	4.9	0.0		0.0	5.6	0.4		44.6	0.0	46.2		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
HCM2k95thQ:	11	11	0		0	17	1		7	0	10		0	0	0	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #175: Reed/De La Cruz [Study Int 32]



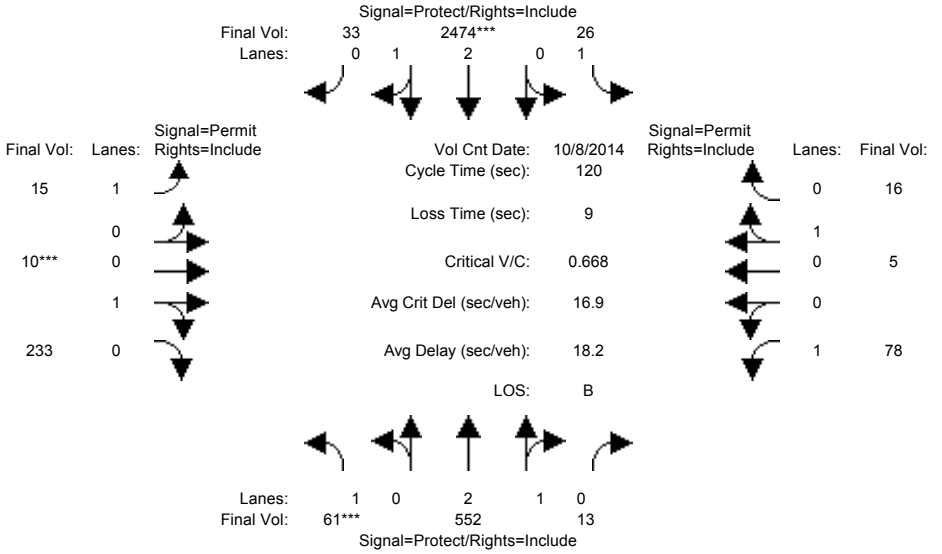
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	122	1958		31	6	585		50	33		22	60	33		3	6
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	122	1958		31	6	585		50	33		22	60	33		3	6
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	122	1958		31	6	585		50	33		22	60	33		3	6
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	122	1958		31	6	585		50	33		22	60	33		3	6
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	122	1958		31	6	585		50	33		22	60	33		3	6
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	122	1958		31	6	585		50	33		22	60	33		3	6
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.92	0.95		0.95	0.92	0.95		0.95
Lanes:	1.00	2.95		0.05	1.00	2.76		0.24	1.00	0.27		0.73	1.00	0.33		0.67
Final Sat.:	1750	5513		87	1750	5158		441	1750	483		1317	1750	600		1200
Capacity Analysis Module:																
Vol/Sat:	0.07	0.36		0.36	0.00	0.11		0.11	0.02	0.05		0.05	0.02	0.01		0.01
Crit Moves:		****				****				****						
Green Time:	37.8	92.2		92.2	7.0	61.4		61.4	11.8	11.8		11.8	11.8	11.8		11.8
Volume/Cap:	0.22	0.46		0.46	0.06	0.22		0.22	0.19	0.46		0.46	0.19	0.05		0.05
Delay/Veh:	30.5	5.1		5.1	53.6	16.2		16.2	50.2	53.0		53.0	50.2	49.1		49.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	30.5	5.1		5.1	53.6	16.2		16.2	50.2	53.0		53.0	50.2	49.1		49.1
LOS by Move:	C	A		A	D	B		B	D	D		D	D	D		D
HCM2k95thQ:	7	17		17	0	8		8	2	6		6	3	1		1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #175: Reed/De La Cruz [Study Int 32]



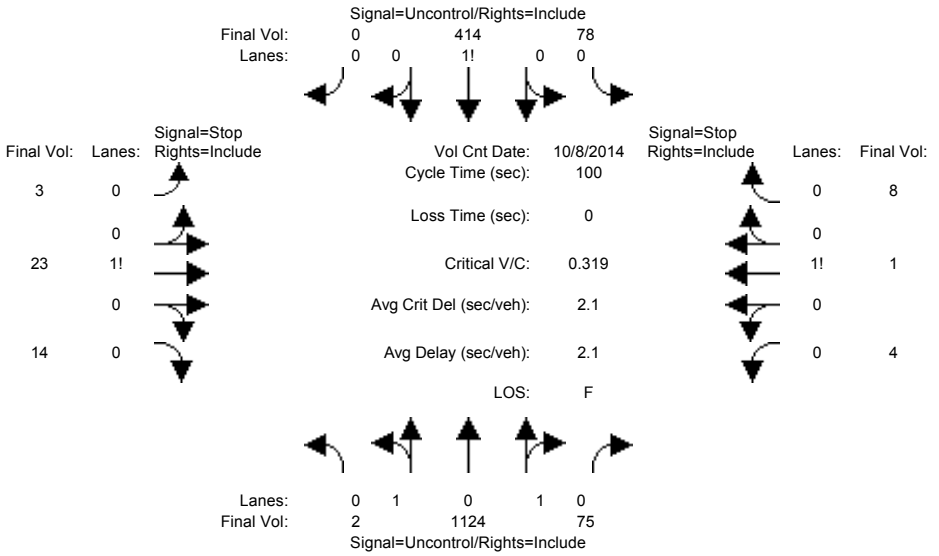
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	61		552	13	26		2474	33	15		10	233	78		5	16
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	61		552	13	26		2474	33	15		10	233	78		5	16
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	61		552	13	26		2474	33	15		10	233	78		5	16
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	61		552	13	26		2474	33	15		10	233	78		5	16
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	61		552	13	26		2474	33	15		10	233	78		5	16
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	61		552	13	26		2474	33	15		10	233	78		5	16
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		2.93	0.07	1.00		2.96	0.04	1.00		0.04	0.96	1.00		0.24	0.76
Final Sat.:	1750		5471	129	1750		5526	74	1750		74	1726	1750		429	1371
Capacity Analysis Module:																
Vol/Sat:	0.03		0.10	0.10	0.01		0.45	0.45	0.01		0.14	0.14	0.04		0.01	0.01
Crit Moves:	****						****				****					
Green Time:	7.0		55.1	55.1	31.8		79.9	79.9	24.1		24.1	24.1	24.1		24.1	24.1
Volume/Cap:	0.60		0.22	0.22	0.06		0.67	0.67	0.04		0.67	0.67	0.22		0.06	0.06
Delay/Veh:	64.5		19.6	19.6	32.9		12.6	12.6	38.7		49.2	49.2	40.4		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:	64.5		19.6	19.6	32.9		12.6	12.6	38.7		49.2	49.2	40.4		38.8	38.8
LOS by Move:	E		B	B	C		B	B	D		D	D	D		D	D
HCM2k95thQ:	7		8	8	2		33	33	1		16	16	5		1	1

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

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]




```
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: 8 Oct 2014 <<
Base Vol:       2 1124    75    78  414     0     3   23    14     4    1     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2 1124    75    78  414     0     3   23    14     4    1     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2 1124    75    78  414     0     3   23    14     4    1     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2 1124    75    78  414     0     3   23    14     4    1     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2 1124    75    78  414     0     3   23    14     4    1     8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  414 xxxx xxxxx  1199 xxxx xxxxx  1137 1773   414  1754 1736   600
Potent Cap.: 1156 xxxx xxxxx   589 xxxx xxxxx   181   84   643    67   88   505
Move Cap.:   1156 xxxx xxxxx   589 xxxx xxxxx   157   72   643    45   76   505
Volume/Cap:  0.00 xxxx  xxxx  0.13 xxxx  xxxx  0.02 0.32  0.02  0.09 0.01  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx  12.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A     *     *     B     *     *     *     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  111 xxxxx  xxxx  110 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.5 xxxx xxxxx xxxxx  1.4 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:  8.1 xxxx xxxxx  12.0 xxxx xxxxx xxxxx 54.5 xxxxx xxxxx 42.2 xxxxx
Shared LOS:     A     *     *     B     *     *     *     F     *     *     E     *
ApproachDel:    xxxxxx            xxxxxx              54.5              42.2
ApproachLOS:         *                 *                 F                 E
Note: Queue reported is the number of cars per lane.
------------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:        #718            #974
Dist(miles):      0.000           0.000
Speed (mph):       0.00            0.00
SignalIndex:       #107            #5444
Cycle Time:           0 secs          0 secs
InitVolume:     0     0         0     0
Saturation:     0     0         0     0
ArrivalType:    0     0         0     0
G/C:         0.00  0.00      0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:         0.000 0.000     0.000 0.000
gq1:        0.00  0.00      0.00  0.00
gq2:        0.00  0.00      0.00  0.00
gq:         0.00  0.00      0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000           0.000
beta:            0.000           0.000
ta (secs):       0.000           0.000
F:               0.000           0.000
f:         0.000 0.000     0.000 0.000
vcmax:          0     0         0     0
vcg:            0     0         0     0
vcmin:          0     0         0     0
tp:          0.0   0.0       0.0   0.0
p:               0.000           0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 414 xxxxx xxxxx 1199 xxxxx xxxxx 1137  1773   414 1754  1736   600
AdjCnflVol:  414 xxxxx xxxxx 1199 xxxxx xxxxx 1137  1773   414 1754  1736   600
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
```

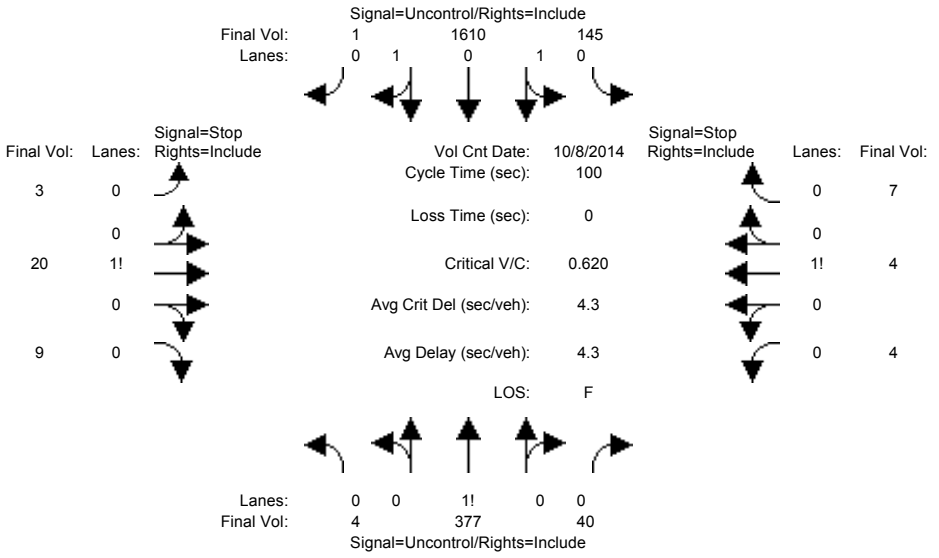


```
ConflictVol: 414 xxxxx xxxxx 1199 xxxxx xxxxx 1137  1773   414 1754  1736   600
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1156 xxxxx xxxxx  589 xxxxx xxxxx  181    84   643   67    88   505
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1156 xxxxx xxxxx  589 xxxxx xxxxx  181    84   643   67    88   505
```

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]




```
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: 8 Oct 2014 <<
Base Vol:       4  377    40   145 1610     1     3   20     9     4    4     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:    4  377    40   145 1610     1     3   20     9     4    4     7
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4  377    40   145 1610     1     3   20     9     4    4     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4  377    40   145 1610     1     3   20     9     4    4     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  377    40   145 1610     1     3   20     9     4    4     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1611 xxxx xxxxx   417 xxxx xxxxx  2311 2326   806  1510 2306   397
Potent Cap.:  411 xxxx xxxxx  1153 xxxx xxxxx    27   38   385   100   39   657
Move Cap.:    411 xxxx xxxxx  1153 xxxx xxxxx    22   32   385    44   33   657
Volume/Cap:  0.01 xxxx  xxxx  0.13 xxxx  xxxx  0.14 0.62  0.02  0.09 0.12  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 13.9 xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B     *     *     A     *     *     *     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   41 xxxxx  xxxx   68 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.4 xxxx xxxxx xxxxx  2.9 xxxxx xxxxx  0.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx  226 xxxxx xxxxx 72.5 xxxxx
Shared LOS:     *     *     *     A     *     *     *     F     *     *     F     *
ApproachDel:    xxxxxx            xxxxxx            226.3             72.5
ApproachLOS:         *                 *                 F                F
Note: Queue reported is the number of cars per lane.
------------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:        #718            #974
Dist(miles):      0.000           0.000
Speed (mph):       0.00            0.00
SignalIndex:       #107            #5444
Cycle Time:           0 secs          0 secs
InitVolume:     0     0         0     0
Saturation:     0     0         0     0
ArrivalType:    0     0         0     0
G/C:         0.00  0.00      0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:         0.000 0.000     0.000 0.000
gq1:        0.00  0.00      0.00  0.00
gq2:        0.00  0.00      0.00  0.00
gq:         0.00  0.00      0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:           0.000           0.000
beta:            0.000           0.000
ta (secs):       0.000           0.000
F:               0.000           0.000
f:         0.000 0.000     0.000 0.000
vcmax:          0     0         0     0
vcg:            0     0         0     0
vcmin:          0     0         0     0
tp:          0.0   0.0       0.0   0.0
p:               0.000           0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1611 xxxxx xxxxx  417 xxxxx xxxxx 2311  2326   806 1510  2306   397
AdjCnflVol: 1611 xxxxx xxxxx  417 xxxxx xxxxx 2311  2326   806 1510  2306   397
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
```

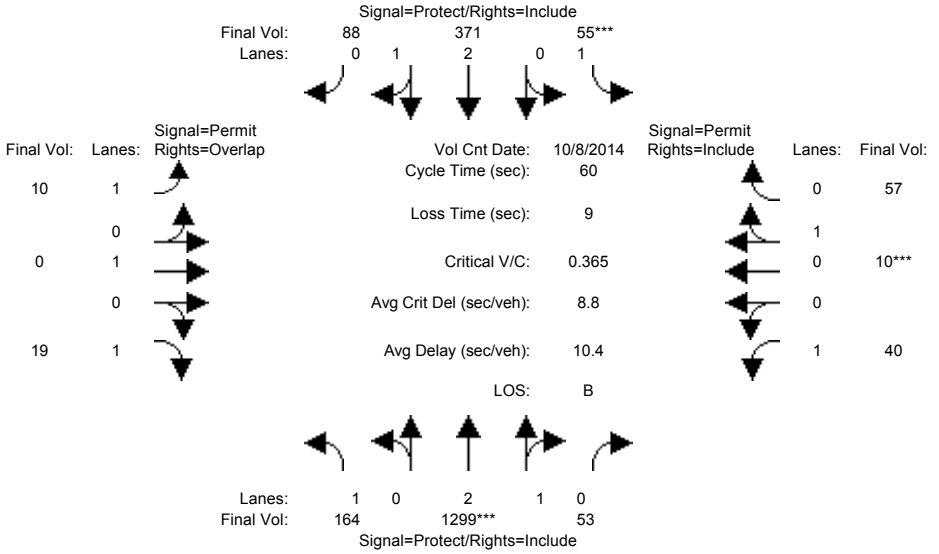


```
ConflictVol:1611 xxxxx xxxxx  417 xxxxx xxxxx 2311  2326   806 1510  2306   397
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  411 xxxxx xxxxx 1153 xxxxx xxxxx   27    38   385  100    39   657
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 411 xxxxx xxxxx 1153 xxxxx xxxxx   27    38   385  100    39   657
```

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



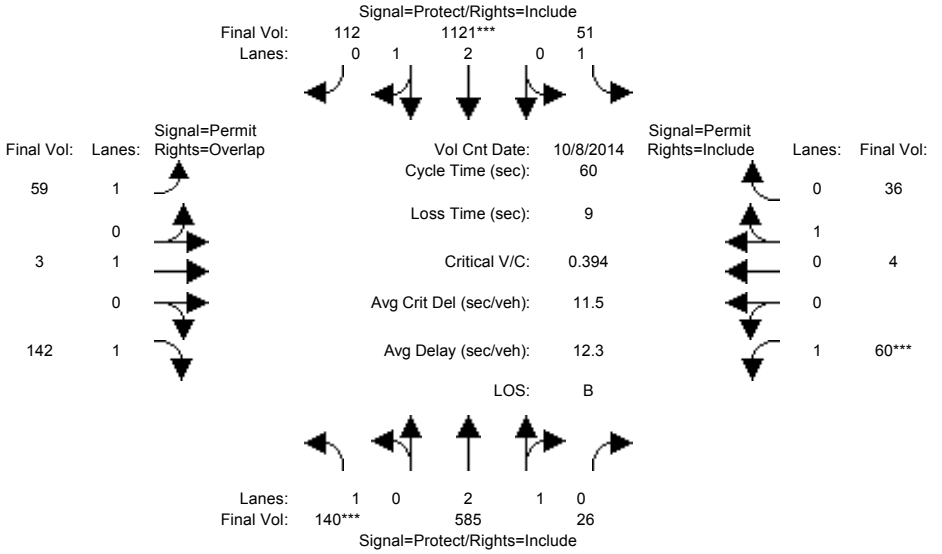
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	164		1299	53	55		371	88	10		0	19	40		10	57
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	164		1299	53	55		371	88	10		0	19	40		10	57
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	164		1299	53	55		371	88	10		0	19	40		10	57
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	164		1299	53	55		371	88	10		0	19	40		10	57
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	164		1299	53	55		371	88	10		0	19	40		10	57
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	164		1299	53	55		371	88	10		0	19	40		10	57
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.88	0.12	1.00		2.40	0.60	1.00		1.00	1.00	1.00		0.15	0.85
Final Sat.:	1750		5380	220	1750		4525	1073	1750		1900	1750	1750		269	1531
Capacity Analysis Module:																
Vol/Sat:	0.09		0.24	0.24	0.03		0.08	0.08	0.01		0.00	0.01	0.02		0.04	0.04
Crit Moves:			****		****										****	
Green Time:	16.9		34.0	34.0	7.0		24.1	24.1	10.0		0.0	26.9	10.0		10.0	10.0
Volume/Cap:	0.33		0.43	0.43	0.27		0.20	0.20	0.03		0.00	0.02	0.14		0.22	0.22
Delay/Veh:	17.5		7.5	7.5	24.9		11.7	11.7	21.0		0.0	9.3	21.5		22.0	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:	17.5		7.5	7.5	24.9		11.7	11.7	21.0		0.0	9.3	21.5		22.0	22.0
LOS by Move:	B		A	A	C		B	B	C		A	A	C		C	C
HCM2k95thQ:	6		10	10	2		4	4	0		0	0	2		3	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



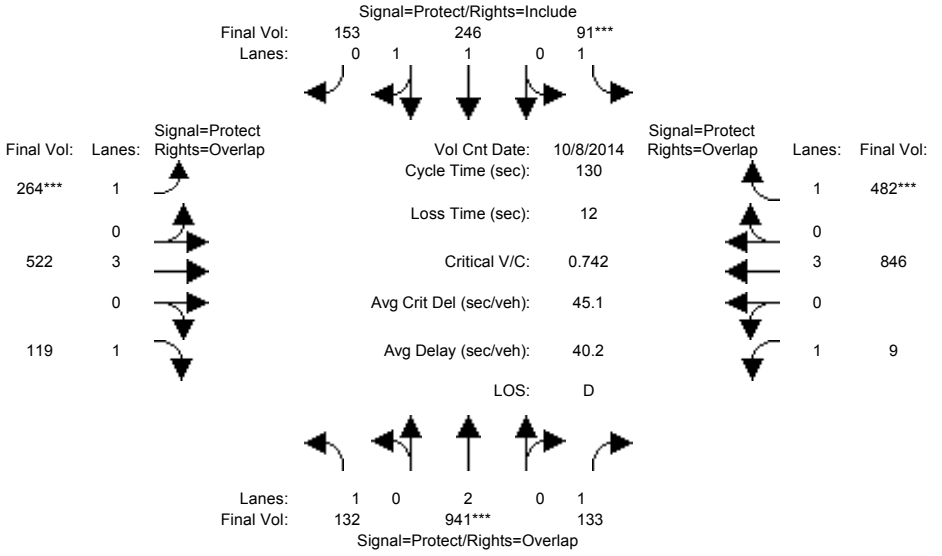
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	140		585	26	51		1121	112	59		3	142	60		4	36
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	140		585	26	51		1121	112	59		3	142	60		4	36
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	140		585	26	51		1121	112	59		3	142	60		4	36
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	140		585	26	51		1121	112	59		3	142	60		4	36
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	140		585	26	51		1121	112	59		3	142	60		4	36
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	140		585	26	51		1121	112	59		3	142	60		4	36
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.87	0.13	1.00		2.72	0.28	1.00		1.00	1.00	1.00		0.10	0.90
Final Sat.:	1750		5361	238	1750		5091	509	1750		1900	1750	1750		180	1620
Capacity Analysis Module:																
Vol/Sat:	0.08		0.11	0.11	0.03		0.22	0.22	0.03		0.00	0.08	0.03		0.02	0.02
Crit Moves:	****				****								****			
Green Time:	10.9		24.1	24.1	16.9		30.1	30.1	10.0		10.0	20.9	10.0		10.0	10.0
Volume/Cap:	0.44		0.27	0.27	0.10		0.44	0.44	0.20		0.01	0.23	0.21		0.13	0.13
Delay/Veh:	22.8		12.1	12.1	16.1		9.7	9.7	21.9		20.9	14.0	21.9		21.5	21.5
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:	22.8		12.1	12.1	16.1		9.7	9.7	21.9		20.9	14.0	21.9		21.5	21.5
LOS by Move:	C		B	B	B		A	A	C		C	B	C		C	C
HCM2k95thQ:	6		5	5	1		9	9	2		0	4	2		2	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



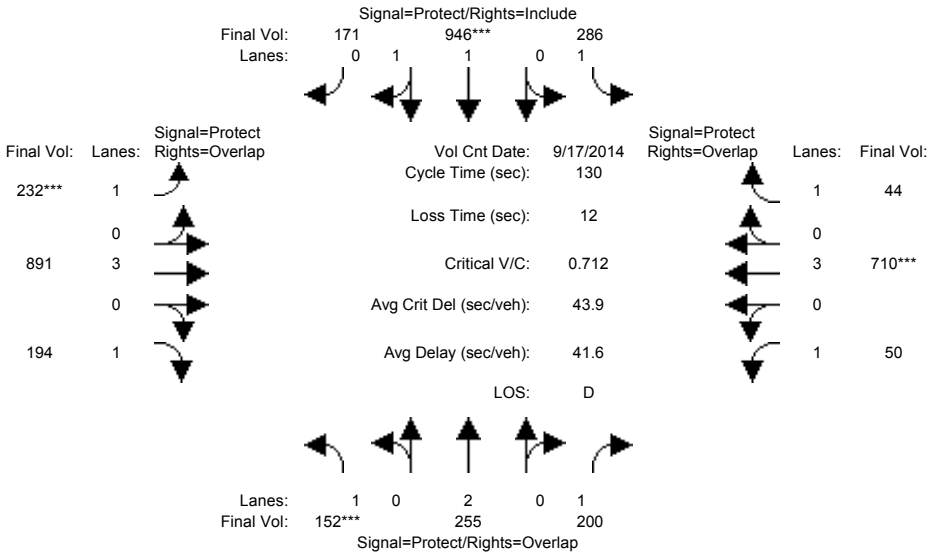
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	132	941	133	91	246	153	264	522	119	9	846	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	941	133	91	246	153	264	522	119	9	846	482
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	941	133	91	246	153	264	522	119	9	846	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	941	133	91	246	153	264	522	119	9	846	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	941	133	91	246	153	264	522	119	9	846	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	941	133	91	246	153	264	522	119	9	846	482
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.21	0.79	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2280	1418	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.08	0.05	0.11	0.11	0.15	0.09	0.07	0.01	0.15	0.28
Crit Moves:		****		****			****					****
Green Time:	21.6	43.4	67.5	9.1	30.9	30.9	26.4	41.1	62.7	24.1	38.8	47.9
Volume/Cap:	0.45	0.74	0.15	0.74	0.45	0.45	0.74	0.29	0.14	0.03	0.50	0.75
Delay/Veh:	50.0	40.8	16.3	80.7	42.7	42.7	56.8	33.6	18.8	43.4	37.8	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	40.8	16.3	80.7	42.7	42.7	56.8	33.6	18.8	43.4	37.8	40.6
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	D
HCM2k95thQ:	10	29	6	8	13	13	20	10	5	1	17	33

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



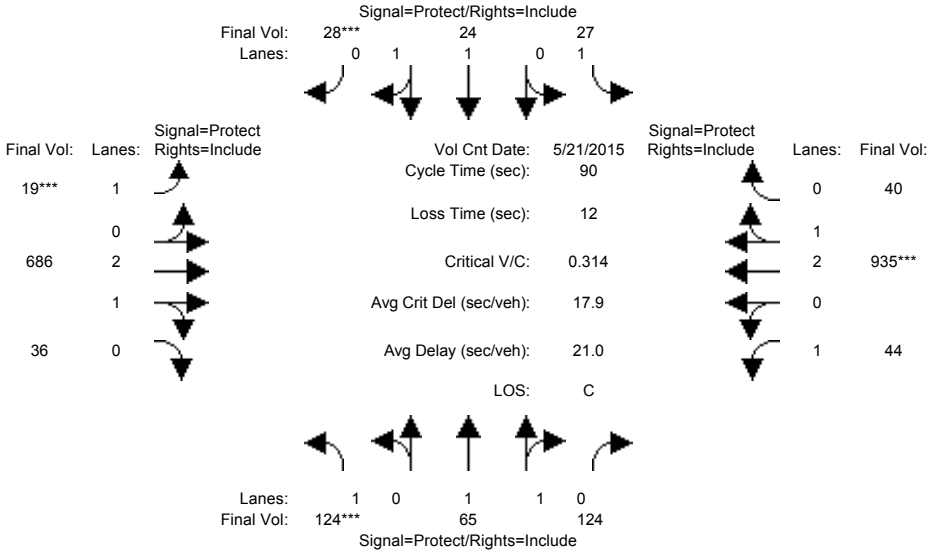
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	152		255	200	286		946	171	232		891	194	50		710	44
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	152		255	200	286		946	171	232		891	194	50		710	44
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	152		255	200	286		946	171	232		891	194	50		710	44
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	152		255	200	286		946	171	232		891	194	50		710	44
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	152		255	200	286		946	171	232		891	194	50		710	44
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	152		255	200	286		946	171	232		891	194	50		710	44
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.69	0.31	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3133	566	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.07	0.11	0.16		0.30	0.30	0.13		0.16	0.11	0.03		0.12	0.03
Crit Moves:	****				****				****				****			
Green Time:	15.9		24.4	36.5	46.6		55.2	55.2	24.2		34.9	50.8	12.0		22.8	69.3
Volume/Cap:	0.71		0.36	0.41	0.46		0.71	0.71	0.71		0.58	0.28	0.31		0.71	0.05
Delay/Veh:	65.6		46.3	38.5	32.5		32.4	32.4	56.8		41.8	27.4	56.2		53.0	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:	65.6		46.3	38.5	32.5		32.4	32.4	56.8		41.8	27.4	56.2		53.0	14.5
LOS by Move:	E		D	D	C		C	C	E		D	C	E		D	B
HCM2k95thQ:	12		8	13	17		32	32	18		18	11	5		19	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



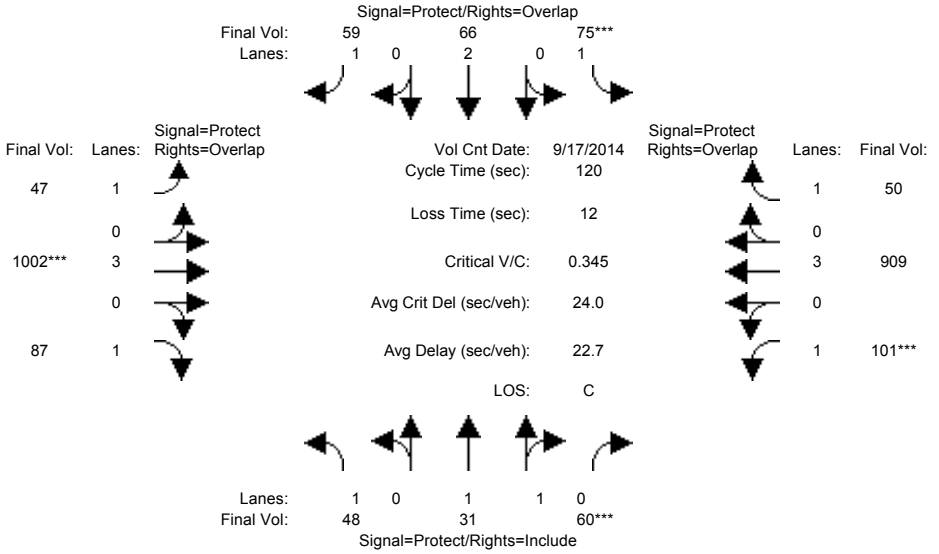
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	124	65	124	27	24	28	19	686	36	44	935	40
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:	124	65	124	27	24	28	19	686	36	44	935	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	65	124	27	24	28	19	686	36	44	935	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:	1.00	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	65	124	27	24	28	19	686	36	44	935	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	65	124	27	24	28	19	686	36	44	935	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	65	124	27	24	28	19	686	36	44	935	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.84	0.16	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5320	279	1750	5370	230
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.07	0.02	0.01	0.02	0.01	0.13	0.13	0.03	0.17	0.17
Crit Moves:	****					****	****				****	
Green Time:	17.6	16.3	16.3	11.4	10.0	10.0	7.0	31.4	31.4	18.9	43.4	43.4
Volume/Cap:	0.36	0.19	0.39	0.12	0.11	0.14	0.14	0.37	0.37	0.12	0.36	0.36
Delay/Veh:	32.0	31.4	33.0	35.1	36.1	36.3	39.2	22.0	22.0	28.9	14.7	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:	32.0	31.4	33.0	35.1	36.1	36.3	39.2	22.0	22.0	28.9	14.7	14.7
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	6	2	1	2	1	10	10	2	11	11

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



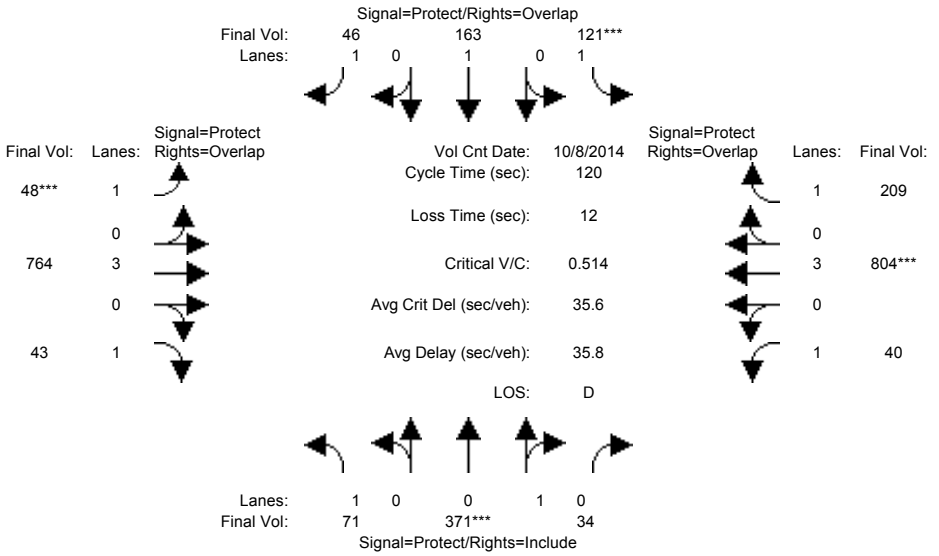
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 4:45-5:45PM																
Base Vol:	48		31	60	75		66	59	47		1002	87	101		909	50
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	48		31	60	75		66	59	47		1002	87	101		909	50
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	48		31	60	75		66	59	47		1002	87	101		909	50
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	48		31	60	75		66	59	47		1002	87	101		909	50
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	48		31	60	75		66	59	47		1002	87	101		909	50
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	48		31	60	75		66	59	47		1002	87	101		909	50
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1900	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.02	0.03	0.04		0.02	0.03	0.03		0.18	0.05	0.06		0.16	0.03
Crit Moves:				****	****						****		****			
Green Time:	11.0		11.9	11.9	14.9		15.8	37.5	21.7		61.1	72.2	20.1		59.4	74.3
Volume/Cap:	0.30		0.16	0.35	0.35		0.13	0.11	0.15		0.35	0.08	0.35		0.32	0.05
Delay/Veh:	51.9		49.6	51.2	49.0		46.2	29.4	41.6		17.6	10.1	44.9		18.2	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:	51.9		49.6	51.2	49.0		46.2	29.4	41.6		17.6	10.1	44.9		18.2	9.0
LOS by Move:	D		D	D	D		D	C	D		B	B	D		B	A
HCM2k95thQ:	4		2	4	6		2	3	3		13	3	7		12	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



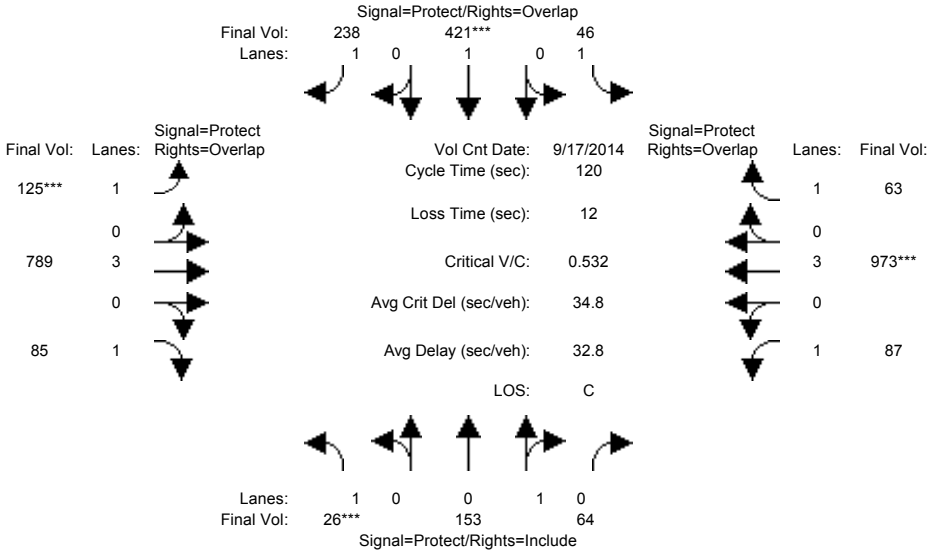
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	71		371	34	121		163	46	48		764	43	40		804	209
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	71		371	34	121		163	46	48		764	43	40		804	209
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	71		371	34	121		163	46	48		764	43	40		804	209
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	71		371	34	121		163	46	48		764	43	40		804	209
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	71		371	34	121		163	46	48		764	43	40		804	209
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	71		371	34	121		163	46	48		764	43	40		804	209
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.92	0.08	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1649	151	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.23	0.23	0.07		0.09	0.03	0.03		0.13	0.02	0.02		0.14	0.12
Crit Moves:			****		****				****						****	
Green Time:	27.6		52.2	52.2	16.0		40.6	47.6	7.0		27.7	55.3	12.0		32.7	48.8
Volume/Cap:	0.18		0.52	0.52	0.52		0.25	0.07	0.47		0.58	0.05	0.23		0.52	0.29
Delay/Veh:	37.3		25.3	25.3	50.4		28.9	22.4	58.1		41.7	17.9	50.4		37.2	24.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.3		25.3	25.3	50.4		28.9	22.4	58.1		41.7	17.9	50.4		37.2	24.2
LOS by Move:	D		C	C	D		C	C	E		D	B	D		D	C
HCM2k95thQ:	5		21	21	9		8	2	4		15	2	3		15	10

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



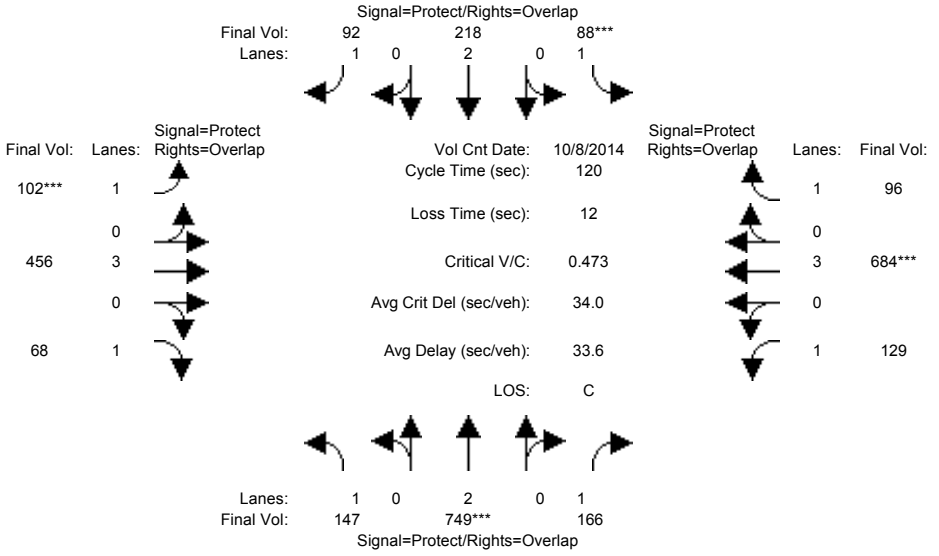
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	26		153	64	46		421	238	125		789	85	87		973	63
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	26		153	64	46		421	238	125		789	85	87		973	63
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	26		153	64	46		421	238	125		789	85	87		973	63
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	26		153	64	46		421	238	125		789	85	87		973	63
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	26		153	64	46		421	238	125		789	85	87		973	63
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	26		153	64	46		421	238	125		789	85	87		973	63
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.71	0.29	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1269	531	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.01		0.12	0.12	0.03		0.22	0.14	0.07		0.14	0.05	0.05		0.17	0.04
Crit Moves:	****						****		****						****	
Green Time:	7.0		37.2	37.2	18.0		48.3	63.8	15.6		37.1	44.1	15.6		37.2	55.2
Volume/Cap:	0.25		0.39	0.39	0.18		0.55	0.26	0.55		0.45	0.13	0.38		0.55	0.08
Delay/Veh:	55.3		32.9	32.9	44.8		28.4	15.4	51.8		33.4	25.3	48.8		34.8	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:	55.3		32.9	32.9	44.8		28.4	15.4	51.8		33.4	25.3	48.8		34.8	18.2
LOS by Move:	E		C	C	D		C	B	D		C	C	D		C	B
HCM2k95thQ:	3		13	13	3		21	10	9		14	4	6		18	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



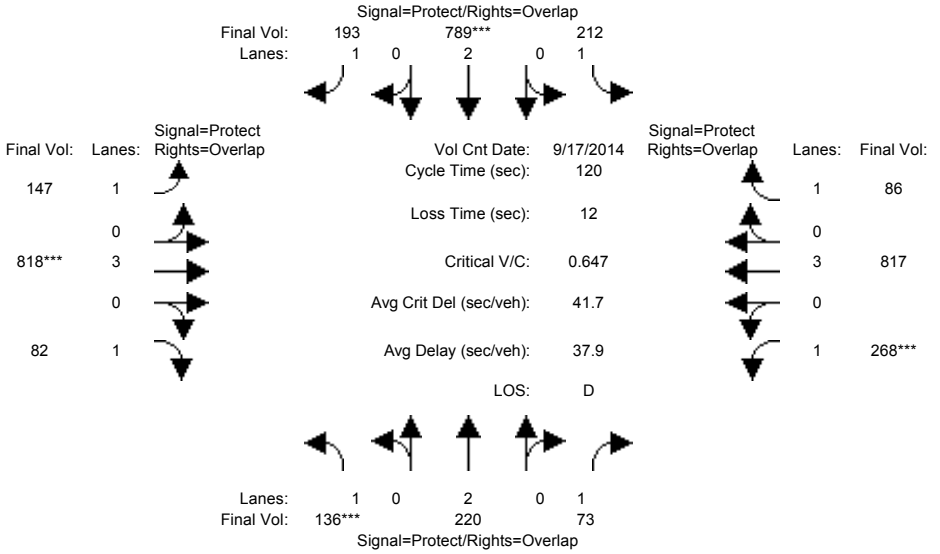
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	147		749	166	88		218	92	102		456	68	129		684	96
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	147		749	166	88		218	92	102		456	68	129		684	96
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	147		749	166	88		218	92	102		456	68	129		684	96
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	147		749	166	88		218	92	102		456	68	129		684	96
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	147		749	166	88		218	92	102		456	68	129		684	96
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	147		749	166	88		218	92	102		456	68	129		684	96
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.20	0.09	0.05		0.06	0.05	0.06		0.08	0.04	0.07		0.12	0.05
Crit Moves:			****				****		****						****	
Green Time:	31.5		50.0	71.2	12.8		31.3	46.0	14.8		24.0	55.5	21.2		30.4	43.2
Volume/Cap:	0.32		0.47	0.16	0.47		0.22	0.14	0.47		0.40	0.08	0.42		0.47	0.15
Delay/Veh:	36.0		25.6	11.0	52.4		34.9	24.1	50.6		42.0	18.1	44.8		38.2	26.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.0		25.6	11.0	52.4		34.9	24.1	50.6		42.0	18.1	44.8		38.2	26.1
LOS by Move:	D		C	B	D		C	C	D		D	B	D		D	C
HCM2k95thQ:	9		18	6	7		6	5	7		9	3	9		13	5

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



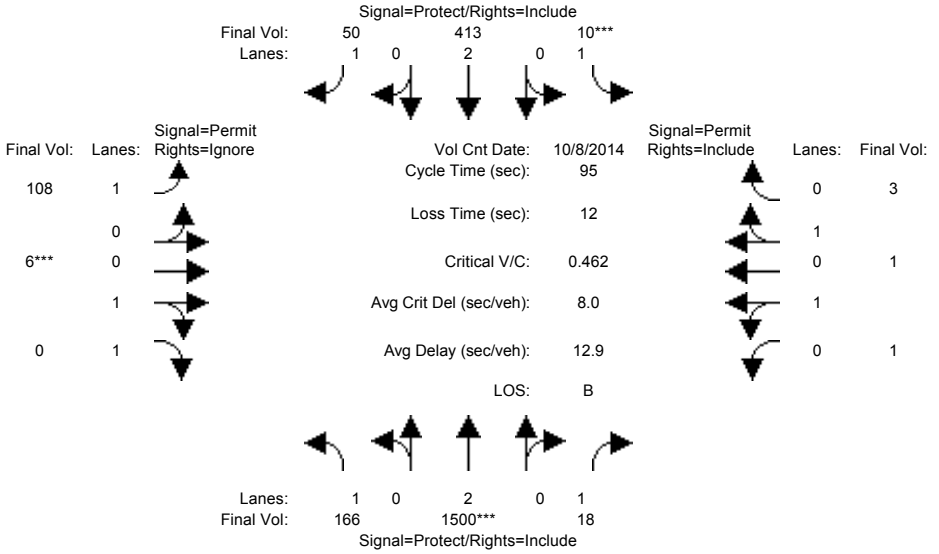
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	136		220	73	212		789	193	147		818	82	268		817	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:	136		220	73	212		789	193	147		818	82	268		817	86
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	136		220	73	212		789	193	147		818	82	268		817	86
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		220	73	212		789	193	147		818	82	268		817	86
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	136		220	73	212		789	193	147		818	82	268		817	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:	136		220	73	212		789	193	147		818	82	268		817	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	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.06	0.04	0.12		0.21	0.11	0.08		0.14	0.05	0.15		0.14	0.05
Crit Moves:	****				****				****				****			
Green Time:	14.4		21.6	50.0	31.4		38.5	58.9	20.3		26.6	41.1	28.4		34.7	66.1
Volume/Cap:	0.65		0.32	0.10	0.46		0.65	0.22	0.50		0.65	0.14	0.65		0.50	0.09
Delay/Veh:	57.2		43.1	21.4	38.0		36.1	17.6	46.5		43.6	27.4	44.8		35.6	12.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	57.2		43.1	21.4	38.0		36.1	17.6	46.5		43.6	27.4	44.8		35.6	12.8
LOS by Move:	E		D	C	D		D	B	D		D	C	D		D	B
HCM2k95thQ:	10		7	3	13		22	8	10		17	4	18		15	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



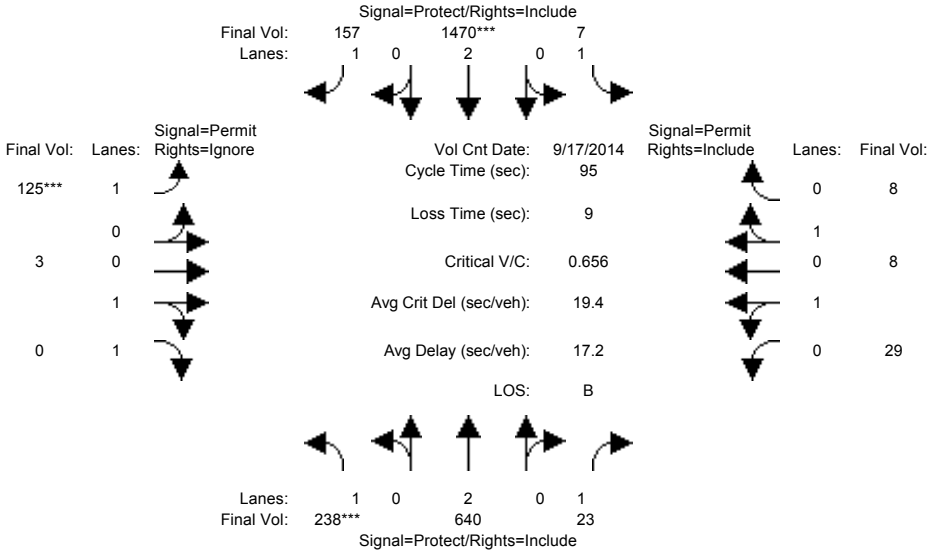
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	166	1500	18	10	413	50	108	6	100	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1500	18	10	413	50	108	6	100	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1500	18	10	413	50	108	6	100	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	166	1500	18	10	413	50	108	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1500	18	10	413	50	108	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	166	1500	18	10	413	50	108	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.01	0.01	0.11	0.03	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	34.0	66.0	66.0	7.0	39.0	39.0	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.26	0.57	0.01	0.08	0.26	0.07	0.59	0.03	0.00	0.01	0.01	0.02
Delay/Veh:	21.8	7.6	4.5	41.3	18.6	17.0	45.4	38.2	0.0	38.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	7.6	4.5	41.3	18.6	17.0	45.4	38.2	0.0	38.1	38.1	38.1
LOS by Move:	C	A	A	D	B	B	D	D	A	D	D	D
HCM2k95thQ:	7	20	0	1	8	2	8	0	0	0	0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



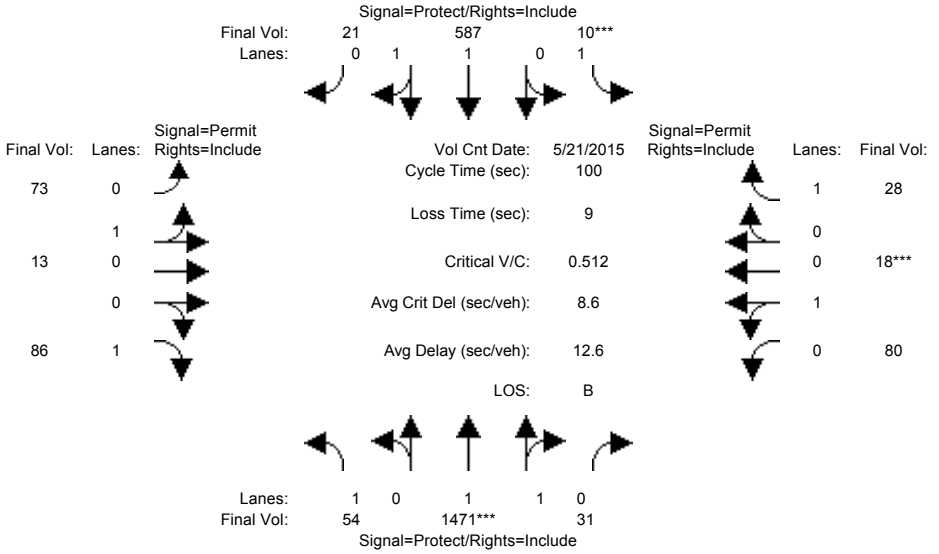
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	238		640	23	7		1470	157	125		3	275	29		8	8
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	238		640	23	7		1470	157	125		3	275	29		8	8
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	238		640	23	7		1470	157	125		3	275	29		8	8
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	238		640	23	7		1470	157	125		3	0	29		8	8
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	238		640	23	7		1470	157	125		3	0	29		8	8
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	238		640	23	7		1470	157	125		3	0	29		8	8
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.92	0.95		0.95	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		0.50	0.50
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		1800	1750	1800		900	900
Capacity Analysis Module:																
Vol/Sat:	0.14		0.17	0.01	0.00		0.39	0.09	0.07		0.00	0.00	0.02		0.01	0.01
Crit Moves:	****						****		****							
Green Time:	19.7		52.6	52.6	23.0		56.0	56.0	10.3		10.3	0.0	10.3		10.3	10.3
Volume/Cap:	0.66		0.30	0.02	0.02		0.66	0.15	0.66		0.02	0.00	0.15		0.08	0.08
Delay/Veh:	38.9		11.4	9.6	27.4		13.8	8.9	48.7		37.8	0.0	38.6		38.1	38.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	38.9		11.4	9.6	27.4		13.8	8.9	48.7		37.8	0.0	38.6		38.1	38.1
LOS by Move:	D		B	A	C		B	A	D		D	A	D		D	D
HCM2k95thQ:	13		9	1	0		26	4	10		0	0	2		1	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



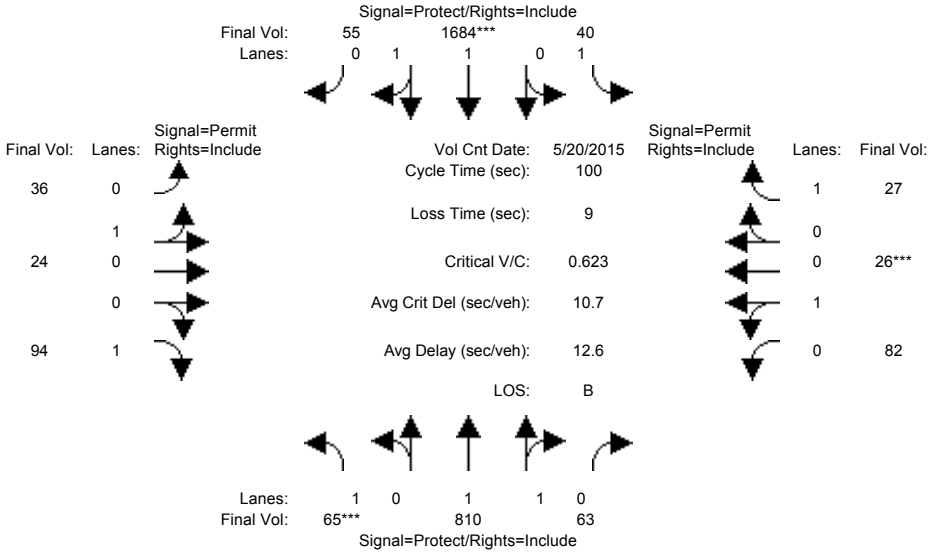
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<																
Base Vol:	54		1471	31	10		587	21	73		13	86	80		18	28
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	54		1471	31	10		587	21	73		13	86	80		18	28
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	54		1471	31	10		587	21	73		13	86	80		18	28
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	54		1471	31	10		587	21	73		13	86	80		18	28
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	54		1471	31	10		587	21	73		13	86	80		18	28
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	54		1471	31	10		587	21	73		13	86	80		18	28
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		0.97	0.95	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00		1.96	0.04	1.00		1.93	0.07	0.85		0.15	1.00	0.82		0.18	1.00
Final Sat.:	1750		3624	76	1750		3572	128	1528		272	1750	1469		331	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.41	0.41	0.01		0.16	0.16	0.05		0.05	0.05	0.05		0.05	0.02
Crit Moves:			****		****										****	
Green Time:	24.2		74.0	74.0	7.0		56.8	56.8	10.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.13		0.55	0.55	0.08		0.29	0.29	0.48		0.48	0.49	0.54		0.54	0.16
Delay/Veh:	29.8		5.9	5.9	43.8		11.2	11.2	44.5		44.5	44.8	46.3		46.3	41.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	29.8		5.9	5.9	43.8		11.2	11.2	44.5		44.5	44.8	46.3		46.3	41.6
LOS by Move:	C		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	3		19	19	1		9	9	5		5	5	8		8	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



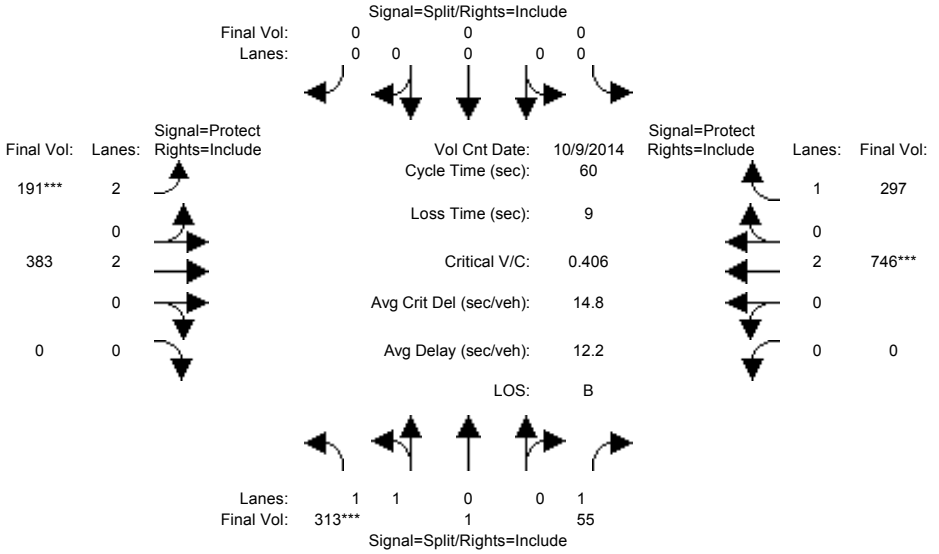
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	65	810	63	40	1684	55	36	24	94	82	26	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	810	63	40	1684	55	36	24	94	82	26	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	810	63	40	1684	55	36	24	94	82	26	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	810	63	40	1684	55	36	24	94	82	26	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	810	63	40	1684	55	36	24	94	82	26	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	810	63	40	1684	55	36	24	94	82	26	27
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	1.00	1.93	0.07	0.60	0.40	1.00	0.76	0.24	1.00
Final Sat.:	1750	3433	267	1750	3583	117	1080	720	1750	1367	433	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.02	0.47	0.47	0.03	0.03	0.05	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	7.0	62.5	62.5	18.5	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.53	0.38	0.38	0.12	0.64	0.64	0.33	0.33	0.54	0.60	0.60	0.15
Delay/Veh:	49.3	9.3	9.3	34.1	6.9	6.9	43.0	43.0	46.1	48.6	48.6	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	9.3	9.3	34.1	6.9	6.9	43.0	43.0	46.1	48.6	48.6	41.5
LOS by Move:	D	A	A	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	13	13	2	24	24	4	4	6	9	9	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3016: 101/ALUM ROCK [Study Int 15]



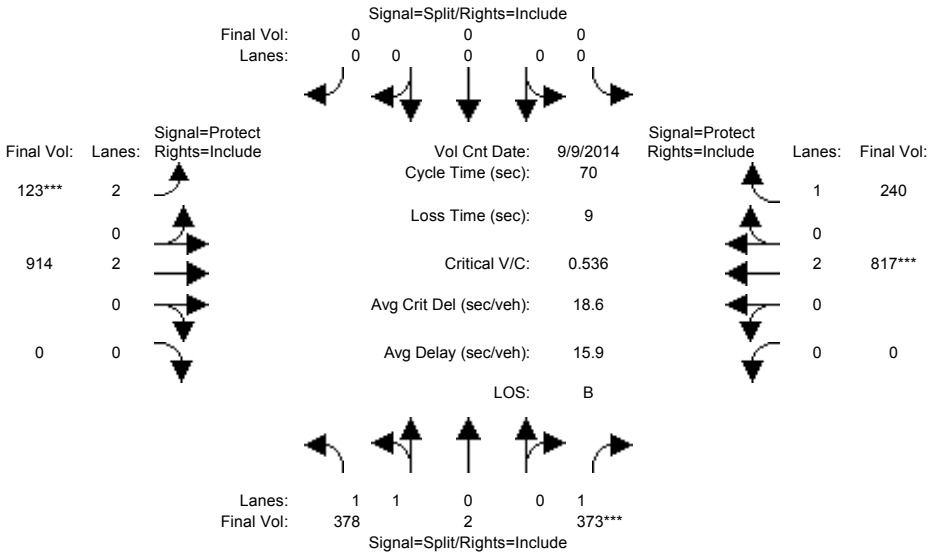
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	313	1	55	0	0	0	191	383	0	0	746	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	1	55	0	0	0	191	383	0	0	746	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	1	55	0	0	0	191	383	0	0	746	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:	313	1	55	0	0	0	191	383	0	0	746	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1	55	0	0	0	191	383	0	0	746	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
FinalVolume:	313	1	55	0	0	0	191	383	0	0	746	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3539	11	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.00	0.00	0.00	0.06	0.10	0.00	0.00	0.20	0.17
Crit Moves:	****						****				****	
Green Time:	13.1	13.1	13.1	0.0	0.0	0.0	9.0	37.9	0.0	0.0	29.0	29.0
Volume/Cap:	0.41	0.41	0.14	0.00	0.00	0.00	0.41	0.16	0.00	0.00	0.41	0.35
Delay/Veh:	20.5	20.5	19.1	0.0	0.0	0.0	23.7	4.5	0.0	0.0	10.1	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	19.1	0.0	0.0	0.0	23.7	4.5	0.0	0.0	10.1	9.9
LOS by Move:	C	C	B	A	A	A	C	A	A	A	B	A
HCM2k95thQ:	6	6	2	0	0	0	4	3	0	0	9	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3016: 101/ALUM ROCK [Study Int 15]



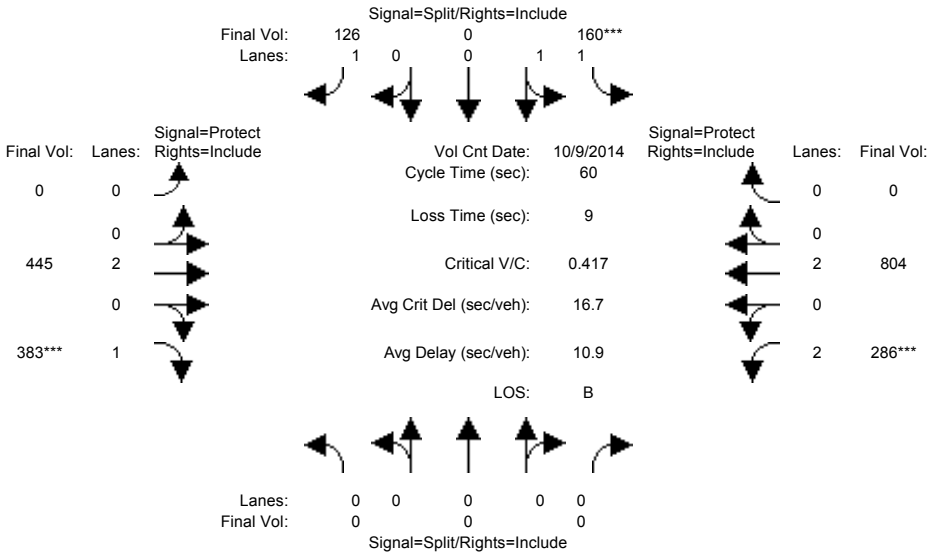
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<																
Base Vol:	378		2	373	0		0	0	123		914	0	0		817	240
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	378		2	373	0		0	0	123		914	0	0		817	240
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	378		2	373	0		0	0	123		914	0	0		817	240
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	378		2	373	0		0	0	123		914	0	0		817	240
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	378		2	373	0		0	0	123		914	0	0		817	240
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	378		2	373	0		0	0	123		914	0	0		817	240
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.99		0.01	1.00	0.00		0.00	0.00	2.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	3531		19	1750	0		0	0	3150		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.11	0.21	0.00		0.00	0.00	0.04		0.24	0.00	0.00		0.22	0.14
Crit Moves:				****					****						****	
Green Time:	26.9		26.9	26.9	0.0		0.0	0.0	7.0		34.1	0.0	0.0		27.1	27.1
Volume/Cap:	0.28		0.28	0.55	0.00		0.00	0.00	0.39		0.49	0.00	0.00		0.55	0.35
Delay/Veh:	15.0		15.0	17.9	0.0		0.0	0.0	30.3		12.3	0.0	0.0		17.2	15.5
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:	15.0		15.0	17.9	0.0		0.0	0.0	30.3		12.3	0.0	0.0		17.2	15.5
LOS by Move:	B		B	B	A		A	A	C		B	A	A		B	B
HCM2k95thQ:	6		6	14	0		0	0	3		12	0	0		13	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3023: 101/SANTA CLARA [Study Int 14]



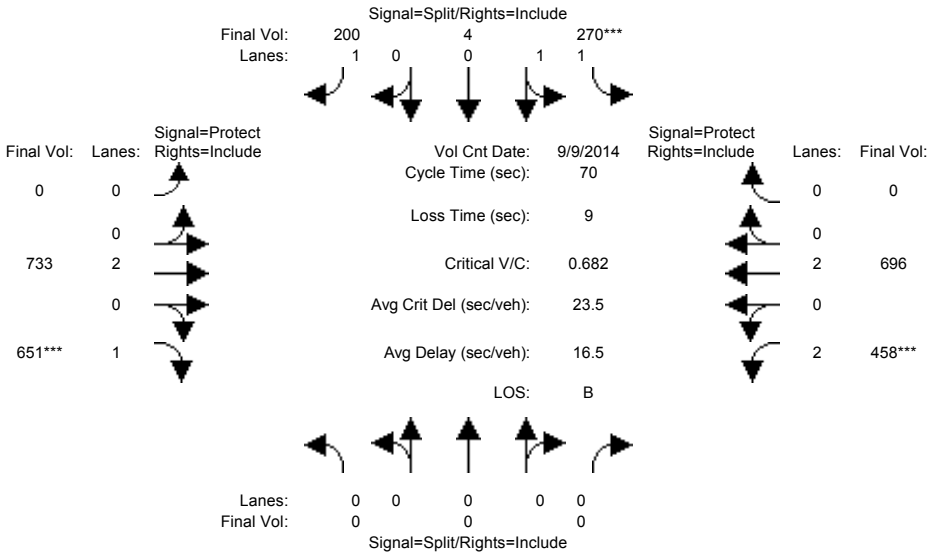
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	160		0	126	0		445	383	286		804	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	160		0	126	0		445	383	286		804	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	160		0	126	0		445	383	286		804	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	160		0	126	0		445	383	286		804	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	160		0	126	0		445	383	286		804	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	160		0	126	0		445	383	286		804	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	0.93		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	2.00		0.00	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3550		0	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.05		0.00	0.07	0.00		0.12	0.22	0.09		0.21	0.00
Crit Moves:					****							****	****			
Green Time:	0.0		0.0	0.0	10.4		0.0	10.4	0.0		28.7	28.7	11.9		40.6	0.0
Volume/Cap:	0.00		0.00	0.00	0.26		0.00	0.42	0.00		0.24	0.46	0.46		0.31	0.00
Delay/Veh:	0.0		0.0	0.0	21.7		0.0	23.1	0.0		9.3	10.8	21.7		4.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	21.7		0.0	23.1	0.0		9.3	10.8	21.7		4.0	0.0
LOS by Move:	A		A	A	C		A	C	A		A	B	C		A	A
HCM2k95thQ:	0		0	0	3		0	6	0		5	10	6		6	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3023: 101/SANTA CLARA [Study Int 14]



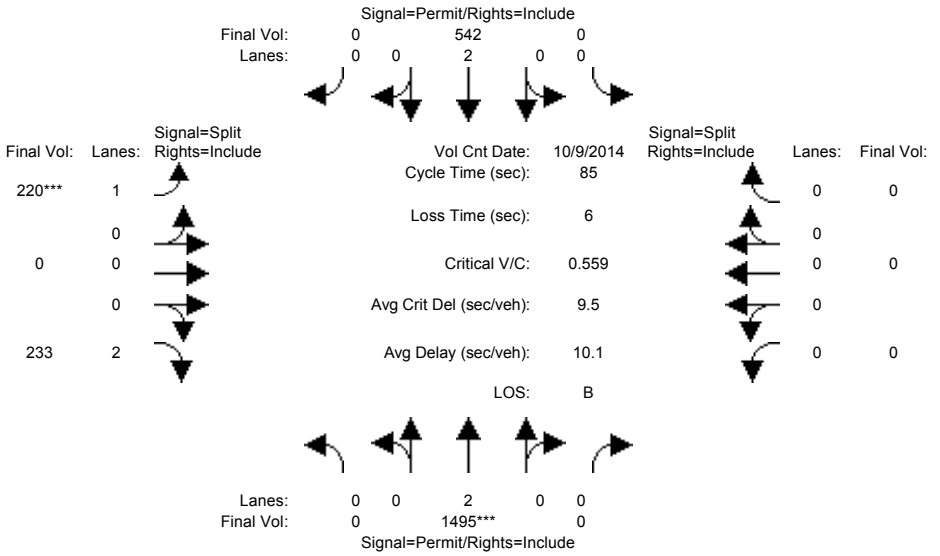
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		0	10	10		7	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Sep 2014 <<																
Base Vol:	0	0	0		270	4	200		0	733	651		458	696	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		270	4	200		0	733	651		458	696	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		270	4	200		0	733	651		458	696	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		270	4	200		0	733	651		458	696	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		270	4	200		0	733	651		458	696	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		270	4	200		0	733	651		458	696	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		0.93	0.95	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	0.00	0.00		1.97	0.03	1.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	0	0	0		3498	52	1750		0	3800	1750		3150	3800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.08	0.11		0.00	0.19	0.37		0.15	0.18	0.00	
Crit Moves:					****						****		****			
Green Time:	0.0	0.0	0.0		11.7	11.7	11.7		0.0	35.4	35.4		13.8	49.3	0.0	
Volume/Cap:	0.00	0.00	0.00		0.46	0.46	0.68		0.00	0.38	0.74		0.74	0.26	0.00	
Delay/Veh:	0.0	0.0	0.0		26.9	26.9	33.8		0.0	10.7	16.8		30.9	3.8	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:	0.0	0.0	0.0		26.9	26.9	33.8		0.0	10.7	16.8		30.9	3.8	0.0	
LOS by Move:	A	A	A		C	C	C		A	B	B		C	A	A	
HCM2k95thQ:	0	0	0		7	7	11		0	9	22		11	5	0	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



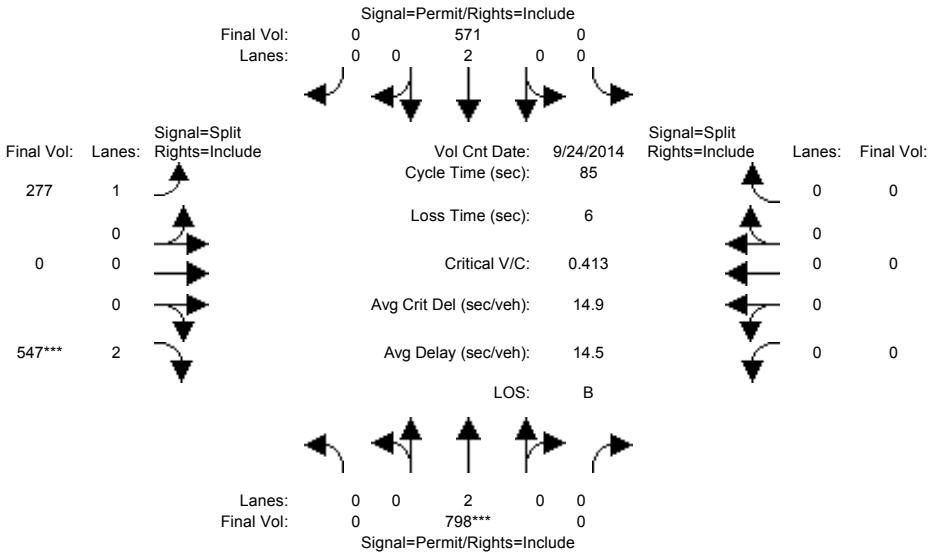
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		1495	0	0		542	0	220		0	233	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1495	0	0		542	0	220		0	233	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1495	0	0		542	0	220		0	233	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1495	0	0		542	0	220		0	233	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1495	0	0		542	0	220		0	233	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1495	0	0		542	0	220		0	233	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.39	0.00	0.00		0.14	0.00	0.13		0.00	0.07	0.00		0.00	0.00
Crit Moves:			****						****							
Green Time:	0.0		59.9	0.0	0.0		59.9	0.0	19.1		0.0	19.1	0.0		0.0	0.0
Volume/Cap:	0.00		0.56	0.00	0.00		0.20	0.00	0.56		0.00	0.33	0.00		0.00	0.00
Delay/Veh:	0.0		6.4	0.0	0.0		4.4	0.0	31.0		0.0	27.8	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:	0.0		6.4	0.0	0.0		4.4	0.0	31.0		0.0	27.8	0.0		0.0	0.0
LOS by Move:	A		A	A	A		A	A	C		A	C	A		A	A
HCM2k95thQ:	0		18	0	0		5	0	12		0	7	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



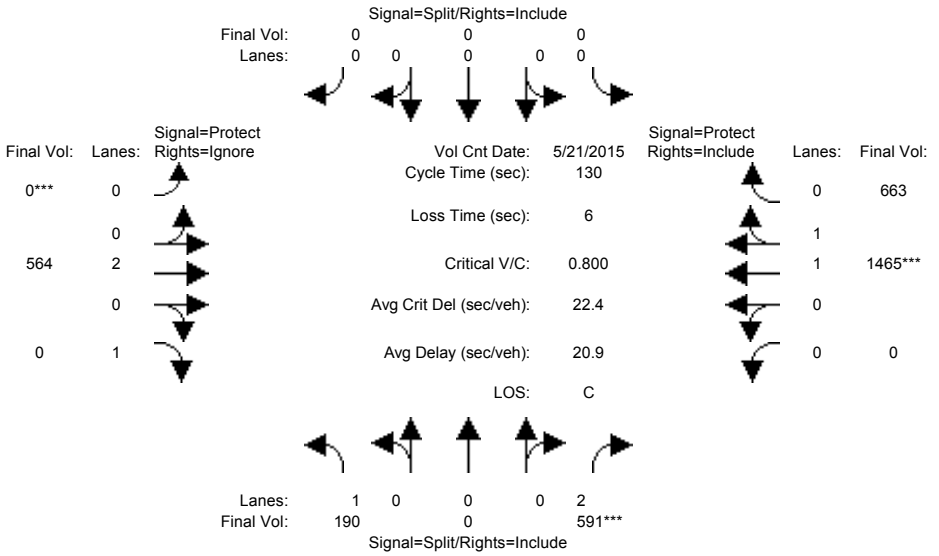
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<																
Base Vol:	0		798	0	0		571	0	277		0	547	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		798	0	0		571	0	277		0	547	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		798	0	0		571	0	277		0	547	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		798	0	0		571	0	277		0	547	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		798	0	0		571	0	277		0	547	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		798	0	0		571	0	277		0	547	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.21	0.00	0.00		0.15	0.00	0.16		0.00	0.17	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		43.2	0.0	0.0		43.2	0.0	35.8		0.0	35.8	0.0		0.0	0.0
Volume/Cap:	0.00		0.41	0.00	0.00		0.30	0.00	0.38		0.00	0.41	0.00		0.00	0.00
Delay/Veh:	0.0		13.1	0.0	0.0		12.2	0.0	17.3		0.0	17.5	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:	0.0		13.1	0.0	0.0		12.2	0.0	17.3		0.0	17.5	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	B		A	B	A		A	A
HCM2k95thQ:	0		12	0	0		9	0	11		0	12	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



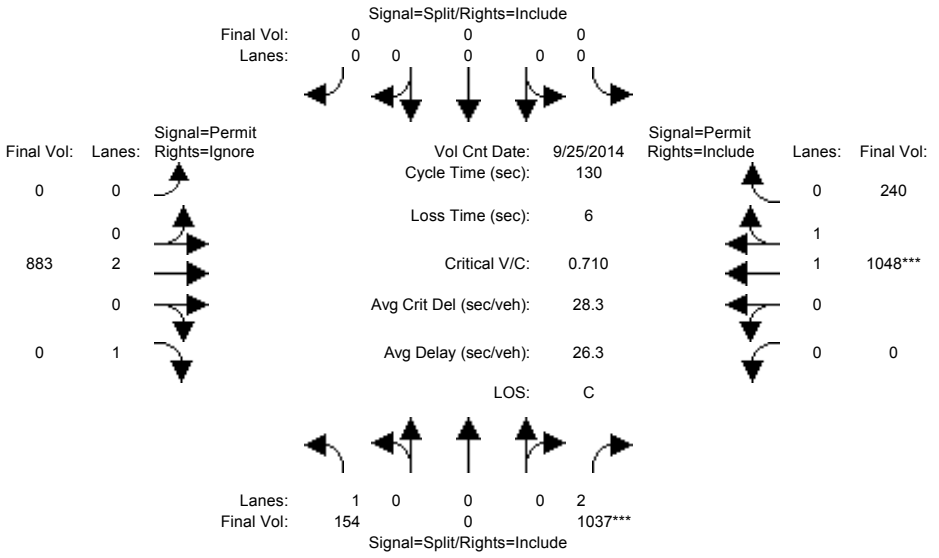
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	190		0	591	0		0	0	0		564	335	0		1465	663
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	190		0	591	0		0	0	564		335	0	1465		663	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	190		0	591	0		0	0	564		335	0	1465		663	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	190		0	591	0		0	0	564		0	0	1465		663	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	190		0	591	0		0	0	564		0	0	1465		663	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	190		0	591	0		0	0	564		0	0	1465		663	
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.99	0.95
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		1.36	0.64
Final Sat.:	1750		0	3150	0		0	0	0		3800	1750	0		2546	1152
Capacity Analysis Module:																
Vol/Sat:	0.11		0.00	0.19	0.00		0.00	0.00	0.00		0.15	0.00	0.00		0.58	0.58
Crit Moves:				****					****						****	
Green Time:	30.5		0.0	30.5	0.0		0.0	0.0	0.0		93.5	0.0	0.0		93.5	93.5
Volume/Cap:	0.46		0.00	0.80	0.00		0.00	0.00	0.00		0.21	0.00	0.00		0.80	0.80
Delay/Veh:	43.5		0.0	53.1	0.0		0.0	0.0	0.0		6.1	0.0	0.0		13.9	13.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	43.5		0.0	53.1	0.0		0.0	0.0	0.0		6.1	0.0	0.0		13.9	13.9
LOS by Move:	D		A	D	A		A	A	A		A	A	A		B	B
HCM2k95thQ:	14		0	27	0		0	0	0		7	0	0		48	48

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



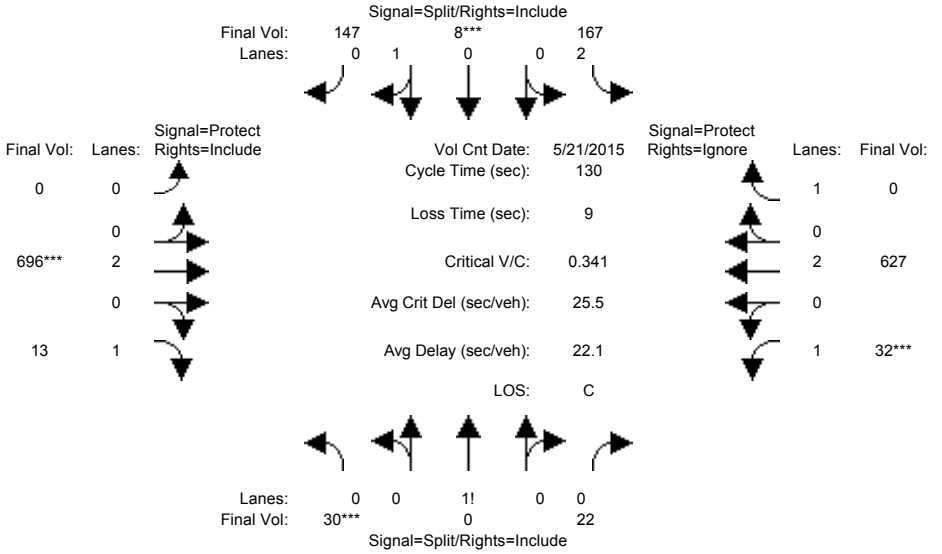
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM																
Base Vol:	154		0	1037	0		0	0	0		883	0	0		1048	240
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	154		0	1037	0		0	0	883		0	0	1048		240	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	
Initial Fut:	154		0	1037	0		0	0	883		0	0	1048		240	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	154		0	1037	0		0	0	883		0	0	1048		240	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	
Reduced Vol:	154		0	1037	0		0	0	883		0	0	1048		240	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	154		0	1037	0		0	0	883		0	0	1048		240	
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		1.62	0.38
Final Sat.:	1750		0	3150	0		0	0	0		3800	1750	0		3010	689
Capacity Analysis Module:																
Vol/Sat:	0.09		0.00	0.33	0.00		0.00	0.00	0.00		0.23	0.00	0.00		0.35	0.35
Crit Moves:				****											****	
Green Time:	60.3		0.0	60.3	0.0		0.0	0.0	0.0		63.7	0.0	0.0		63.7	63.7
Volume/Cap:	0.19		0.00	0.71	0.00		0.00	0.00	0.00		0.47	0.00	0.00		0.71	0.71
Delay/Veh:	20.6		0.0	29.5	0.0		0.0	0.0	0.0		22.2	0.0	0.0		27.2	27.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	20.6		0.0	29.5	0.0		0.0	0.0	0.0		22.2	0.0	0.0		27.2	27.2
LOS by Move:	C		A	C	A		A	A	A		C	A	A		C	C
HCM2k95thQ:	8		0	34	0		0	0	0		21	0	0		35	35

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



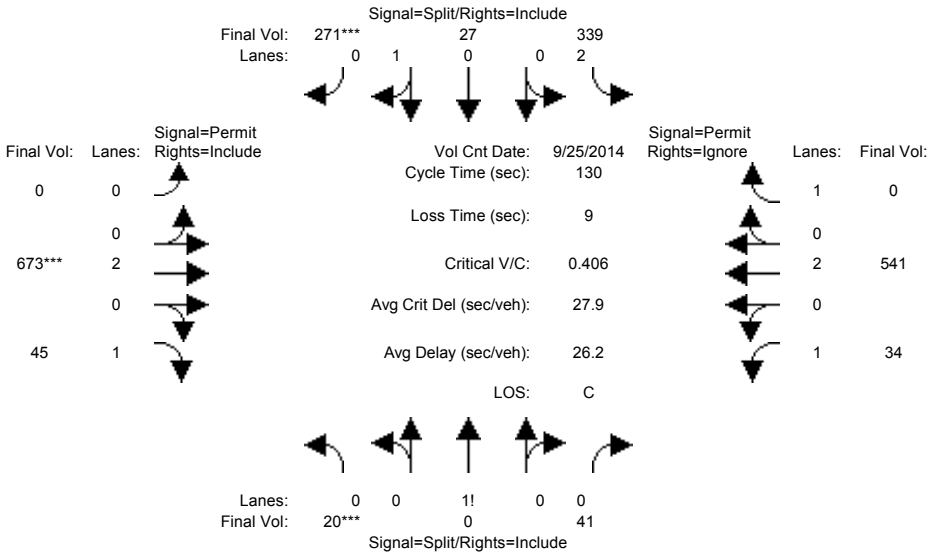
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	30		0	22	167		8	147	0		696	13	32		627	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:	30		0	22	167		8	147	0		696	13	32		627	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	30		0	22	167		8	147	0		696	13	32		627	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	30		0	22	167		8	147	0		696	13	32		627	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	30		0	22	167		8	147	0		696	13	32		627	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:	30		0	22	167		8	147	0		696	13	32		627	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.58		0.00	0.42	2.00		0.05	0.95	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1010		0	740	3150		93	1707	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.03	0.05		0.09	0.09	0.00		0.18	0.01	0.02		0.17	0.00
Crit Moves:	****				****						****		****			
Green Time:	11.0		0.0	11.0	32.0		32.0	32.0	0.0		68.0	68.0	10.0		78.0	0.0
Volume/Cap:	0.35		0.00	0.35	0.22		0.35	0.35	0.00		0.35	0.01	0.24		0.28	0.00
Delay/Veh:	57.5		0.0	57.5	39.2		40.9	40.9	0.0		18.2	14.9	57.3		12.5	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:	57.5		0.0	57.5	39.2		40.9	40.9	0.0		18.2	14.9	57.3		12.5	0.0
LOS by Move:	E		A	E	D		D	D	A		B	B	E		B	A
HCM2k95thQ:	5		0	5	6		11	11	0		15	1	3		11	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



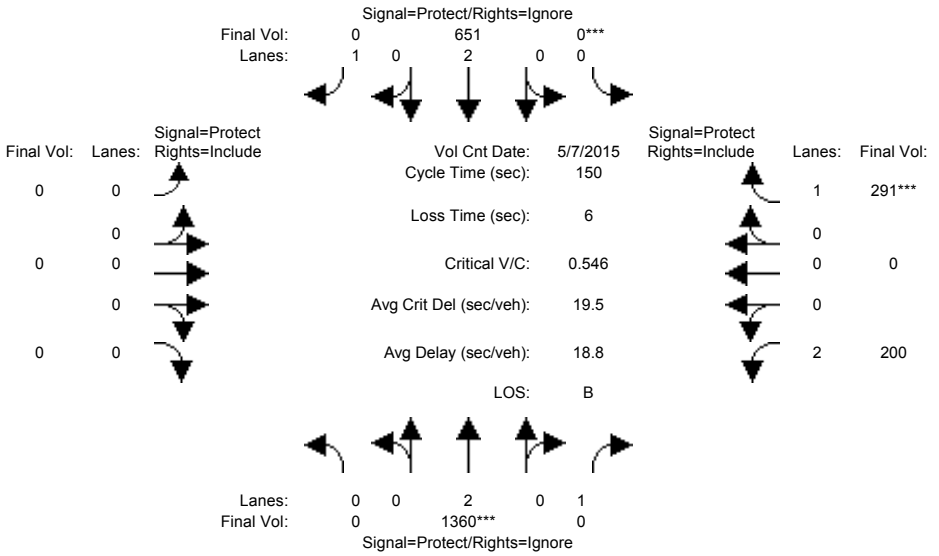
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:15-5:15PM																
Base Vol:	20		0	41	339		27	271	0		673	45	34		541	592
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	20		0	41	339		27	271	0		673	45	34		541	592
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	20		0	41	339		27	271	0		673	45	34		541	592
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:	20		0	41	339		27	271	0		673	45	34		541	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	20		0	41	339		27	271	0		673	45	34		541	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:	20		0	41	339		27	271	0		673	45	34		541	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.33		0.00	0.67	2.00		0.09	0.91	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	574		0	1176	3150		163	1637	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.03	0.11		0.17	0.17	0.00		0.18	0.03	0.02		0.14	0.00
Crit Moves:	****							****			****					
Green Time:	11.2		0.0	11.2	53.1		53.1	53.1	0.0		56.8	56.8	56.8		56.8	0.0
Volume/Cap:	0.41		0.00	0.41	0.26		0.41	0.41	0.00		0.41	0.06	0.04		0.33	0.00
Delay/Veh:	58.1		0.0	58.1	25.6		27.7	27.7	0.0		25.2	21.2	21.1		24.2	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:	58.1		0.0	58.1	25.6		27.7	27.7	0.0		25.2	21.2	21.1		24.2	0.0
LOS by Move:	E		A	E	C		C	C	A		C	C	C		C	A
HCM2k95thQ:	6		0	6	10		16	16	0		16	2	2		13	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



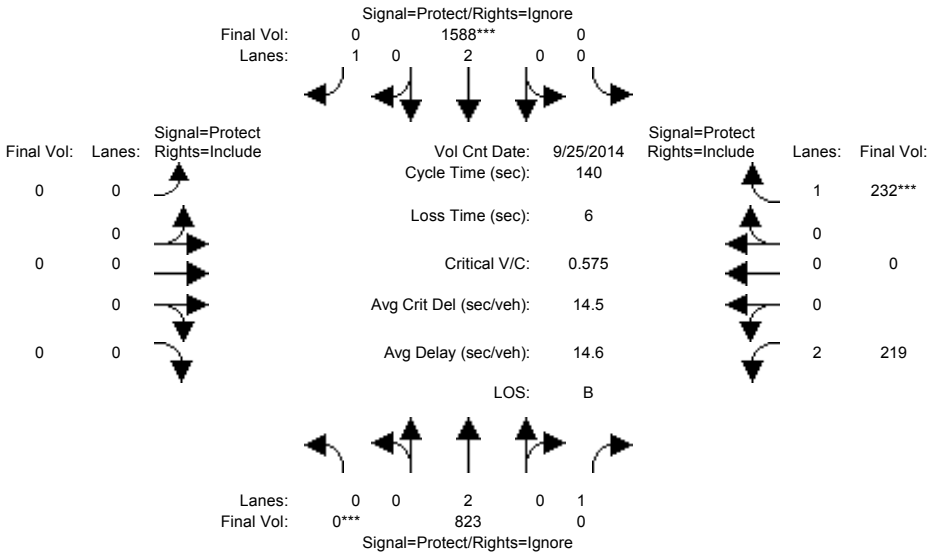
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:35-8:35AM																
Base Vol:	0	1360		308	0		651	176	0		0	0	200		0	291
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1360		308	0		651	176	0		0	0	200		0	291
Added Vol:	0	0		0	0		0	0	0		0	0	0		0	0
PasserByVol:	0	0		0	0		0	0	0		0	0	0		0	0
Initial Fut:	0	1360		308	0		651	176	0		0	0	200		0	291
User Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1360		0	0		651	0	0		0	0	200		0	291
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0	1360		0	0		651	0	0		0	0	200		0	291
PCE Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1360		0	0		651	0	0		0	0	200		0	291
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00	2.00		1.00	0.00		2.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0	3800		1750	0		3800	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36		0.00	0.00		0.17	0.00	0.00		0.00	0.00	0.06		0.00	0.17
Crit Moves:		****			****											****
Green Time:	0.0	98.3		0.0	0.0		98.3	0.0	0.0		0.0	0.0	45.7		0.0	45.7
Volume/Cap:	0.00	0.55		0.00	0.00		0.26	0.00	0.00		0.00	0.00	0.21		0.00	0.55
Delay/Veh:	0.0	14.1		0.0	0.0		10.8	0.0	0.0		0.0	0.0	38.8		0.0	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:	0.0	14.1		0.0	0.0		10.8	0.0	0.0		0.0	0.0	38.8		0.0	44.7
LOS by Move:	A	B		A	A		B	A	A		A	A	D		A	D
HCM2k95thQ:	0	29		0	0		12	0	0		0	0	8		0	22

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]

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Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10   10      0   10   10      0    0    0     10    0   10
Y+R:          4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:00PM
Base Vol:       0  823  389      0 1588  322      0    0    0    219    0  232
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    0  823  389      0 1588  322      0    0    0    219    0  232
Added Vol:      0    0    0      0    0    0      0    0    0      0    0    0
PasserByVol:    0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:    0  823  389      0 1588  322      0    0    0    219    0  232
User Adj:    1.00 1.00 0.00   1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 0.00   1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     0  823    0      0 1588    0      0    0    0    219    0  232
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    0  823    0      0 1588    0      0    0    0    219    0  232
PCE Adj:     1.00 1.00 0.00   1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00   1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:    0  823    0      0 1588    0      0    0    0    219    0  232
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92   0.92 1.00 0.92   0.92 1.00 0.92   0.83 1.00 0.92
Lanes:       0.00 2.00 1.00   0.00 2.00 1.00   0.00 0.00 0.00   2.00 0.00 1.00
Final Sat.:     0 3800 1750      0 3800 1750      0    0    0   3150    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22 0.00   0.00 0.42 0.00   0.00 0.00 0.00   0.07 0.00 0.13
Crit Moves:  ****             ****                              ****
Green Time:   0.0  102  0.0    0.0  102  0.0    0.0  0.0  0.0    32.3  0.0 32.3
Volume/Cap:  0.00 0.30 0.00   0.00 0.58 0.00   0.00 0.00 0.00   0.30 0.00 0.58
Delay/Veh:    0.0  6.7  0.0    0.0  9.3  0.0    0.0  0.0  0.0    44.8  0.0 49.8
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   0.0  6.7  0.0    0.0  9.3  0.0    0.0  0.0  0.0    44.8  0.0 49.8
LOS by Move:    A    A    A      A    A    A      A    A    A      D    A    D
HCM2k95thQ:     0   12    0      0   27    0      0    0    0      9    0   18
Note: Queue reported is the number of cars per lane.
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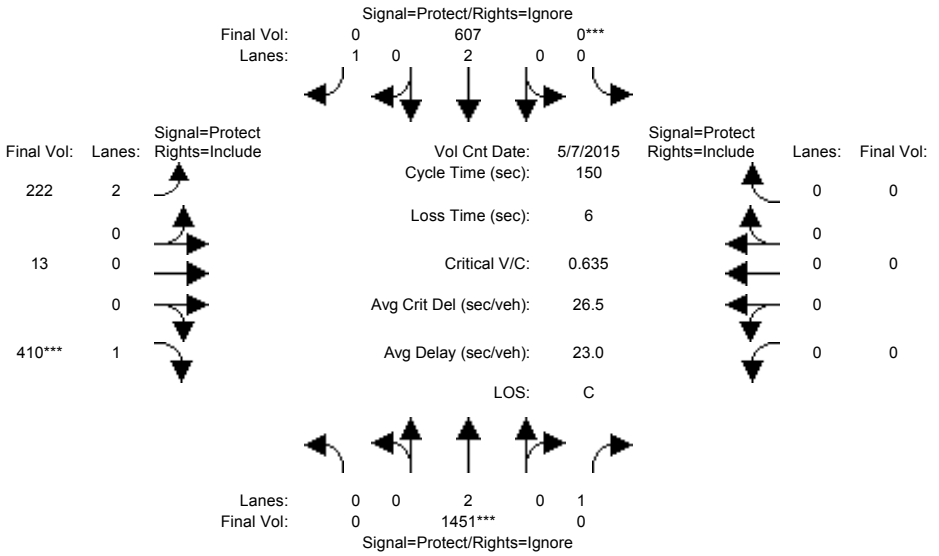
BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



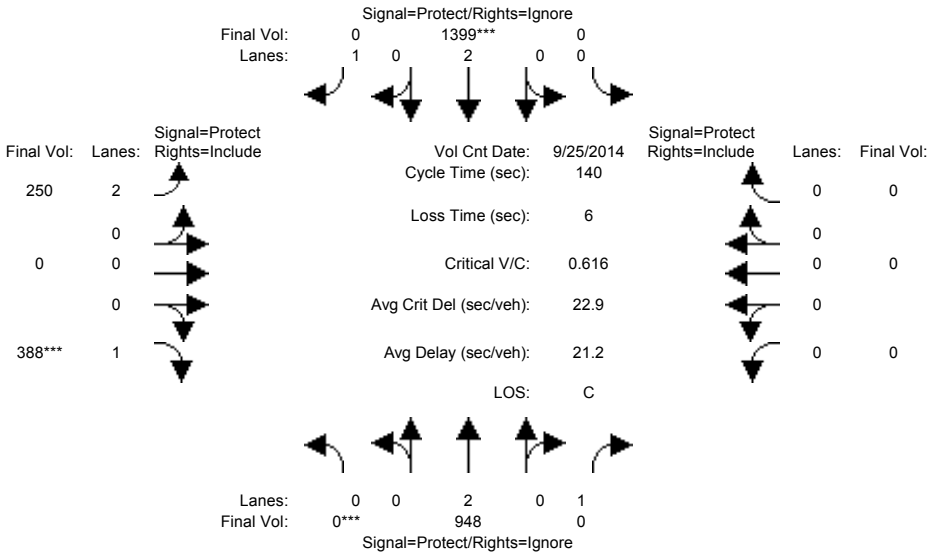
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:50-8:50AM																
Base Vol:	0		1451	469	0		607	250	222		13	410	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1451	469	0		607	250	222		13	410	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1451	469	0		607	250	222		13	410	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1451	0	0		607	0	222		13	410	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1451	0	0		607	0	222		13	410	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1451	0	0		607	0	222		13	410	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	1.89		0.11	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3314		194	1800	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.38	0.00	0.00		0.16	0.00	0.07		0.07	0.23	0.00		0.00	0.00
Crit Moves:			****		****							****				
Green Time:	0.0		90.2	0.0	0.0		90.2	0.0	53.8		53.8	53.8	0.0		0.0	0.0
Volume/Cap:	0.00		0.64	0.00	0.00		0.27	0.00	0.19		0.19	0.64	0.00		0.00	0.00
Delay/Veh:	0.0		19.9	0.0	0.0		14.3	0.0	33.1		33.1	41.3	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		19.9	0.0	0.0		14.3	0.0	33.1		33.1	41.3	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	C		C	D	A		A	A
HCM2k95thQ:	0		35	0	0		12	0	8		8	29	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



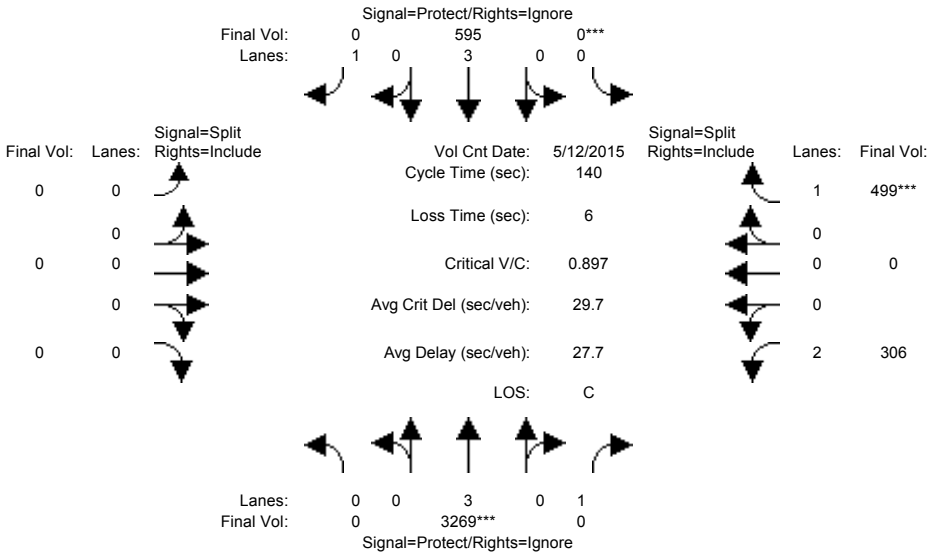
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM																
Base Vol:	0		948	224	0		1399	424	250		0	388	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		948	224	0		1399	424	250		0	388	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		948	224	0		1399	424	250		0	388	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		948	0	0		1399	0	250		0	388	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		948	0	0		1399	0	250		0	388	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		948	0	0		1399	0	250		0	388	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.25	0.00	0.00		0.37	0.00	0.08		0.00	0.22	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	0.0		83.6	0.0	0.0		83.6	0.0	50.4		0.0	50.4	0.0		0.0	0.0
Volume/Cap:	0.00		0.42	0.00	0.00		0.62	0.00	0.22		0.00	0.62	0.00		0.00	0.00
Delay/Veh:	0.0		15.2	0.0	0.0		18.5	0.0	31.3		0.0	38.7	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		15.2	0.0	0.0		18.5	0.0	31.3		0.0	38.7	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	C		A	D	A		A	A
HCM2k95thQ:	0		19	0	0		32	0	9		0	26	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



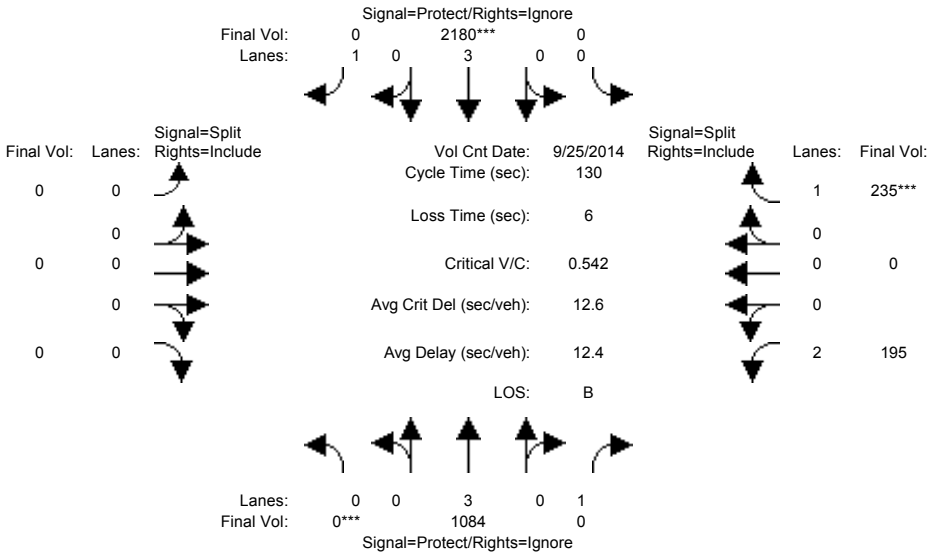
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	3269	178	0	595	183	0	0	0	306	0	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3269	178	0	595	183	0	0	0	306	0	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3269	178	0	595	183	0	0	0	306	0	499
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3269	0	0	595	0	0	0	0	306	0	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3269	0	0	595	0	0	0	0	306	0	499
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3269	0	0	595	0	0	0	0	306	0	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.29
Crit Moves:		****		****								****
Green Time:	0.0	89.5	0.0	0.0	89.5	0.0	0.0	0.0	0.0	44.5	0.0	44.5
Volume/Cap:	0.00	0.90	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.31	0.00	0.90
Delay/Veh:	0.0	24.7	0.0	0.0	10.2	0.0	0.0	0.0	0.0	36.3	0.0	62.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	0.0	0.0	10.2	0.0	0.0	0.0	0.0	36.3	0.0	62.8
LOS by Move:	A	C	A	A	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	66	0	0	7	0	0	0	0	11	0	42

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



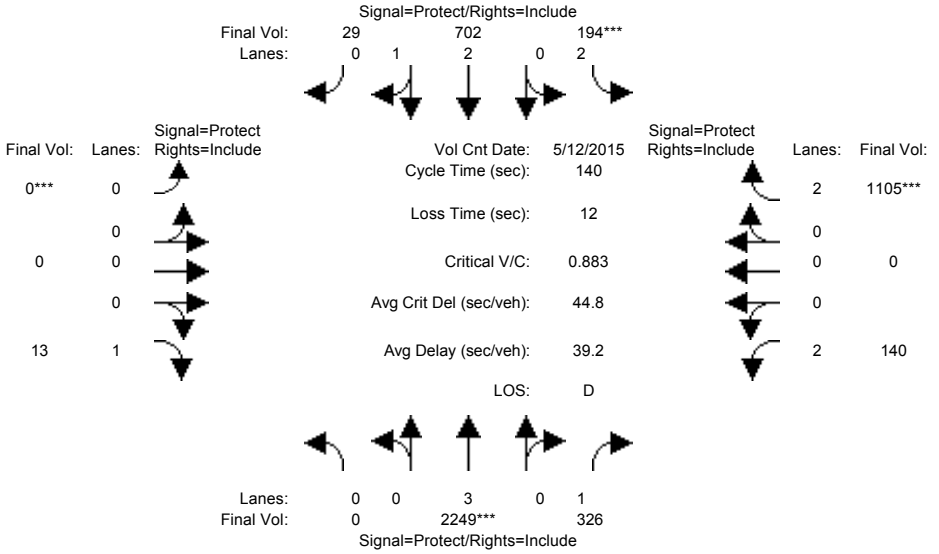
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:30 PM to 5:30 PM																
Base Vol:	0		1084	291	0		2180	709	0		0	0	195		0	235
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1084	291	0		2180	709	0		0	0	195		0	235
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1084	291	0		2180	709	0		0	0	195		0	235
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1084	0	0		2180	0	0		0	0	195		0	235
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1084	0	0		2180	0	0		0	0	195		0	235
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1084	0	0		2180	0	0		0	0	195		0	235
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		3.00	1.00	0.00		3.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		5700	1750	0		5700	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.19	0.00	0.00		0.38	0.00	0.00		0.00	0.00	0.06		0.00	0.13
Crit Moves:	****						****									****
Green Time:	0.0		91.8	0.0	0.0		91.8	0.0	0.0		0.0	0.0	32.2		0.0	32.2
Volume/Cap:	0.00		0.27	0.00	0.00		0.54	0.00	0.00		0.00	0.00	0.25		0.00	0.54
Delay/Veh:	0.0		7.0	0.0	0.0		9.3	0.0	0.0		0.0	0.0	39.4		0.0	43.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		7.0	0.0	0.0		9.3	0.0	0.0		0.0	0.0	39.4		0.0	43.9
LOS by Move:	A		A	A	A		A	A	A		A	A	D		A	D
HCM2k95thQ:	0		10	0	0		24	0	0		0	0	7		0	17

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



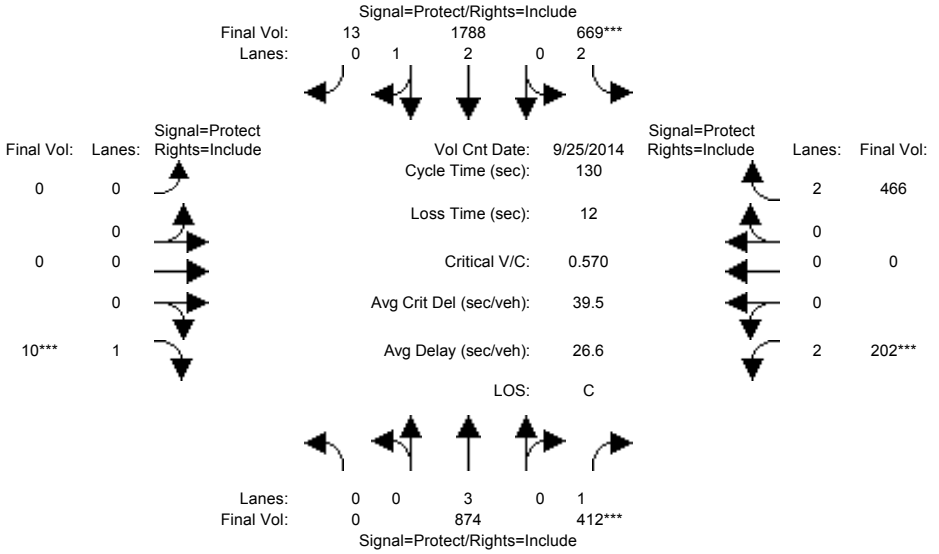
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM																
Base Vol:	0		2249	326	194		702	29	0		0	13	140		0	1105
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		2249	326	194		702	29	0		0	13	140		0	1105
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		2249	326	194		702	29	0		0	13	140		0	1105
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		2249	326	194		702	29	0		0	13	140		0	1105
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		2249	326	194		702	29	0		0	13	140		0	1105
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		2249	326	194		702	29	0		0	13	140		0	1105
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00		3.00	1.00	2.00		2.88	0.12	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0		5700	1750	3150		5378	222	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00		0.39	0.19	0.06		0.13	0.13	0.00		0.00	0.01	0.04		0.00	0.35
Crit Moves:			****		****				****							****
Green Time:	0.0		62.6	62.6	9.8		72.4	72.4	0.0		0.0	5.2	50.4		0.0	55.6
Volume/Cap:	0.00		0.88	0.42	0.88		0.25	0.25	0.00		0.00	0.20	0.12		0.00	0.88
Delay/Veh:	0.0		39.4	26.7	95.9		18.8	18.8	0.0		0.0	66.8	30.1		0.0	46.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		39.4	26.7	95.9		18.8	18.8	0.0		0.0	66.8	30.1		0.0	46.8
LOS by Move:	A		D	C	F		B	B	A		A	E	C		A	D
HCM2k95thQ:	0		47	18	14		11	11	0		0	2	5		0	47

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



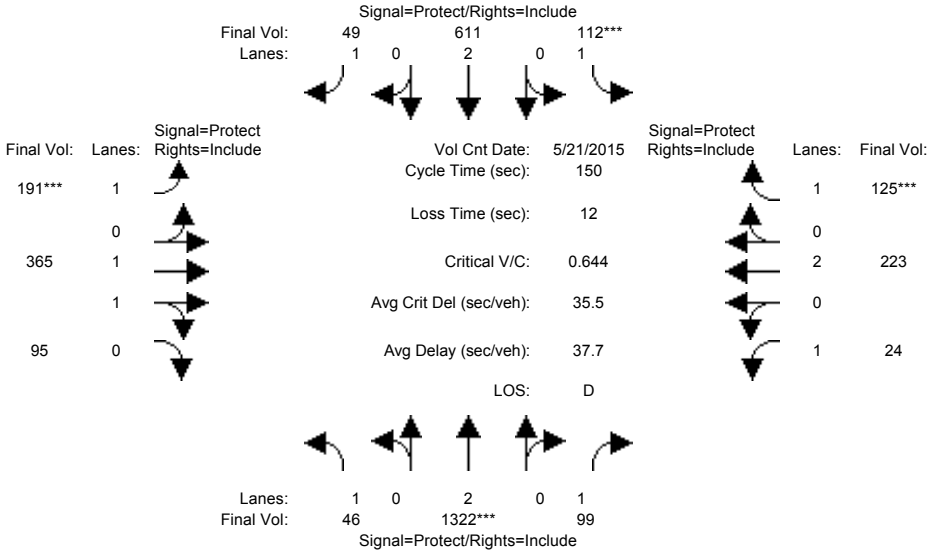
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 5:00-6:00PM																
Base Vol:	0		874	412	669		1788	13	0		0	10	202		0	466
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		874	412	669		1788	13	0		0	10	202		0	466
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		874	412	669		1788	13	0		0	10	202		0	466
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		874	412	669		1788	13	0		0	10	202		0	466
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		874	412	669		1788	13	0		0	10	202		0	466
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		874	412	669		1788	13	0		0	10	202		0	466
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00		3.00	1.00	2.00		2.98	0.02	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0		5700	1750	3150		5560	40	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00		0.15	0.24	0.21		0.32	0.32	0.00		0.00	0.01	0.06		0.00	0.15
Crit Moves:				****	****							****	****			
Green Time:	0.0		49.7	49.7	44.8		94.5	94.5	0.0		0.0	10.0	13.5		0.0	23.5
Volume/Cap:	0.00		0.40	0.62	0.62		0.44	0.44	0.00		0.00	0.07	0.62		0.00	0.82
Delay/Veh:	0.0		29.4	34.2	36.5		7.2	7.2	0.0		0.0	55.9	59.3		0.0	60.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		29.4	34.2	36.5		7.2	7.2	0.0		0.0	55.9	59.3		0.0	60.2
LOS by Move:	A		C	C	D		A	A	A		A	E	E		A	E
HCM2k95thQ:	0		15	25	24		18	18	0		0	1	11		0	23

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3057: The Alameda/Hedding [Study Int 58]



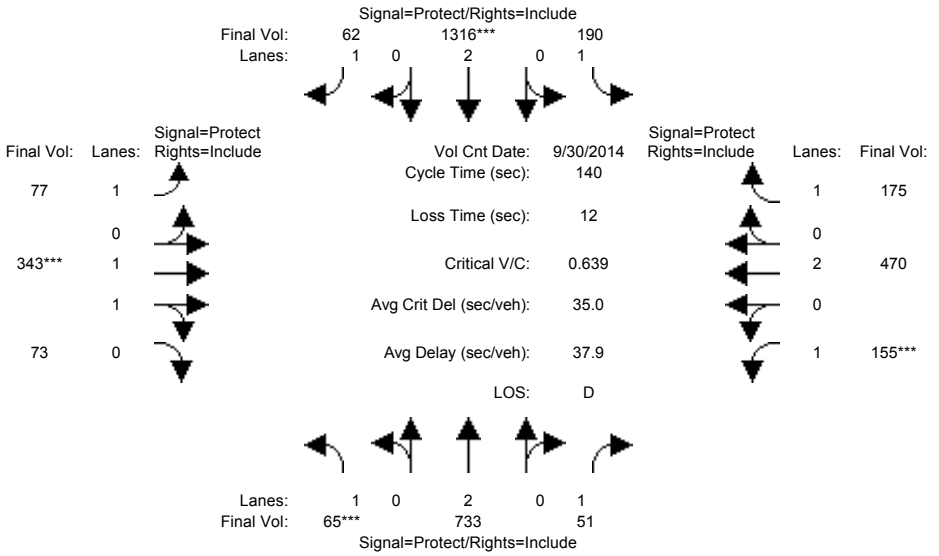
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	46		1322	99	112		611	49	191		365	95	24		223	125
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	46		1322	99	112		611	49	191		365	95	24		223	125
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	46		1322	99	112		611	49	191		365	95	24		223	125
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	46		1322	99	112		611	49	191		365	95	24		223	125
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	46		1322	99	112		611	49	191		365	95	24		223	125
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	46		1322	99	112		611	49	191		365	95	24		223	125
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.58	0.42	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		2935	764	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.35	0.06	0.06		0.16	0.03	0.11		0.12	0.12	0.01		0.06	0.07
Crit Moves:			****		****				****							****
Green Time:	21.6		81.0	81.0	14.9		74.4	74.4	25.4		30.6	30.6	11.5		16.6	16.6
Volume/Cap:	0.18		0.64	0.10	0.64		0.32	0.06	0.64		0.61	0.61	0.18		0.53	0.64
Delay/Veh:	56.8		25.0	16.9	73.0		22.8	19.6	62.9		55.8	55.8	65.5		64.3	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:	56.8		25.0	16.9	73.0		22.8	19.6	62.9		55.8	55.8	65.5		64.3	71.1
LOS by Move:	E		C	B	E		C	B	E		E	E	E		E	E
HCM2k95thQ:	4		35	5	11		15	2	18		19	19	2		9	11

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3057: The Alameda/Hedding [Study Int 58]



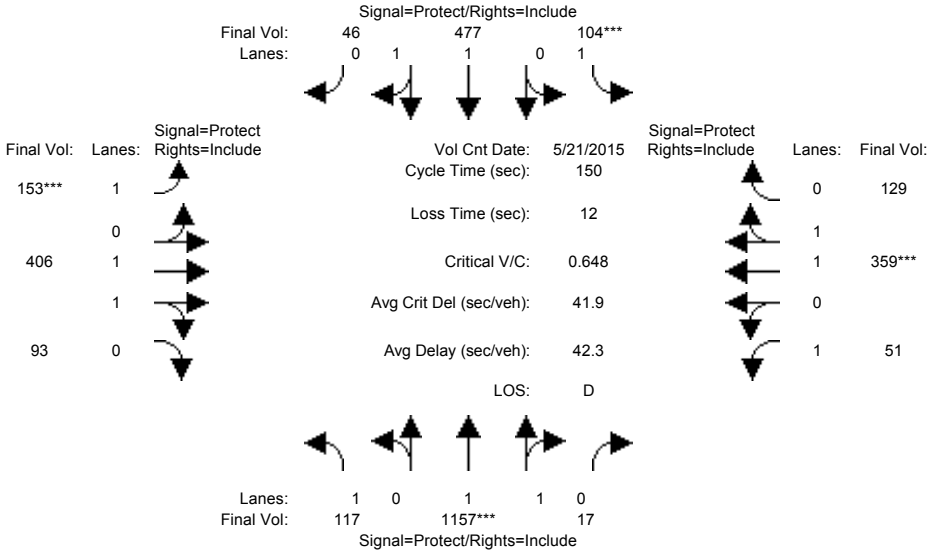
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM																
Base Vol:	65		733	51	190		1316	62	77		343	73	155		470	175
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	65		733	51	190		1316	62	77		343	73	155		470	175
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	65		733	51	190		1316	62	77		343	73	155		470	175
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	65		733	51	190		1316	62	77		343	73	155		470	175
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	65		733	51	190		1316	62	77		343	73	155		470	175
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	65		733	51	190		1316	62	77		343	73	155		470	175
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.64	0.36	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3050	649	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.19	0.03	0.11		0.35	0.04	0.04		0.11	0.11	0.09		0.12	0.10
Crit Moves:	****						****				****		****			
Green Time:	8.1		53.7	53.7	30.2		75.8	75.8	12.7		24.6	24.6	19.4		31.3	31.3
Volume/Cap:	0.64		0.50	0.08	0.50		0.64	0.07	0.49		0.64	0.64	0.64		0.55	0.45
Delay/Veh:	77.4		33.2	27.4	49.3		23.2	15.3	62.9		55.7	55.7	62.6		48.9	47.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	77.4		33.2	27.4	49.3		23.2	15.3	62.9		55.7	55.7	62.6		48.9	47.7
LOS by Move:	E		C	C	D		C	B	E		E	E	E		D	D
HCM2k95thQ:	6		21	3	14		33	3	8		17	17	13		16	13

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3058: The Alameda/Naglee [Study Int 59]



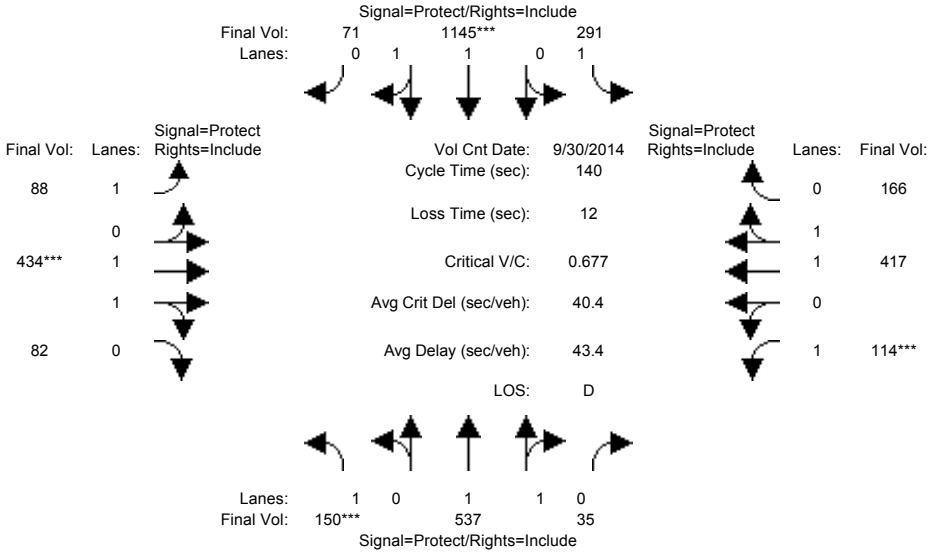
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	117	1157	17	104	477	46	153	406	93	51	359	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1157	17	104	477	46	153	406	93	51	359	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1157	17	104	477	46	153	406	93	51	359	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1157	17	104	477	46	153	406	93	51	359	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1157	17	104	477	46	153	406	93	51	359	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1157	17	104	477	46	153	406	93	51	359	129
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.62	0.38	1.00	1.46	0.54
Final Sat.:	1750	3646	54	1750	3374	325	1750	3010	689	1750	2721	978
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.06	0.14	0.14	0.09	0.13	0.13	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	28.0	73.5	73.5	13.8	59.2	59.2	20.2	37.7	37.7	13.1	30.5	30.5
Volume/Cap:	0.36	0.65	0.65	0.65	0.36	0.36	0.65	0.54	0.54	0.33	0.65	0.65
Delay/Veh:	53.8	29.4	29.4	74.7	32.1	32.1	67.7	49.2	49.2	65.7	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	29.4	29.4	74.7	32.1	32.1	67.7	49.2	49.2	65.7	56.8	56.8
LOS by Move:	D	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	10	35	35	10	16	16	15	19	19	5	19	19

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3058: The Alameda/Naglee [Study Int 59]



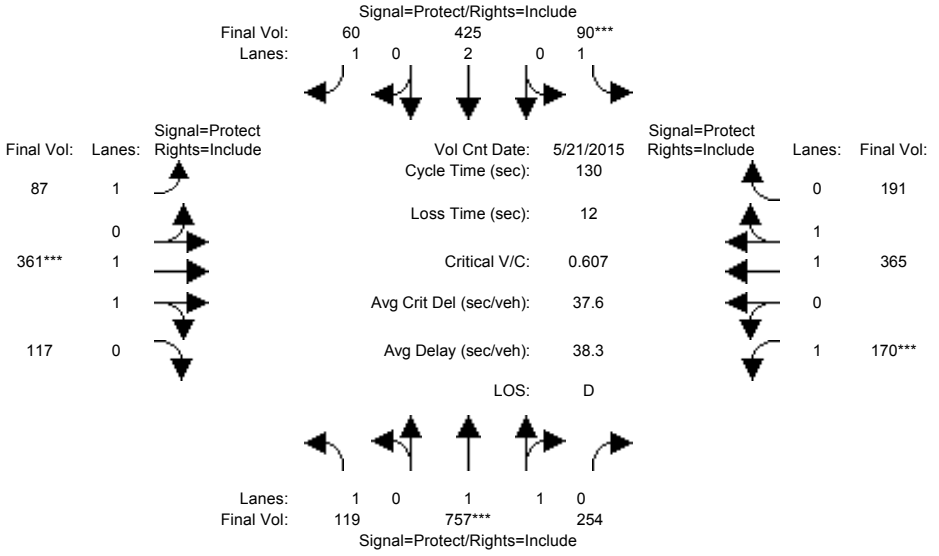
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 500-600PM																
Base Vol:	150		537	35	291		1145	71	88		434	82	114		417	166
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	150		537	35	291		1145	71	88		434	82	114		417	166
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	150		537	35	291		1145	71	88		434	82	114		417	166
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	150		537	35	291		1145	71	88		434	82	114		417	166
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	150		537	35	291		1145	71	88		434	82	114		417	166
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	150		537	35	291		1145	71	88		434	82	114		417	166
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.87	0.13	1.00		1.88	0.12	1.00		1.67	0.33	1.00		1.41	0.59
Final Sat.:	1750		3473	226	1750		3484	216	1750		3112	588	1750		2646	1053
Capacity Analysis Module:																
Vol/Sat:	0.09		0.15	0.15	0.17		0.33	0.33	0.05		0.14	0.14	0.07		0.16	0.16
Crit Moves:	****				****				****				****			
Green Time:	17.7		41.3	41.3	44.4		68.0	68.0	10.2		28.8	28.8	13.5		32.1	32.1
Volume/Cap:	0.68		0.52	0.52	0.52		0.68	0.68	0.69		0.68	0.68	0.68		0.69	0.69
Delay/Veh:	66.5		41.6	41.6	40.1		28.7	28.7	77.9		53.7	53.7	71.7		51.8	51.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	66.5		41.6	41.6	40.1		28.7	28.7	77.9		53.7	53.7	71.7		51.8	51.8
LOS by Move:	E		D	D	D		C	C	E		D	D	E		D	D
HCM2k95thQ:	15		19	19	19		34	34	10		21	21	10		21	21

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



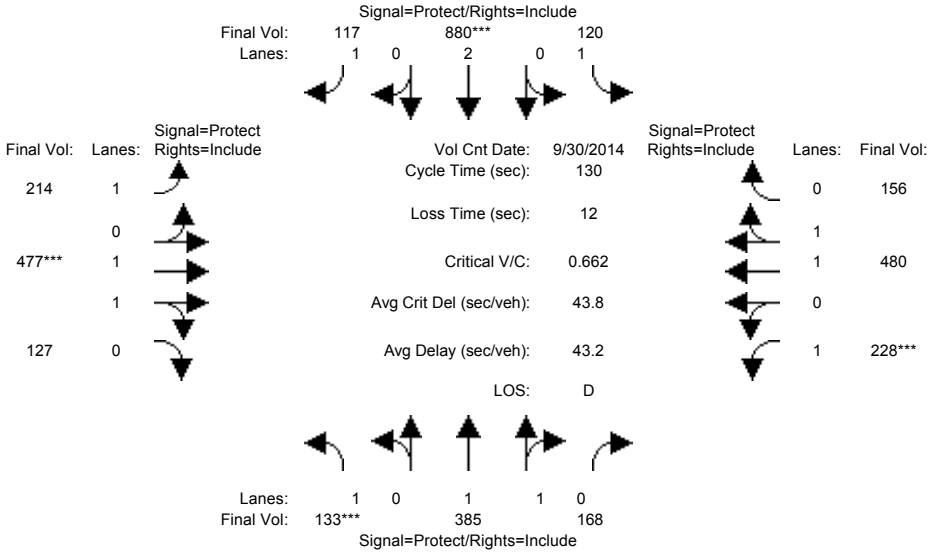
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:45-8:45AM																
Base Vol:	119		757	254	90		425	60	87		361	117	170		365	191
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	119		757	254	90		425	60	87		361	117	170		365	191
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	119		757	254	90		425	60	87		361	117	170		365	191
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	119		757	254	90		425	60	87		361	117	170		365	191
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	119		757	254	90		425	60	87		361	117	170		365	191
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	119		757	254	90		425	60	87		361	117	170		365	191
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		0.98	0.95	0.92		0.99	0.95
Lanes:	1.00		1.48	0.52	1.00		2.00	1.00	1.00		1.50	0.50	1.00		1.29	0.71
Final Sat.:	1750		2770	929	1750		3800	1750	1750		2794	905	1750		2428	1271
Capacity Analysis Module:																
Vol/Sat:	0.07		0.27	0.27	0.05		0.11	0.03	0.05		0.13	0.13	0.10		0.15	0.15
Crit Moves:			****		****						****		****			
Green Time:	26.3		58.5	58.5	11.0		43.2	43.2	12.8		27.7	27.7	20.8		35.7	35.7
Volume/Cap:	0.34		0.61	0.61	0.61		0.34	0.10	0.51		0.61	0.61	0.61		0.55	0.55
Delay/Veh:	45.0		27.7	27.7	64.5		32.8	30.1	58.0		47.6	47.6	54.6		40.9	40.9
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:	45.0		27.7	27.7	64.5		32.8	30.1	58.0		47.6	47.6	54.6		40.9	40.9
LOS by Move:	D		C	C	E		C	C	E		D	D	D		D	D
HCM2k95thQ:	9		27	27	9		12	4	7		16	16	13		18	18

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



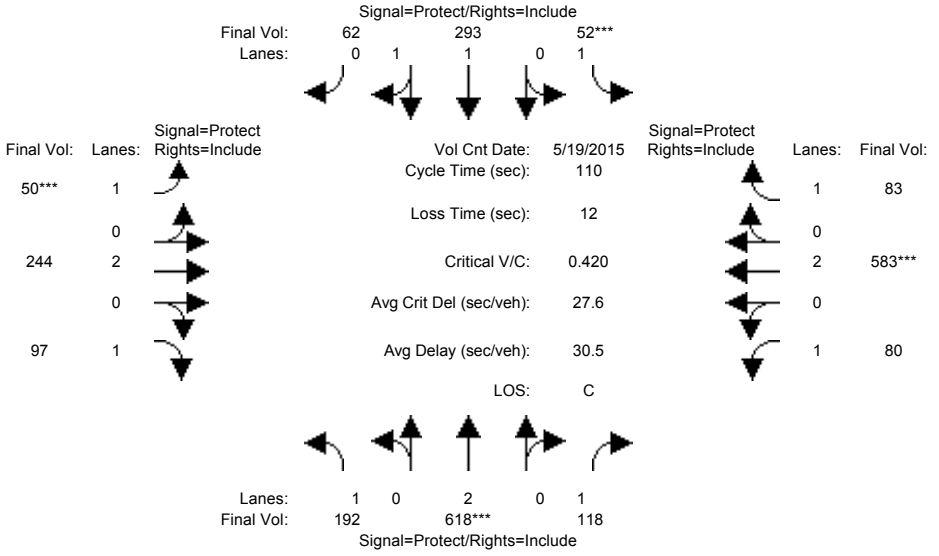
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 4:15-5:15PM																
Base Vol:	133		385	168	120		880	117	214		477	127	228		480	156
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	133		385	168	120		880	117	214		477	127	228		480	156
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	133		385	168	120		880	117	214		477	127	228		480	156
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	133		385	168	120		880	117	214		477	127	228		480	156
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	133		385	168	120		880	117	214		477	127	228		480	156
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	133		385	168	120		880	117	214		477	127	228		480	156
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.38	0.62	1.00		2.00	1.00	1.00		1.57	0.43	1.00		1.50	0.50
Final Sat.:	1750		2575	1124	1750		3800	1750	1750		2921	778	1750		2792	907
Capacity Analysis Module:																
Vol/Sat:	0.08		0.15	0.15	0.07		0.23	0.07	0.12		0.16	0.16	0.13		0.17	0.17
Crit Moves:	****				****				****				****			
Green Time:	14.9		41.4	41.4	19.0		45.5	45.5	24.0		32.0	32.0	25.6		33.7	33.7
Volume/Cap:	0.66		0.47	0.47	0.47		0.66	0.19	0.66		0.66	0.66	0.66		0.66	0.66
Delay/Veh:	63.1		35.8	35.8	52.3		37.0	29.6	54.4		45.9	45.9	53.0		44.9	44.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	63.1		35.8	35.8	52.3		37.0	29.6	54.4		45.9	45.9	53.0		44.9	44.9
LOS by Move:	E		D	D	D		D	C	D		D	D	D		D	D
HCM2k95thQ:	13		17	17	10		27	7	16		20	20	17		21	21

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3064: ALUM ROCK/KING [Study Int 17]



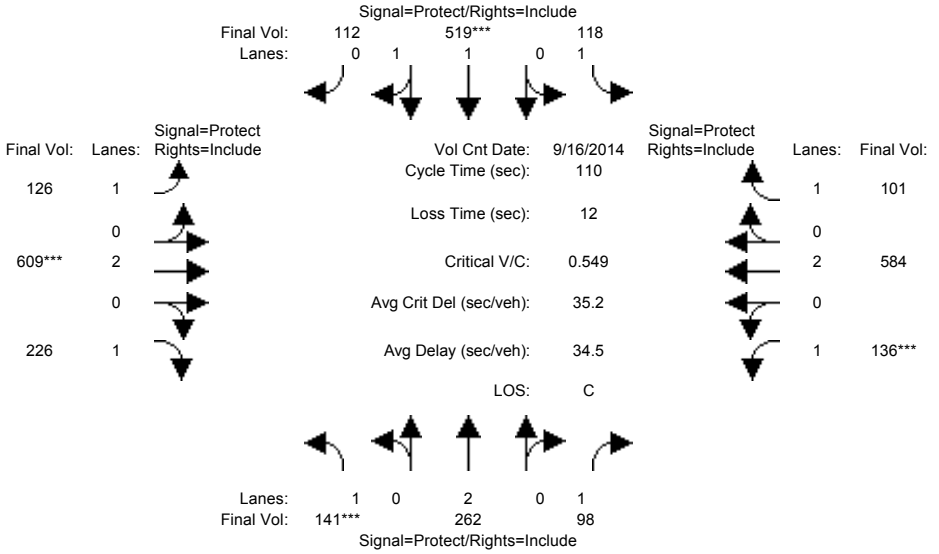
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	192	618	118	52	293	62	50	244	97	80	583	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	618	118	52	293	62	50	244	97	80	583	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	618	118	52	293	62	50	244	97	80	583	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	618	118	52	293	62	50	244	97	80	583	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	618	118	52	293	62	50	244	97	80	583	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	618	118	52	293	62	50	244	97	80	583	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3053	646	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.07	0.03	0.10	0.10	0.03	0.06	0.06	0.05	0.15	0.05
Crit Moves:		****			****			****			****	
Green Time:	26.9	42.6	42.6	7.8	23.5	23.5	7.5	28.0	28.0	19.6	40.2	40.2
Volume/Cap:	0.45	0.42	0.17	0.42	0.45	0.45	0.42	0.25	0.22	0.26	0.42	0.13
Delay/Veh:	36.0	24.9	22.3	51.2	38.0	38.0	51.6	32.8	32.6	39.3	26.4	23.4
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:	36.0	24.9	22.3	51.2	38.0	38.0	51.6	32.8	32.6	39.3	26.4	23.4
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	11	14	5	4	10	10	4	6	5	5	14	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3064: ALUM ROCK/KING [Study Int 17]



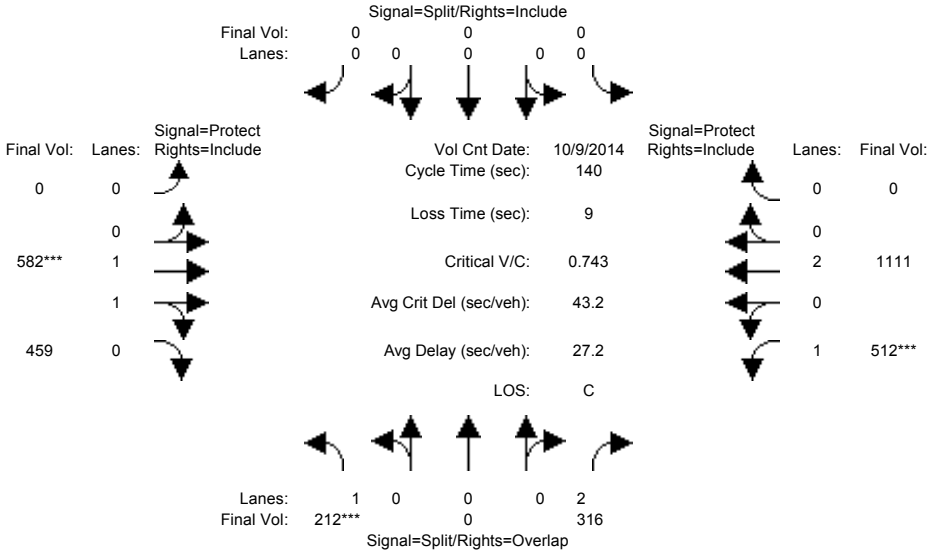
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00 - 6:00 PM																
Base Vol:	141		262	98	118		519	112	126		609	226	136		584	101
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	141		262	98	118		519	112	126		609	226	136		584	101
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	141		262	98	118		519	112	126		609	226	136		584	101
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	141		262	98	118		519	112	126		609	226	136		584	101
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	141		262	98	118		519	112	126		609	226	136		584	101
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	141		262	98	118		519	112	126		609	226	136		584	101
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.64	0.36	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3043	657	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.07	0.06	0.07		0.17	0.17	0.07		0.16	0.13	0.08		0.15	0.06
Crit Moves:	****				****				****				****			
Green Time:	16.1		28.9	28.9	21.4		34.2	34.2	15.2		32.1	32.1	15.6		32.5	32.5
Volume/Cap:	0.55		0.26	0.21	0.35		0.55	0.55	0.52		0.55	0.44	0.55		0.52	0.20
Delay/Veh:	46.1		32.3	31.9	38.9		32.1	32.1	46.0		33.4	32.3	46.6		32.7	29.2
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:	46.1		32.3	31.9	38.9		32.1	32.1	46.0		33.4	32.3	46.6		32.7	29.2
LOS by Move:	D		C	C	D		C	C	D		C	C	D		C	C
HCM2k95thQ:	9		7	5	7		17	17	8		16	13	10		16	6

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



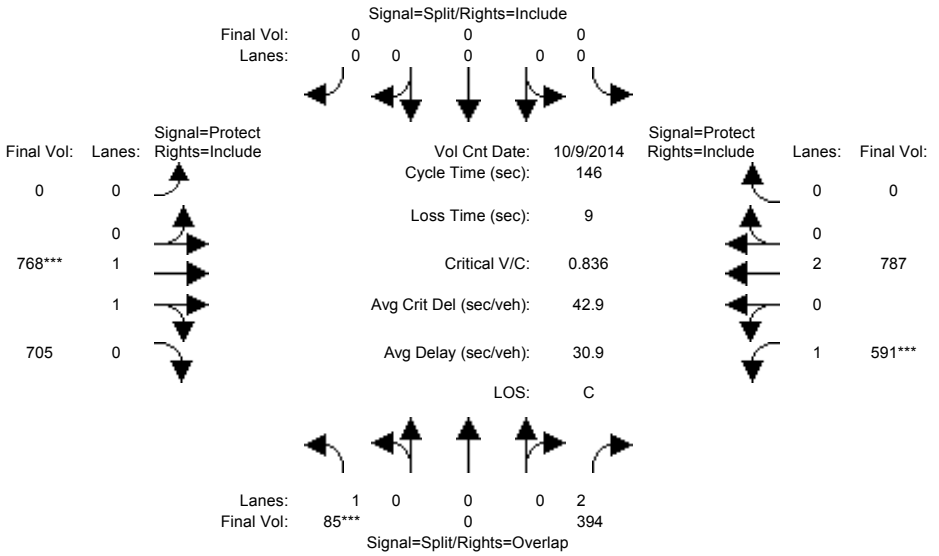
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	212		0	316	0		0	0	0		582	459	512		1111	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:	212		0	316	0		0	0	0		582	459	512		1111	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	212		0	316	0		0	0	0		582	459	512		1111	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	212		0	316	0		0	0	0		582	459	512		1111	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	212		0	316	0		0	0	0		582	459	512		1111	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	212		0	316	0		0	0	0		582	459	512		1111	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.09		0.91	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0		2067	1630	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00		0.10	0.00	0.00		0.00	0.00	0.28		0.28	0.29	0.29		0.00
Crit Moves:	****									****			****			
Green Time:	22.8		0.0	78.0	0.0		0.0	0.0	0.0	53.0		53.0	55.1	108		0.0
Volume/Cap:	0.74	0.00		0.18	0.00	0.00		0.00	0.00	0.74		0.74	0.74	0.38		0.00
Delay/Veh:	65.9		0.0	15.3	0.0		0.0	0.0	0.0	39.8		39.8	40.7	5.2		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:	65.9		0.0	15.3	0.0		0.0	0.0	0.0	39.8		39.8	40.7	5.2		0.0
LOS by Move:	E		A	B	A		A	A	A		D	D	D		A	A
HCM2k95thQ:	20		0	8	0		0	0	0		33	33	36		14	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



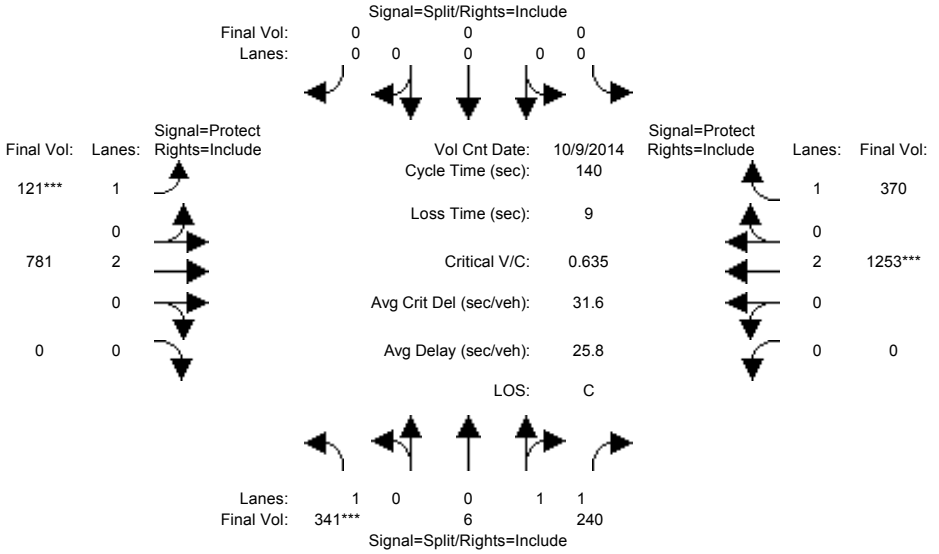
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	85		0	394	0		0	0	0		768	705	591		787	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:	85		0	394	0		0	0	0		768	705	591		787	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	85		0	394	0		0	0	0		768	705	591		787	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	85		0	394	0		0	0	0		768	705	591		787	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	85		0	394	0		0	0	0		768	705	591		787	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	85		0	394	0		0	0	0		768	705	591		787	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	1.00		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.02		0.98	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0	1928		1770	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00		0.13	0.00	0.00		0.00	0.00	0.40		0.40	0.34	0.21		0.00
Crit Moves:	****									****			****			
Green Time:	10.0		0.0	68.3	0.0		0.0	0.0	0.0	68.7		68.7	58.3	127		0.0
Volume/Cap:	0.71	0.00		0.27	0.00	0.00		0.00	0.00	0.85		0.85	0.85	0.24		0.00
Delay/Veh:	84.4		0.0	23.7	0.0		0.0	0.0	0.0	38.0		38.0	49.2	1.6		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	84.4		0.0	23.7	0.0		0.0	0.0	0.0	38.0		38.0	49.2	1.6		0.0
LOS by Move:	F		A	C	A		A	A	A	D		D	D	A		A
HCM2k95thQ:	11		0	12	0		0	0	0	49		49	45	6		0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3211: 101/McKEE(E) [Study Int 5]



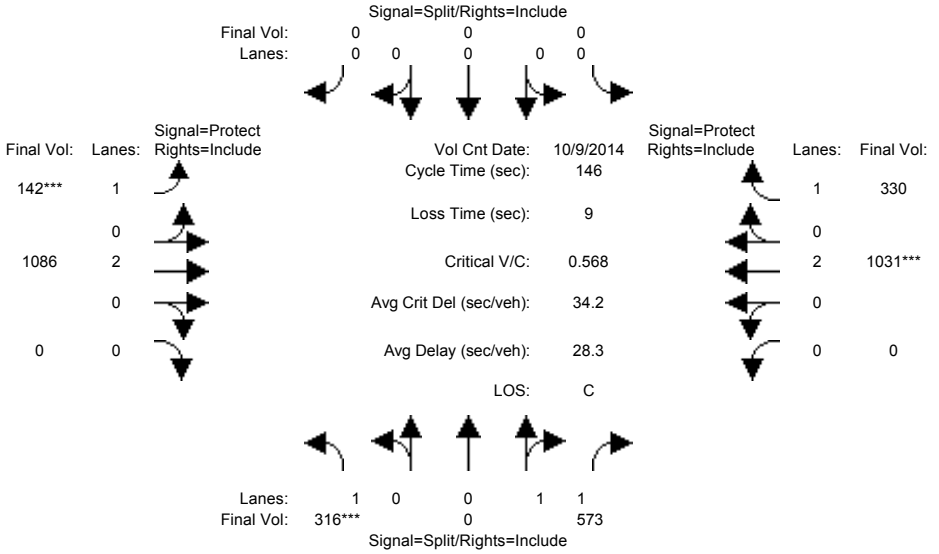
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	341	6	240	0	0	0	121	781	0	0	1253	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	6	240	0	0	0	121	781	0	0	1253	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	6	240	0	0	0	121	781	0	0	1253	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	6	240	0	0	0	121	781	0	0	1253	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	6	240	0	0	0	121	781	0	0	1253	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	6	240	0	0	0	121	781	0	0	1253	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	1.95	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	88	3512	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.00	0.00	0.00	0.07	0.21	0.00	0.00	0.33	0.21
Crit Moves:	****						****				****	
Green Time:	43.0	43.0	43.0	0.0	0.0	0.0	15.3	88.0	0.0	0.0	72.8	72.8
Volume/Cap:	0.63	0.22	0.22	0.00	0.00	0.00	0.63	0.33	0.00	0.00	0.63	0.41
Delay/Veh:	44.2	36.2	36.2	0.0	0.0	0.0	66.6	12.2	0.0	0.0	24.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	36.2	36.2	0.0	0.0	0.0	66.6	12.2	0.0	0.0	24.8	20.8
LOS by Move:	D	D	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	25	8	8	0	0	0	12	14	0	0	32	18

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3211: 101/McKEE(E) [Study Int 5]



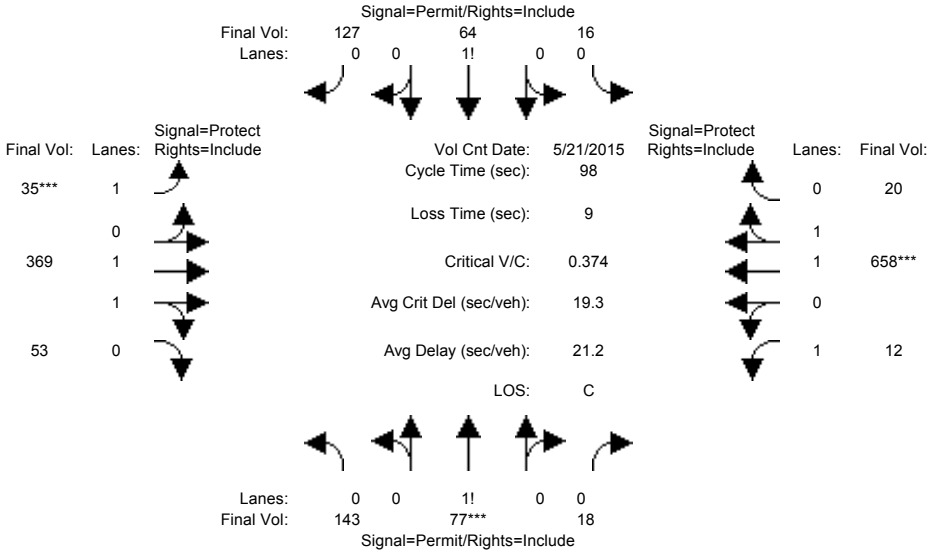
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	316	0	573	0	0	0	142	1086	0	0	1031	330
Growth 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:	316	0	573	0	0	0	142	1086	0	0	1031	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	0	573	0	0	0	142	1086	0	0	1031	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:	316	0	573	0	0	0	142	1086	0	0	1031	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	0	573	0	0	0	142	1086	0	0	1031	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
FinalVolume:	316	0	573	0	0	0	142	1086	0	0	1031	330
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	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.16	0.00	0.00	0.00	0.08	0.29	0.00	0.00	0.27	0.19
Crit Moves:	****						****				****	
Green Time:	46.4	0.0	46.4	0.0	0.0	0.0	20.9	90.6	0.0	0.0	69.7	69.7
Volume/Cap:	0.57	0.00	0.50	0.00	0.00	0.00	0.57	0.46	0.00	0.00	0.57	0.39
Delay/Veh:	42.8	0.0	40.7	0.0	0.0	0.0	61.4	14.9	0.0	0.0	27.8	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	40.7	0.0	0.0	0.0	61.4	14.9	0.0	0.0	27.8	24.9
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	23	0	20	0	0	0	13	23	0	0	28	18

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



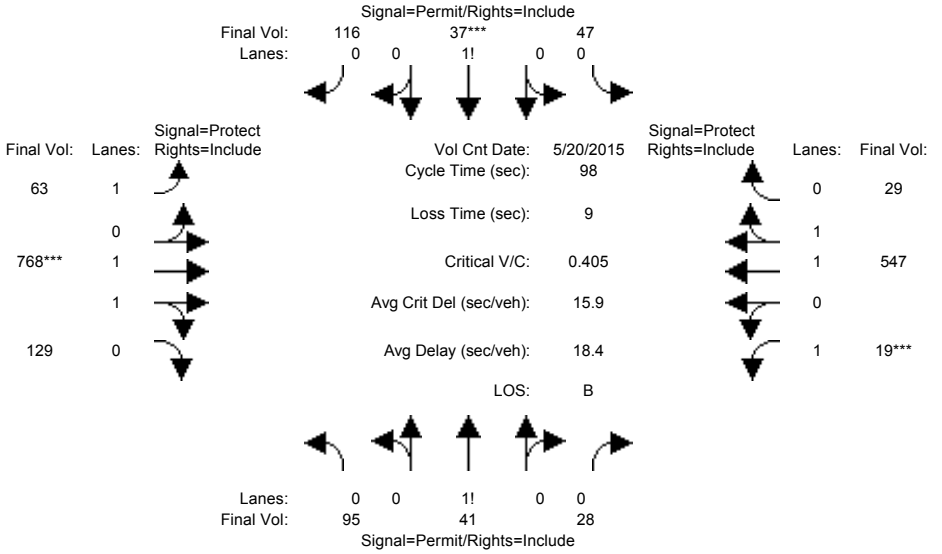
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	143		77	18	16		64	127	35		369	53	12		658	20
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	143		77	18	16		64	127	35		369	53	12		658	20
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	143		77	18	16		64	127	35		369	53	12		658	20
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	143		77	18	16		64	127	35		369	53	12		658	20
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	143		77	18	16		64	127	35		369	53	12		658	20
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	143		77	18	16		64	127	35		369	53	12		658	20
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.98		0.95	0.92	0.97		0.95	0.95
Lanes:	0.60		0.32	0.08	0.08		0.31	0.61	1.00		1.74	0.26	1.00		1.94	0.06
Final Sat.:	1051		566	132	135		541	1074	1750		3235	465	1750		3591	109
Capacity Analysis Module:																
Vol/Sat:	0.14		0.14	0.14	0.12		0.12	0.12	0.02		0.11	0.11	0.01		0.18	0.18
Crit Moves:			****						****						****	
Green Time:	34.9		34.9	34.9	34.9		34.9	34.9	7.0		33.2	33.2	20.8		47.1	47.1
Volume/Cap:	0.38		0.38	0.38	0.33		0.33	0.33	0.28		0.34	0.34	0.03		0.38	0.38
Delay/Veh:	23.9		23.9	23.9	23.3		23.3	23.3	44.3		24.3	24.3	30.6		16.3	16.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	23.9		23.9	23.9	23.3		23.3	23.3	44.3		24.3	24.3	30.6		16.3	16.3
LOS by Move:	C		C	C	C		C	C	D		C	C	C		B	B
HCM2k95thQ:	11		11	11	9		9	9	2		9	9	1		12	12

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



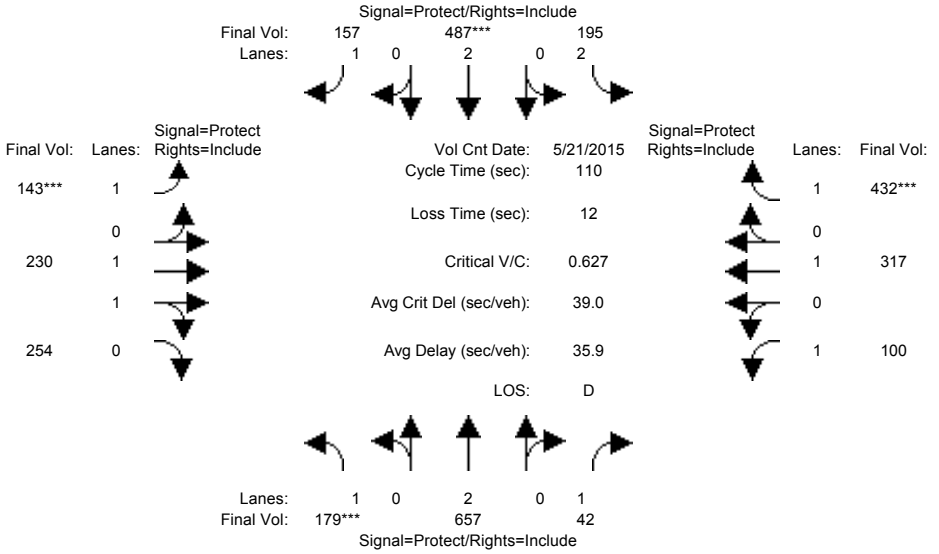
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:15-5:15PM												
Base Vol:	95	41	28	47	37	116	63	768	129	19	547	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:	95	41	28	47	37	116	63	768	129	19	547	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	41	28	47	37	116	63	768	129	19	547	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	41	28	47	37	116	63	768	129	19	547	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	41	28	47	37	116	63	768	129	19	547	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	41	28	47	37	116	63	768	129	19	547	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.58	0.25	0.17	0.23	0.19	0.58	1.00	1.70	0.30	1.00	1.90	0.10
Final Sat.:	1014	438	299	411	324	1015	1750	3167	532	1750	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.04	0.24	0.24	0.01	0.16	0.16
Crit Moves:					****			****			****	
Green Time:	26.3	26.3	26.3	26.3	26.3	26.3	19.7	55.7	55.7	7.0	43.0	43.0
Volume/Cap:	0.35	0.35	0.35	0.43	0.43	0.43	0.18	0.43	0.43	0.15	0.35	0.35
Delay/Veh:	29.4	29.4	29.4	30.3	30.3	30.3	32.7	12.2	12.2	43.3	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	30.3	30.3	30.3	32.7	12.2	12.2	43.3	18.4	18.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	9	9	9	10	10	10	3	14	14	1	11	11

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



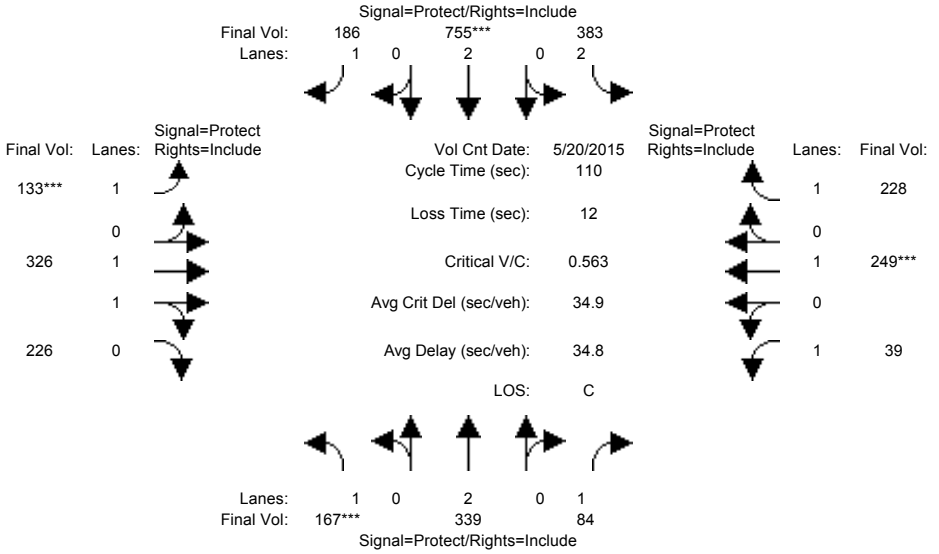
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	179	657	42	195	487	157	143	230	254	100	317	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	657	42	195	487	157	143	230	254	100	317	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	657	42	195	487	157	143	230	254	100	317	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	657	42	195	487	157	143	230	254	100	317	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	657	42	195	487	157	143	230	254	100	317	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
FinalVolume:	179	657	42	195	487	157	143	230	254	100	317	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.02	0.06	0.13	0.09	0.08	0.12	0.15	0.06	0.17	0.25
Crit Moves:	****				****		****					****
Green Time:	17.9	29.5	29.5	10.9	22.5	22.5	14.3	40.0	40.0	17.6	43.3	43.3
Volume/Cap:	0.63	0.64	0.09	0.63	0.63	0.44	0.63	0.33	0.40	0.36	0.42	0.63
Delay/Veh:	47.3	37.0	30.2	51.6	41.6	39.1	50.8	25.4	26.2	42.0	24.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	37.0	30.2	51.6	41.6	39.1	50.8	25.4	26.2	42.0	24.7	28.7
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	18	2	10	16	10	10	10	13	7	15	24

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



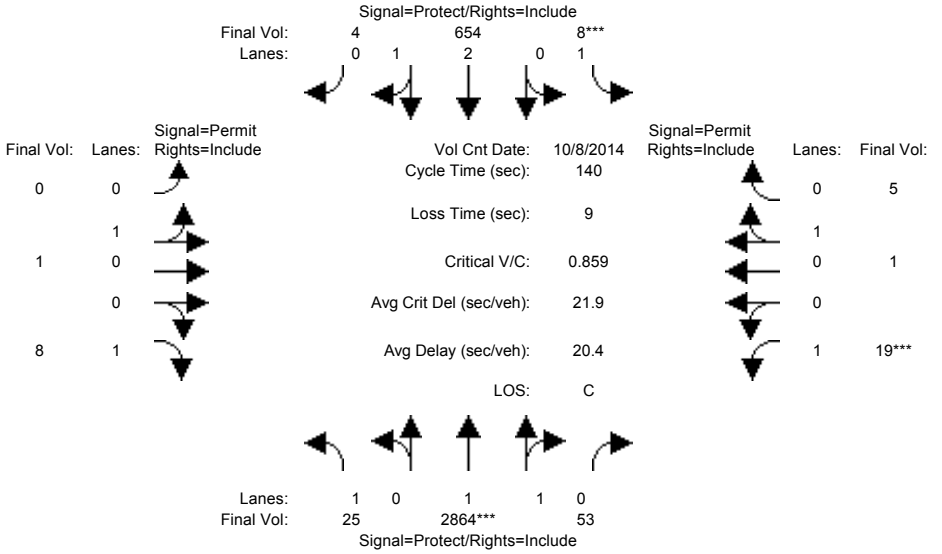
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	167		339	84	383		755	186	133		326	226	39		249	228
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	167		339	84	383		755	186	133		326	226	39		249	228
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	167		339	84	383		755	186	133		326	226	39		249	228
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	167		339	84	383		755	186	133		326	226	39		249	228
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	167		339	84	383		755	186	133		326	226	39		249	228
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	167		339	84	383		755	186	133		326	226	39		249	228
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	2.00		2.00	1.00	1.00		1.16	0.84	1.00		1.00	1.00
Final Sat.:	1750		3800	1750	3150		3800	1750	1750		2184	1514	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.09	0.05	0.12		0.20	0.11	0.08		0.15	0.15	0.02		0.13	0.13
Crit Moves:	****						****		****						****	
Green Time:	18.7		24.6	24.6	32.9		38.9	38.9	14.9		28.4	28.4	12.1		25.6	25.6
Volume/Cap:	0.56		0.40	0.21	0.41		0.56	0.30	0.56		0.58	0.58	0.20		0.56	0.56
Delay/Veh:	44.4		36.7	35.1	31.0		29.3	26.0	47.6		36.5	36.5	45.1		38.9	39.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.4		36.7	35.1	31.0		29.3	26.0	47.6		36.5	36.5	45.1		38.9	39.0
LOS by Move:	D		D	D	C		C	C	D		D	D	D		D	D
HCM2k95thQ:	11		9	5	12		19	10	9		15	15	3		15	15

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



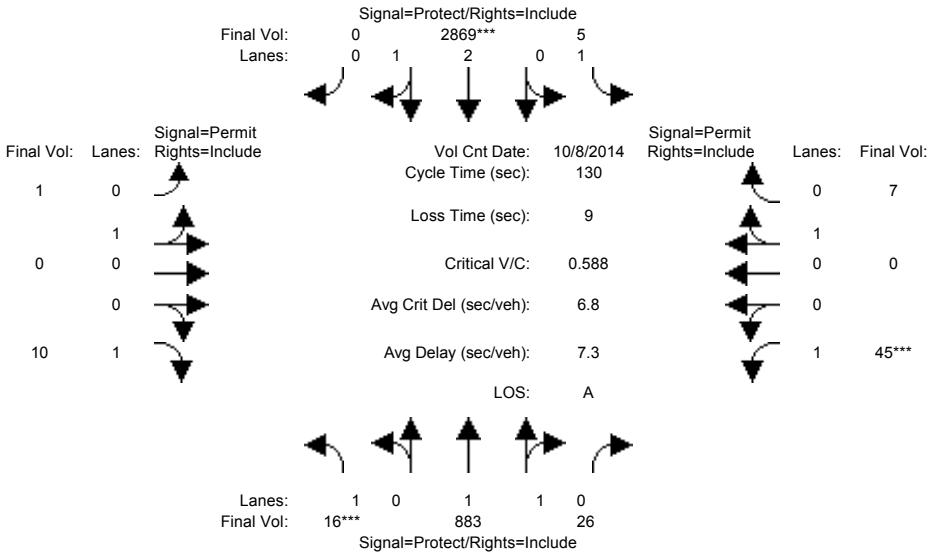
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	25		2864	53	8		654	4	0		1	8	19		1	5
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	25		2864	53	8		654	4	0		1	8	19		1	5
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	25		2864	53	8		654	4	0		1	8	19		1	5
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	25		2864	53	8		654	4	0		1	8	19		1	5
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	25		2864	53	8		654	4	0		1	8	19		1	5
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	25		2864	53	8		654	4	0		1	8	19		1	5
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.92		0.98	0.95	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	1.00		1.96	0.04	1.00		2.98	0.02	0.00		1.00	1.00	1.00		0.17	0.83
Final Sat.:	1750		3633	67	1750		5566	34	0		1800	1750	1750		300	1500
Capacity Analysis Module:																
Vol/Sat:	0.01		0.79	0.79	0.00		0.12	0.12	0.00		0.00	0.00	0.01		0.00	0.00
Crit Moves:			****		****								****			
Green Time:	36.1		114	114.0	7.0		84.9	84.9	0.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.06		0.97	0.97	0.09		0.19	0.19	0.00		0.01	0.06	0.15		0.05	0.05
Delay/Veh:	39.2		21.5	21.5	63.9		12.3	12.3	0.0		60.4	60.9	61.6		60.7	60.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	39.2		21.5	21.5	63.9		12.3	12.3	0.0		60.4	60.9	61.6		60.7	60.7
LOS by Move:	D		C	C	E		B	B	A		E	E	E		E	E
HCM2k95thQ:	2		93	93	1		8	8	0		0	1	2		1	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



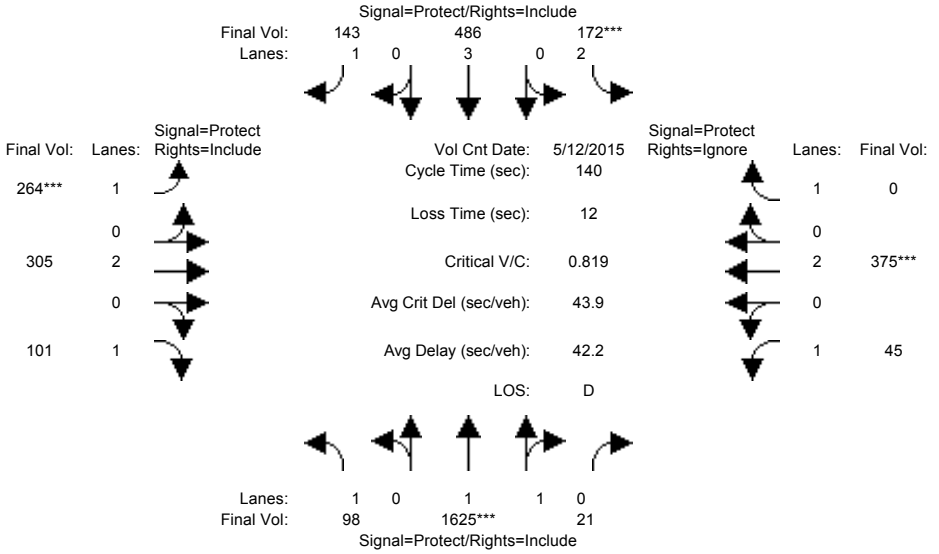
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	16		883	26	5		2869	0	1		0	10	45		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:	16		883	26	5		2869	0	1		0	10	45		0	7
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	16		883	26	5		2869	0	1		0	10	45		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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	16		883	26	5		2869	0	1		0	10	45		0	7
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	16		883	26	5		2869	0	1		0	10	45		0	7
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	16		883	26	5		2869	0	1		0	10	45		0	7
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	0.92	0.95		0.95	0.92	0.92		1.00	0.95
Lanes:	1.00		1.94	0.06	1.00		3.00	0.00	1.00		0.00	1.00	1.00		0.00	1.00
Final Sat.:	1750		3594	106	1750		5600	0	1800		0	1750	1750		0	1800
Capacity Analysis Module:																
Vol/Sat:	0.01		0.25	0.25	0.00		0.51	0.00	0.00		0.00	0.01	0.03		0.00	0.00
Crit Moves:	****						****						****			
Green Time:	7.0		91.0	91.0	20.0		104	0.0	10.0		0.0	10.0	10.0		0.0	10.0
Volume/Cap:	0.17		0.35	0.35	0.02		0.64	0.00	0.01		0.00	0.07	0.33		0.00	0.05
Delay/Veh:	59.6		7.8	7.8	46.7		5.6	0.0	55.4		0.0	55.9	58.3		0.0	55.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	59.6		7.8	7.8	46.7		5.6	0.0	55.4		0.0	55.9	58.3		0.0	55.8
LOS by Move:	E		A	A	D		A	A	E		A	E	E		A	E
HCM2k95thQ:	1		14	14	0		26	0	0		0	1	4		0	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3413: Coleman/Hedding [Study Int 38]



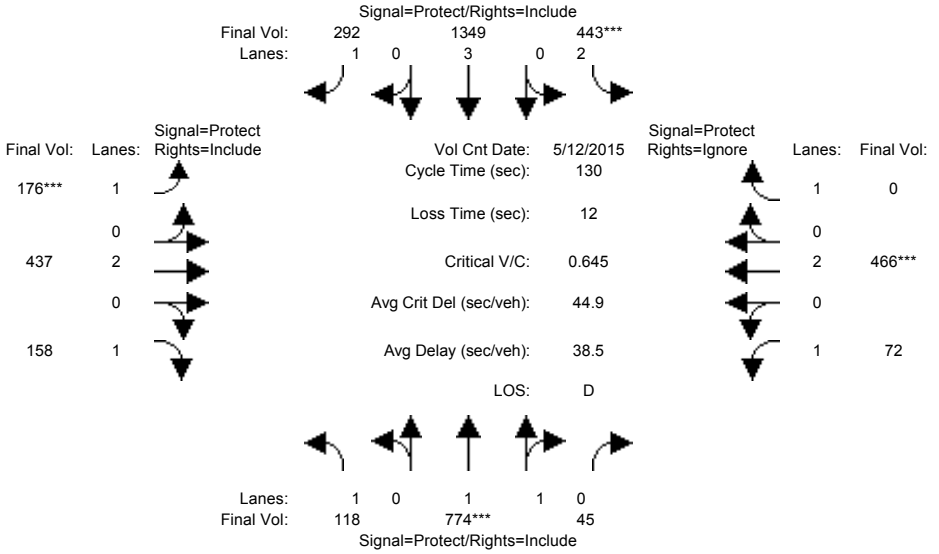
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM																
Base Vol:	98		1625	21	172		486	143	264		305	101	45		375	760
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	98		1625	21	172		486	143	264		305	101	45		375	760
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	98		1625	21	172		486	143	264		305	101	45		375	760
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	98		1625	21	172		486	143	264		305	101	45		375	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	98		1625	21	172		486	143	264		305	101	45		375	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	98		1625	21	172		486	143	264		305	101	45		375	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.83		0.83	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.97	0.03	2.00		3.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3653	47	3150		4750	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.44	0.44	0.05		0.10	0.08	0.15		0.08	0.06	0.03		0.10	0.00
Crit Moves:			****		****				****						****	
Green Time:	30.2		76.0	76.0	9.3		55.2	55.2	25.8		26.3	26.3	16.4		16.9	0.0
Volume/Cap:	0.26		0.82	0.82	0.82		0.26	0.21	0.82		0.43	0.31	0.22		0.82	0.00
Delay/Veh:	46.0		29.1	29.1	86.3		28.7	28.1	70.0		50.6	49.6	56.6		71.2	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:	46.0		29.1	29.1	86.3		28.7	28.1	70.0		50.6	49.6	56.6		71.2	0.0
LOS by Move:	D		C	C	F		C	C	E		D	D	E		E	A
HCM2k95thQ:	7		47	47	10		9	8	22		11	8	4		18	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3413: Coleman/Hedding [Study Int 38]



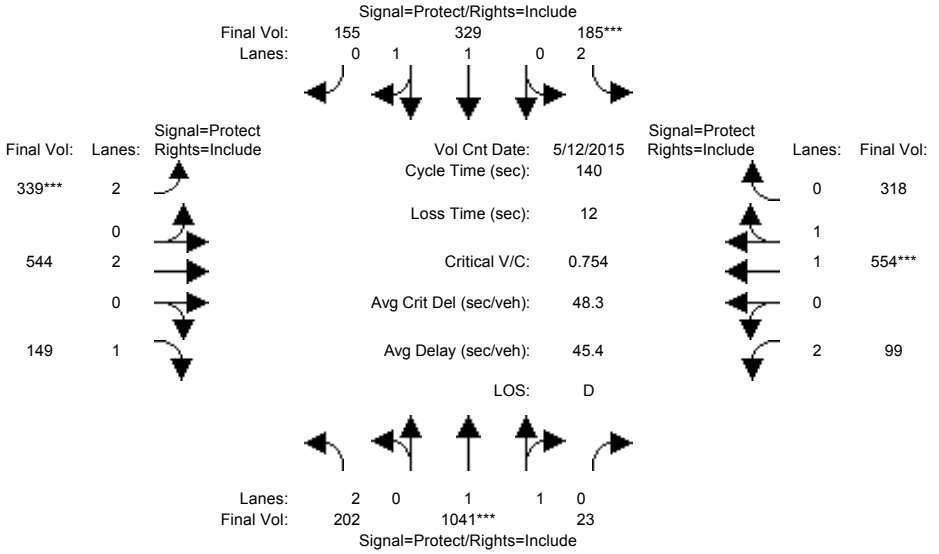
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	118		774	45	443		1349	292	176		437	158	72		466	348
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	118		774	45	443		1349	292	176		437	158	72		466	348
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	118		774	45	443		1349	292	176		437	158	72		466	348
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	118		774	45	443		1349	292	176		437	158	72		466	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	118		774	45	443		1349	292	176		437	158	72		466	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	118		774	45	443		1349	292	176		437	158	72		466	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.83		0.83	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.89	0.11	2.00		3.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3497	203	3150		4750	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.22	0.22	0.14		0.28	0.17	0.10		0.12	0.09	0.04		0.12	0.00
Crit Moves:			****				****				****				****	
Green Time:	14.0		44.6	44.6	28.4		59.0	59.0	20.3		30.7	30.7	14.4		24.7	0.0
Volume/Cap:	0.63		0.64	0.64	0.64		0.63	0.37	0.64		0.49	0.38	0.37		0.64	0.00
Delay/Veh:	62.0		37.1	37.1	48.4		27.7	23.6	56.7		43.3	42.3	54.9		50.6	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:	62.0		37.1	37.1	48.4		27.7	23.6	56.7		43.3	42.3	54.9		50.6	0.0
LOS by Move:	E		D	D	D		C	C	E		D	D	D		D	A
HCM2k95thQ:	10		25	25	18		24	15	13		14	11	6		17	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3417: Coleman/Taylor [Study Int 39]



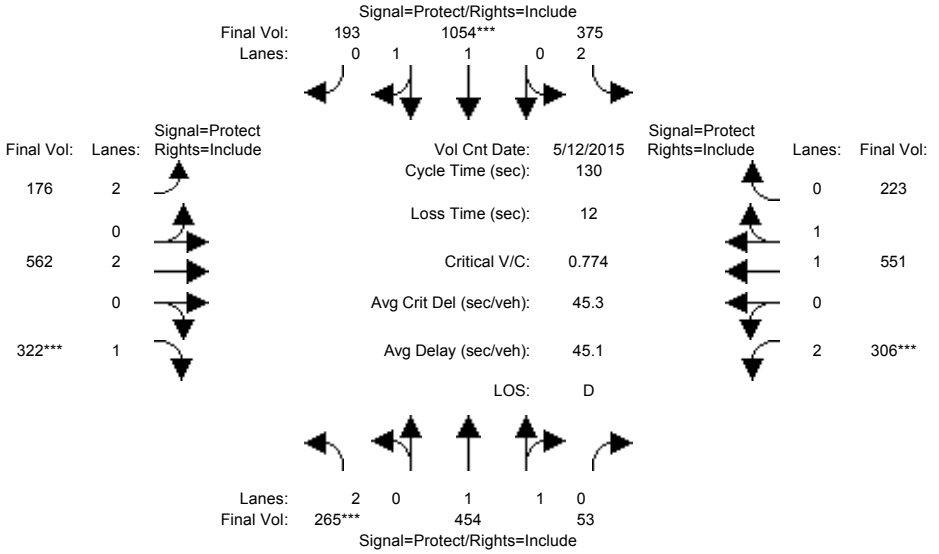
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM																
Base Vol:	202		1041	23	185		329	155	339		544	149	99		554	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:	202		1041	23	185		329	155	339		544	149	99		554	318
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	202		1041	23	185		329	155	339		544	149	99		554	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	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	202		1041	23	185		329	155	339		544	149	99		554	318
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	202		1041	23	185		329	155	339		544	149	99		554	318
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	202		1041	23	185		329	155	339		544	149	99		554	318
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		0.97	0.95	0.83		0.99	0.95	0.83		1.00	0.92	0.83		0.99	0.95
Lanes:	2.00		1.96	0.04	2.00		1.34	0.66	2.00		2.00	1.00	2.00		1.25	0.75
Final Sat.:	3150		3620	80	3150		2514	1185	3150		3800	1750	3150		2350	1349
Capacity Analysis Module:																
Vol/Sat:	0.06		0.29	0.29	0.06		0.13	0.13	0.11		0.14	0.09	0.03		0.24	0.24
Crit Moves:			****				****				****				****	
Green Time:	21.1		53.4	53.4	10.9		43.1	43.1	20.0		47.2	47.2	16.5		43.8	43.8
Volume/Cap:	0.42		0.75	0.75	0.75		0.42	0.42	0.75		0.42	0.25	0.27		0.75	0.75
Delay/Veh:	54.5		40.0	40.0	75.7		38.8	38.8	64.8		36.1	33.8	56.6		46.2	46.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	54.5		40.0	40.0	75.7		38.8	38.8	64.8		36.1	33.8	56.6		46.2	46.2
LOS by Move:	D		D	D	E		D	D	E		D	C	E		D	D
HCM2k95thQ:	10		36	36	10		15	15	16		16	9	5		30	30

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3417: Coleman/Taylor [Study Int 39]



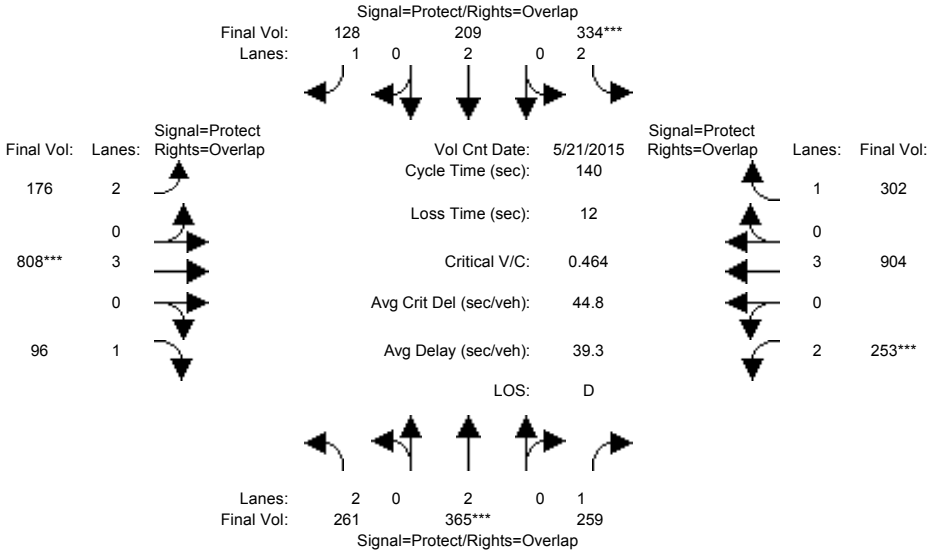
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	265		454	53	375		1054	193	176		562	322	306		551	223
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	265		454	53	375		1054	193	176		562	322	306		551	223
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	265		454	53	375		1054	193	176		562	322	306		551	223
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	265		454	53	375		1054	193	176		562	322	306		551	223
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	265		454	53	375		1054	193	176		562	322	306		551	223
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	265		454	53	375		1054	193	176		562	322	306		551	223
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		0.98	0.95	0.83		0.98	0.95	0.83		1.00	0.92	0.83		0.98	0.95
Lanes:	2.00		1.79	0.21	2.00		1.68	0.32	2.00		2.00	1.00	2.00		1.41	0.59
Final Sat.:	3150		3313	387	3150		3127	573	3150		3800	1750	3150		2633	1066
Capacity Analysis Module:																
Vol/Sat:	0.08		0.14	0.14	0.12		0.34	0.34	0.06		0.15	0.18	0.10		0.21	0.21
Crit Moves:	****				****							****	****			
Green Time:	14.1		37.9	37.9	32.9		56.6	56.6	10.0		30.9	30.9	16.3		37.3	37.3
Volume/Cap:	0.77		0.47	0.47	0.47		0.77	0.77	0.73		0.62	0.77	0.77		0.73	0.73
Delay/Veh:	66.9		38.2	38.2	41.6		33.6	33.6	69.5		45.7	55.0	64.2		44.4	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:	66.9		38.2	38.2	41.6		33.6	33.6	69.5		45.7	55.0	64.2		44.4	44.4
LOS by Move:	E		D	D	D		C	C	E		D	E	E		D	D
HCM2k95thQ:	15		16	16	14		36	36	8		18	23	14		25	25

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3596: JACKSON/McKEE [Study Int 8]



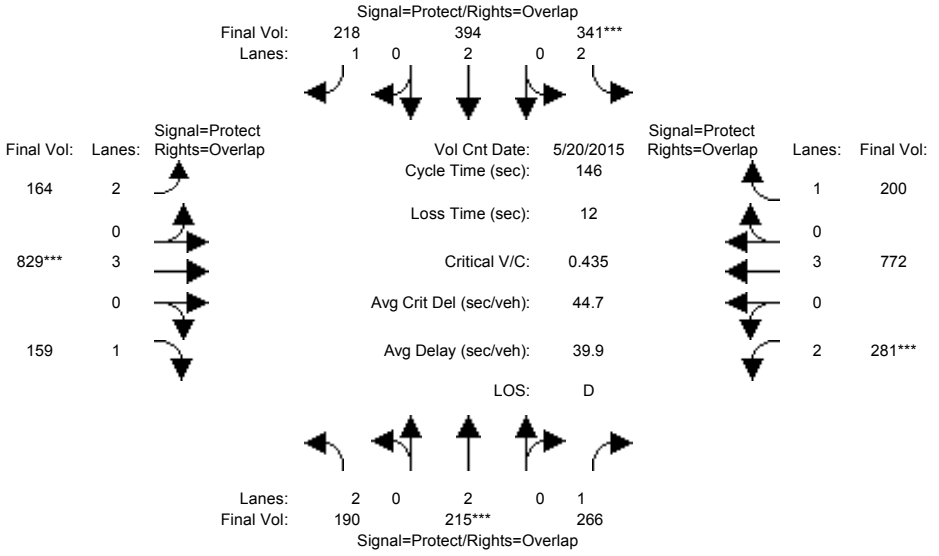
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	261		365	259	334		209	128	176		808	96	253		904	302
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	261		365	259	334		209	128	176		808	96	253		904	302
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	261		365	259	334		209	128	176		808	96	253		904	302
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	261		365	259	334		209	128	176		808	96	253		904	302
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	261		365	259	334		209	128	176		808	96	253		904	302
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	261		365	259	334		209	128	176		808	96	253		904	302
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.10	0.15	0.11		0.06	0.07	0.06		0.14	0.05	0.08		0.16	0.17
Crit Moves:			****		****						****		****			
Green Time:	32.8		29.0	53.2	32.0		28.2	45.7	17.5		42.8	75.5	24.2		49.6	81.6
Volume/Cap:	0.35		0.46	0.39	0.46		0.27	0.22	0.45		0.46	0.10	0.46		0.45	0.30
Delay/Veh:	45.1		49.1	31.9	47.1		47.4	34.5	57.6		39.5	15.8	52.7		34.9	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:	45.1		49.1	31.9	47.1		47.4	34.5	57.6		39.5	15.8	52.7		34.9	14.9
LOS by Move:	D		D	C	D		D	C	E		D	B	D		C	B
HCM2k95thQ:	11		13	16	14		7	8	8		17	4	12		18	13

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3596: JACKSON/McKEE [Study Int 8]



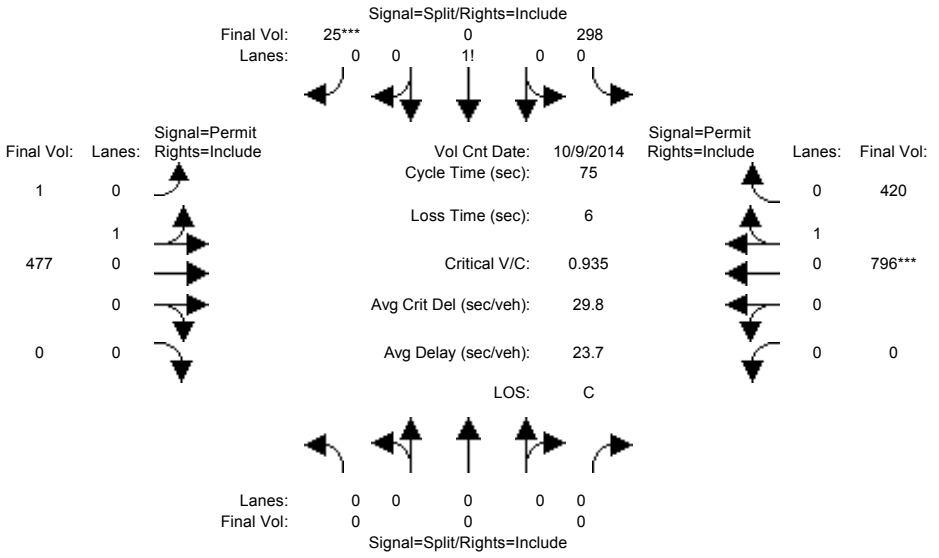
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	190		215	266	341		394	218	164		829	159	281		772	200
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	190		215	266	341		394	218	164		829	159	281		772	200
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	190		215	266	341		394	218	164		829	159	281		772	200
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	190		215	266	341		394	218	164		829	159	281		772	200
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	190		215	266	341		394	218	164		829	159	281		772	200
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	190		215	266	341		394	218	164		829	159	281		772	200
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.06	0.15	0.11		0.10	0.12	0.05		0.15	0.09	0.09		0.14	0.11
Crit Moves:			****				****					****			****	
Green Time:	20.3		19.0	48.9	36.3		35.0	56.8	21.9		48.8	69.1	29.9		56.9	93.2
Volume/Cap:	0.43		0.44	0.45	0.44		0.43	0.32	0.35		0.44	0.19	0.44		0.35	0.18
Delay/Veh:	58.2		59.2	38.6	46.6		47.4	31.4	56.1		38.0	22.4	51.1		31.6	10.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.2		59.2	38.6	46.6		47.4	31.4	56.1		38.0	22.4	51.1		31.6	10.9
LOS by Move:	E		E	D	D		D	C	E		D	C	D		C	B
HCM2k95thQ:	10		9	18	14		14	13	8		17	8	13		15	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3612: JULIAN/21ST [Study Int 1]



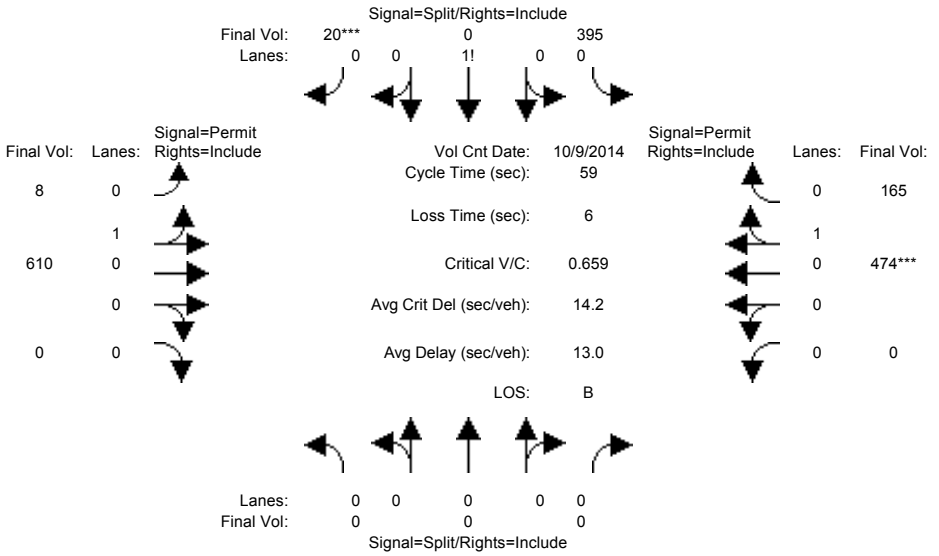
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	298		0	25	1		477	0	0		796	420
Growth Adj:	1.00		1.00	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	298		0	25	1		477	0	0		796	420
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	298		0	25	1		477	0	0		796	420
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	298		0	25	1		477	0	0		796	420
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	298		0	25	1		477	0	0		796	420
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	298		0	25	1		477	0	0		796	420
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.92		0.00	0.08	0.01		0.99	0.00	0.00		0.65	0.35
Final Sat.:	0		0	0	1615		0	135	4		1796	0	0		1178	622
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.18		0.00	0.18	0.27		0.27	0.00	0.00		0.68	0.68
Crit Moves:								****							****	
Green Time:	0.0		0.0	0.0	14.8		0.0	14.8	54.2		54.2	0.0	0.0		54.2	54.2
Volume/Cap:	0.00		0.00	0.00	0.93		0.00	0.93	0.37		0.37	0.00	0.00		0.93	0.93
Delay/Veh:	0.0		0.0	0.0	61.7		0.0	61.7	4.1		4.1	0.0	0.0		21.4	21.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	61.7		0.0	61.7	4.1		4.1	0.0	0.0		21.4	21.4
LOS by Move:	A		A	A	E		A	E	A		A	A	A		C	C
HCM2k95thQ:	0		0	0	22		0	22	9		9	0	0		47	47

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3612: JULIAN/21ST [Study Int 1]



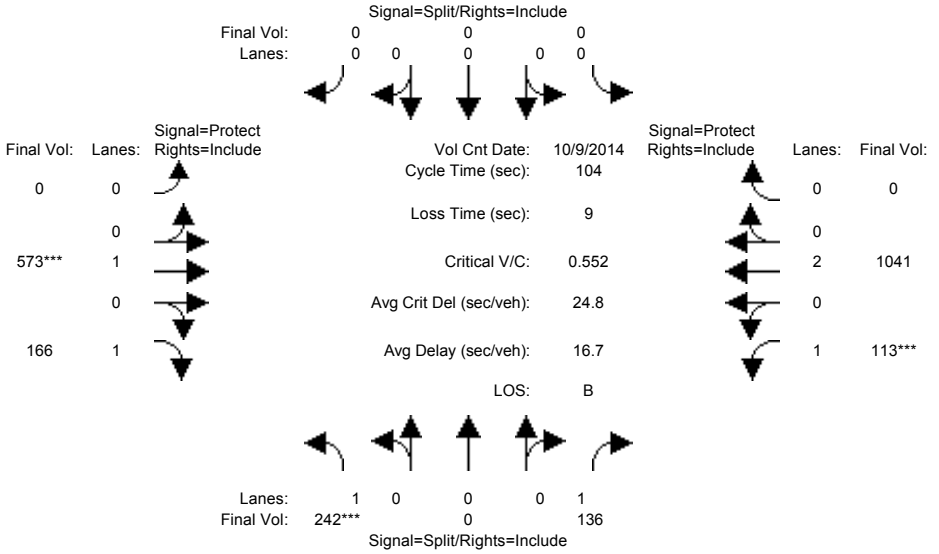
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	395	0	20	8	610	0	0	474	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	395	0	20	8	610	0	0	474	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	395	0	20	8	610	0	0	474	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	395	0	20	8	610	0	0	474	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	395	0	20	8	610	0	0	474	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
FinalVolume:	0	0	0	395	0	20	8	610	0	0	474	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.01	0.99	0.00	0.00	0.74	0.26
Final Sat.:	0	0	0	1666	0	84	23	1777	0	0	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.34	0.34	0.00	0.00	0.36	0.36
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	21.2	0.0	21.2	31.8	31.8	0.0	0.0	31.8	31.8
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.66	0.64	0.64	0.00	0.00	0.66	0.66
Delay/Veh:	0.0	0.0	0.0	18.4	0.0	18.4	11.0	11.0	0.0	0.0	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	0.0	18.4	11.0	11.0	0.0	0.0	11.4	11.4
LOS by Move:	A	A	A	B	A	B	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	15	0	15	16	16	0	0	17	17

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3613: JULIAN/24TH [Study Int 2]



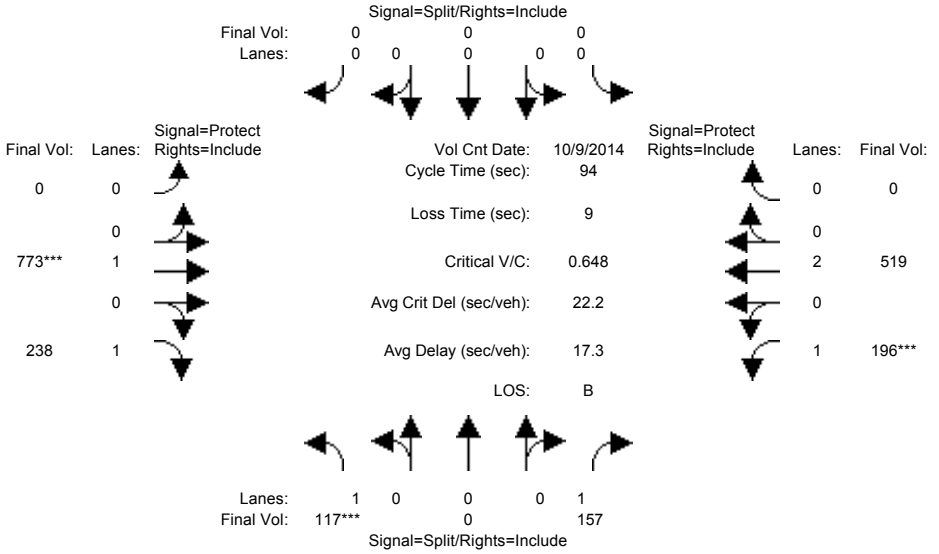
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	242	0	136	0	0	0	0	573	166	113	1041	0
Growth 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:	242	0	136	0	0	0	0	573	166	113	1041	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	136	0	0	0	0	573	166	113	1041	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	0	136	0	0	0	0	573	166	113	1041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	136	0	0	0	0	573	166	113	1041	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	136	0	0	0	0	573	166	113	1041	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.30	0.09	0.06	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	26.0	0.0	26.0	0.0	0.0	0.0	0.0	56.8	56.8	12.2	69.0	0.0
Volume/Cap:	0.55	0.00	0.31	0.00	0.00	0.00	0.00	0.55	0.17	0.55	0.41	0.00
Delay/Veh:	35.4	0.0	32.1	0.0	0.0	0.0	0.0	16.0	11.9	46.6	8.2	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:	35.4	0.0	32.1	0.0	0.0	0.0	0.0	16.0	11.9	46.6	8.2	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	15	0	8	0	0	0	0	21	6	9	15	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3613: JULIAN/24TH [Study Int 2]



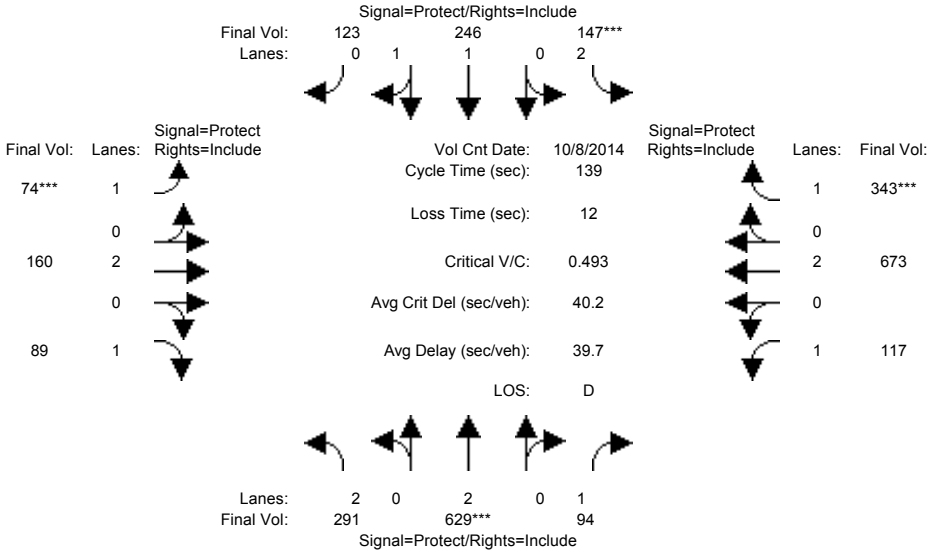
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	117		0	157	0		0	0	0		773	238	196		519	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:	117		0	157	0		0	0	0		773	238	196		519	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	117		0	157	0		0	0	0		773	238	196		519	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	117		0	157	0		0	0	0		773	238	196		519	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	117		0	157	0		0	0	0		773	238	196		519	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	117		0	157	0		0	0	0		773	238	196		519	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		0.00	1.00	0.00		0.00	0.00	0.00		1.00	1.00	1.00		2.00	0.00
Final Sat.:	1750		0	1750	0		0	0	0		1900	1750	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.07		0.00	0.09	0.00		0.00	0.00	0.41		0.14	0.11	0.14			0.00
Crit Moves:	****								****			****				
Green Time:	13.0		0.0	13.0	0.0		0.0	0.0	56.4		56.4	15.5	72.0			0.0
Volume/Cap:	0.48		0.00	0.65	0.00		0.00	0.00	0.68		0.23	0.68	0.18			0.00
Delay/Veh:	38.9		0.0	44.3	0.0		0.0	0.0	14.3		8.8	43.2	3.0			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
AdjDel/Veh:	38.9		0.0	44.3	0.0		0.0	0.0	14.3		8.8	43.2	3.0			0.0
LOS by Move:	D		A	D	A		A	A	B		A	D	A			A
HCM2k95thQ:	8		0	11	0		0	0	26		7	13	4			0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3623: KING/MABURY [Study Int 27]



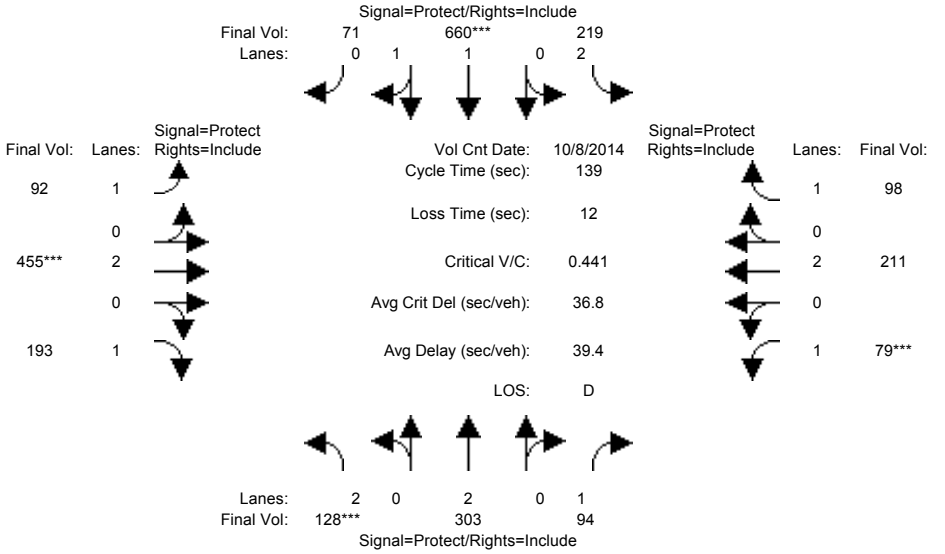
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	291		629	94	147		246	123	74		160	89	117		673	343
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	291		629	94	147		246	123	74		160	89	117		673	343
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	291		629	94	147		246	123	74		160	89	117		673	343
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	291		629	94	147		246	123	74		160	89	117		673	343
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	291		629	94	147		246	123	74		160	89	117		673	343
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	291		629	94	147		246	123	74		160	89	117		673	343
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		0.99	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		1.32	0.68	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	3150		3800	1750	3150		2466	1233	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.17	0.05	0.05		0.10	0.10	0.04		0.04	0.05	0.07		0.18	0.20
Crit Moves:			****				****				****					****
Green Time:	28.8		46.7	46.7	13.2		31.1	31.1	11.9		34.8	34.8	32.4		55.3	55.3
Volume/Cap:	0.45		0.49	0.16	0.49		0.45	0.45	0.49		0.17	0.20	0.29		0.45	0.49
Delay/Veh:	48.7		37.1	32.5	61.0		46.9	46.9	63.2		40.8	41.4	44.2		30.9	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:	48.7		37.1	32.5	61.0		46.9	46.9	63.2		40.8	41.4	44.2		30.9	31.9
LOS by Move:	D		D	C	E		D	D	E		D	D	D		C	C
HCM2k95thQ:	12		19	6	7		13	13	6		5	6	8		19	21

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3623: KING/MABURY [Study Int 27]



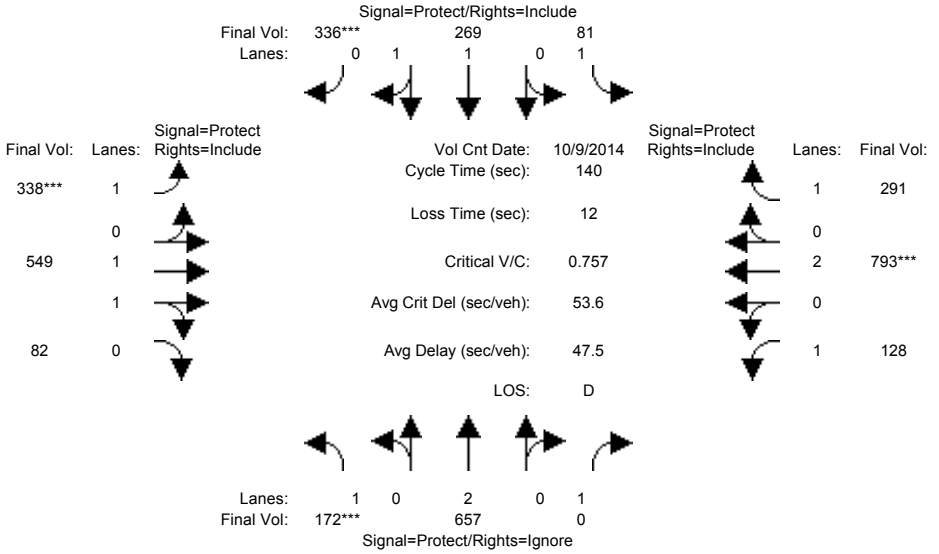
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	128		303	94	219		660	71	92		455	193	79		211	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:	128		303	94	219		660	71	92		455	193	79		211	98
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	128		303	94	219		660	71	92		455	193	79		211	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:	128		303	94	219		660	71	92		455	193	79		211	98
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	128		303	94	219		660	71	92		455	193	79		211	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:	128		303	94	219		660	71	92		455	193	79		211	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		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		1.80	0.20	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	3150		3800	1750	3150		3340	359	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.08		0.05	0.07	0.20		0.20	0.05	0.12		0.11	0.05	0.06		0.06
Crit Moves:	****					****				****				****		
Green Time:	12.8	40.1		40.1	35.0	62.3		62.3	21.9	37.7		37.7	14.2	30.0		30.0
Volume/Cap:	0.44	0.28		0.19	0.28	0.44		0.44	0.33	0.44		0.41	0.44	0.26		0.26
Delay/Veh:	60.8	38.4		37.4	42.0	26.6		26.6	52.7	42.2		42.0	60.4	45.4		45.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	60.8	38.4		37.4	42.0	26.6		26.6	52.7	42.2		42.0	60.4	45.4		45.6
LOS by Move:	E		D	D	D		C	C	D		D	D	E		D	D
HCM2k95thQ:	6		9	6	9		19	19	7		15	13	7		7	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3625: KING/McKEE [Study Int 7]



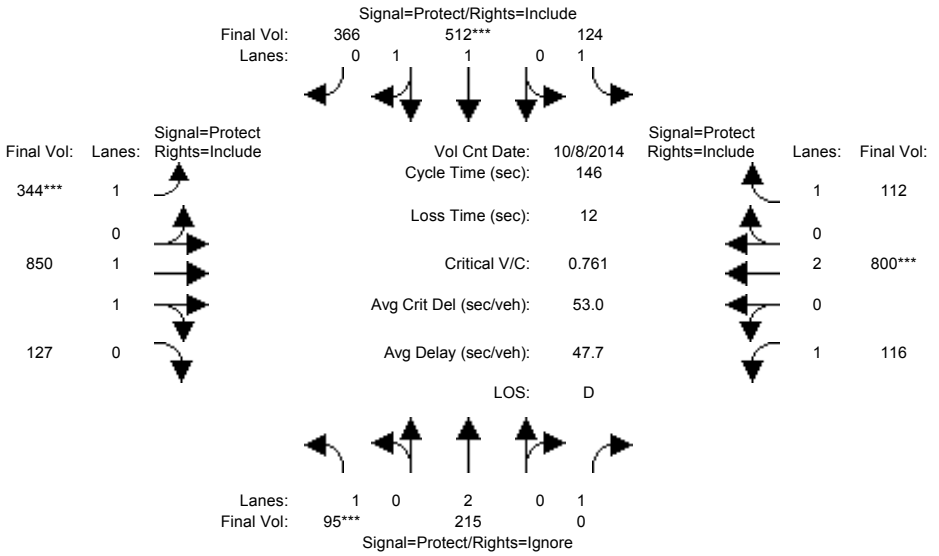
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	172	657	161		81	269	336		338	549	82		128	793	291	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	172	657	161		81	269	336		338	549	82		128	793	291	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	172	657	161		81	269	336		338	549	82		128	793	291	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	172	657	0		81	269	336		338	549	82		128	793	291	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	657	0		81	269	336		338	549	82		128	793	291	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	172	657	0		81	269	336		338	549	82		128	793	291	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.73	0.27		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		1750	1900	1750		1750	3219	481		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17	0.00		0.05	0.14	0.19		0.19	0.17	0.17		0.07	0.21	0.17	
Crit Moves:	****						****		****					****		
Green Time:	18.2	41.6	0.0		12.0	35.5	35.5		35.7	52.0	52.0		22.3	38.6	38.6	
Volume/Cap:	0.76	0.58	0.00		0.54	0.56	0.76		0.76	0.46	0.46		0.46	0.76	0.60	
Delay/Veh:	72.4	42.5	0.0		65.2	46.1	52.4		55.4	33.6	33.6		54.6	49.6	46.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	72.4	42.5	0.0		65.2	46.1	52.4		55.4	33.6	33.6		54.6	49.6	46.2	
LOS by Move:	E	D	A		E	D	D		E	C	C		D	D	D	
HCM2k95thQ:	15	21	0		7	18	26		26	19	19		10	28	21	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3625: KING/McKEE [Study Int 7]



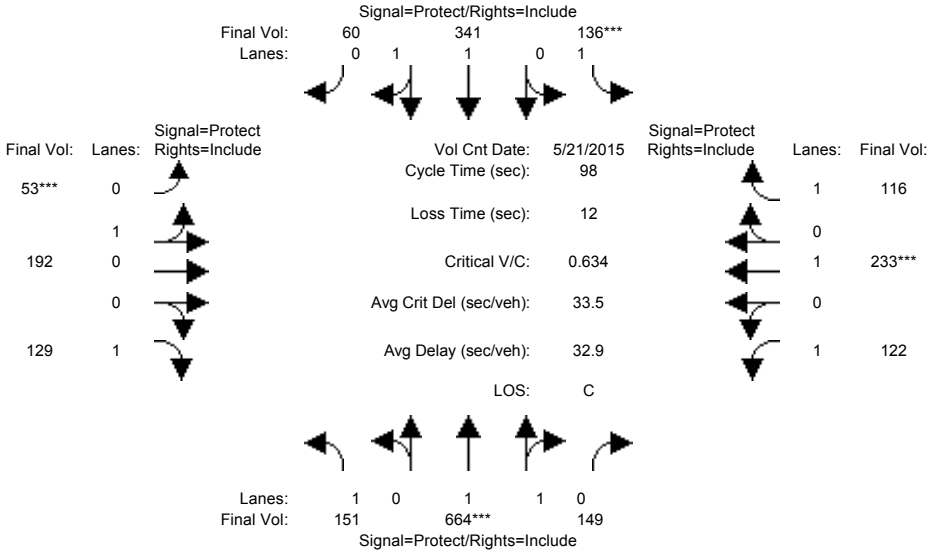
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	95		215	104	124		512	366	344		850	127	116		800	112
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	95		215	104	124		512	366	344		850	127	116		800	112
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	95		215	104	124		512	366	344		850	127	116		800	112
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	95		215	0	124		512	366	344		850	127	116		800	112
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	95		215	0	124		512	366	344		850	127	116		800	112
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	95		215	0	124		512	366	344		850	127	116		800	112
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.99	0.95	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.14	0.86	1.00		1.73	0.27	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		2156	1542	1750		3219	481	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.06	0.00	0.07		0.24	0.24	0.20		0.26	0.26	0.07		0.21	0.06
Crit Moves:	****						****		****						****	
Green Time:	10.4		27.5	0.0	28.4		45.5	45.5	37.7		62.4	62.4	15.7		40.4	40.4
Volume/Cap:	0.76		0.30	0.00	0.36		0.76	0.76	0.76		0.62	0.62	0.62		0.76	0.23
Delay/Veh:	90.2		51.2	0.0	51.6		48.4	48.4	57.4		33.3	33.3	68.4		51.7	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:	90.2		51.2	0.0	51.6		48.4	48.4	57.4		33.3	33.3	68.4		51.7	41.1
LOS by Move:	F		D	A	D		D	D	E		C	C	E		D	D
HCM2k95thQ:	10		8	0	10		32	32	27		29	29	11		29	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



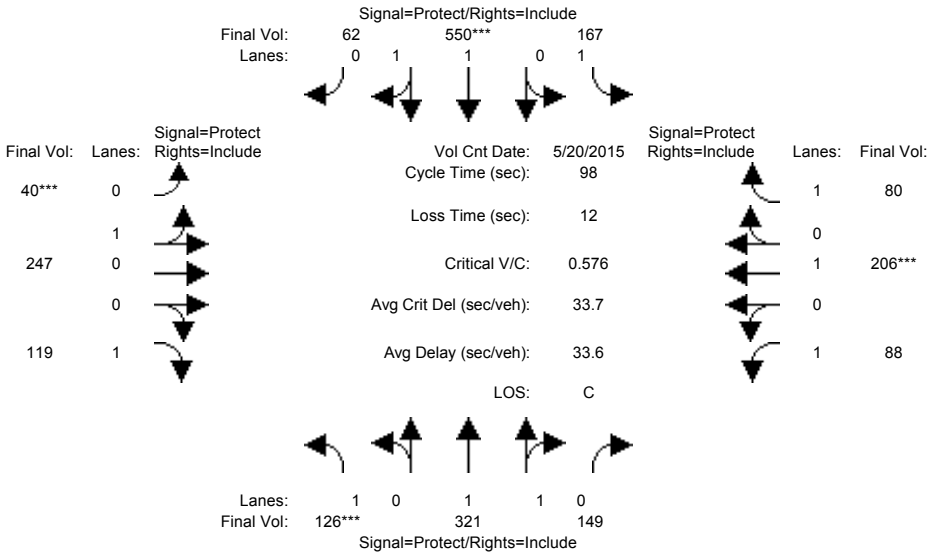
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	151		664	149	136		341	60	53		192	129	122		233	116
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	151		664	149	136		341	60	53		192	129	122		233	116
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	151		664	149	136		341	60	53		192	129	122		233	116
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	151		664	149	136		341	60	53		192	129	122		233	116
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	151		664	149	136		341	60	53		192	129	122		233	116
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	151		664	149	136		341	60	53		192	129	122		233	116
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	0.95		0.95	0.92	0.92		1.00	0.92
Lanes:	1.00		1.62	0.38	1.00		1.69	0.31	0.22		0.78	1.00	1.00		1.00	1.00
Final Sat.:	1750		3021	678	1750		3146	554	389		1411	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.22	0.22	0.08		0.11	0.11	0.14		0.14	0.07	0.07		0.12	0.07
Crit Moves:			****				****				****				****	
Green Time:	20.4		34.0	34.0	12.0		25.6	25.6	21.0		22.9	22.9	17.1		19.0	19.0
Volume/Cap:	0.41		0.63	0.63	0.63		0.41	0.41	0.63		0.58	0.32	0.40		0.63	0.34
Delay/Veh:	34.4		27.8	27.8	47.0		30.3	30.3	38.4		35.4	31.5	36.7		39.9	34.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	34.4		27.8	27.8	47.0		30.3	30.3	38.4		35.4	31.5	36.7		39.9	34.7
LOS by Move:	C		C	C	D		C	C	D		D	C	D		D	C
HCM2k95thQ:	8		19	19	9		10	10	15		14	7	8		14	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



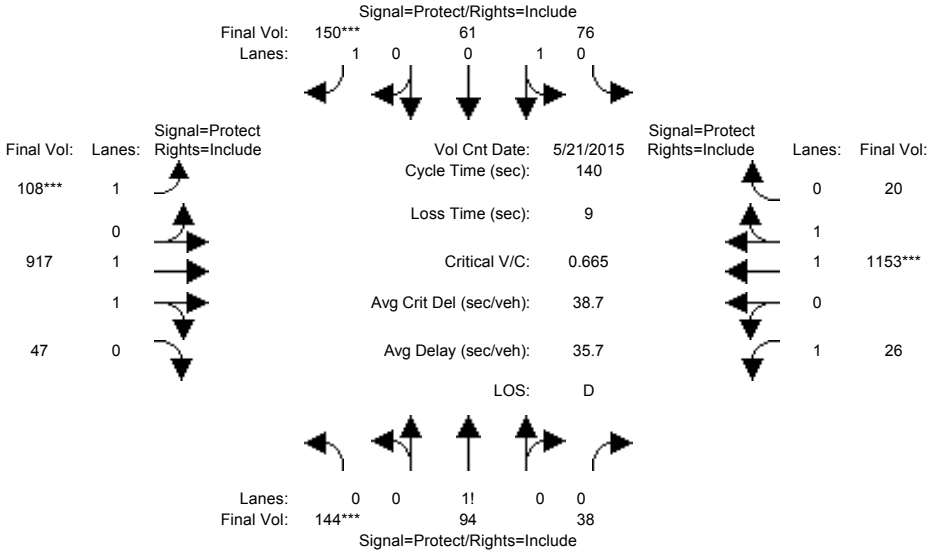
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:45-5:45PM																
Base Vol:	126		321	149	167		550	62	40		247	119	88		206	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:	126		321	149	167		550	62	40		247	119	88		206	80
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	126		321	149	167		550	62	40		247	119	88		206	80
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	126		321	149	167		550	62	40		247	119	88		206	80
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	126		321	149	167		550	62	40		247	119	88		206	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:	126		321	149	167		550	62	40		247	119	88		206	80
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	0.95		0.95	0.92	0.92		1.00	0.92
Lanes:	1.00		1.35	0.65	1.00		1.79	0.21	0.14		0.86	1.00	1.00		1.00	1.00
Final Sat.:	1750		2526	1173	1750		3325	375	251		1549	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.13	0.13	0.10		0.17	0.17	0.16		0.16	0.07	0.05		0.11	0.05
Crit Moves:	****				****				****				****			
Green Time:	12.3		23.1	23.1	17.3		28.2	28.2	27.1		27.8	27.8	17.8		18.5	18.5
Volume/Cap:	0.58		0.54	0.54	0.54		0.58	0.58	0.58		0.56	0.24	0.28		0.58	0.24
Delay/Veh:	44.2		33.5	33.5	38.6		30.6	30.6	32.1		31.3	27.2	35.0		38.5	34.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.2		33.5	33.5	38.6		30.6	30.6	32.1		31.3	27.2	35.0		38.5	34.2
LOS by Move:	D		C	C	D		C	C	C		C	C	D		D	C
HCM2k95thQ:	8		12	12	10		15	15	16		16	6	5		12	5

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3678: MCKEE/33RD [Study Int 6]



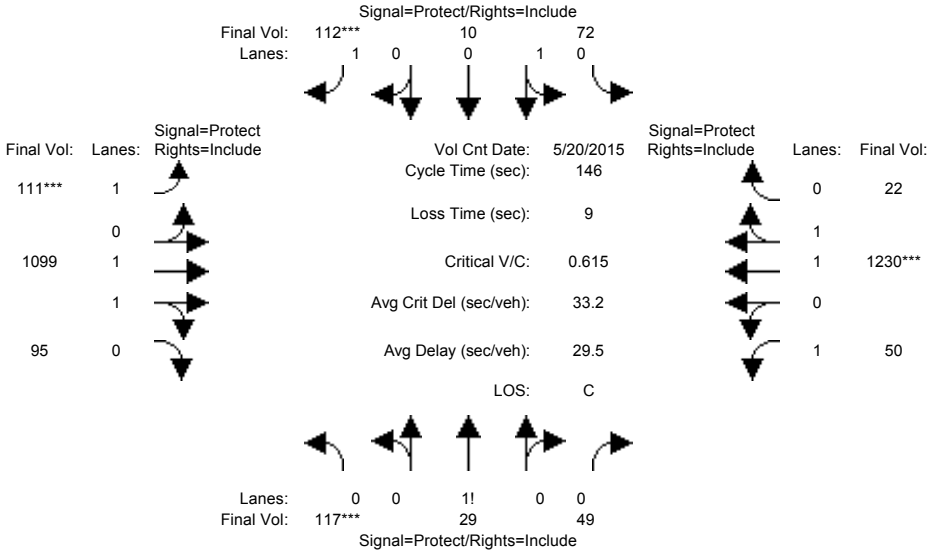
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	144		94	38	76		61	150	108		917	47	26		1153	20
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	144		94	38	76		61	150	108		917	47	26		1153	20
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	144		94	38	76		61	150	108		917	47	26		1153	20
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	144		94	38	76		61	150	108		917	47	26		1153	20
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	144		94	38	76		61	150	108		917	47	26		1153	20
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	144		94	38	76		61	150	108		917	47	26		1153	20
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		0.97	0.95
Lanes:	0.52		0.34	0.14	0.55		0.45	1.00	1.00		1.90	0.10	1.00		1.96	0.04
Final Sat.:	913		596	241	999		801	1750	1750		3519	180	1750		3637	63
Capacity Analysis Module:																
Vol/Sat:	0.16		0.16	0.16	0.08		0.08	0.09	0.06		0.26	0.26	0.01		0.32	0.32
Crit Moves:	****							****	****						****	
Green Time:	33.2		34.6	34.6	16.7		18.0	18.0	13.0		66.9	66.9	12.8		66.8	66.8
Volume/Cap:	0.66		0.64	0.64	0.64		0.59	0.66	0.66		0.55	0.55	0.16		0.66	0.66
Delay/Veh:	52.4		50.3	50.3	65.1		61.5	65.4	71.4		26.2	26.2	59.1		29.0	29.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	52.4		50.3	50.3	65.1		61.5	65.4	71.4		26.2	26.2	59.1		29.0	29.0
LOS by Move:	D		D	D	E		E	E	E		C	C	E		C	C
HCM2k95thQ:	21		21	21	13		13	15	10		26	26	2		32	32

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3678: MCKEE/33RD [Study Int 6]



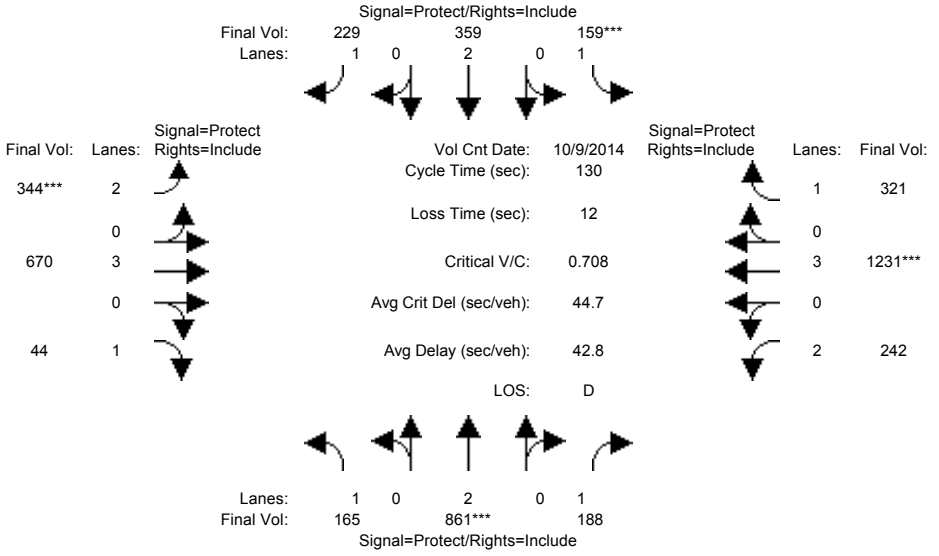
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	117		29	49	72		10	112	111		1099	95	50		1230	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	117		29	49	72		10	112	111		1099	95	50		1230	22
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	117		29	49	72		10	112	111		1099	95	50		1230	22
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	117		29	49	72		10	112	111		1099	95	50		1230	22
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	117		29	49	72		10	112	111		1099	95	50		1230	22
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	117		29	49	72		10	112	111		1099	95	50		1230	22
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		0.97	0.95
Lanes:	0.60		0.15	0.25	0.88		0.12	1.00	1.00		1.84	0.16	1.00		1.96	0.04
Final Sat.:	1050		260	440	1580		220	1750	1750		3405	294	1750		3635	65
Capacity Analysis Module:																
Vol/Sat:	0.11		0.11	0.11	0.05		0.05	0.06	0.06		0.32	0.32	0.03		0.34	0.34
Crit Moves:	****							****	****						****	
Green Time:	26.4		25.8	25.8	15.8		15.2	15.2	15.1		83.0	83.0	12.3		80.3	80.3
Volume/Cap:	0.62		0.63	0.63	0.42		0.44	0.62	0.62		0.57	0.57	0.34		0.62	0.62
Delay/Veh:	58.7		59.9	59.9	62.2		63.0	68.8	68.9		20.4	20.4	64.3		22.9	22.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.7		59.9	59.9	62.2		63.0	68.8	68.9		20.4	20.4	64.3		22.9	22.9
LOS by Move:	E		E	E	E		E	E	E		C	C	E		C	C
HCM2k95thQ:	16		16	16	8		8	12	10		29	29	4		32	32

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



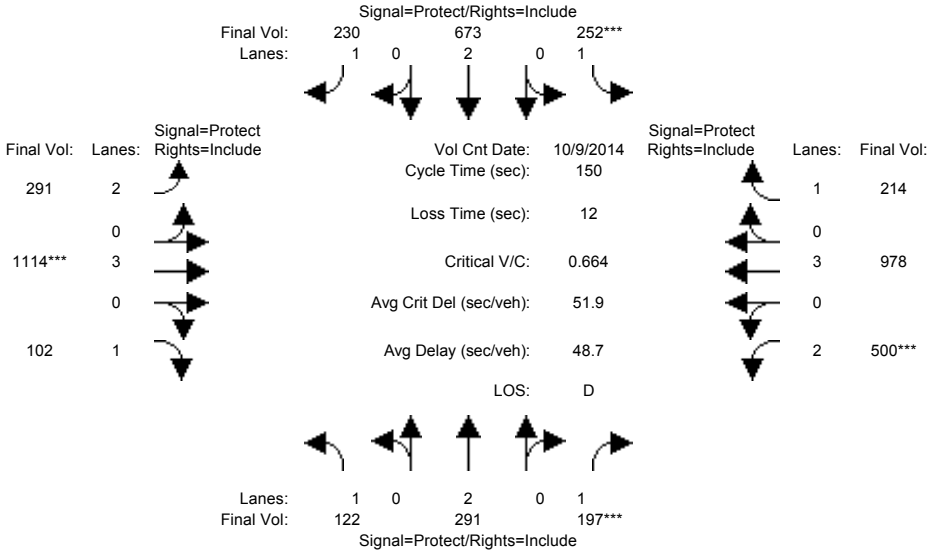
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	165		861	188	159		359	229	344		670	44	242		1231	321
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	165		861	188	159		359	229	344		670	44	242		1231	321
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	165		861	188	159		359	229	344		670	44	242		1231	321
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	165		861	188	159		359	229	344		670	44	242		1231	321
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	165		861	188	159		359	229	344		670	44	242		1231	321
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	165		861	188	159		359	229	344		670	44	242		1231	321
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.23	0.11	0.09		0.09	0.13	0.11		0.12	0.03	0.08		0.22	0.18
Crit Moves:			****				****				****				****	
Green Time:	24.4		41.6	41.6	16.7		33.9	33.9	20.1		36.1	36.1	23.6		39.7	39.7
Volume/Cap:	0.50		0.71	0.34	0.71		0.36	0.50	0.71		0.42	0.09	0.42		0.71	0.60
Delay/Veh:	48.6		40.8	34.0	64.3		39.5	41.8	57.0		38.6	34.9	47.7		41.4	40.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	48.6		40.8	34.0	64.3		39.5	41.8	57.0		38.6	34.9	47.7		41.4	40.4
LOS by Move:	D		D	C	E		D	D	E		D	C	D		D	D
HCM2k95thQ:	13		28	12	13		11	15	17		14	3	10		26	21

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



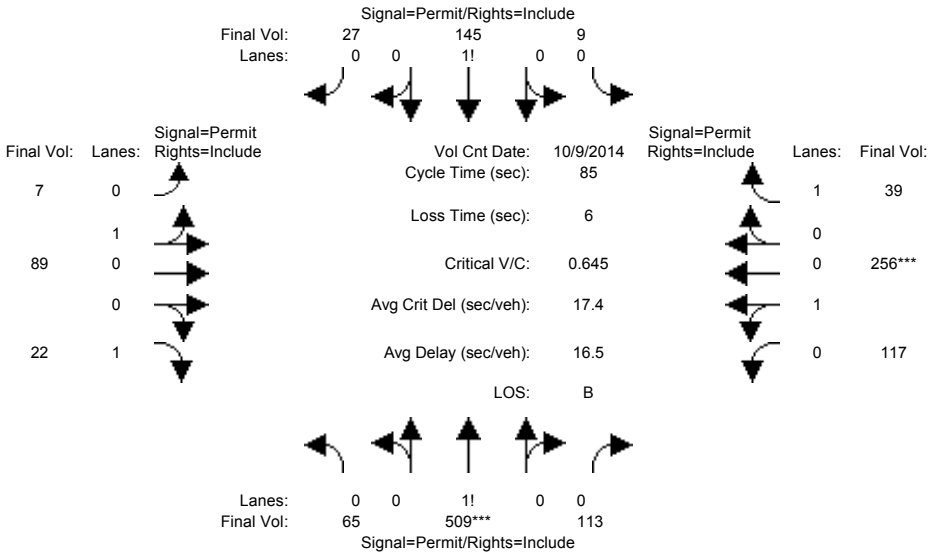
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	122		291	197	252		673	230	291		1114	102	500		978	214
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	122		291	197	252		673	230	291		1114	102	500		978	214
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	122		291	197	252		673	230	291		1114	102	500		978	214
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	122		291	197	252		673	230	291		1114	102	500		978	214
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	122		291	197	252		673	230	291		1114	102	500		978	214
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	122		291	197	252		673	230	291		1114	102	500		978	214
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.08	0.11	0.14		0.18	0.13	0.09		0.20	0.06	0.16		0.17	0.12
Crit Moves:				****	****						****		****			
Green Time:	16.4		25.4	25.4	32.5		41.6	41.6	28.0		44.2	44.2	35.9		52.0	52.0
Volume/Cap:	0.64		0.45	0.66	0.66		0.64	0.47	0.49		0.66	0.20	0.66		0.49	0.35
Delay/Veh:	71.0		56.5	63.9	58.1		48.9	45.8	55.3		47.4	39.8	53.9		38.8	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:	71.0		56.5	63.9	58.1		48.9	45.8	55.3		47.4	39.8	53.9		38.8	36.8
LOS by Move:	E		E	E	E		D	D	E		D	D	D		D	D
HCM2k95thQ:	13		12	19	21		24	17	14		27	7	22		21	14

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



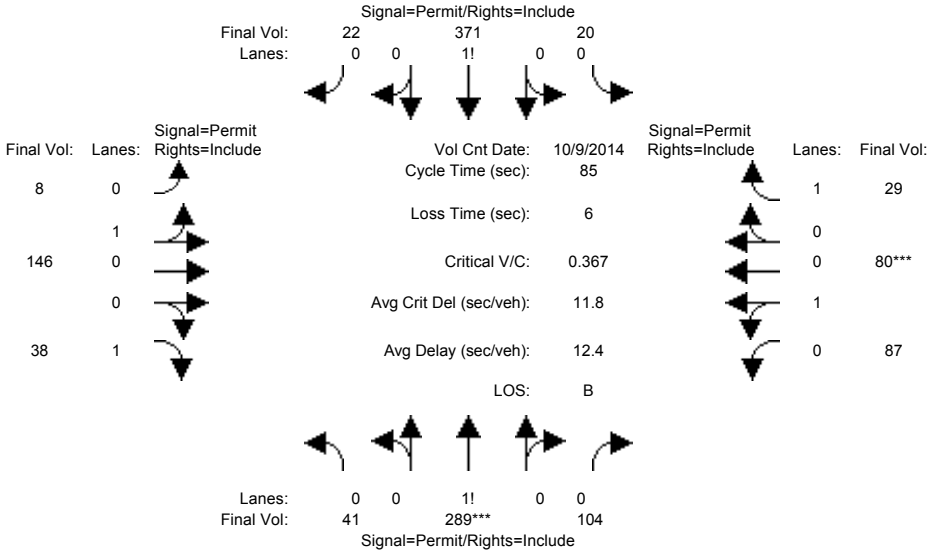
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	65		509	113	9		145	27	7		89	22	117		256	39
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	65		509	113	9		145	27	7		89	22	117		256	39
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	65		509	113	9		145	27	7		89	22	117		256	39
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	65		509	113	9		145	27	7		89	22	117		256	39
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	65		509	113	9		145	27	7		89	22	117		256	39
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	65		509	113	9		145	27	7		89	22	117		256	39
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	0.09		0.75	0.16	0.05		0.80	0.15	0.07		0.93	1.00	0.31		0.69	1.00
Final Sat.:	166		1297	288	87		1402	261	131		1669	1750	565		1235	1750
Capacity Analysis Module:																
Vol/Sat:	0.39		0.39	0.39	0.10		0.10	0.10	0.05		0.05	0.01	0.21		0.21	0.02
Crit Moves:			****												****	
Green Time:	51.7		51.7	51.7	51.7		51.7	51.7	27.3		27.3	27.3	27.3		27.3	27.3
Volume/Cap:	0.65		0.65	0.65	0.17		0.17	0.17	0.17		0.17	0.04	0.65		0.65	0.07
Delay/Veh:	12.1		12.1	12.1	7.3		7.3	7.3	20.8		20.8	19.9	27.2		27.2	20.1
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:	12.1		12.1	12.1	7.3		7.3	7.3	20.8		20.8	19.9	27.2		27.2	20.1
LOS by Move:	B		B	B	A		A	A	C		C	B	C		C	C
HCM2k95thQ:	22		22	22	5		5	5	4		4	1	16		16	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



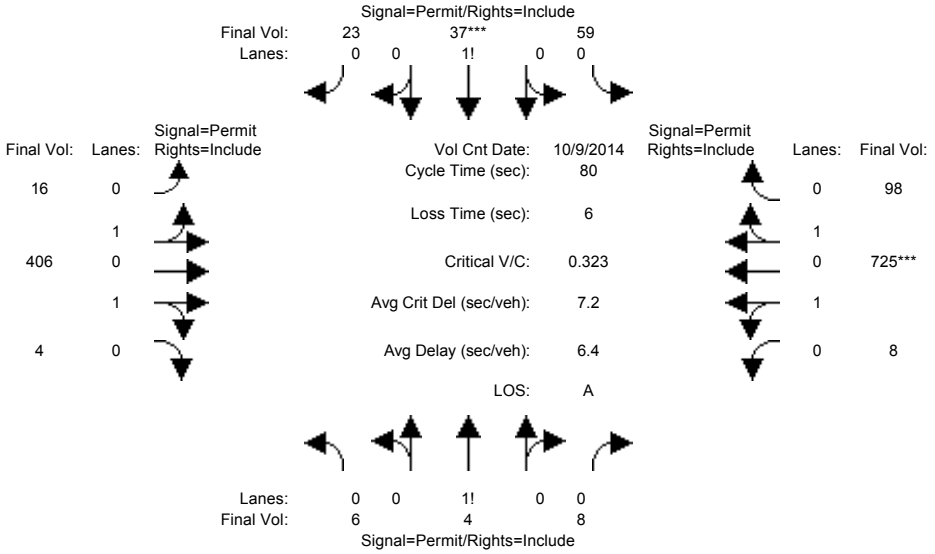
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	41	289	104	20	371	22	8	146	38	87	80	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:	41	289	104	20	371	22	8	146	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	289	104	20	371	22	8	146	38	87	80	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	289	104	20	371	22	8	146	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	289	104	20	371	22	8	146	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	289	104	20	371	22	8	146	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.67	0.24	0.05	0.90	0.05	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	165	1165	419	85	1572	93	94	1706	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.24	0.24	0.24	0.09	0.09	0.02	0.09	0.09	0.02
Crit Moves:		****									****	
Green Time:	57.5	57.5	57.5	57.5	57.5	57.5	21.5	21.5	21.5	21.5	21.5	21.5
Volume/Cap:	0.37	0.37	0.37	0.35	0.35	0.35	0.34	0.34	0.09	0.37	0.37	0.07
Delay/Veh:	6.1	6.1	6.1	6.0	6.0	6.0	26.4	26.4	24.3	26.6	26.6	24.2
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:	6.1	6.1	6.1	6.0	6.0	6.0	26.4	26.4	24.3	26.6	26.6	24.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	10	10	10	7	7	2	7	7	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



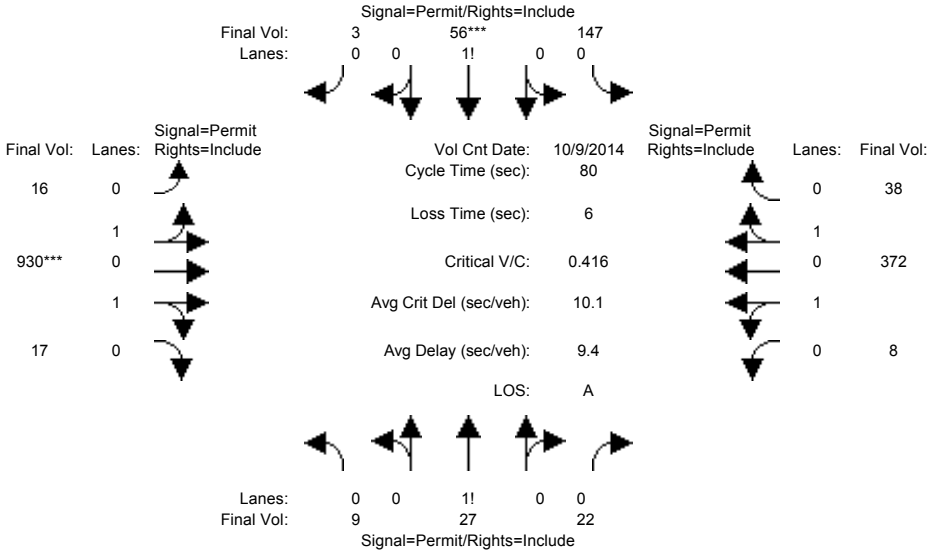
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	6	4	8	59	37	23	16	406	4	8	725	98
Growth 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:	6	4	8	59	37	23	16	406	4	8	725	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	4	8	59	37	23	16	406	4	8	725	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:	6	4	8	59	37	23	16	406	4	8	725	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	4	8	59	37	23	16	406	4	8	725	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:	6	4	8	59	37	23	16	406	4	8	725	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.33	0.22	0.45	0.50	0.31	0.19	0.07	1.91	0.02	0.02	1.74	0.24
Final Sat.:	583	389	778	868	544	338	135	3431	34	35	3141	425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.12	0.12	0.12	0.23	0.23	0.23
Crit Moves:					****						****	
Green Time:	16.8	16.8	16.8	16.8	16.8	16.8	57.2	57.2	57.2	57.2	57.2	57.2
Volume/Cap:	0.05	0.05	0.05	0.32	0.32	0.32	0.17	0.17	0.17	0.32	0.32	0.32
Delay/Veh:	25.2	25.2	25.2	27.3	27.3	27.3	3.7	3.7	3.7	4.3	4.3	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:	25.2	25.2	25.2	27.3	27.3	27.3	3.7	3.7	3.7	4.3	4.3	4.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	1	1	1	6	6	6	4	4	4	8	8	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



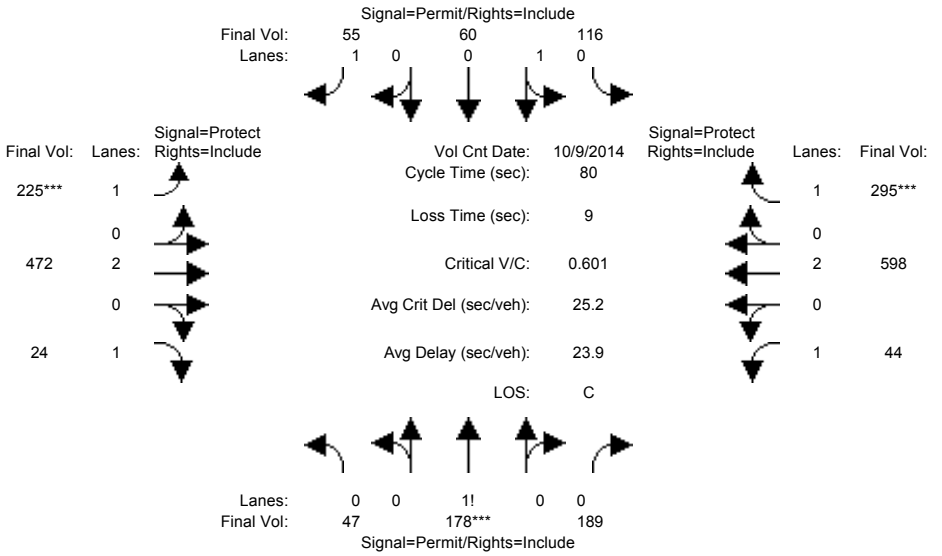
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	9		27	22	147		56	3	16		930	17	8		372	38
Growth Adj:	1.00		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		27	22	147		56	3	16		930	17	8		372	38
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	9		27	22	147		56	3	16		930	17	8		372	38
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	9		27	22	147		56	3	16		930	17	8		372	38
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	9		27	22	147		56	3	16		930	17	8		372	38
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	9		27	22	147		56	3	16		930	17	8		372	38
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	0.15		0.47	0.38	0.72		0.27	0.01	0.03		1.93	0.04	0.04		1.78	0.18
Final Sat.:	272		815	664	1249		476	25	60		3477	64	69		3204	327
Capacity Analysis Module:																
Vol/Sat:	0.03		0.03	0.03	0.12		0.12	0.12	0.27		0.27	0.27	0.12		0.12	0.12
Crit Moves:					****				****							
Green Time:	22.6		22.6	22.6	22.6		22.6	22.6	51.4		51.4	51.4	51.4		51.4	51.4
Volume/Cap:	0.12		0.12	0.12	0.42		0.42	0.42	0.42		0.42	0.42	0.18		0.18	0.18
Delay/Veh:	21.4		21.4	21.4	23.9		23.9	23.9	7.1		7.1	7.1	5.8		5.8	5.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	21.4		21.4	21.4	23.9		23.9	23.9	7.1		7.1	7.1	5.8		5.8	5.8
LOS by Move:	C		C	C	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	2		2	2	9		9	9	12		12	12	4		4	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



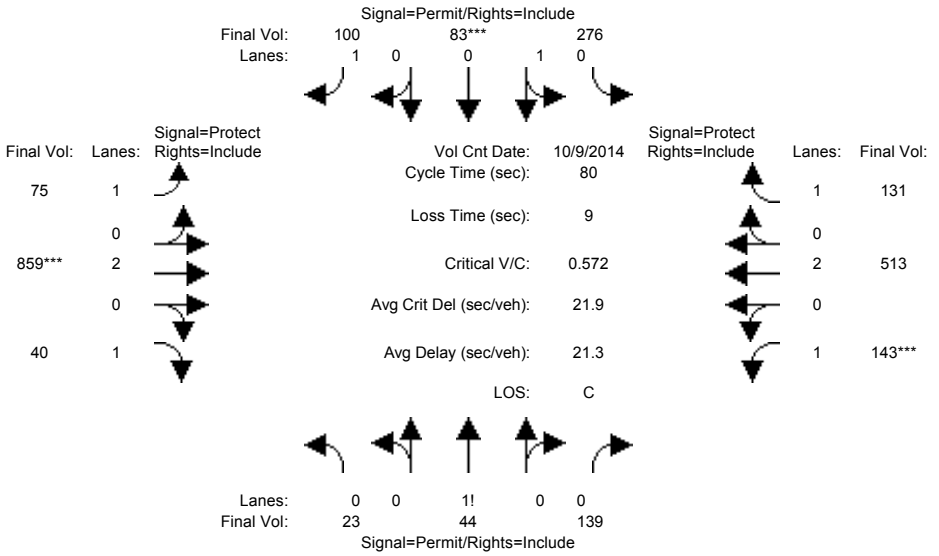
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	47		178	189	116		60	55	225		472	24	44		598	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:	47		178	189	116		60	55	225		472	24	44		598	295
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	47		178	189	116		60	55	225		472	24	44		598	295
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		178	189	116		60	55	225		472	24	44		598	295
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	47		178	189	116		60	55	225		472	24	44		598	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:	47		178	189	116		60	55	225		472	24	44		598	295
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		1.00	0.92	0.92		1.00	0.92
Lanes:	0.11		0.43	0.46	0.66		0.34	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	199		752	799	1186		614	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.24		0.24	0.24	0.10		0.10	0.03	0.13		0.12	0.01	0.03		0.16	0.17
Crit Moves:			****						****							****
Green Time:	31.5		31.5	31.5	31.5		31.5	31.5	17.1		23.3	23.3	16.3		22.4	22.4
Volume/Cap:	0.60		0.60	0.60	0.25		0.25	0.08	0.60		0.43	0.05	0.12		0.56	0.60
Delay/Veh:	20.8		20.8	20.8	16.5		16.5	15.2	31.1		23.2	20.4	26.2		25.3	27.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	20.8		20.8	20.8	16.5		16.5	15.2	31.1		23.2	20.4	26.2		25.3	27.0
LOS by Move:	C		C	C	B		B	B	C		C	C	C		C	C
HCM2k95thQ:	16		16	16	6		6	2	11		9	1	2		12	13

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



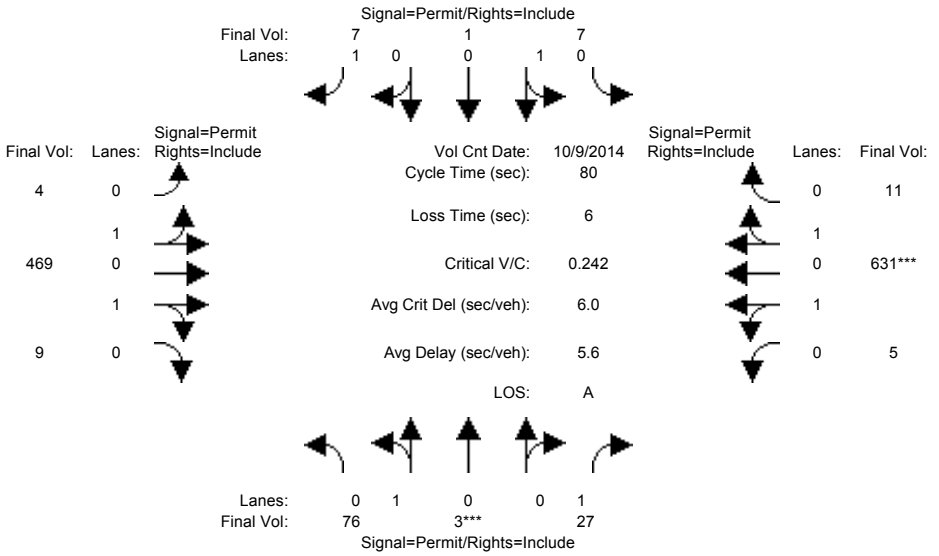
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	23		44	139	276		83	100	75		859	40	143		513	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:	23		44	139	276		83	100	75		859	40	143		513	131
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	23		44	139	276		83	100	75		859	40	143		513	131
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	23		44	139	276		83	100	75		859	40	143		513	131
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	23		44	139	276		83	100	75		859	40	143		513	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:	23		44	139	276		83	100	75		859	40	143		513	131
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		1.00	0.92	0.92		1.00	0.92
Lanes:	0.11		0.21	0.68	0.77		0.23	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	195		374	1181	1384		416	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.12		0.12	0.12	0.20		0.20	0.06	0.04		0.23	0.02	0.08		0.14	0.07
Crit Moves:					****						****		****			
Green Time:	27.9		27.9	27.9	27.9		27.9	27.9	16.9		31.6	31.6	11.4		26.1	26.1
Volume/Cap:	0.34		0.34	0.34	0.57		0.57	0.16	0.20		0.57	0.06	0.57		0.41	0.23
Delay/Veh:	19.5		19.5	19.5	22.4		22.4	18.1	26.2		19.4	15.0	35.2		21.2	19.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	19.5		19.5	19.5	22.4		22.4	18.1	26.2		19.4	15.0	35.2		21.2	19.8
LOS by Move:	B		B	B	C		C	B	C		B	B	D		C	B
HCM2k95thQ:	8		8	8	14		14	4	3		15	1	7		9	5

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



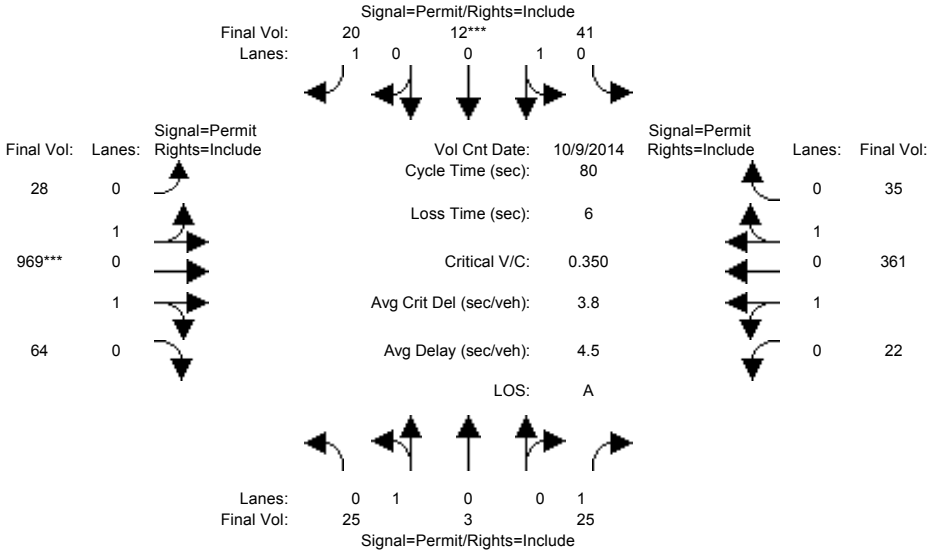
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	76	3	27		7	1	7		4	469	9		5	631	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	3	27		7	1	7		4	469	9		5	631	11	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	3	27		7	1	7		4	469	9		5	631	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76	3	27		7	1	7		4	469	9		5	631	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	3	27		7	1	7		4	469	9		5	631	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76	3	27		7	1	7		4	469	9		5	631	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.96	0.04	1.00		0.87	0.13	1.00		0.02	1.94	0.04		0.02	1.95	0.03	
Final Sat.:	1732	68	1750		1575	225	1750		30	3503	67		28	3511	61	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.02		0.00	0.00	0.00		0.13	0.13	0.13		0.18	0.18	0.18	
Crit Moves:		****												****		
Green Time:	14.5	14.5	14.5		14.5	14.5	14.5		59.5	59.5	59.5		59.5	59.5	59.5	
Volume/Cap:	0.24	0.24	0.08		0.02	0.02	0.02		0.18	0.18	0.18		0.24	0.24	0.24	
Delay/Veh:	28.4	28.4	27.3		26.9	26.9	26.9		3.1	3.1	3.1		3.3	3.3	3.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.4	28.4	27.3		26.9	26.9	26.9		3.1	3.1	3.1		3.3	3.3	3.3	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2k95thQ:	4	4	1		0	0	0		4	4	4		5	5	5	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



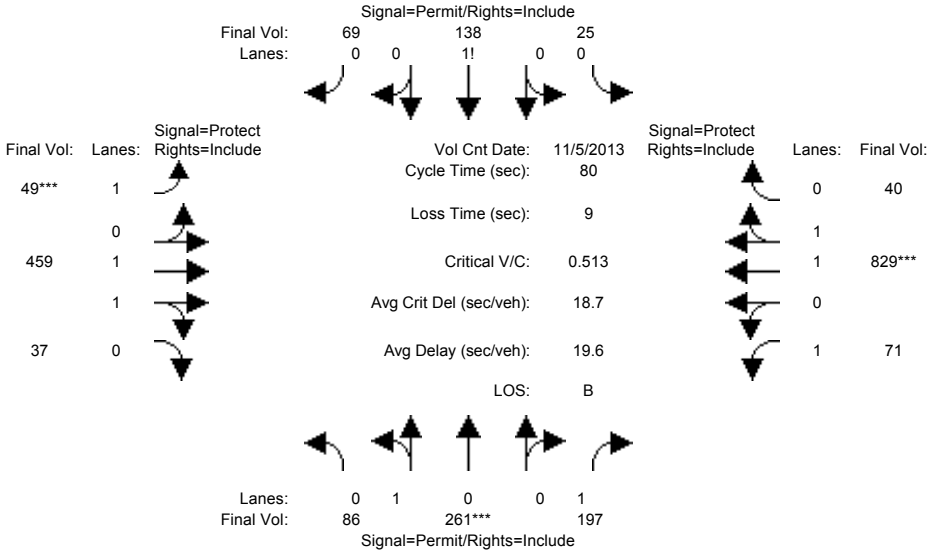
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	25	3	25	41	12	20	28	969	64	22	361	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	25	41	12	20	28	969	64	22	361	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	25	41	12	20	28	969	64	22	361	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	25	41	12	20	28	969	64	22	361	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	25	41	12	20	28	969	64	22	361	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	3	25	41	12	20	28	969	64	22	361	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.77	0.23	1.00	0.05	1.83	0.12	0.10	1.73	0.17
Final Sat.:	1607	193	1750	1392	408	1750	95	3288	217	189	3109	301
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.29	0.29	0.29	0.12	0.12	0.12
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.12	0.12	0.11	0.24	0.24	0.09	0.37	0.37	0.37	0.15	0.15	0.15
Delay/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	1	8	8	8	3	3	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



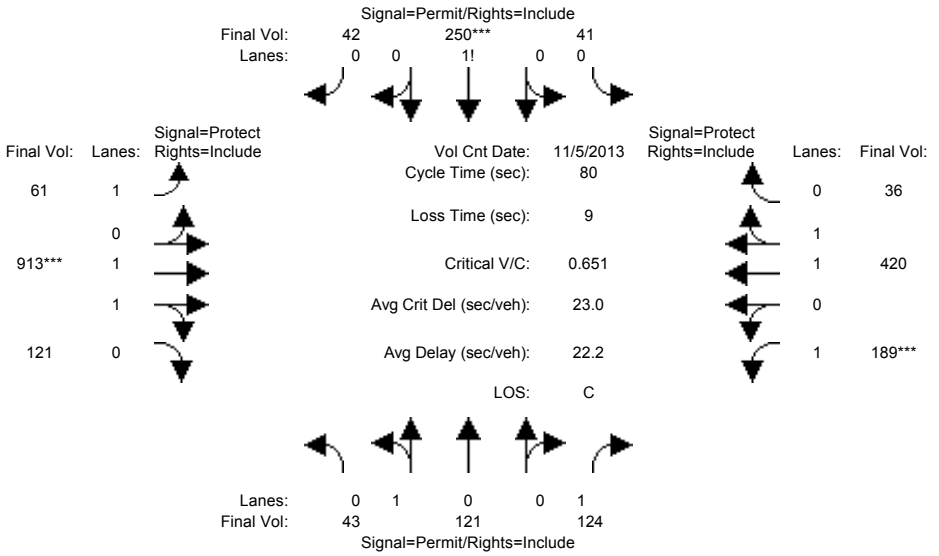
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<																
Base Vol:	86		261	197	25		138	69	49		459	37	71		829	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:	86		261	197	25		138	69	49		459	37	71		829	40
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	86		261	197	25		138	69	49		459	37	71		829	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	86		261	197	25		138	69	49		459	37	71		829	40
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	86		261	197	25		138	69	49		459	37	71		829	40
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	86		261	197	25		138	69	49		459	37	71		829	40
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.92	0.92	0.92		0.98	0.95	0.92		0.97	0.95
Lanes:	0.25		0.75	1.00	0.11		0.59	0.30	1.00		1.85	0.15	1.00		1.91	0.09
Final Sat.:	446		1354	1750	189		1041	520	1750		3424	276	1750		3530	170
Capacity Analysis Module:																
Vol/Sat:	0.19		0.19	0.11	0.13		0.13	0.13	0.03		0.13	0.13	0.04		0.23	0.23
Crit Moves:			****						****						****	
Green Time:	28.9		28.9	28.9	28.9		28.9	28.9	7.0		25.5	25.5	16.6		35.1	35.1
Volume/Cap:	0.53		0.53	0.31	0.37		0.37	0.37	0.32		0.42	0.42	0.19		0.53	0.53
Delay/Veh:	21.1		21.1	18.7	19.2		19.2	19.2	35.5		21.7	21.7	26.4		16.8	16.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	21.1		21.1	18.7	19.2		19.2	19.2	35.5		21.7	21.7	26.4		16.8	16.8
LOS by Move:	C		C	B	B		B	B	D		C	C	C		B	B
HCM2k95thQ:	13		13	7	9		9	9	2		9	9	3		15	15

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



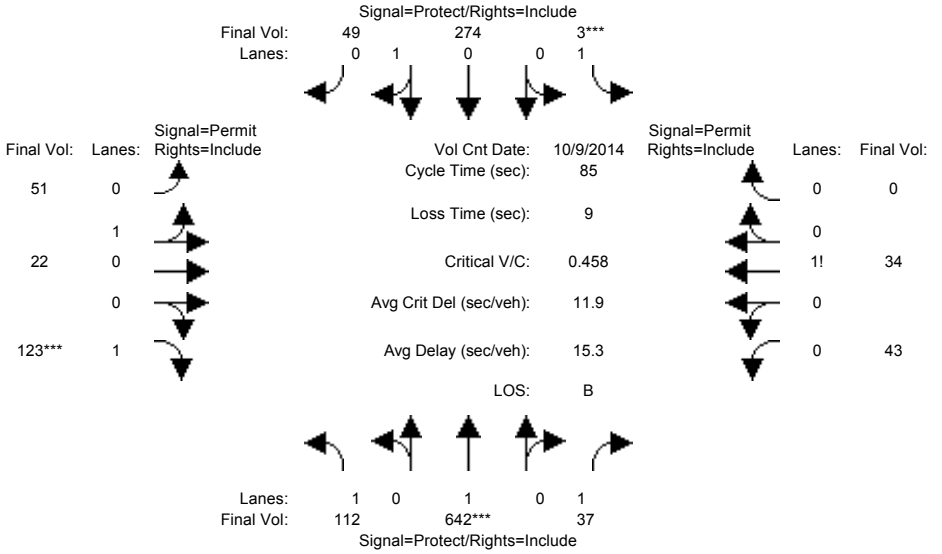
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	43	121	124	41	250	42	61	913	121	189	420	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	121	124	41	250	42	61	913	121	189	420	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	121	124	41	250	42	61	913	121	189	420	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	121	124	41	250	42	61	913	121	189	420	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	121	124	41	250	42	61	913	121	189	420	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	121	124	41	250	42	61	913	121	189	420	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.75	0.13	1.00	1.76	0.24	1.00	1.84	0.16
Final Sat.:	472	1328	1750	215	1314	221	1750	3267	433	1750	3408	292
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.19	0.19	0.19	0.03	0.28	0.28	0.11	0.12	0.12
Crit Moves:					****			****			****	
Green Time:	23.4	23.4	23.4	23.4	23.4	23.4	19.6	34.3	34.3	13.3	28.0	28.0
Volume/Cap:	0.31	0.31	0.24	0.65	0.65	0.65	0.14	0.65	0.65	0.65	0.35	0.35
Delay/Veh:	22.4	22.4	21.8	27.7	27.7	27.7	23.8	19.1	19.1	36.4	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	21.8	27.7	27.7	27.7	23.8	19.1	19.1	36.4	19.4	19.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	6	6	5	16	16	16	3	19	19	9	8	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #3832: 24TH/WILLIAM [Study Int 24]



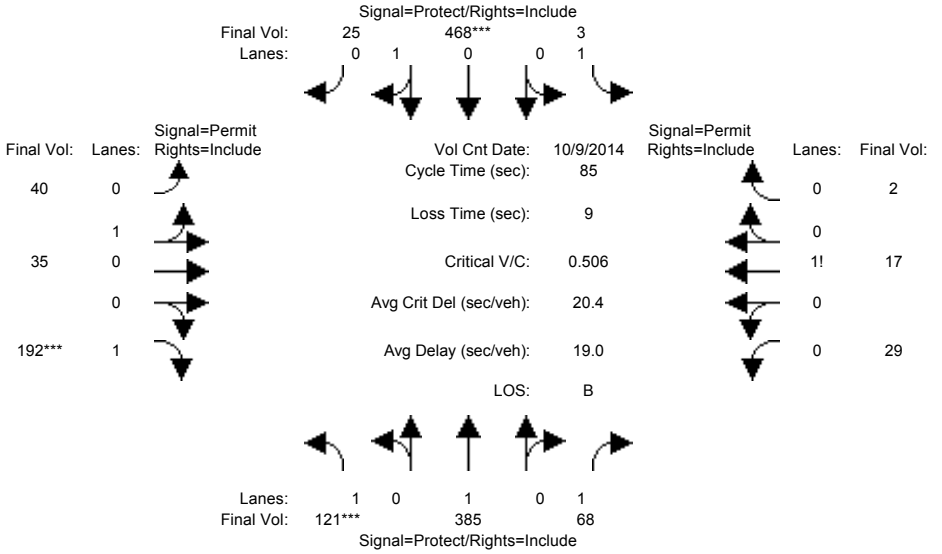
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	112	642	37	3	274	49	51	22	123	43	34	0
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:	112	642	37	3	274	49	51	22	123	43	34	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	642	37	3	274	49	51	22	123	43	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	642	37	3	274	49	51	22	123	43	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	642	37	3	274	49	51	22	123	43	34	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	642	37	3	274	49	51	22	123	43	34	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.56	0.44	0.00
Final Sat.:	1750	1900	1750	1750	1527	273	1258	542	1750	1005	795	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.04	0.04	0.00
Crit Moves:		****		****					****			
Green Time:	20.2	57.1	57.1	7.0	43.9	43.9	11.9	11.9	11.9	11.9	11.9	0.0
Volume/Cap:	0.27	0.50	0.03	0.02	0.35	0.35	0.29	0.29	0.50	0.31	0.31	0.00
Delay/Veh:	26.8	7.2	4.7	35.9	12.3	12.3	33.4	33.4	35.5	33.5	33.5	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:	26.8	7.2	4.7	35.9	12.3	12.3	33.4	33.4	35.5	33.5	33.5	0.0
LOS by Move:	C	A	A	D	B	B	C	C	D	C	C	A
HCM2k95thQ:	5	16	1	0	10	10	4	4	8	4	4	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #3832: 24TH/WILLIAM [Study Int 24]



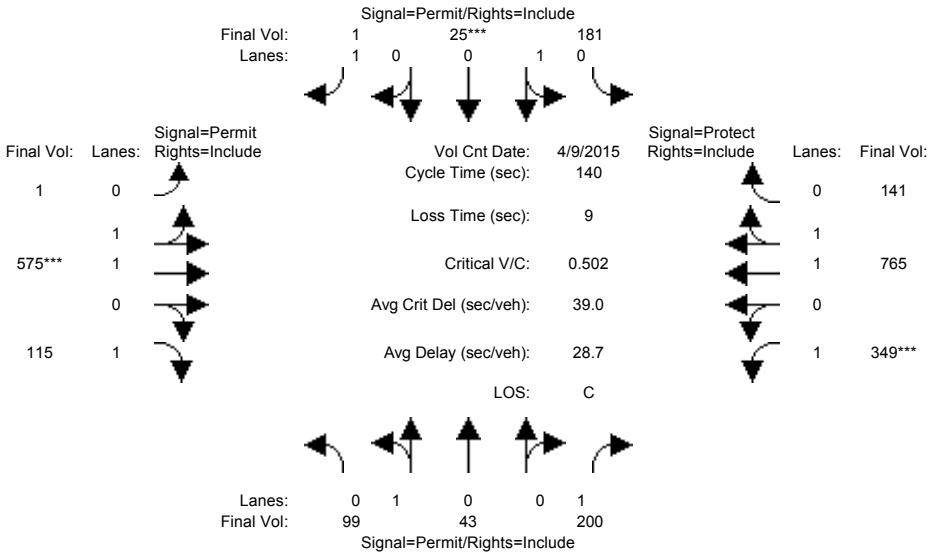
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	121	385	68	3	468	25	40	35	192	29	17	2
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:	121	385	68	3	468	25	40	35	192	29	17	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	385	68	3	468	25	40	35	192	29	17	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:	1.00	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	385	68	3	468	25	40	35	192	29	17	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	385	68	3	468	25	40	35	192	29	17	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	385	68	3	468	25	40	35	192	29	17	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.61	0.35	0.04
Final Sat.:	1750	1900	1750	1750	1709	91	960	840	1750	1057	620	73
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.04	0.00	0.27	0.27	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	11.6	40.9	40.9	16.6	46.0	46.0	18.4	18.4	18.4	18.4	18.4	18.4
Volume/Cap:	0.51	0.42	0.08	0.01	0.51	0.51	0.19	0.19	0.51	0.13	0.13	0.13
Delay/Veh:	35.8	14.6	11.9	27.5	12.8	12.8	27.5	27.5	30.4	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	14.6	11.9	27.5	12.8	12.8	27.5	27.5	30.4	27.0	27.0	27.0
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	16	16	4	4	10	2	2	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #4005: JULIAN/28TH [Study Int 3]



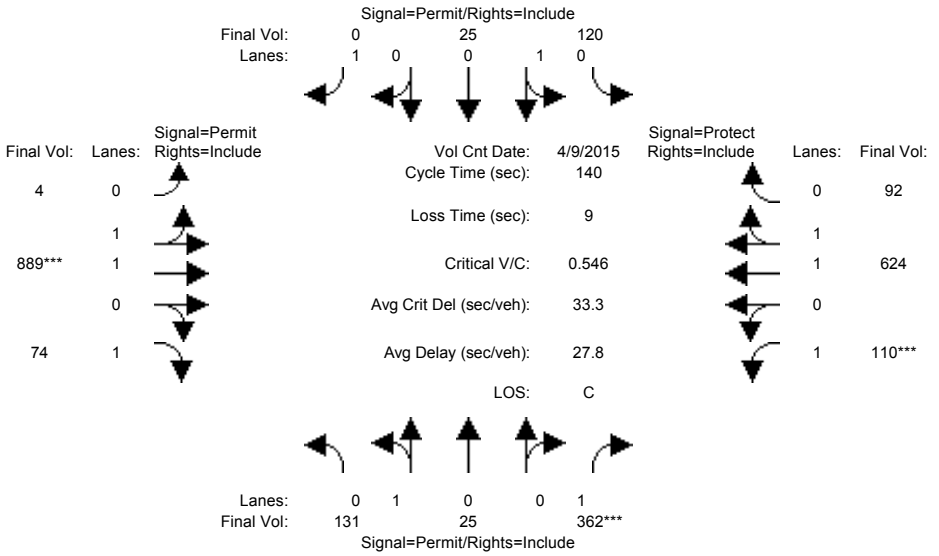
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	99	43	200	181	25	1	1	575	115	349	765	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	43	200	181	25	1	1	575	115	349	765	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	43	200	181	25	1	1	575	115	349	765	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	43	200	181	25	1	1	575	115	349	765	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	43	200	181	25	1	1	575	115	349	765	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	43	200	181	25	1	1	575	115	349	765	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.70	0.30	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.68	0.32
Final Sat.:	1255	545	1750	1582	218	1750	6	3694	1750	1750	3124	576
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.11	0.11	0.11	0.00	0.16	0.16	0.07	0.20	0.24	0.24
Crit Moves:					****			****			****	
Green Time:	31.9	31.9	31.9	31.9	31.9	31.9	43.4	43.4	43.4	55.6	99.1	99.1
Volume/Cap:	0.35	0.35	0.50	0.50	0.50	0.00	0.50	0.50	0.21	0.50	0.35	0.35
Delay/Veh:	45.8	45.8	48.1	48.1	48.1	41.7	39.8	39.8	35.8	32.3	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	48.1	48.1	48.1	41.7	39.8	39.8	35.8	32.3	8.0	8.0
LOS by Move:	D	D	D	D	D	D	D	D	D	C	A	A
HCM2k95thQ:	10	10	15	16	16	0	19	19	7	21	14	14

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #4005: JULIAN/28TH [Study Int 3]



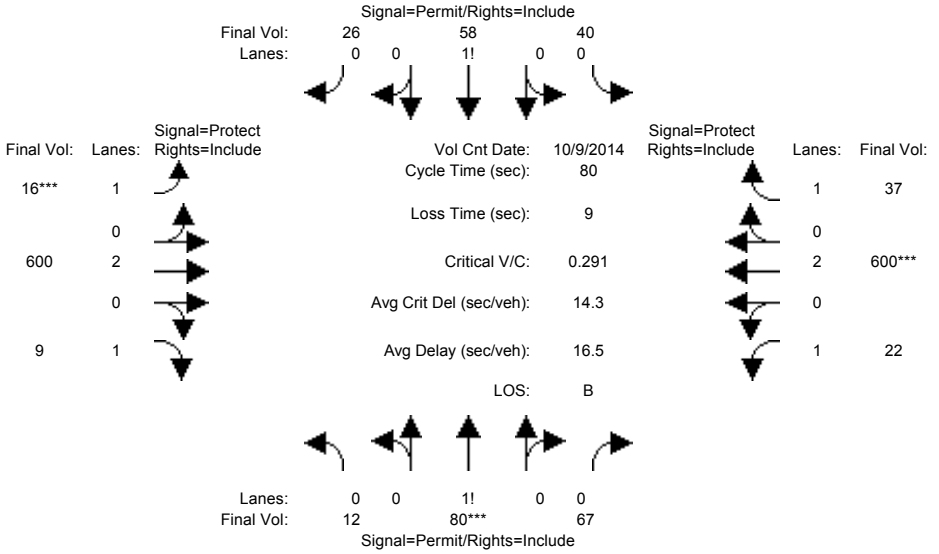
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	131	25	362	120	25	0	4	889	74	110	624	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:	131	25	362	120	25	0	4	889	74	110	624	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	25	362	120	25	0	4	889	74	110	624	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	25	362	120	25	0	4	889	74	110	624	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	25	362	120	25	0	4	889	74	110	624	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:	131	25	362	120	25	0	4	889	74	110	624	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.84	0.16	1.00	0.83	0.17	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	1512	288	1750	1490	310	1750	17	3683	1750	1750	3224	475
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.21	0.08	0.08	0.00	0.24	0.24	0.04	0.06	0.19	0.19
Crit Moves:			****					****			****	
Green Time:	53.0	53.0	53.0	53.0	53.0	0.0	61.9	61.9	61.9	16.1	78.0	78.0
Volume/Cap:	0.23	0.23	0.55	0.21	0.21	0.00	0.55	0.55	0.10	0.55	0.35	0.35
Delay/Veh:	29.8	29.8	35.0	29.5	29.5	0.0	29.1	29.1	22.8	61.6	17.1	17.1
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:	29.8	29.8	35.0	29.5	29.5	0.0	29.1	29.1	22.8	61.6	17.1	17.1
LOS by Move:	C	C	D	C	C	A	C	C	C	E	B	B
HCM2k95thQ:	9	9	23	8	8	0	25	25	4	9	16	16

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



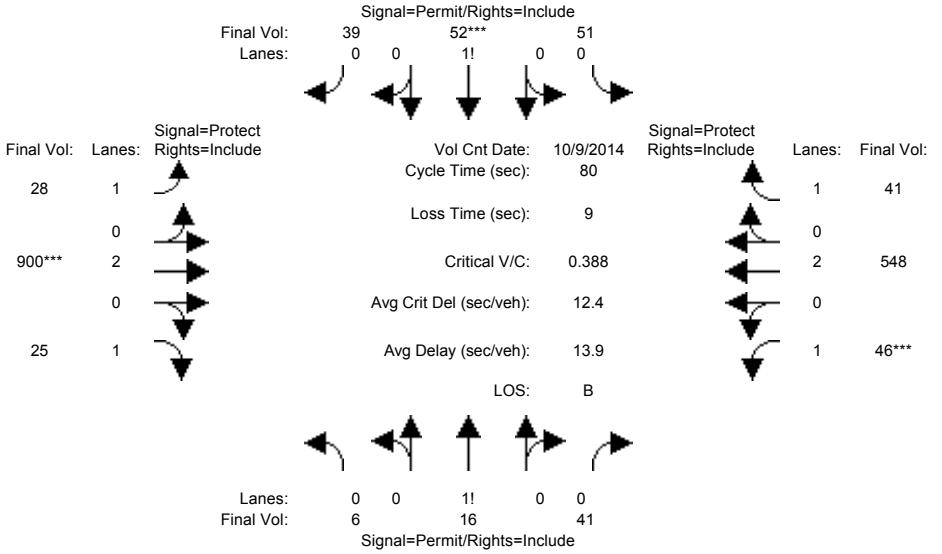
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	12		80	67	40		58	26	16		600	9	22		600	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	12		80	67	40		58	26	16		600	9	22		600	37
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	12		80	67	40		58	26	16		600	9	22		600	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	12		80	67	40		58	26	16		600	9	22		600	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	12		80	67	40		58	26	16		600	9	22		600	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	12		80	67	40		58	26	16		600	9	22		600	37
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.08		0.50	0.42	0.32		0.47	0.21	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	132		881	737	565		819	367	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.09	0.09	0.07		0.07	0.07	0.01		0.16	0.01	0.01		0.16	0.02
Crit Moves:			****						****						****	
Green Time:	23.4		23.4	23.4	23.4		23.4	23.4	7.0		30.6	30.6	17.0		40.6	40.6
Volume/Cap:	0.31		0.31	0.31	0.24		0.24	0.24	0.10		0.41	0.01	0.06		0.31	0.04
Delay/Veh:	22.4		22.4	22.4	21.8		21.8	21.8	33.9		18.3	15.3	25.2		11.6	9.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	22.4		22.4	22.4	21.8		21.8	21.8	33.9		18.3	15.3	25.2		11.6	9.9
LOS by Move:	C		C	C	C		C	C	C		B	B	C		B	A
HCM2k95thQ:	7		7	7	5		5	5	1		10	0	1		8	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



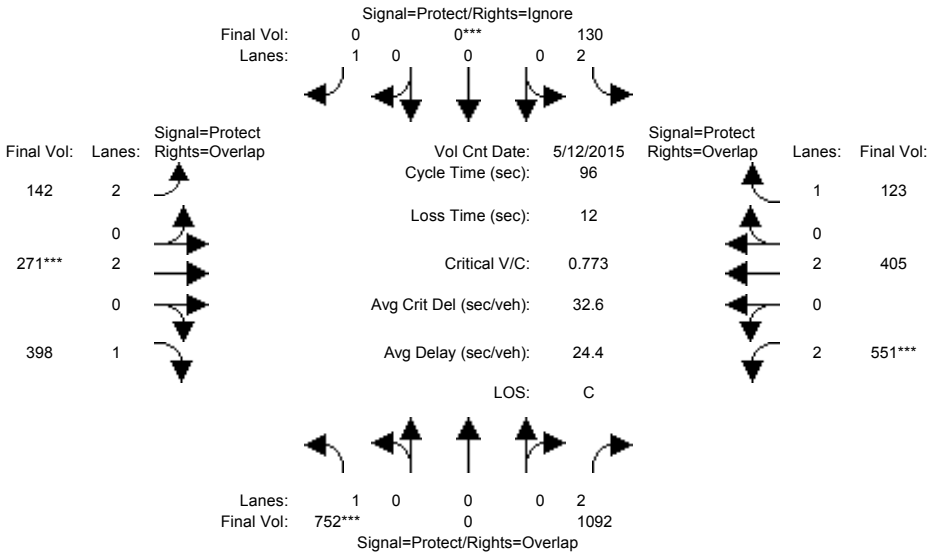
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	6		16	41	51		52	39	28		900	25	46		548	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:	6		16	41	51		52	39	28		900	25	46		548	41
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	6		16	41	51		52	39	28		900	25	46		548	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	6		16	41	51		52	39	28		900	25	46		548	41
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	6		16	41	51		52	39	28		900	25	46		548	41
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	6		16	41	51		52	39	28		900	25	46		548	41
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.10		0.25	0.65	0.36		0.37	0.27	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	167		444	1139	629		641	481	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.04	0.04	0.08		0.08	0.08	0.02		0.24	0.01	0.03		0.14	0.02
Crit Moves:					****				****				****			
Green Time:	16.3		16.3	16.3	16.3		16.3	16.3	20.6		47.7	47.7	7.0		34.0	34.0
Volume/Cap:	0.18		0.18	0.18	0.40		0.40	0.40	0.06		0.40	0.02	0.30		0.34	0.06
Delay/Veh:	26.5		26.5	26.5	28.3		28.3	28.3	22.4		8.7	6.6	35.3		15.6	13.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	26.5		26.5	26.5	28.3		28.3	28.3	22.4		8.7	6.6	35.3		15.6	13.6
LOS by Move:	C		C	C	C		C	C	C		A	A	D		B	B
HCM2k95thQ:	3		3	3	7		7	7	1		11	1	2		9	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #4038: 87/Taylor [Study Int 40]



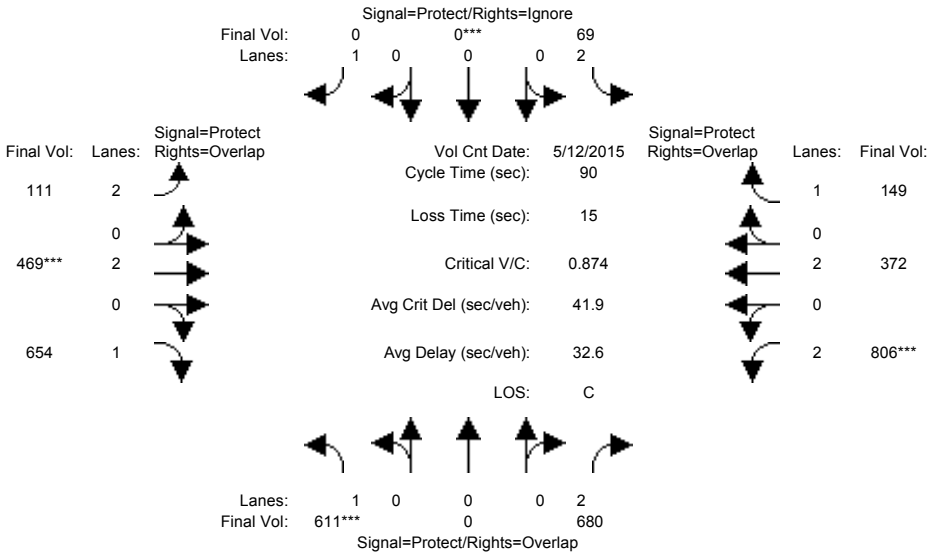
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM																
Base Vol:	752	0	1092		130	0	145		142	271	398		551	405	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:	752	0	1092		130	0	145		142	271	398		551	405	123	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	752	0	1092		130	0	145		142	271	398		551	405	123	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	752	0	1092		130	0	0		142	271	398		551	405	123	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	752	0	1092		130	0	0		142	271	398		551	405	123	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	752	0	1092		130	0	0		142	271	398		551	405	123	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.43	0.00	0.35		0.04	0.00	0.00		0.05	0.07	0.23		0.17	0.11	0.07	
Crit Moves:	****					****				****			****			
Green Time:	52.6	0.0	58.3		15.7	0.0	0.0		12.8	10.0	62.6		21.4	18.6	34.3	
Volume/Cap:	0.78	0.00	0.57		0.25	0.00	0.00		0.34	0.68	0.35		0.78	0.55	0.20	
Delay/Veh:	21.5	0.0	11.7		35.3	0.0	0.0		38.3	46.4	7.7		40.9	35.8	21.5	
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:	21.5	0.0	11.7		35.3	0.0	0.0		38.3	46.4	7.7		40.9	35.8	21.5	
LOS by Move:	C		A	B	D		A	A	D		D	A	D		D	C
HCM2k95thQ:	35	0	21		4	0	0		5	8	11		20	12	5	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #4038: 87/Taylor [Study Int 40]



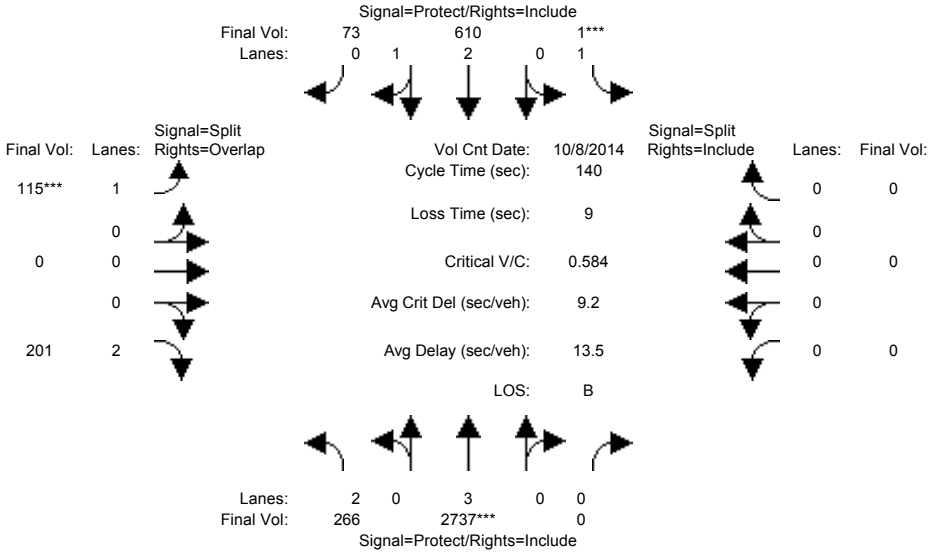
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		0	10	7		0	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	611		0	680	69		0	154	111		469	654	806		372	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:	611		0	680	69		0	154	111		469	654	806		372	149
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	611		0	680	69		0	154	111		469	654	806		372	149
User Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	611		0	680	69		0	0	111		469	654	806		372	149
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	611		0	680	69		0	0	111		469	654	806		372	149
PCE Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	611		0	680	69		0	0	111		469	654	806		372	149
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		0.00	2.00	2.00		0.00	1.00	2.00		2.00	1.00	2.00		2.00	1.00
Final Sat.:	1750		0	3150	3150		0	1750	3150		3800	1750	3150		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.35		0.00	0.22	0.02		0.00	0.00	0.04		0.12	0.37	0.26		0.10	0.09
Crit Moves:	****				****						****		****			
Green Time:	35.9		0.0	26.3	35.9		0.0	0.0	16.1		12.7	48.7	26.3		23.0	58.9
Volume/Cap:	0.87		0.00	0.74	0.05		0.00	0.00	0.20		0.87	0.69	0.87		0.38	0.13
Delay/Veh:	36.8		0.0	31.9	16.6		0.0	0.0	31.6		52.6	17.4	39.6		27.9	5.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.8		0.0	31.9	16.6		0.0	0.0	31.6		52.6	17.4	39.6		27.9	5.9
LOS by Move:	D		A	C	B		A	A	C		D	B	D		C	A
HCM2k95thQ:	34		0	21	1		0	0	3		13	25	28		9	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



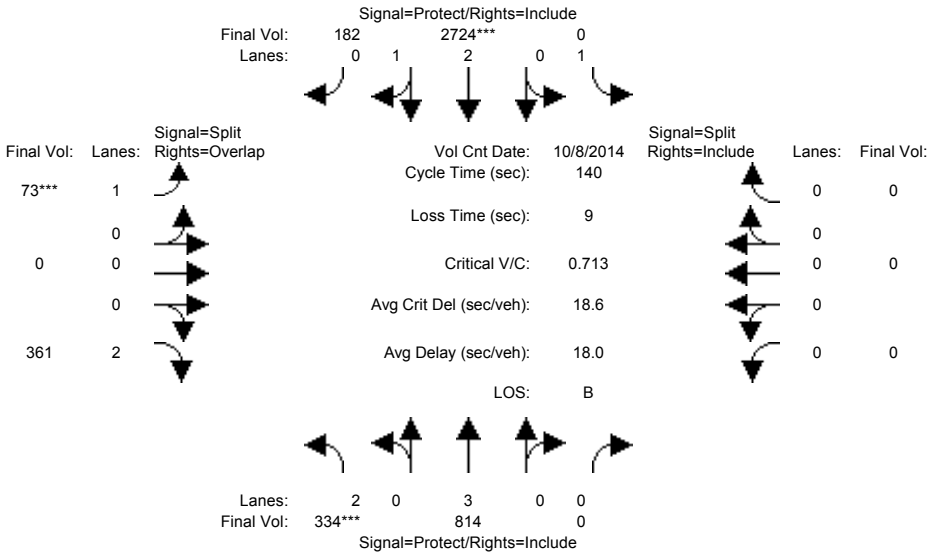
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	266		2737	0	1		610	73	115		0	201	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:	266		2737	0	1		610	73	115		0	201	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	266		2737	0	1		610	73	115		0	201	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	266		2737	0	1		610	73	115		0	201	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	266		2737	0	1		610	73	115		0	201	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	266		2737	0	1		610	73	115		0	201	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.67	0.33	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5001	598	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.08		0.48	0.00	0.00		0.12	0.12	0.07		0.00	0.06	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	47.5		109	0.0	7.0		68.6	68.6	14.9		0.0	62.4	0.0		0.0	0.0
Volume/Cap:	0.25		0.62	0.00	0.01		0.25	0.25	0.62		0.00	0.14	0.00		0.00	0.00
Delay/Veh:	33.5		6.8	0.0	63.3		20.8	20.8	65.9		0.0	23.0	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:	33.5		6.8	0.0	63.3		20.8	20.8	65.9		0.0	23.0	0.0		0.0	0.0
LOS by Move:	C		A	A	E		C	C	E		A	C	A		A	A
HCM2k95thQ:	9		29	0	0		11	11	12		0	6	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



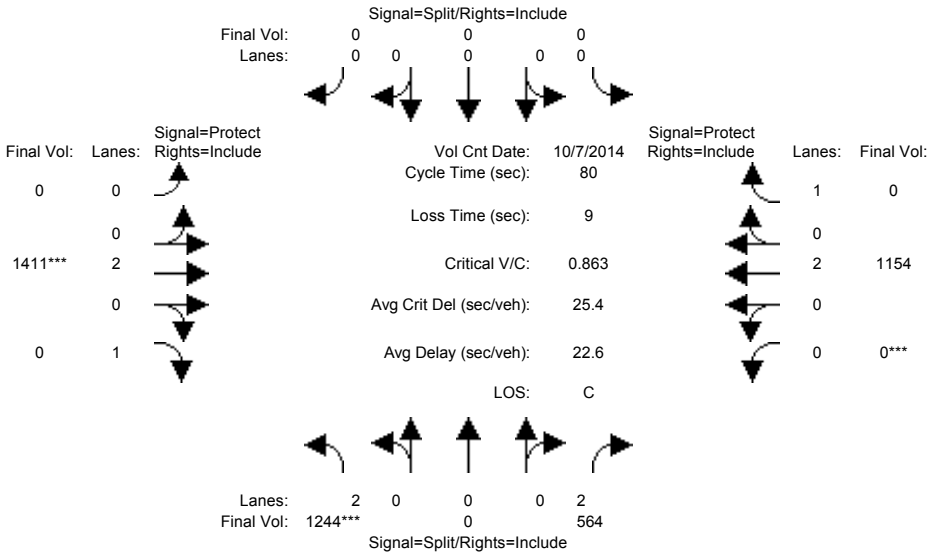
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	334		814	0	0		2724	182	73		0	361	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:	334		814	0	0		2724	182	73		0	361	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	334		814	0	0		2724	182	73		0	361	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	334		814	0	0		2724	182	73		0	361	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	334		814	0	0		2724	182	73		0	361	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	334		814	0	0		2724	182	73		0	361	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.81	0.19	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5249	351	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.11		0.14	0.00	0.00		0.52	0.52	0.04		0.00	0.11	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	20.5		121	0.0	0.0		100	100.5	10.0		0.0	30.5	0.0		0.0	0.0
Volume/Cap:	0.72		0.17	0.00	0.00		0.72	0.72	0.58		0.00	0.53	0.00		0.00	0.00
Delay/Veh:	62.6		1.5	0.0	0.0		12.3	12.3	69.9		0.0	49.1	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	62.6		1.5	0.0	0.0		12.3	12.3	69.9		0.0	49.1	0.0		0.0	0.0
LOS by Move:	E		A	A	A		B	B	E		A	D	A		A	A
HCM2k95thQ:	18		4	0	0		40	40	8		0	16	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #4069: 101/Trimble [Study Int 62]



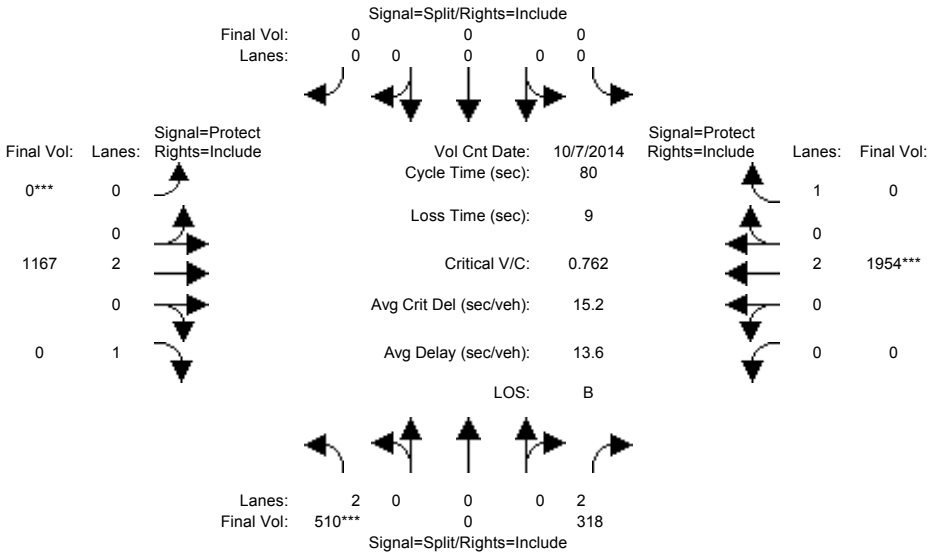
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 7:55-8:55AM																
Base Vol:	1244		0	564	0		0	0	0		1411	397	0		1154	320
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	1244		0	564	0		0	0	1411		397	0	1154		320	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	1244		0	564	0		0	0	1411		397	0	1154		320	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00	
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	
PHF Volume:	1244		0	564	0		0	0	1411		0	0	1154		0	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	
Reduced Vol:	1244		0	564	0		0	0	1411		0	0	1154		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	
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	
FinalVolume:	1244		0	564	0		0	0	1411		0	0	1154		0	
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	
Adjustment:	0.83		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		2.00	1.00
Final Sat.:	3150		0	3150	0		0	0	0		3800	1750	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.39		0.00	0.18	0.00		0.00	0.00	0.37		0.00	0.00	0.30		0.00	
Crit Moves:	****								****				****			
Green Time:	36.6		0.0	36.6	0.0		0.0	0.0	34.4		0.0	0.0	34.4		0.0	
Volume/Cap:	0.86		0.00	0.39	0.00		0.00	0.00	0.86		0.00	0.00	0.71		0.00	
Delay/Veh:	25.1		0.0	14.5	0.0		0.0	0.0	25.7		0.0	0.0	20.1		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	
AdjDel/Veh:	25.1		0.0	14.5	0.0		0.0	0.0	25.7		0.0	0.0	20.1		0.0	
LOS by Move:	C		A	B	A		A	A	C		A	A	C		A	
HCM2k95thQ:	34		0	11	0		0	0	30		0	0	23		0	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #4069: 101/Trimble [Study Int 62]



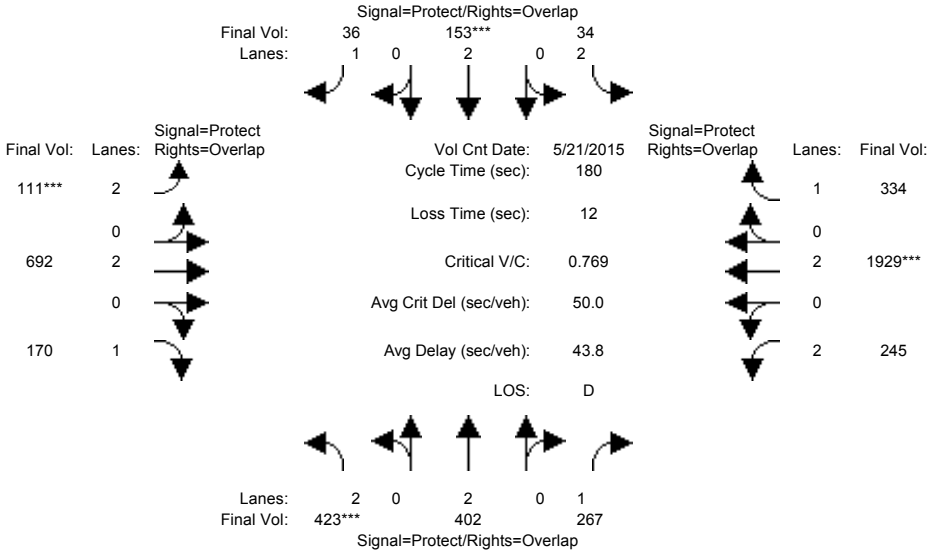
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 5:00-6:00PM												
Base Vol:	510	0	318	0	0	0	0	1167	205	0	1954	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	0	318	0	0	0	0	1167	205	0	1954	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	0	318	0	0	0	0	1167	205	0	1954	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	0	318	0	0	0	0	1167	0	0	1954	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	0	318	0	0	0	0	1167	0	0	1954	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	0	318	0	0	0	0	1167	0	0	1954	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.51	0.00
Crit Moves:	****						****				****	
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.76	0.00	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.76	0.00
Delay/Veh:	34.7	0.0	28.1	0.0	0.0	0.0	0.0	6.2	0.0	0.0	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.0	28.1	0.0	0.0	0.0	0.0	6.2	0.0	0.0	10.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	17	0	9	0	0	0	0	13	0	0	30	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



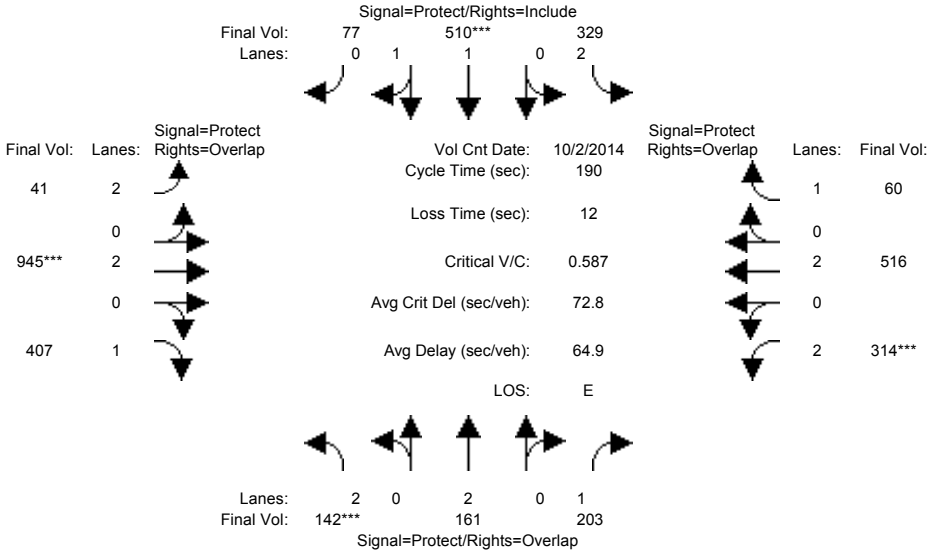
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00-6:00PM												
Base Vol:	423	402	267	34	153	36	111	795	170	245	2167	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	402	267	34	153	36	111	795	170	245	2167	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	402	267	34	153	36	111	795	170	245	2167	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	423	402	267	34	153	36	111	692	170	245	1929	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	402	267	34	153	36	111	692	170	245	1929	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	402	267	34	153	36	111	692	170	245	1929	334
Saturation Flow 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:	0.13	0.11	0.15	0.01	0.04	0.02	0.04	0.18	0.10	0.08	0.51	0.19
Crit Moves:	****				****		****				****	
Green Time:	30.1	23.1	61.4	17.0	10.0	24.0	14.0	89.6	119.7	38.3	114	130.9
Volume/Cap:	0.80	0.82	0.45	0.11	0.72	0.15	0.45	0.37	0.15	0.37	0.80	0.26
Delay/Veh:	80.7	87.3	46.6	74.8	95.4	69.3	76.2	9.5	0.1	61.7	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:	80.7	87.3	46.6	74.8	95.4	69.3	76.2	9.5	0.1	61.7	38.1	14.7
LOS by Move:	F	F	D	E	F	E	E	A	A	E	D	B
HCM2k95thQ:	25	21	23	2	9	4	8	9	0	13	68	20

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



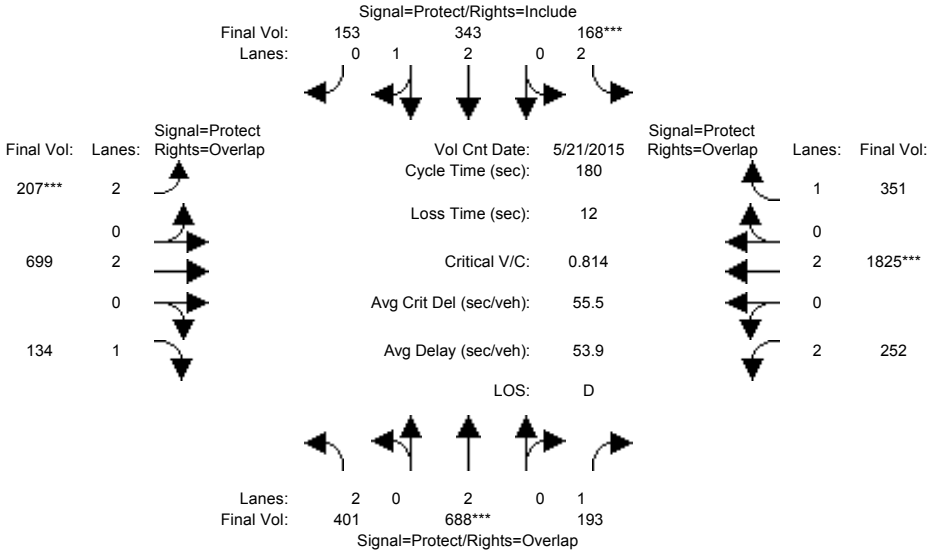
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 5:15-6:15PM												
Base Vol:	142	161	203	329	510	77	41	1726	407	314	666	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
Initial Bse:	142	161	203	329	510	77	41	1277	407	314	586	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	161	203	329	510	77	41	1277	407	314	586	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	161	203	329	510	77	41	945	407	314	516	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	161	203	329	510	77	41	945	407	314	516	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	161	203	329	510	77	41	945	407	314	516	60
Saturation Flow 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	3214	485	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.12	0.10	0.16	0.16	0.01	0.25	0.23	0.10	0.14	0.03
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.33	0.20	0.36	1.05	0.94	0.94	0.14	0.48	0.35	0.88	0.25	0.05
Delay/Veh:	78.9	66.3	53.0	157.1	106	105.9	84.2	39.4	23.6	108.7	17.4	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	66.3	53.0	157.1	106	105.9	84.2	39.4	23.6	108.7	17.4	6.5
LOS by Move:	E	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	9	8	18	26	34	34	3	36	29	22	10	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



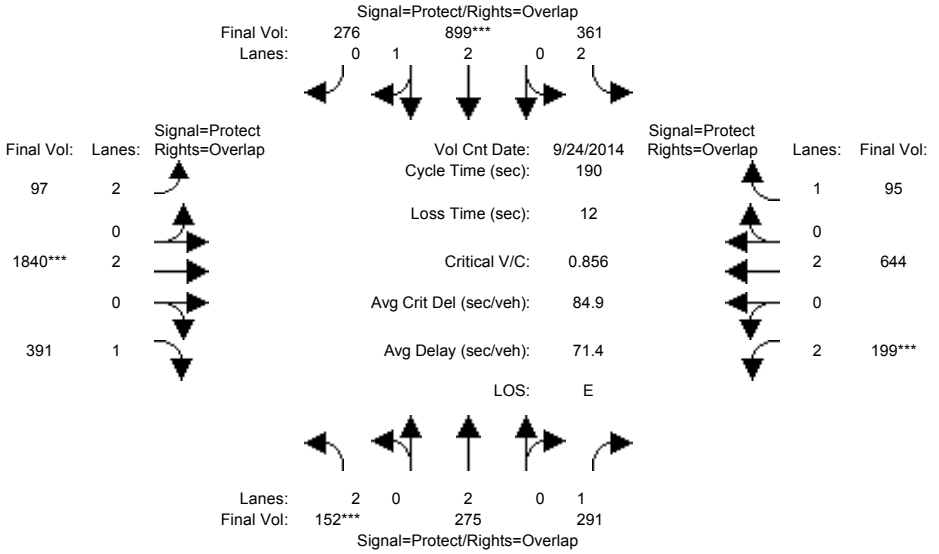
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:00-9:00												
Base Vol:	401	688	193	168	343	153	207	803	134	252	2051	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	688	193	168	343	153	207	803	134	252	2051	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	688	193	168	343	153	207	803	134	252	2051	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	688	193	168	343	153	207	699	134	252	1825	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	688	193	168	343	153	207	699	134	252	1825	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	688	193	168	343	153	207	699	134	252	1825	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.07	0.93	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	3800	1900	3800	3942	1758	3800	3230	1900	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.04	0.09	0.09	0.05	0.22	0.07	0.07	0.48	0.18
Crit Moves:		****		****			****				****	
Green Time:	28.7	38.3	68.9	14.0	23.6	23.6	14.0	85.1	113.8	30.6	102	115.7
Volume/Cap:	0.66	0.85	0.27	0.57	0.66	0.66	0.70	0.46	0.11	0.39	0.85	0.29
Delay/Veh:	82.8	88.9	54.1	87.2	84.1	84.1	88.3	32.2	13.2	66.8	36.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	88.9	54.1	87.2	84.1	84.1	88.3	32.2	13.2	66.8	36.2	14.2
LOS by Move:	F	F	D	F	F	F	F	C	B	E	D	B
HCM2k95thQ:	19	33	17	9	17	17	11	22	6	12	72	22

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



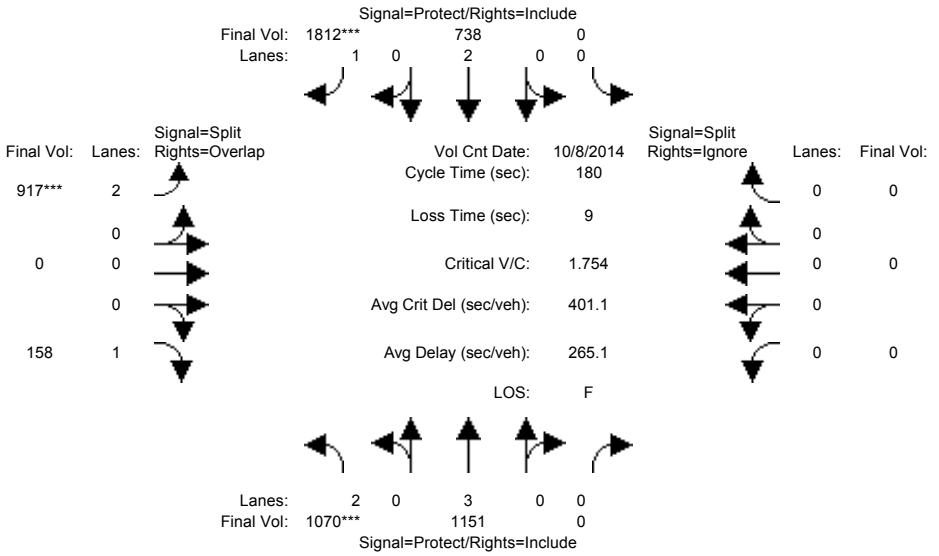
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	18		35	35	23		39	39	19		112	112	21		113	113
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM																
Base Vol:	152		275	291	361		899	276	97		2487	391	199		732	95
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	152		275	291	361		899	276	97		2487	391	199		732	95
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	152		275	291	361		899	276	97		2487	391	199		732	95
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.74	1.00	1.00		0.88	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	152		275	291	361		899	276	97		1840	391	199		644	95
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	152		275	291	361		899	276	97		1840	391	199		644	95
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	152		275	291	361		899	276	97		1840	391	199		644	95
Saturation Flow 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		2.27	0.73	2.00		2.00	1.00	2.00		2.00	1.00
Final Sat.:	3150		3800	1750	3150		4283	1315	3150		3800	1750	3150		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.07	0.17	0.11		0.21	0.21	0.03		0.48	0.22	0.06		0.17	0.05
Crit Moves:	****						****				****		****			
Green Time:	16.8		32.8	52.4	21.5		37.4	55.4	17.9		105	121.7	19.7		107	128.1
Volume/Cap:	0.54		0.42	0.60	1.01		1.07	0.72	0.33		0.88	0.35	0.61		0.30	0.08
Delay/Veh:	90.8		75.4	66.0	140.6		128	66.1	86.5		56.5	25.2	90.5		23.6	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:	90.8		75.4	66.0	140.6		128	66.1	86.5		56.5	25.2	90.5		23.6	11.4
LOS by Move:	F		E	E	F		F	E	F		E	C	F		C	B
HCM2k95thQ:	10		14	29	28		48	37	7		82	29	14		19	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



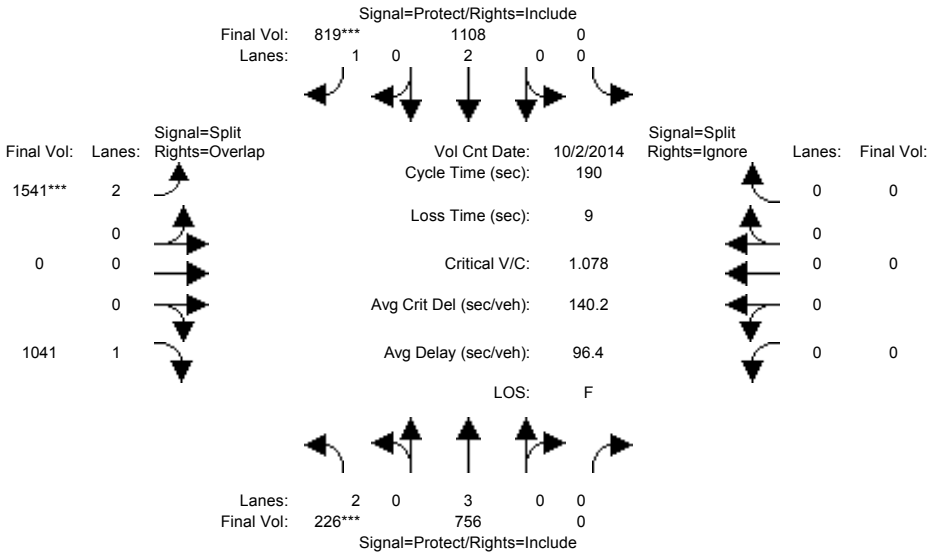
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	1070	1151	0		0	738	1812		1054	0	158		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:	1070	1151	0		0	738	1812		1054	0	158		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1070	1151	0		0	738	1812		1054	0	158		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.87	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:	1070	1151	0		0	738	1812		917	0	158		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1070	1151	0		0	738	1812		917	0	158		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1070	1151	0		0	738	1812		917	0	158		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:	0.34	0.20	0.00		0.00	0.19	1.04		0.29	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green Time:	34.9	141	0.0		0.0	106	106.3		29.9	0.0	64.7		0.0	0.0	0.0	
Volume/Cap:	1.75	0.26	0.00		0.00	0.33	1.75		1.75	0.00	0.25		0.00	0.00	0.00	
Delay/Veh:	418.6	5.3	0.0		0.0	18.8	380.1		422.2	0.0	38.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	418.6	5.3	0.0		0.0	18.8	380.1		422.2	0.0	38.1		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	B	F		F	A	D		A	A	A	
HCM2k95thQ:	103	11	0		0	18	310		89	0	10		0	0	0	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



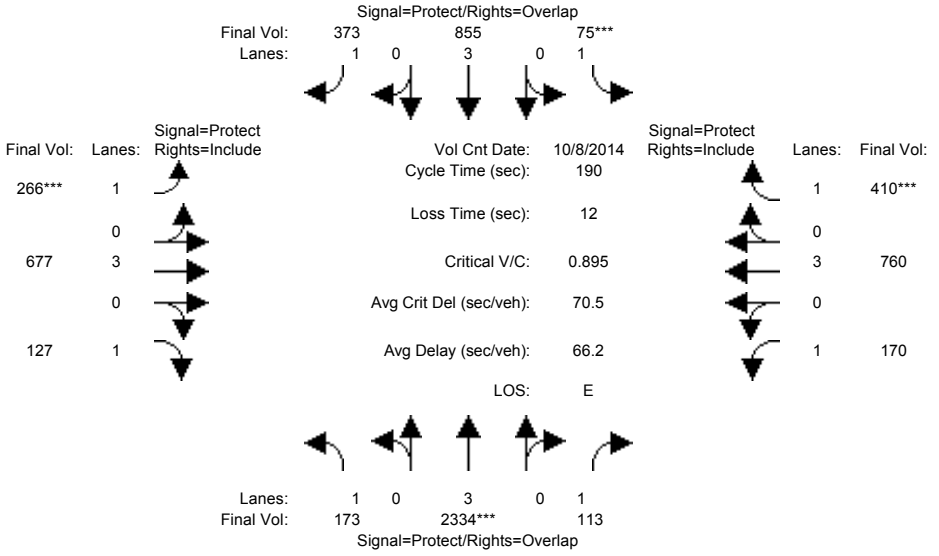
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<																
Base Vol:	226		756	0	0		1108	819	2083		0	1041	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:	226		756	0	0		1108	819	2083		0	1041	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	226		756	0	0		1108	819	2083		0	1041	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	0.74		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	226		756	0	0		1108	819	1541		0	1041	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	226		756	0	0		1108	819	1541		0	1041	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	226		756	0	0		1108	819	1541		0	1041	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:	0.07		0.13	0.00	0.00		0.29	0.47	0.49		0.00	0.59	0.00		0.00	0.00
Crit Moves:	****							****	****							
Green Time:	18.1		72.6	0.0	0.0		54.4	54.4	108.8		0.0	127.0	0.0		0.0	0.0
Volume/Cap:	0.75		0.35	0.00	0.00		1.02	1.63	0.85		0.00	0.89	0.00		0.00	0.00
Delay/Veh:	97.9		43.9	0.0	0.0		103	365.2	26.8		0.0	18.9	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	97.9		43.9	0.0	0.0		103	365.2	26.8		0.0	18.9	0.0		0.0	0.0
LOS by Move:	F		D	A	A		F	F	C		A	B	A		A	A
HCM2k95thQ:	16		19	0	0		61	142	59		0	57	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



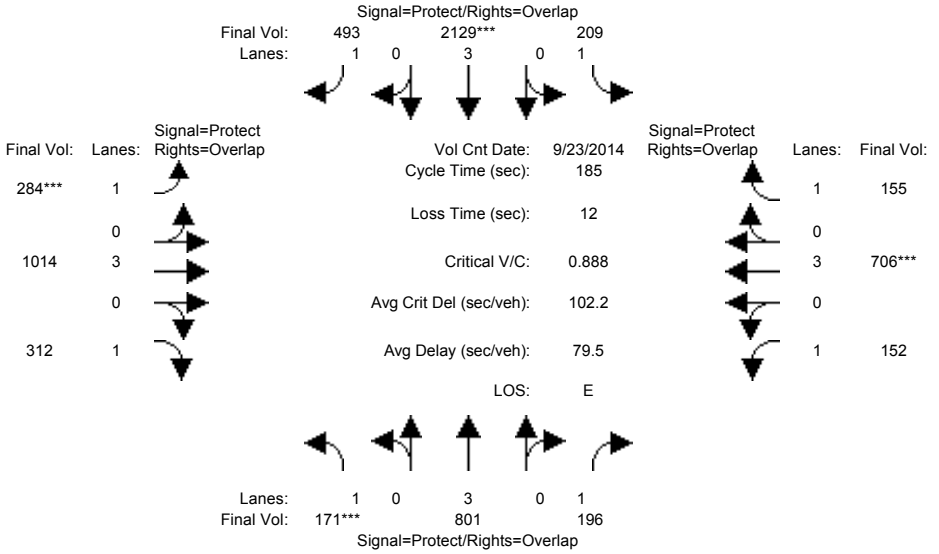
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	173		2778	113	75		1018	373	266		677	127	170		760	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:	173		2778	113	75		1018	373	266		677	127	170		760	410
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	173		2778	113	75		1018	373	266		677	127	170		760	410
User Adj:	1.00		0.84	1.00	1.00		0.84	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	173		2334	113	75		855	373	266		677	127	170		760	410
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	173		2334	113	75		855	373	266		677	127	170		760	410
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	173		2334	113	75		855	373	266		677	127	170		760	410
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.41	0.06	0.04		0.15	0.21	0.15		0.12	0.07	0.10		0.13	0.23
Crit Moves:			****		****				****							****
Green Time:	38.1		86.9	123.8	9.1		57.9	90.1	32.3		45.1	45.1	36.9		49.7	49.7
Volume/Cap:	0.49		0.90	0.10	0.90		0.49	0.45	0.90		0.50	0.31	0.50		0.51	0.90
Delay/Veh:	69.0		60.9	18.7	157.5		70.1	53.8	104.5		63.0	60.0	69.5		60.0	87.3
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:	69.0		60.9	18.7	157.5		70.1	53.8	104.5		63.0	60.0	69.5		60.0	87.3
LOS by Move:	E		E	B	F		E	D	F		E	E	E		E	F
HCM2k95thQ:	18		70	8	11		26	34	33		21	12	17		22	43

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



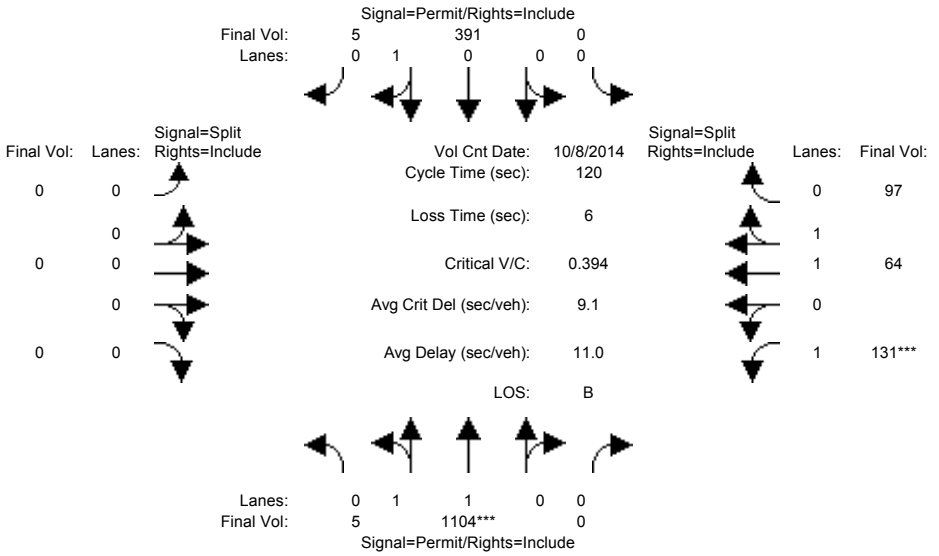
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	12		72	72	33		93	93	39		50	50	29		41	41
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 23 Sep 2014 <<																
Base Vol:	171	1054		196	209	2765		493	284	1014		312	152	706		155
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	171	1054		196	209	2765		493	284	1014		312	152	706		155
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	171	1054		196	209	2765		493	284	1014		312	152	706		155
User Adj:	1.00	0.76		1.00	1.00	0.77		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	171	801		196	209	2129		493	284	1014		312	152	706		155
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	171	801		196	209	2129		493	284	1014		312	152	706		155
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	171	801		196	209	2129		493	284	1014		312	152	706		155
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.83		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00	3.00		1.00	1.00	3.00		1.00
Final Sat.:	1750	5700		1750	1750	4731		1750	1750	5700		1750	1750	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.10	0.14		0.11	0.12	0.45		0.28	0.16	0.18		0.18	0.09	0.12		0.09
Crit Moves:	****					****			****					****		
Green Time:	11.3	67.6		95.2	31.0	87.3		124.0	36.6	47.5		58.8	27.6	38.5		69.5
Volume/Cap:	1.60	0.38		0.22	0.71	0.95		0.42	0.82	0.69		0.56	0.58	0.60		0.24
Delay/Veh:	403.6	51.3		33.0	95.9	89.9		35.4	89.9	67.6		57.1	81.4	71.3		42.3
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:	403.6	51.3		33.0	95.9	89.9		35.4	89.9	67.6		57.1	81.4	71.3		42.3
LOS by Move:	F		D	C	F		F	D	F		E	E	F		E	D
HCM2k95thQ:	33		23	16	24		71	43	33		32	29	17		23	13

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Exist + Proj Conditions

Intersection #5444: Lafayette/Lewis [Study Int 47]



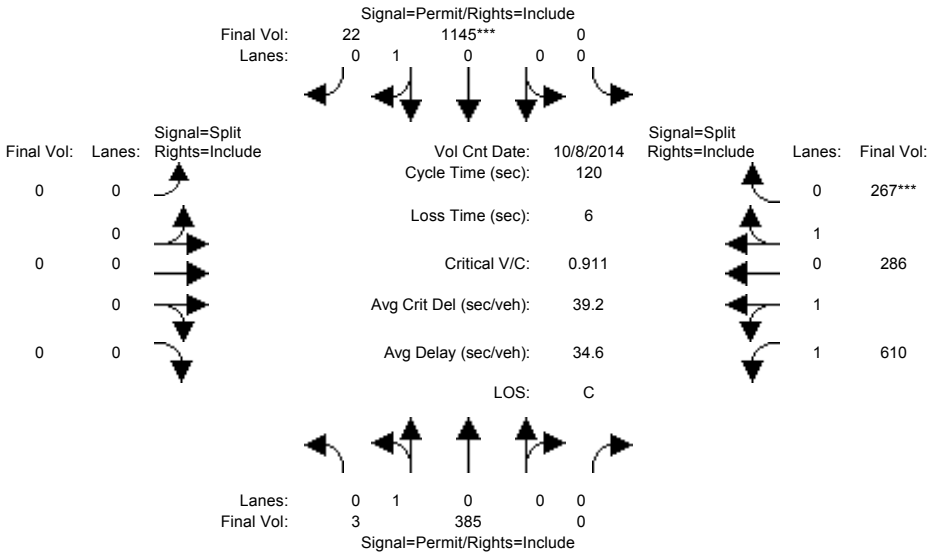
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	5		1104	0	0		391	5	0		0	0	131		64	97
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	5		1104	0	0		391	5	0		0	0	131		64	97
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		1104	0	0		391	5	0		0	0	131		64	97
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		1104	0	0		391	5	0		0	0	131		64	97
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		1104	0	0		391	5	0		0	0	131		64	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:	5		1104	0	0		391	5	0		0	0	131		64	97
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.97	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.01		1.99	0.00	0.00		0.99	0.01	0.00		0.00	0.00	1.00		1.00	1.00
Final Sat.:	17		3683	0	0		1777	23	0		0	0	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.30		0.30	0.00	0.00		0.22	0.22	0.00		0.00	0.00	0.07		0.03	0.06
Crit Moves:			****										****			
Green Time:	91.2		91.2	0.0	0.0		91.2	91.2	0.0		0.0	0.0	22.8		22.8	22.8
Volume/Cap:	0.39		0.39	0.00	0.00		0.29	0.29	0.00		0.00	0.00	0.39		0.18	0.29
Delay/Veh:	5.0		5.0	0.0	0.0		4.5	4.5	0.0		0.0	0.0	43.3		40.8	42.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	5.0		5.0	0.0	0.0		4.5	4.5	0.0		0.0	0.0	43.3		40.8	42.0
LOS by Move:	A		A	A	A		A	A	A		A	A	D		D	D
HCM2k95thQ:	13		13	0	0		9	9	0		0	0	9		4	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Exist + Proj Conditions

Intersection #5444: Lafayette/Lewis [Study Int 47]



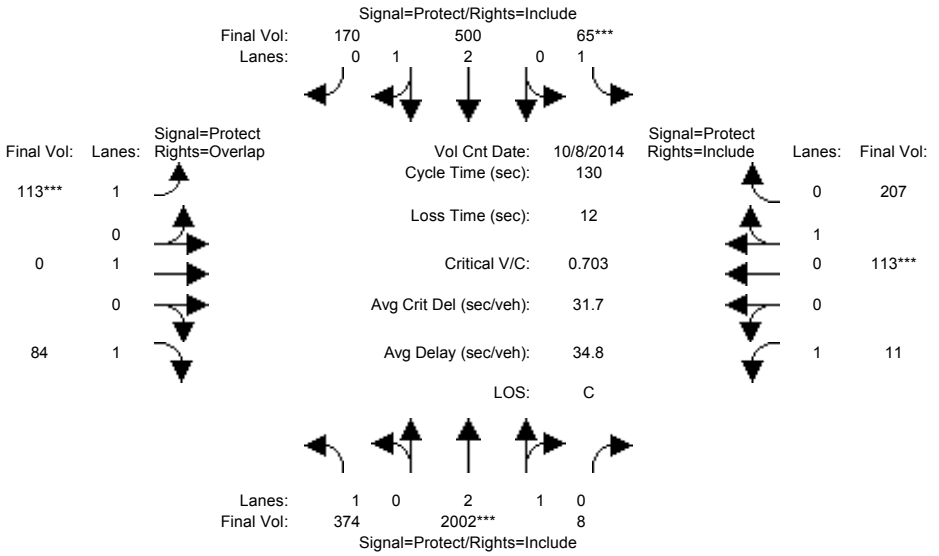
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	3		385	0	0		1145	22	0		0	0	610		286	267
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	3		385	0	0		1145	22	0		0	0	610		286	267
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	3		385	0	0		1145	22	0		0	0	610		286	267
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	3		385	0	0		1145	22	0		0	0	610		286	267
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	3		385	0	0		1145	22	0		0	0	610		286	267
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	3		385	0	0		1145	22	0		0	0	610		286	267
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.59		0.73	0.68
Final Sat.:	14		1786	0	0		1766	34	0		0	0	2806		1316	1228
Capacity Analysis Module:																
Vol/Sat:	0.22		0.22	0.00	0.00		0.65	0.65	0.00		0.00	0.00	0.22		0.22	0.22
Crit Moves:							****									****
Green Time:	85.4		85.4	0.0	0.0		85.4	85.4	0.0		0.0	0.0	28.6		28.6	28.6
Volume/Cap:	0.30		0.30	0.00	0.00		0.91	0.91	0.00		0.00	0.00	0.91		0.91	0.91
Delay/Veh:	6.5		6.5	0.0	0.0		24.1	24.1	0.0		0.0	0.0	54.4		54.4	54.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	6.5		6.5	0.0	0.0		24.1	24.1	0.0		0.0	0.0	54.4		54.4	54.4
LOS by Move:	A		A	A	A		C	C	A		A	A	D		D	D
HCM2k95thQ:	11		11	0	0		61	61	0		0	0	32		32	32

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



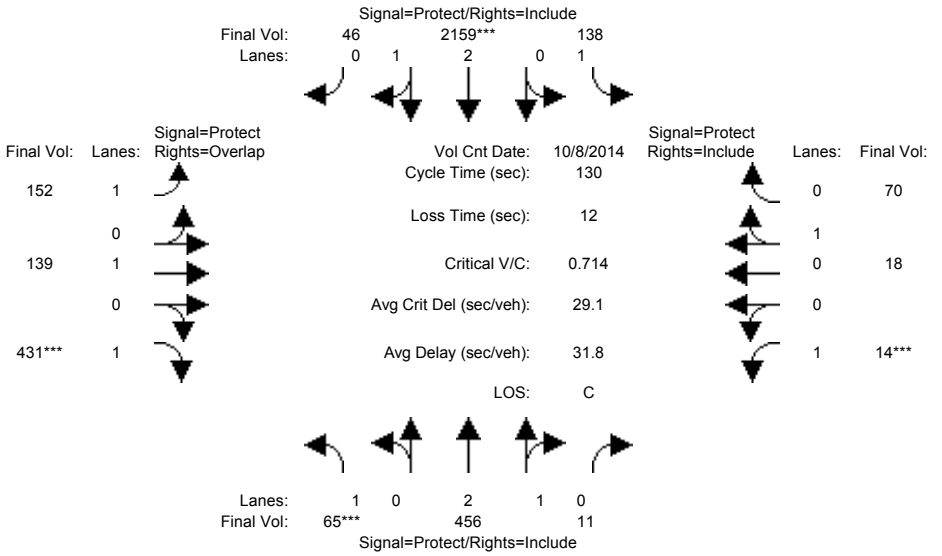
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	374	2002	8	65	500	170	113	0	84	11	113	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2002	8	65	500	170	113	0	84	11	113	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2002	8	65	500	170	113	0	84	11	113	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2002	8	65	500	170	113	0	84	11	113	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2002	8	65	500	170	113	0	84	11	113	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	2002	8	65	500	170	113	0	84	11	113	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.21	0.79	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1750	5578	22	1750	4177	1420	1750	1900	1750	1750	636	1164
Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.36	0.04	0.12	0.12	0.06	0.00	0.05	0.01	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	47.0	66.3	66.3	7.0	26.3	26.3	11.9	0.0	58.9	44.7	32.8	32.8
Volume/Cap:	0.59	0.70	0.70	0.69	0.59	0.59	0.70	0.00	0.11	0.02	0.70	0.70
Delay/Veh:	35.2	25.2	25.2	79.9	47.8	47.8	70.6	0.0	20.5	28.1	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	25.2	25.2	79.9	47.8	47.8	70.6	0.0	20.5	28.1	49.1	49.1
LOS by Move:	D	C	C	E	D	D	E	A	C	C	D	D
HCM2k95thQ:	23	35	35	6	15	15	10	0	4	1	24	24

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



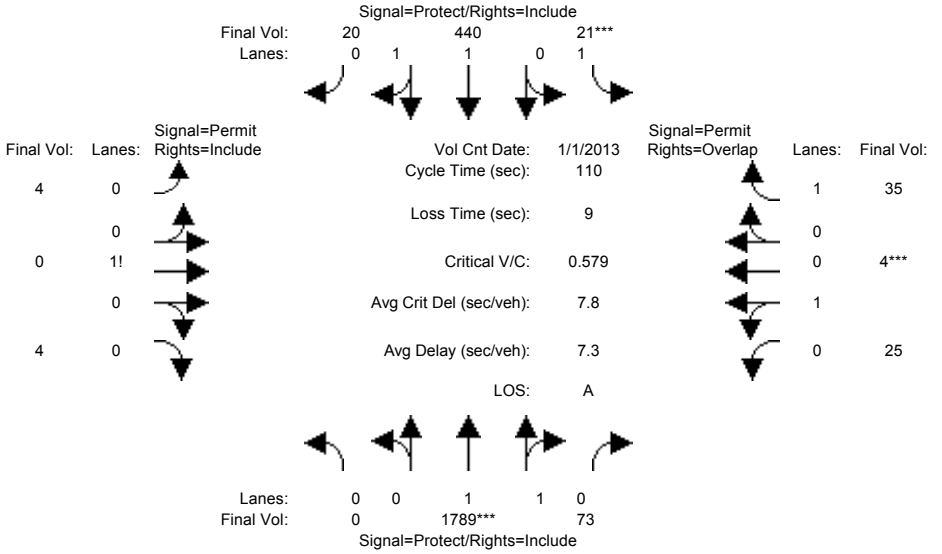
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	65		456	11	138		2159	46	152		139	431	14		18	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:	65		456	11	138		2159	46	152		139	431	14		18	70
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	65		456	11	138		2159	46	152		139	431	14		18	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	65		456	11	138		2159	46	152		139	431	14		18	70
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	65		456	11	138		2159	46	152		139	431	14		18	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:	65		456	11	138		2159	46	152		139	431	14		18	70
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.93	0.07	1.00		2.94	0.06	1.00		1.00	1.00	1.00		0.20	0.80
Final Sat.:	1750		5468	132	1750		5483	117	1750		1900	1750	1750		368	1432
Capacity Analysis Module:																
Vol/Sat:	0.04	0.08		0.08	0.08	0.39		0.39	0.09	0.07		0.25	0.01	0.05		0.05
Crit Moves:	****					****						****	****			
Green Time:	7.0	39.5		39.5	37.4	69.9		69.9	21.8	34.1		41.1	7.0	19.3		19.3
Volume/Cap:	0.69	0.27		0.27	0.27	0.73		0.73	0.52	0.28		0.78	0.15	0.33		0.33
Delay/Veh:	79.9	34.5		34.5	36.1	23.9		23.9	50.9	38.4		47.2	59.4	50.3		50.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	79.9	34.5		34.5	36.1	23.9		23.9	50.9	38.4		47.2	59.4	50.3		50.3
LOS by Move:	E		C	C	D		C	C	D		D	D	E		D	D
HCM2k95thQ:	6		9	9	9		38	38	11		8	30	1		7	7

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



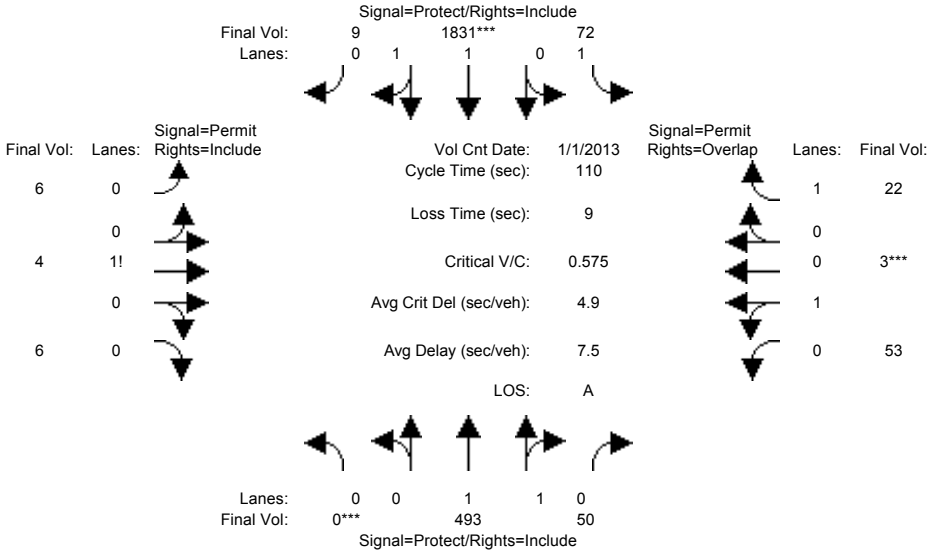
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<																
Base Vol:	0		1789	73	21		440	20	4		0	4	25		4	35
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1789	73	21		440	20	4		0	4	25		4	35
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1789	73	21		440	20	4		0	4	25		4	35
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1789	73	21		440	20	4		0	4	25		4	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1789	73	21		440	20	4		0	4	25		4	35
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1789	73	21		440	20	4		0	4	25		4	35
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		0.97	0.95	0.92		0.92	0.92	0.95		0.95	0.92
Lanes:	0.00		1.92	0.08	1.00		1.91	0.09	0.50		0.00	0.50	0.86		0.14	1.00
Final Sat.:	0		3555	145	1750		3539	161	875		0	875	1552		248	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.50	0.50	0.01		0.12	0.12	0.00		0.00	0.00	0.02		0.02	0.02
Crit Moves:			****		****										****	
Green Time:	0.0		84.0	84.0	7.0		91.0	91.0	10.0		0.0	10.0	10.0		10.0	17.0
Volume/Cap:	0.00		0.66	0.66	0.19		0.15	0.15	0.05		0.00	0.05	0.18		0.18	0.13
Delay/Veh:	0.0		6.8	6.8	49.6		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		6.8	6.8	49.6		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
LOS by Move:	A		A	A	D		A	A	D		A	D	D		D	D
HCM2k95thQ:	0		28	28	1		3	3	1		0	1	2		2	2

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



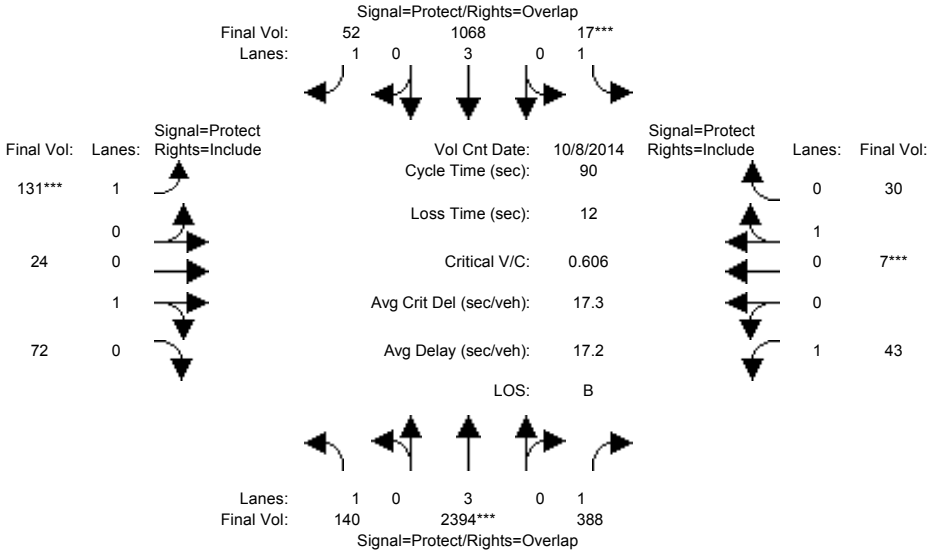
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<																
Base Vol:	0		493	50	72		1831	9	6		4	6	53		3	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		493	50	72		1831	9	6		4	6	53		3	22
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		493	50	72		1831	9	6		4	6	53		3	22
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		493	50	72		1831	9	6		4	6	53		3	22
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		493	50	72		1831	9	6		4	6	53		3	22
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		493	50	72		1831	9	6		4	6	53		3	22
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.97	0.95	0.92		0.92	0.92	0.95		0.95	0.92
Lanes:	0.00		1.81	0.19	1.00		1.99	0.01	0.37		0.25	0.38	0.95		0.05	1.00
Final Sat.:	0		3359	341	1750		3682	18	656		438	656	1704		96	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.15	0.15	0.04		0.50	0.50	0.01		0.01	0.01	0.03		0.03	0.01
Crit Moves:	****						****								****	
Green Time:	0.0		63.5	63.5	27.5		91.0	91.0	10.0		10.0	10.0	10.0		10.0	37.5
Volume/Cap:	0.00		0.25	0.25	0.16		0.60	0.60	0.10		0.10	0.10	0.34		0.34	0.04
Delay/Veh:	0.0		11.6	11.6	32.4		3.6	3.6	46.2		46.2	46.2	48.2		48.2	24.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		11.6	11.6	32.4		3.6	3.6	46.2		46.2	46.2	48.2		48.2	24.2
LOS by Move:	A		B	B	C		A	A	D		D	D	D		D	C
HCM2k95thQ:	0		9	9	4		21	21	1		1	1	4		4	1

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



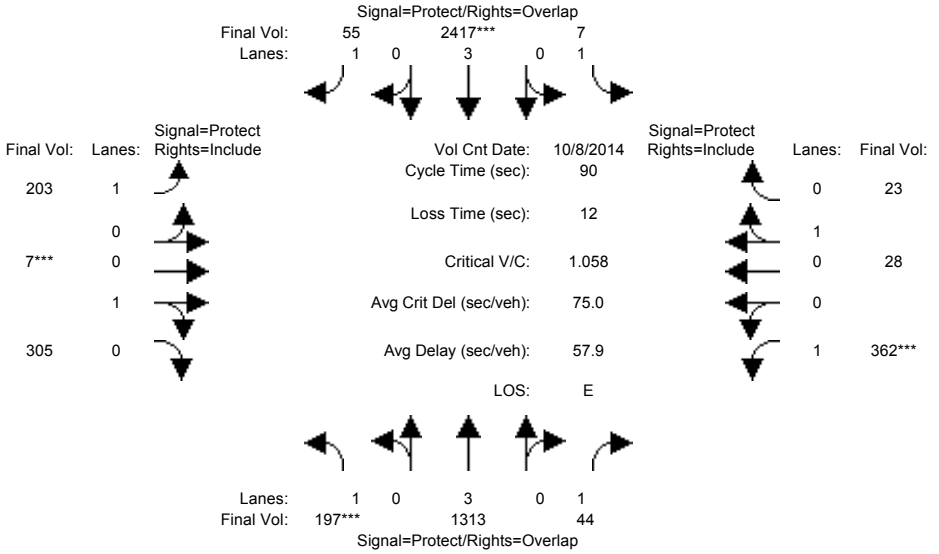
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	140		2394	388	17		1068	52	131		24	72	43		7	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	140		2394	388	17		1068	52	131		24	72	43		7	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	140		2394	388	17		1068	52	131		24	72	43		7	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	140		2394	388	17		1068	52	131		24	72	43		7	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	140		2394	388	17		1068	52	131		24	72	43		7	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	140		2394	388	17		1068	52	131		24	72	43		7	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.25	0.75	1.00		0.19	0.81
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		450	1350	1750		341	1459
Capacity Analysis Module:																
Vol/Sat:	0.08		0.42	0.22	0.01		0.19	0.03	0.07		0.05	0.05	0.02		0.02	0.02
Crit Moves:			****				****				****				****	
Green Time:	17.6		51.8	59.7	7.0		41.2	50.4	9.2		11.3	11.3	7.9		10.0	10.0
Volume/Cap:	0.41		0.73	0.33	0.12		0.41	0.05	0.73		0.42	0.42	0.28		0.19	0.19
Delay/Veh:	32.5		14.9	6.7	39.1		16.4	9.0	53.3		37.6	37.6	39.4		36.8	36.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	32.5		14.9	6.7	39.1		16.4	9.0	53.3		37.6	37.6	39.4		36.8	36.8
LOS by Move:	C		B	A	D		B	A	D		D	D	D		D	D
HCM2k95thQ:	7		26	9	1		12	1	11		6	6	2		2	2

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



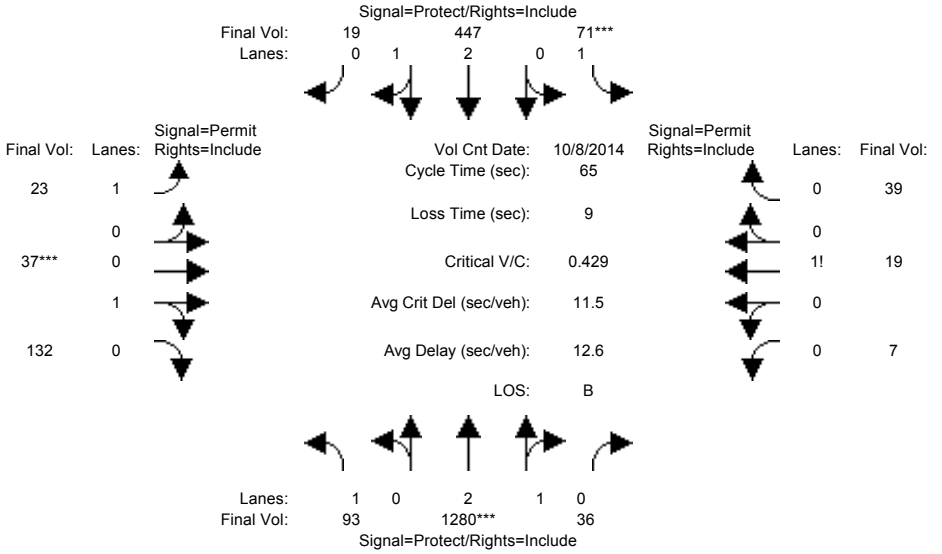
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	197		1313	44	7		2417	55	203		7	305	362		28	23
Growth Adj:	1.00		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		1313	44	7		2417	55	203		7	305	362		28	23
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	197		1313	44	7		2417	55	203		7	305	362		28	23
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1313	44	7		2417	55	203		7	305	362		28	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	197		1313	44	7		2417	55	203		7	305	362		28	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	197		1313	44	7		2417	55	203		7	305	362		28	23
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.02	0.98	1.00		0.55	0.45
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		40	1760	1750		988	812
Capacity Analysis Module:																
Vol/Sat:	0.11		0.23	0.03	0.00		0.42	0.03	0.12		0.17	0.17	0.21		0.03	0.03
Crit Moves:	****						****					****			****	
Green Time:	9.6		34.1	51.7	11.5		36.1	52.6	16.5		14.7	14.7	17.6		15.8	15.8
Volume/Cap:	1.06		0.61	0.04	0.03		1.06	0.05	0.63		1.06	1.06	1.06		0.16	0.16
Delay/Veh:	122.3		23.0	8.4	34.4		63.3	8.0	38.0		106	106.1	100.9		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:	122.3		23.0	8.4	34.4		63.3	8.0	38.0		106	106.1	100.9		31.7	31.7
LOS by Move:	F		C	A	C		E	A	D		F	F	F		C	C
HCM2k95thQ:	16		18	1	0		50	1	13		28	28	27		2	2

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

BART

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

Intersection #106: Benton/El Camino Real [Study Int 52]



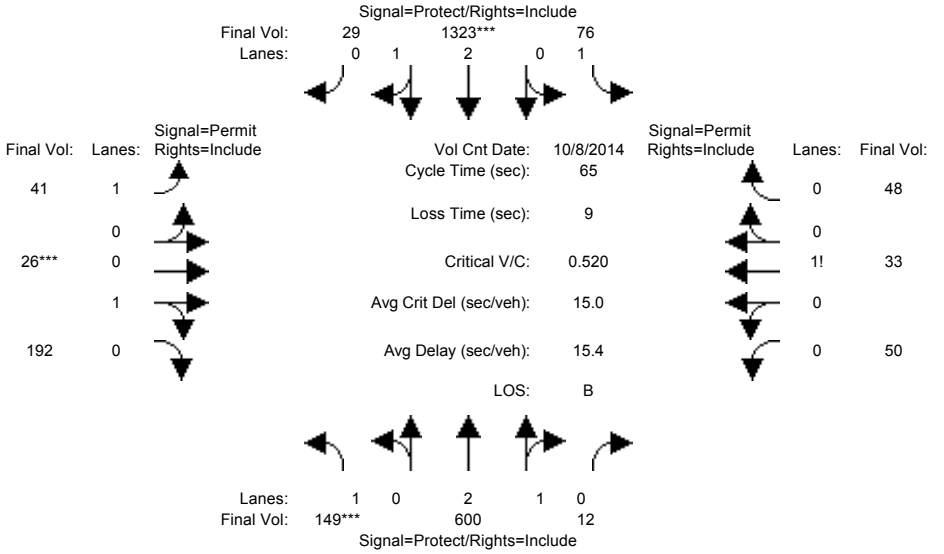
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	93	1280	36	71	447	19	23	37	132	7	19	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1280	36	71	447	19	23	37	132	7	19	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1280	36	71	447	19	23	37	132	7	19	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1280	36	71	447	19	23	37	132	7	19	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1280	36	71	447	19	23	37	132	7	19	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1280	36	71	447	19	23	37	132	7	19	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	2.87	0.13	1.00	0.22	0.78	0.11	0.29	0.60
Final Sat.:	1750	5447	153	1750	5371	228	1750	394	1406	188	512	1050
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.04	0.08	0.08	0.01	0.09	0.09	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green Time:	17.3	35.0	35.0	7.0	24.7	24.7	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.20	0.44	0.44	0.38	0.22	0.22	0.06	0.44	0.44	0.17	0.17	0.17
Delay/Veh:	18.7	9.1	9.1	28.2	13.7	13.7	20.4	22.9	22.9	21.0	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	9.1	9.1	28.2	13.7	13.7	20.4	22.9	22.9	21.0	21.0	21.0
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	10	10	3	4	4	1	6	6	3	3	3

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

BART

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

Intersection #106: Benton/El Camino Real [Study Int 52]



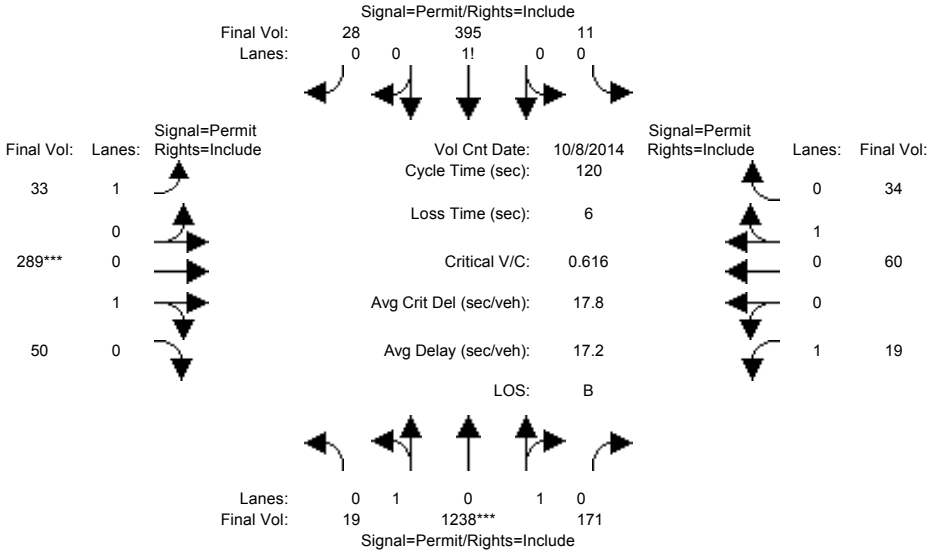
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	149		600	12	76		1323	29	41		26	192	50		33	48
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	149		600	12	76		1323	29	41		26	192	50		33	48
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	149		600	12	76		1323	29	41		26	192	50		33	48
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	149		600	12	76		1323	29	41		26	192	50		33	48
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	149		600	12	76		1323	29	41		26	192	50		33	48
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	149		600	12	76		1323	29	41		26	192	50		33	48
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.92	0.92
Lanes:	1.00		2.94	0.06	1.00		2.93	0.07	1.00		0.12	0.88	0.38		0.25	0.37
Final Sat.:	1750		5490	110	1750		5480	120	1750		215	1585	668		441	641
Capacity Analysis Module:																
Vol/Sat:	0.09		0.11	0.11	0.04		0.24	0.24	0.02		0.12	0.12	0.07		0.07	0.07
Crit Moves:	****				****				****							
Green Time:	10.7		24.0	24.0	16.8		30.2	30.2	15.1		15.1	15.1	15.1		15.1	15.1
Volume/Cap:	0.52		0.30	0.30	0.17		0.52	0.52	0.10		0.52	0.52	0.32		0.32	0.32
Delay/Veh:	26.5		14.6	14.6	18.8		12.5	12.5	19.7		22.9	22.9	21.1		21.1	21.1
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:	26.5		14.6	14.6	18.8		12.5	12.5	19.7		22.9	22.9	21.1		21.1	21.1
LOS by Move:	C		B	B	B		B	B	B		C	C	C		C	C
HCM2k95thQ:	6		6	6	3		12	12	1		8	8	5		5	5

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



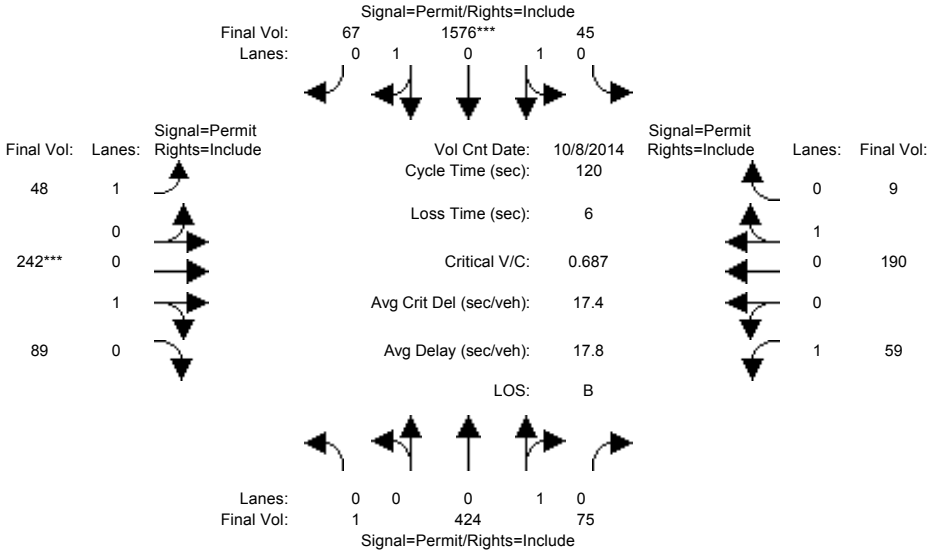
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	19	1238	171	11	395	28	33	289	50	19	60	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1238	171	11	395	28	33	289	50	19	60	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1238	171	11	395	28	33	289	50	19	60	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1238	171	11	395	28	33	289	50	19	60	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1238	171	11	395	28	33	289	50	19	60	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1238	171	11	395	28	33	289	50	19	60	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.73	0.24	0.03	0.91	0.06	1.00	0.85	0.15	1.00	0.64	0.36
Final Sat.:	48	3121	431	44	1593	113	1750	1535	265	1750	1149	651
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.25	0.25	0.25	0.02	0.19	0.19	0.01	0.05	0.05
Crit Moves:		****						****				
Green Time:	77.3	77.3	77.3	77.3	77.3	77.3	36.7	36.7	36.7	36.7	36.7	36.7
Volume/Cap:	0.62	0.62	0.62	0.38	0.38	0.38	0.06	0.62	0.62	0.04	0.17	0.17
Delay/Veh:	13.1	13.1	13.1	10.3	10.3	10.3	29.5	37.7	37.7	29.3	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:	13.1	13.1	13.1	10.3	10.3	10.3	29.5	37.7	37.7	29.3	30.7	30.7
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	27	27	27	15	15	15	2	20	20	1	5	5

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



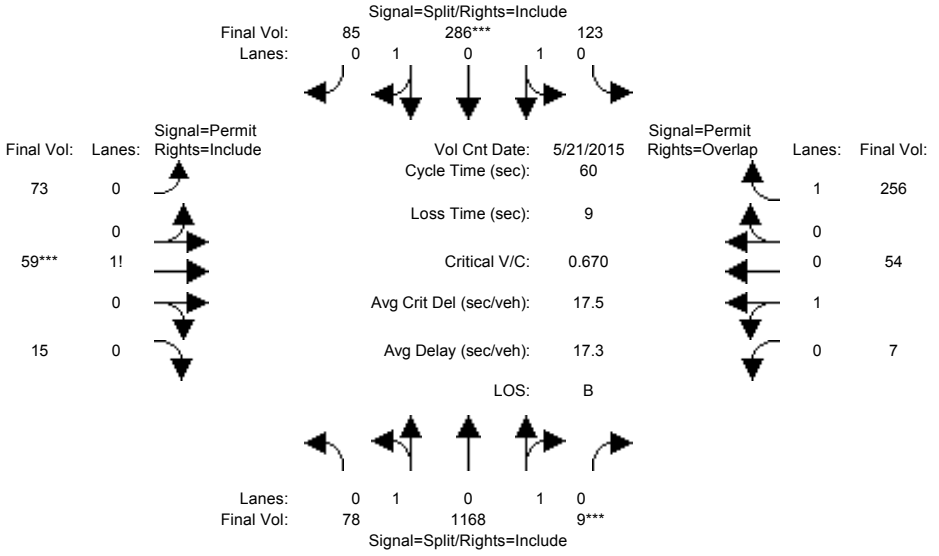
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1	424	75	45	1576	67	48	242	89	59	190	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	424	75	45	1576	67	48	242	89	59	190	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	424	75	45	1576	67	48	242	89	59	190	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	424	75	45	1576	67	48	242	89	59	190	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	424	75	45	1576	67	48	242	89	59	190	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	424	75	45	1576	67	48	242	89	59	190	9
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	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.84	0.15	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	4	1484	263	96	3361	143	1750	1316	484	1750	1719	81
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.47	0.47	0.47	0.03	0.18	0.18	0.03	0.11	0.11
Crit Moves:					****			****				
Green Time:	81.9	81.9	81.9	81.9	81.9	81.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.42	0.42	0.42	0.69	0.69	0.69	0.10	0.69	0.69	0.13	0.41	0.41
Delay/Veh:	8.7	8.7	8.7	12.2	12.2	12.2	33.2	43.6	43.6	33.4	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	12.2	12.2	12.2	33.2	43.6	43.6	33.4	36.8	36.8
LOS by Move:	A	A	A	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	16	16	16	31	31	31	3	21	21	4	12	12

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



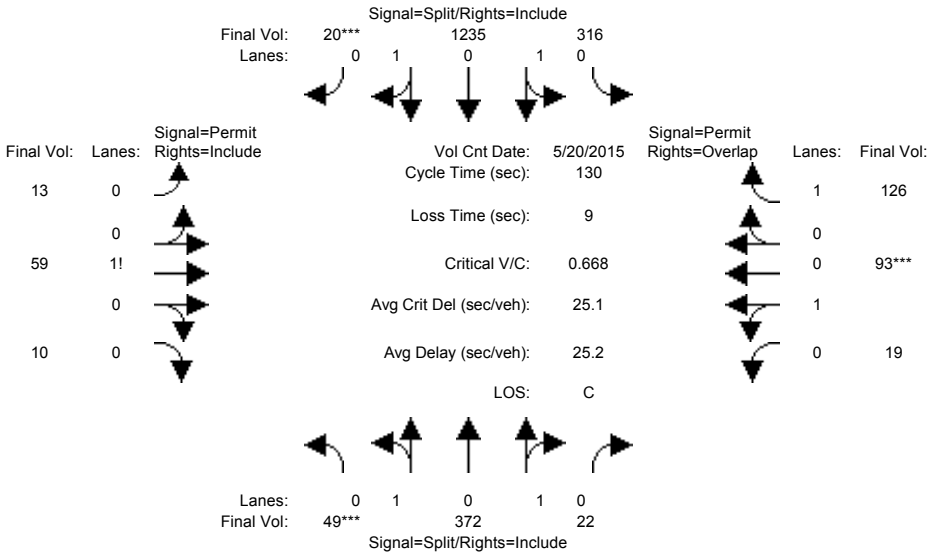
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 May 2015 <<																
Base Vol:	78	1168	9		123	286	85		73	59	15		7	54	256	
Growth Adj:	1.00	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	1168	9		123	286	85		73	59	15		7	54	256	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	1168	9		123	286	85		73	59	15		7	54	256	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1168	9		123	286	85		73	59	15		7	54	256	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	1168	9		123	286	85		73	59	15		7	54	256	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	1168	9		123	286	85		73	59	15		7	54	256	
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	0.92	0.92		0.95	0.95	0.92	
Lanes:	0.12	1.87	0.01		0.50	1.16	0.34		0.50	0.40	0.10		0.11	0.89	1.00	
Final Sat.:	224	3350	26		896	2084	619		869	702	179		207	1593	1750	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.35	0.35		0.14	0.14	0.14		0.08	0.08	0.08		0.03	0.03	0.15	
Crit Moves:			****			****				****						
Green Time:	29.4	29.4	29.4		11.6	11.6	11.6		10.0	10.0	10.0		10.0	10.0	21.6	
Volume/Cap:	0.71	0.71	0.71		0.71	0.71	0.71		0.50	0.50	0.50		0.20	0.20	0.41	
Delay/Veh:	13.3	13.3	13.3		26.1	26.1	26.1		24.2	24.2	24.2		21.9	21.9	14.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.3	13.3	13.3		26.1	26.1	26.1		24.2	24.2	24.2		21.9	21.9	14.8	
LOS by Move:	B		B		C		C		C		C		C		B	
HCM2k95thQ:	18		18		9		9		5		5		2		8	

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



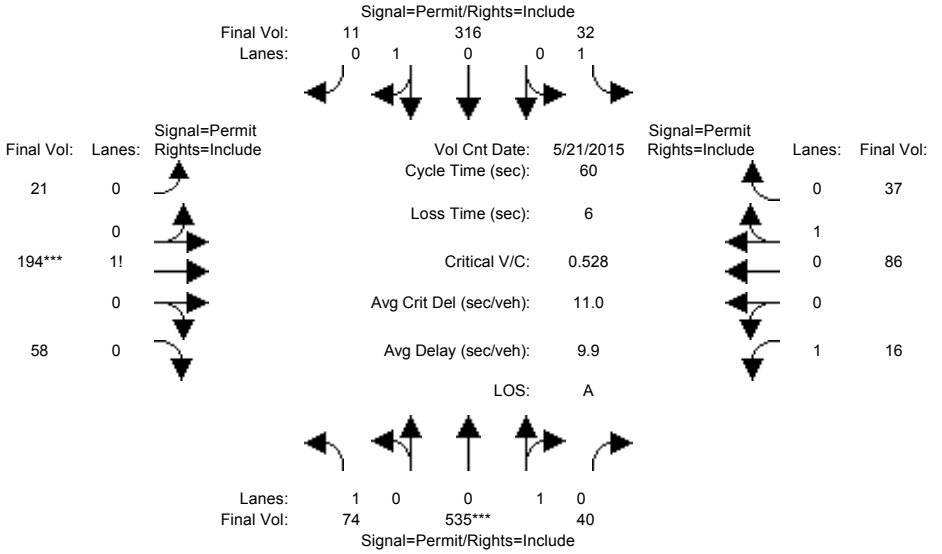
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	49	372	22	316	1235	20	13	59	10	19	93	126
Growth Adj:	1.00	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	372	22	316	1235	20	13	59	10	19	93	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	372	22	316	1235	20	13	59	10	19	93	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	372	22	316	1235	20	13	59	10	19	93	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	372	22	316	1235	20	13	59	10	19	93	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
FinalVolume:	49	372	22	316	1235	20	13	59	10	19	93	126
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	0.92	0.92	0.95	0.95	0.92
Lanes:	0.22	1.68	0.10	0.40	1.57	0.03	0.16	0.72	0.12	0.17	0.83	1.00
Final Sat.:	398	3023	179	724	2830	46	277	1259	213	305	1495	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.44	0.44	0.44	0.05	0.05	0.05	0.06	0.06	0.07
Crit Moves:	****					****					****	
Green Time:	24.0	24.0	24.0	84.9	84.9	84.9	12.1	12.1	12.1	12.1	12.1	97.0
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.50	0.50	0.50	0.67	0.67	0.10
Delay/Veh:	51.9	51.9	51.9	14.6	14.6	14.6	58.6	58.6	58.6	66.9	66.9	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	51.9	51.9	14.6	14.6	14.6	58.6	58.6	58.6	66.9	66.9	4.5
LOS by Move:	D	D	D	B	B	B	E	E	E	E	E	A
HCM2k95thQ:	16	16	16	34	34	34	7	7	7	11	11	3

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



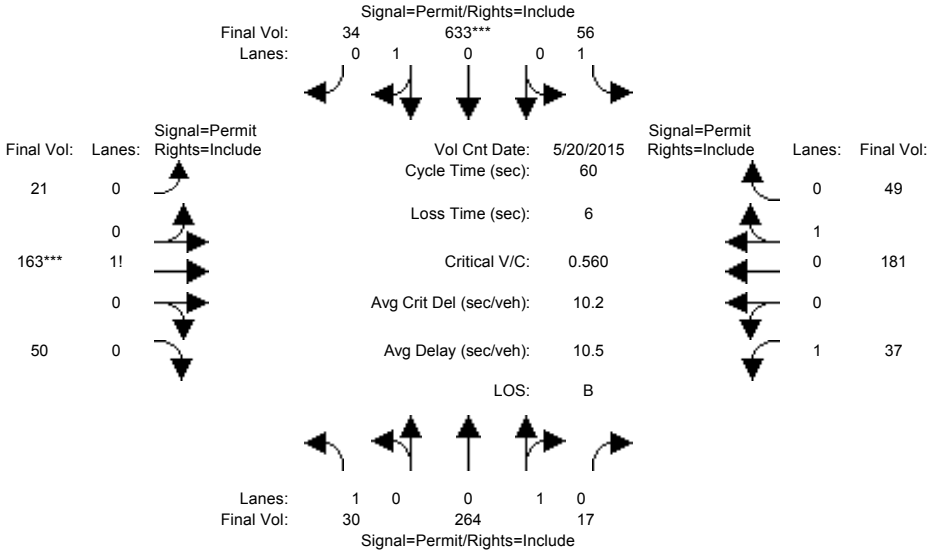
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	74	535	40	32	316	11	21	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	535	40	32	316	11	21	194	58	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	535	40	32	316	11	21	194	58	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	535	40	32	316	11	21	194	58	16	86	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	535	40	32	316	11	21	194	58	16	86	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	535	40	32	316	11	21	194	58	16	86	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.08	0.71	0.21	1.00	0.70	0.30
Final Sat.:	1750	1675	125	1750	1739	61	135	1244	372	1750	1259	541
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.02	0.18	0.18	0.16	0.16	0.16	0.01	0.07	0.07
Crit Moves:		****						****				
Green Time:	36.3	36.3	36.3	36.3	36.3	36.3	17.7	17.7	17.7	17.7	17.7	17.7
Volume/Cap:	0.07	0.53	0.53	0.03	0.30	0.30	0.53	0.53	0.53	0.03	0.23	0.23
Delay/Veh:	4.9	7.4	7.4	4.8	5.9	5.9	18.7	18.7	18.7	15.1	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	7.4	7.4	4.8	5.9	5.9	18.7	18.7	18.7	15.1	16.2	16.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	13	13	1	6	6	9	9	9	0	4	4

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



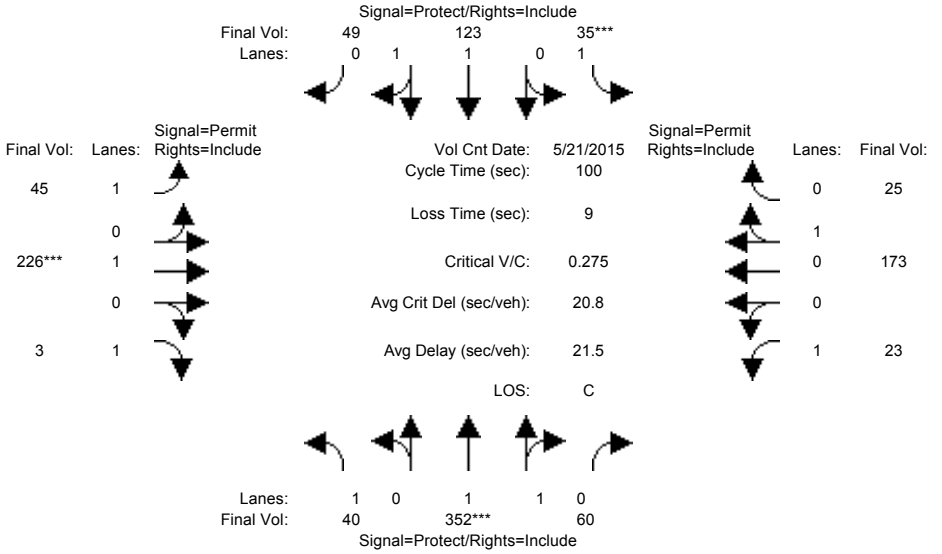
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	30	264	17	56	633	34	21	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	264	17	56	633	34	21	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	264	17	56	633	34	21	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	264	17	56	633	34	21	163	50	37	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	264	17	56	633	34	21	163	50	37	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	264	17	56	633	34	21	163	50	37	181	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.09	0.70	0.21	1.00	0.79	0.21
Final Sat.:	1750	1691	109	1750	1708	92	157	1219	374	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.37	0.37	0.13	0.13	0.13	0.02	0.13	0.13
Crit Moves:					****			****				
Green Time:	39.7	39.7	39.7	39.7	39.7	39.7	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.03	0.24	0.24	0.05	0.56	0.56	0.56	0.56	0.56	0.09	0.54	0.54
Delay/Veh:	3.5	4.2	4.2	3.6	6.1	6.1	21.8	21.8	21.8	17.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.2	4.2	3.6	6.1	6.1	21.8	21.8	21.8	17.9	21.3	21.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	0	4	4	1	13	13	8	8	8	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



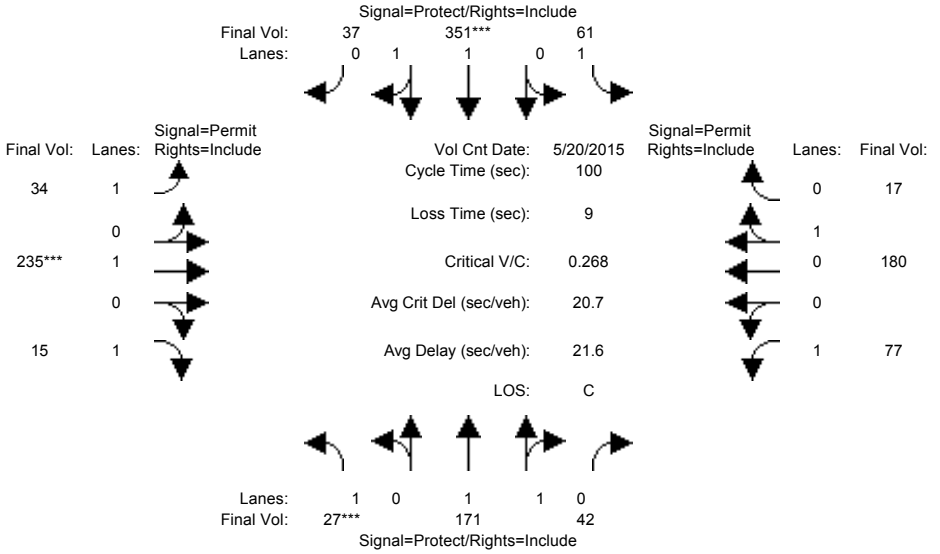
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	40	352	60	35	123	49	45	226	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	352	60	35	123	49	45	226	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	352	60	35	123	49	45	226	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	352	60	35	123	49	45	226	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	352	60	35	123	49	45	226	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	352	60	35	123	49	45	226	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3161	539	1750	2645	1054	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.02	0.05	0.05	0.03	0.12	0.00	0.01	0.11	0.11
Crit Moves:		****			****			****				
Green Time:	19.7	40.5	40.5	7.3	28.1	28.1	43.2	43.2	43.2	43.2	43.2	43.2
Volume/Cap:	0.12	0.28	0.28	0.28	0.17	0.17	0.06	0.28	0.00	0.03	0.25	0.25
Delay/Veh:	33.2	20.0	20.0	45.0	27.2	27.2	16.6	18.5	16.1	16.3	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	20.0	20.0	45.0	27.2	27.2	16.6	18.5	16.1	16.3	18.3	18.3
LOS by Move:	C	C	C	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	8	8	2	4	4	2	8	0	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



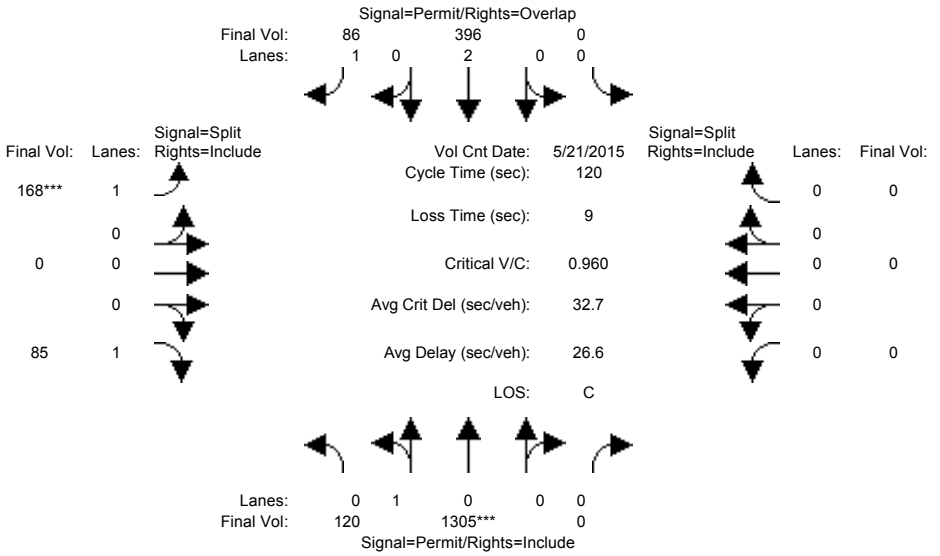
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	27	171	42	61	351	37	34	235	15	77	180	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	171	42	61	351	37	34	235	15	77	180	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	171	42	61	351	37	34	235	15	77	180	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	171	42	61	351	37	34	235	15	77	180	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	171	42	61	351	37	34	235	15	77	180	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	171	42	61	351	37	34	235	15	77	180	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.59	0.41	1.00	1.80	0.20	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	2970	729	1750	3347	353	1750	1900	1750	1750	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.03	0.10	0.10	0.02	0.12	0.01	0.04	0.11	0.11
Crit Moves:	****				****			****				
Green Time:	7.0	26.8	26.8	18.8	38.5	38.5	45.5	45.5	45.5	45.5	45.5	45.5
Volume/Cap:	0.22	0.21	0.21	0.19	0.27	0.27	0.04	0.27	0.02	0.10	0.24	0.24
Delay/Veh:	44.8	28.5	28.5	34.5	21.2	21.2	15.2	17.1	15.0	15.6	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	28.5	28.5	34.5	21.2	21.2	15.2	17.1	15.0	15.6	16.9	16.9
LOS by Move:	D	C	C	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	5	5	3	8	8	1	9	1	3	7	7

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



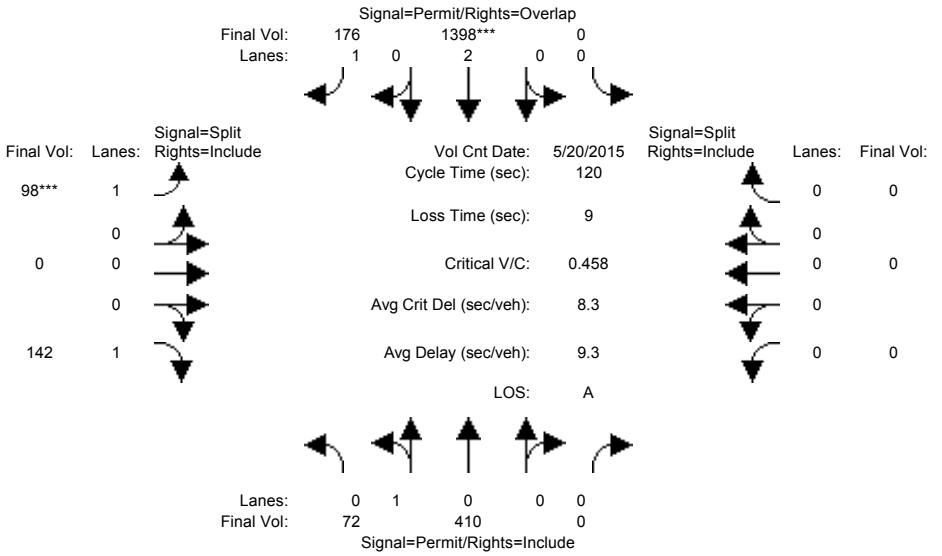
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	120	1305	0	0	396	86	168	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1305	0	0	396	86	168	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1305	0	0	396	86	168	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1305	0	0	396	86	168	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1305	0	0	396	86	168	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1305	0	0	396	86	168	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	152	1648	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.00	0.00	0.10	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	99.0	99.0	0.0	0.0	99.0	111.0	12.0	0.0	12.0	0.0	0.0	0.0
Volume/Cap:	0.96	0.96	0.00	0.00	0.13	0.05	0.96	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	23.7	23.7	0.0	0.0	2.1	0.4	109.8	0.0	53.2	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:	23.7	23.7	0.0	0.0	2.1	0.4	109.8	0.0	53.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	81	81	0	0	3	1	15	0	6	0	0	0

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



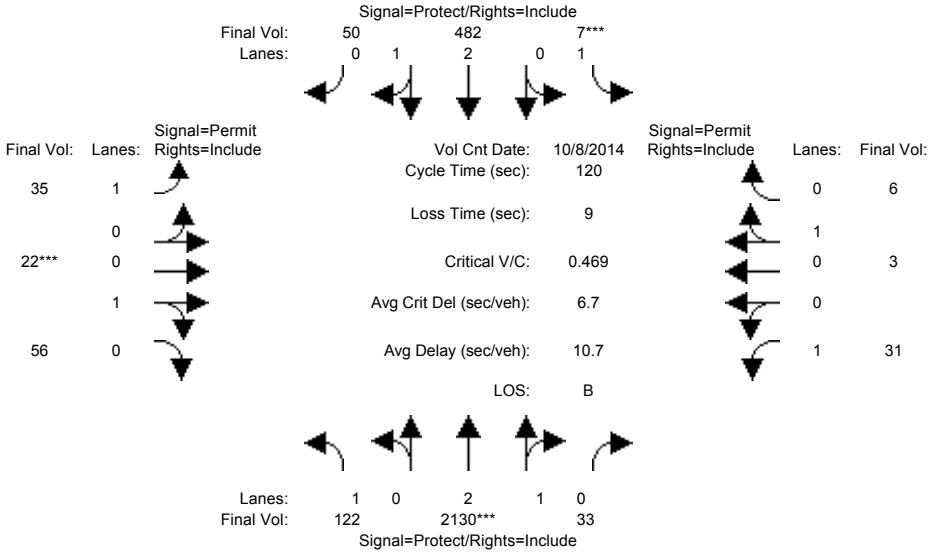
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 20 May 2015 <<																
Base Vol:	72	410	0		0	1398	176		98	0	142		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:	72	410	0		0	1398	176		98	0	142		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	72	410	0		0	1398	176		98	0	142		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	72	410	0		0	1398	176		98	0	142		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	410	0		0	1398	176		98	0	142		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	410	0		0	1398	176		98	0	142		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.15	0.85	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	269	1531	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.27	0.00		0.00	0.37	0.10		0.06	0.00	0.08		0.00	0.00	0.00	
Crit Moves:						****			****							
Green Time:	90.9	90.9	0.0		0.0	90.9	111.0		20.1	0.0	20.1		0.0	0.0	0.0	
Volume/Cap:	0.35	0.35	0.00		0.00	0.49	0.11		0.34	0.00	0.49		0.00	0.00	0.00	
Delay/Veh:	5.0	5.0	0.0		0.0	5.7	0.4		44.8	0.0	46.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	5.0	5.0	0.0		0.0	5.7	0.4		44.8	0.0	46.6		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
HCM2k95thQ:	12	12	0		0	18	1		7	0	10		0	0	0	

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



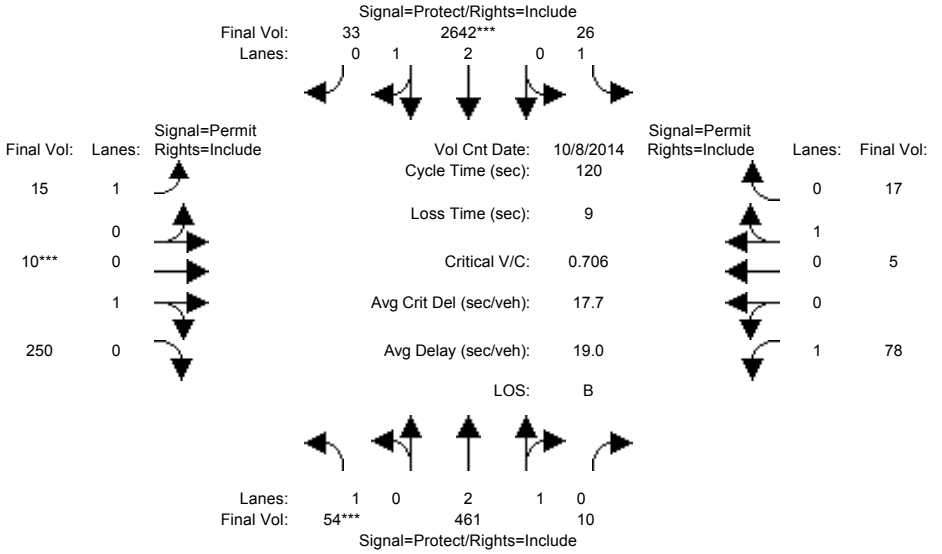
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	122		2130	33	7		482	50	35		22	56	31		3	6
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	122		2130	33	7		482	50	35		22	56	31		3	6
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	122		2130	33	7		482	50	35		22	56	31		3	6
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	122		2130	33	7		482	50	35		22	56	31		3	6
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	122		2130	33	7		482	50	35		22	56	31		3	6
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	122		2130	33	7		482	50	35		22	56	31		3	6
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		2.95	0.05	1.00		2.71	0.29	1.00		0.28	0.72	1.00		0.33	0.67
Final Sat.:	1750		5514	85	1750		5073	526	1750		508	1292	1750		600	1200
Capacity Analysis Module:																
Vol/Sat:	0.07		0.39	0.39	0.00		0.10	0.10	0.02		0.04	0.04	0.02		0.01	0.01
Crit Moves:			****				****					****				
Green Time:	42.5		93.5	93.5	7.0		58.0	58.0	10.5		10.5	10.5	10.5		10.5	10.5
Volume/Cap:	0.20		0.50	0.50	0.07		0.20	0.20	0.23		0.50	0.50	0.20		0.06	0.06
Delay/Veh:	27.0		4.9	4.9	53.7		17.7	17.7	51.8		54.7	54.7	51.5		50.4	50.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	27.0		4.9	4.9	53.7		17.7	17.7	51.8		54.7	54.7	51.5		50.4	50.4
LOS by Move:	C		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	7		18	18	1		7	7	3		6	6	3		1	1

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



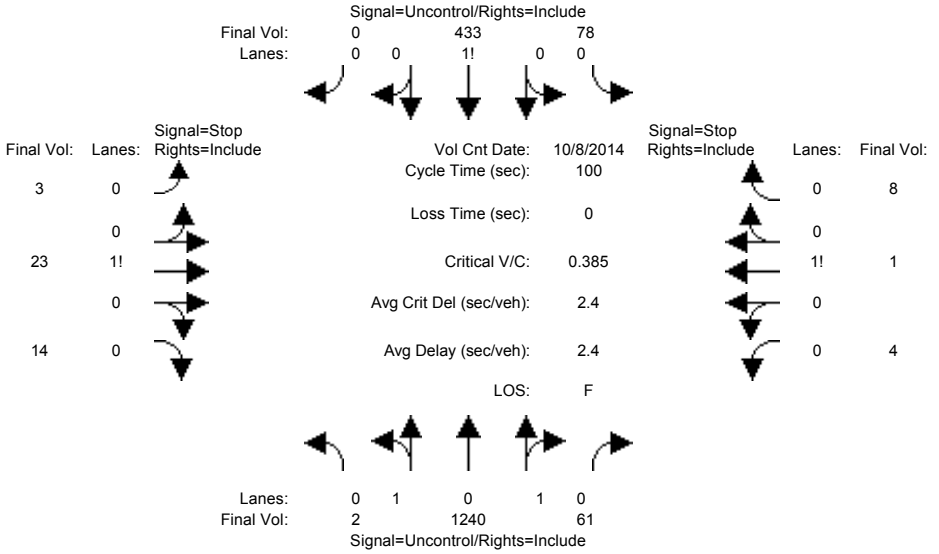
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	54	461	10	26	2642	33	15	10	250	78	5	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	461	10	26	2642	33	15	10	250	78	5	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	461	10	26	2642	33	15	10	250	78	5	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	461	10	26	2642	33	15	10	250	78	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	461	10	26	2642	33	15	10	250	78	5	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	461	10	26	2642	33	15	10	250	78	5	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.23	0.77
Final Sat.:	1750	5481	119	1750	5531	69	1750	69	1731	1750	409	1391
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.01	0.48	0.48	0.01	0.14	0.14	0.04	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	51.3	51.3	35.6	79.9	79.9	24.1	24.1	24.1	24.1	24.1	24.1
Volume/Cap:	0.53	0.20	0.20	0.05	0.72	0.72	0.04	0.72	0.72	0.22	0.06	0.06
Delay/Veh:	60.0	21.5	21.5	30.2	13.5	13.5	38.7	51.5	51.5	40.4	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:	60.0	21.5	21.5	30.2	13.5	13.5	38.7	51.5	51.5	40.4	38.8	38.8
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	7	7	1	36	36	1	18	18	5	1	1

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

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
AM - Background Conditions

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]




```
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: 8 Oct 2014 <<
Base Vol:       2 1240    61    78  433     0     3   23    14     4    1     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2 1240    61    78  433     0     3   23    14     4    1     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2 1240    61    78  433     0     3   23    14     4    1     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2 1240    61    78  433     0     3   23    14     4    1     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2 1240    61    78  433     0     3   23    14     4    1     8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  433 xxxx xxxxx  1301 xxxx xxxxx  1214 1894   433  1882 1864   651
Potent Cap.: 1137 xxxx xxxxx   539 xxxx xxxxx   160   71   627    55   74   472
Move Cap.:   1137 xxxx xxxxx   539 xxxx xxxxx   137   60   627    33   62   472
Volume/Cap:  0.00 xxxx  xxxx  0.14 xxxx  xxxx  0.02 0.38  0.02  0.12 0.02  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx  12.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A     *     *     B     *     *     *     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   93 xxxxx  xxxx   85 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.5 xxxx xxxxx xxxxx  1.8 xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:  8.2 xxxx xxxxx  12.8 xxxx xxxxx xxxxx 69.9 xxxxx xxxxx 54.7 xxxxx
Shared LOS:     A     *     *     B     *     *     *     F     *     *     F     *
ApproachDel:    xxxxxx            xxxxxx              69.9             54.7
ApproachLOS:         *                 *                 F                F
Note: Queue reported is the number of cars per lane.
------------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:        #718            #974
Dist(miles):      0.000           0.000
Speed (mph):       0.00            0.00
SignalIndex:       #107            #5444
Cycle Time:           0 secs          0 secs
InitVolume:     0     0         0     0
Saturation:     0     0         0     0
ArrivalType:    0     0         0     0
G/C:         0.00  0.00      0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000     0.000 0.000
gq1:         0.00  0.00      0.00  0.00
gq2:         0.00  0.00      0.00  0.00
gq:          0.00  0.00      0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:            0.000           0.000
beta:             0.000           0.000
ta (secs):        0.000           0.000
F:                0.000           0.000
f:          0.000 0.000     0.000 0.000
vcmax:          0     0         0     0
vcg:            0     0         0     0
vcmin:          0     0         0     0
tp:           0.0   0.0       0.0   0.0
p:                0.000           0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 433 xxxxx xxxxx 1301 xxxxx xxxxx 1214  1894   433 1882  1864   651
AdjCnflVol:  433 xxxxx xxxxx 1301 xxxxx xxxxx 1214  1894   433 1882  1864   651
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
```

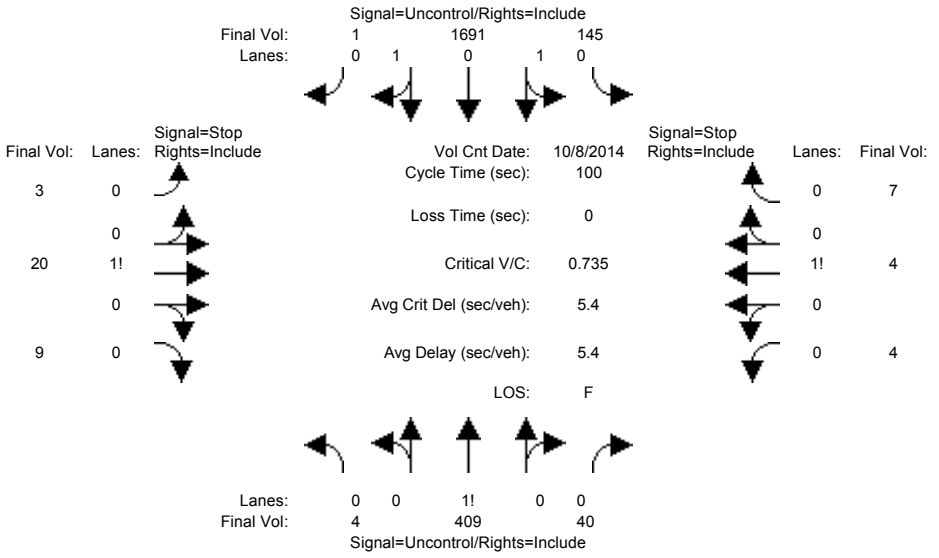


```
ConflictVol: 433 xxxxx xxxxx 1301 xxxxx xxxxx 1214  1894   433 1882  1864   651
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1137 xxxxx xxxxx  539 xxxxx xxxxx  160    71   627   55    74   472
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1137 xxxxx xxxxx  539 xxxxx xxxxx  160    71   627   55    74   472
```

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Background Conditions

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]



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: 8 Oct 2014 <<																
Base Vol:	4		409	40	145		1691	1	3		20	9	4		4	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:	4		409	40	145		1691	1	3		20	9	4		4	7
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	4		409	40	145		1691	1	3		20	9	4		4	7
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	4		409	40	145		1691	1	3		20	9	4		4	7
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	4		409	40	145		1691	1	3		20	9	4		4	7
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	7.1	6.5		6.2	7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	4.0		3.3	3.5	4.0		3.3	
Capacity Module:																
Cnflict Vol:	1692	xxxx	xxxxx		449	xxxx	xxxxx	2424	2439		846	1583	2419		429	
Potent Cap.:	382	xxxx	xxxxx		1122	xxxx	xxxxx	22	32		365	89	33		630	
Move Cap.:	382	xxxx	xxxxx		1122	xxxx	xxxxx	18	27		365	31	28		630	
Volume/Cap:	0.01	xxxx	xxxx		0.13	xxxx	xxxx	0.17	0.74		0.02	0.13	0.14		0.01	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Control Del:	14.5	xxxx	xxxxx		8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
LOS by Move:	B	*		*	A	*		*	*		*	*	*		*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	34	xxxxx		xxxx	53	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		0.4	xxxx	xxxxx	xxxxx	3.3	xxxxx		xxxxx	1.0	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	xxxxx	304	xxxxx		xxxxx	97.3	xxxxx		
Shared LOS:	*	*		*	A	*		*	F		*	*	F		*	
ApproachDel:	xxxxxx				xxxxxx			304.2				97.3				
ApproachLOS:	*				*			F				F				

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

HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Upstream Signals:

Link Index:	#718				#974											
Dist(miles):	0.000				0.000											
Speed (mph):	0.00				0.00											
SignalIndex:	#107				#5444											
Cycle Time:	0 secs				0 secs											
InitVolume:	0		0		0		0									
Saturation:	0		0		0		0									
ArrivalType:	0		0		0		0									
G/C:	0.00		0.00		0.00		0.00									
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																
P:	0.000		0.000		0.000		0.000									
gq1:	0.00		0.00		0.00		0.00									
gq2:	0.00		0.00		0.00		0.00									
gq:	0.00		0.00		0.00		0.00									
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																
alpha:	0.000				0.000											
beta:	0.000				0.000											
ta (secs):	0.000				0.000											
F:	0.000				0.000											
f:	0.000		0.000		0.000		0.000									
vcmax:	0		0		0		0									
vcg:	0		0		0		0									
vcmin:	0		0		0		0									
tp:	0.0		0.0		0.0		0.0									
p:	0.000				0.000											
*** Computation 3: Platoon Event Periods																
pdom/psubo:	0.000/0.000/Unconstrained															
*** Computation 4: Conflicting Flows During Each Unblocked Period																
InitCnflVol:	1692	xxxxx	xxxxx		449	xxxxx	xxxxx	2424	2439		846	1583	2419		429	
AdjCnflVol:	1692	xxxxx	xxxxx		449	xxxxx	xxxxx	2424	2439		846	1583	2419		429	
UpstreamAdj:	1.00	x.xxx	x.xxx		1.00	x.xxx	x.xxx	1.00	1.000		1.000	1.00	1.000		1.000	


```
ConflictVol:1692 xxxxx xxxxx  449 xxxxx xxxxx 2424  2439   846 1583  2419   429
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  382 xxxxx xxxxx 1122 xxxxx xxxxx   22    32   365   89    33   630
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 382 xxxxx xxxxx 1122 xxxxx xxxxx   22    32   365   89    33   630
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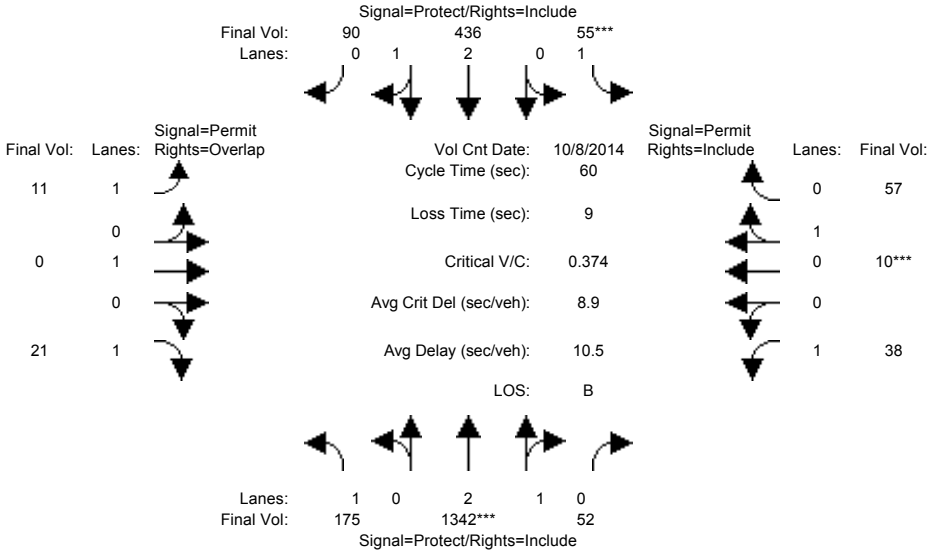
BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



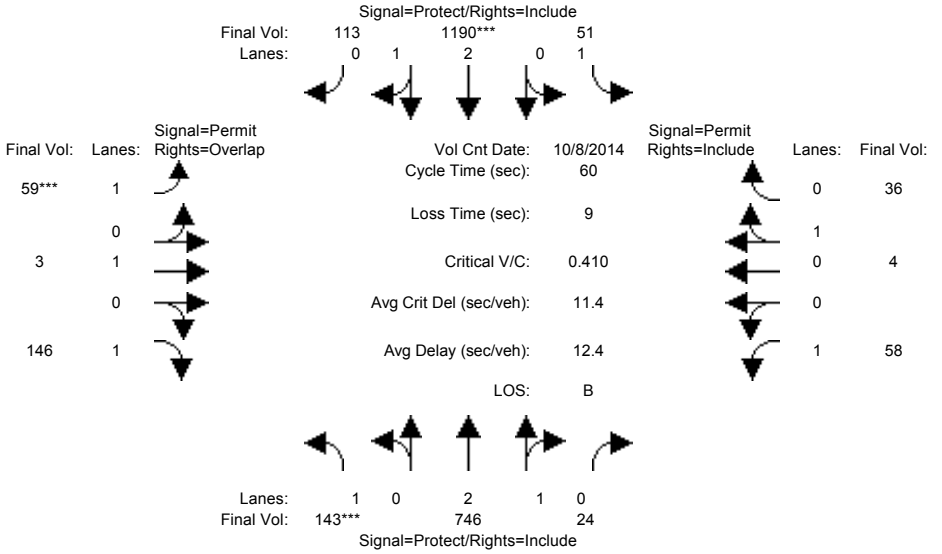
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	175		1342	52	55		436	90	11		0	21	38		10	57
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	175		1342	52	55		436	90	11		0	21	38		10	57
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	175		1342	52	55		436	90	11		0	21	38		10	57
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	175		1342	52	55		436	90	11		0	21	38		10	57
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	175		1342	52	55		436	90	11		0	21	38		10	57
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	175		1342	52	55		436	90	11		0	21	38		10	57
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.88	0.12	1.00		2.47	0.53	1.00		1.00	1.00	1.00		0.15	0.85
Final Sat.:	1750		5391	209	1750		4641	958	1750		1900	1750	1750		269	1531
Capacity Analysis Module:																
Vol/Sat:	0.10		0.25	0.25	0.03		0.09	0.09	0.01		0.00	0.01	0.02		0.04	0.04
Crit Moves:			****				****								****	
Green Time:	16.9		34.0	34.0	7.0		24.1	24.1	10.0		0.0	26.9	10.0		10.0	10.0
Volume/Cap:	0.36		0.44	0.44	0.27		0.23	0.23	0.04		0.00	0.03	0.13		0.22	0.22
Delay/Veh:	17.7		7.6	7.6	24.9		11.9	11.9	21.0		0.0	9.3	21.5		22.0	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:	17.7		7.6	7.6	24.9		11.9	11.9	21.0		0.0	9.3	21.5		22.0	22.0
LOS by Move:	B		A	A	C		B	B	C		A	A	C		C	C
HCM2k95thQ:	6		10	10	2		4	4	0		0	1	2		3	3

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

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



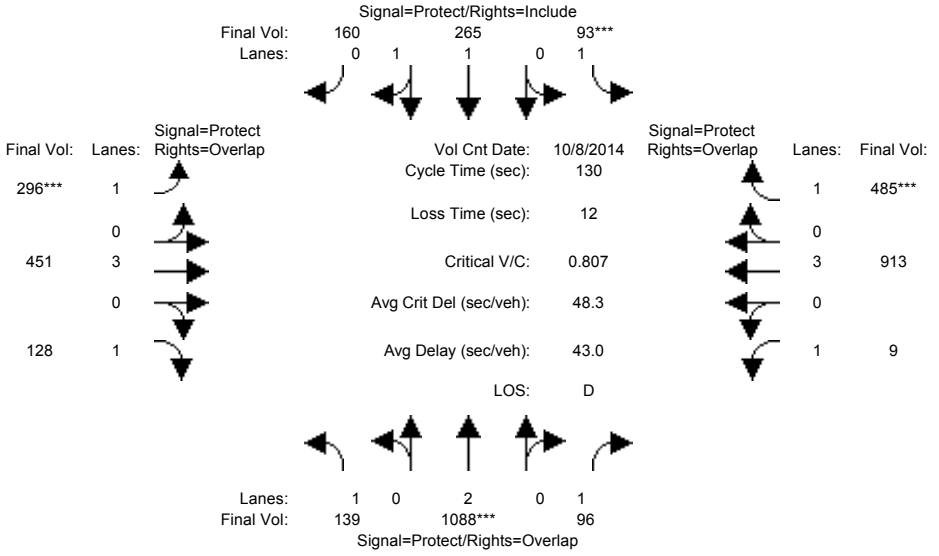
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	143		746	24	51		1190	113	59		3	146	58		4	36
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	143		746	24	51		1190	113	59		3	146	58		4	36
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	143		746	24	51		1190	113	59		3	146	58		4	36
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		746	24	51		1190	113	59		3	146	58		4	36
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	143		746	24	51		1190	113	59		3	146	58		4	36
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	143		746	24	51		1190	113	59		3	146	58		4	36
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.90	0.10	1.00		2.73	0.27	1.00		1.00	1.00	1.00		0.10	0.90
Final Sat.:	1750		5425	175	1750		5114	486	1750		1900	1750	1750		180	1620
Capacity Analysis Module:																
Vol/Sat:	0.08		0.14	0.14	0.03		0.23	0.23	0.03		0.00	0.08	0.03		0.02	0.02
Crit Moves:	****				****				****							
Green Time:	10.7		24.1	24.1	16.9		30.3	30.3	10.0		10.0	20.7	10.0		10.0	10.0
Volume/Cap:	0.46		0.34	0.34	0.10		0.46	0.46	0.20		0.01	0.24	0.20		0.13	0.13
Delay/Veh:	23.2		12.5	12.5	16.1		9.7	9.7	21.9		20.9	14.3	21.9		21.5	21.5
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:	23.2		12.5	12.5	16.1		9.7	9.7	21.9		20.9	14.3	21.9		21.5	21.5
LOS by Move:	C		B	B	B		A	A	C		C	B	C		C	C
HCM2k95thQ:	6		7	7	1		10	10	2		0	4	2		2	2

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



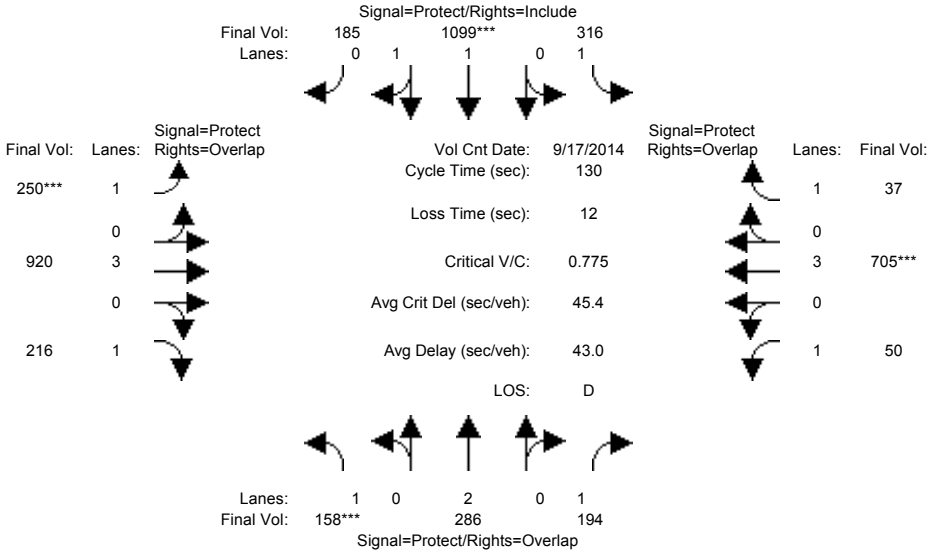
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	139		1088	96	93		265	160	296		451	128	9		913	485
Growth Adj:	1.00		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		1088	96	93		265	160	296		451	128	9		913	485
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	139		1088	96	93		265	160	296		451	128	9		913	485
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1088	96	93		265	160	296		451	128	9		913	485
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	139		1088	96	93		265	160	296		451	128	9		913	485
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	139		1088	96	93		265	160	296		451	128	9		913	485
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.23	0.77	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		2306	1392	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.29	0.05	0.05		0.11	0.11	0.17		0.08	0.07	0.01		0.16	0.28
Crit Moves:			****		****				****							****
Green Time:	22.3		46.1	71.7	8.6		32.3	32.3	27.2		37.6	60.0	25.6		36.0	44.5
Volume/Cap:	0.46		0.81	0.10	0.81		0.46	0.46	0.81		0.27	0.16	0.03		0.58	0.81
Delay/Veh:	49.5		41.6	13.9	92.7		41.8	41.8	61.3		35.7	20.4	42.2		41.0	47.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	49.5		41.6	13.9	92.7		41.8	41.8	61.3		35.7	20.4	42.2		41.0	47.0
LOS by Move:	D		D	B	F		D	D	E		D	C	D		D	D
HCM2k95thQ:	10		34	4	9		14	14	22		9	6	1		20	35

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



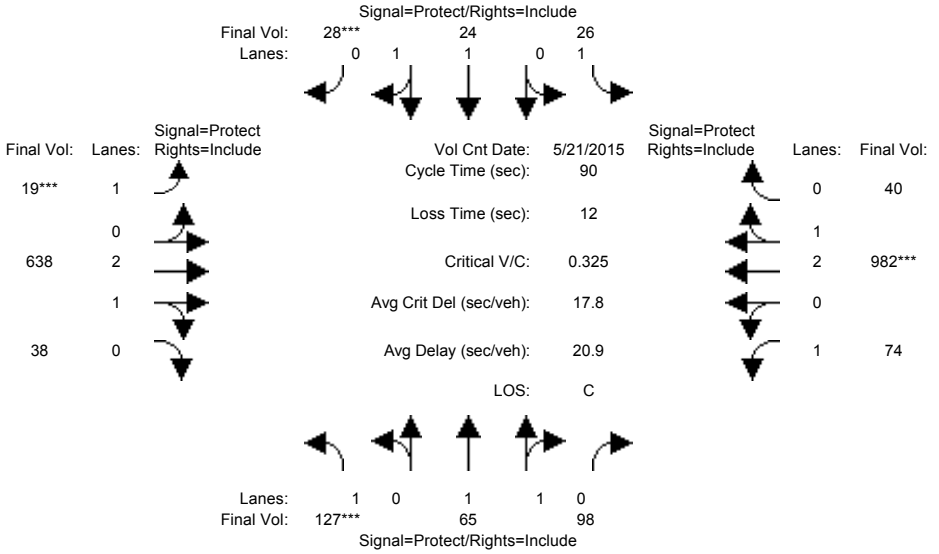
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	158	286	194		316	1099	185		250	920	216		50	705	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	158	286	194		316	1099	185		250	920	216		50	705	37	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	286	194		316	1099	185		250	920	216		50	705	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	286	194		316	1099	185		250	920	216		50	705	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	286	194		316	1099	185		250	920	216		50	705	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	158	286	194		316	1099	185		250	920	216		50	705	37	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	1.70	0.30		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1750	3800	1750		1750	3167	533		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.08	0.11		0.18	0.35	0.35		0.14	0.16	0.12		0.03	0.12	0.02	
Crit Moves:	****					****			****					****		
Green Time:	15.1	23.0	34.1		50.4	58.2	58.2		23.9	33.5	48.6		11.2	20.7	71.1	
Volume/Cap:	0.78	0.43	0.42		0.47	0.78	0.78		0.78	0.63	0.33		0.33	0.78	0.04	
Delay/Veh:	72.7	48.1	40.4		30.3	32.8	32.8		61.7	43.6	29.3		57.2	56.6	13.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	72.7	48.1	40.4		30.3	32.8	32.8		61.7	43.6	29.3		57.2	56.6	13.6	
LOS by Move:	E		D	D	C		C	C	E		D	C	E		E	B
HCM2k95thQ:	13		10	13	18		38	38	19		19	12	5		20	1

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



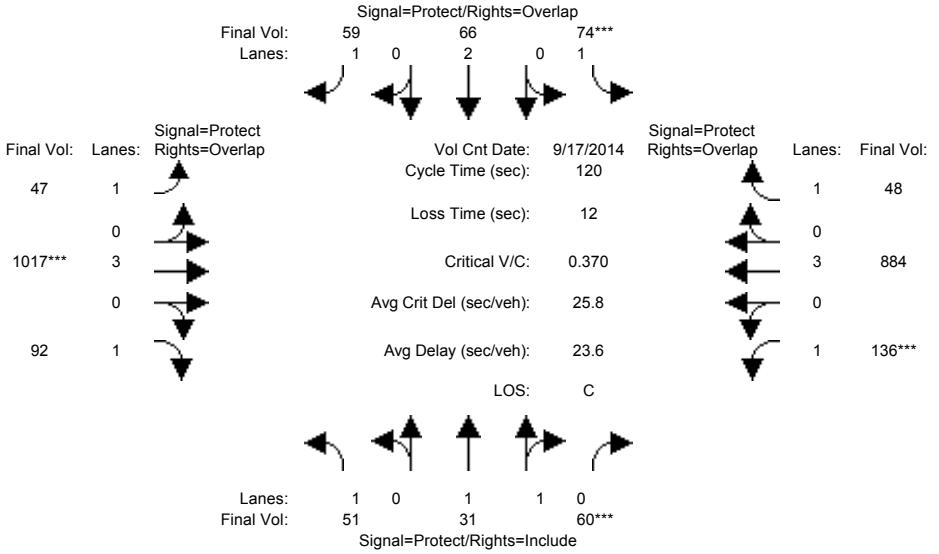
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00 - 6:00 PM												
Base Vol:	127	65	98	26	24	28	19	638	38	74	982	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:	127	65	98	26	24	28	19	638	38	74	982	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	65	98	26	24	28	19	638	38	74	982	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:	1.00	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	65	98	26	24	28	19	638	38	74	982	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	65	98	26	24	28	19	638	38	74	982	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	65	98	26	24	28	19	638	38	74	982	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5285	315	1750	5381	219
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.06	0.01	0.01	0.02	0.01	0.12	0.12	0.04	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	17.4	16.1	16.1	11.3	10.0	10.0	7.0	30.8	30.8	19.8	43.6	43.6
Volume/Cap:	0.38	0.19	0.31	0.12	0.11	0.14	0.14	0.35	0.35	0.19	0.38	0.38
Delay/Veh:	32.3	31.5	32.5	35.2	36.1	36.3	39.2	22.3	22.3	28.8	14.7	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:	32.3	31.5	32.5	35.2	36.1	36.3	39.2	22.3	22.3	28.8	14.7	14.7
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	5	2	1	2	1	9	9	4	11	11

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



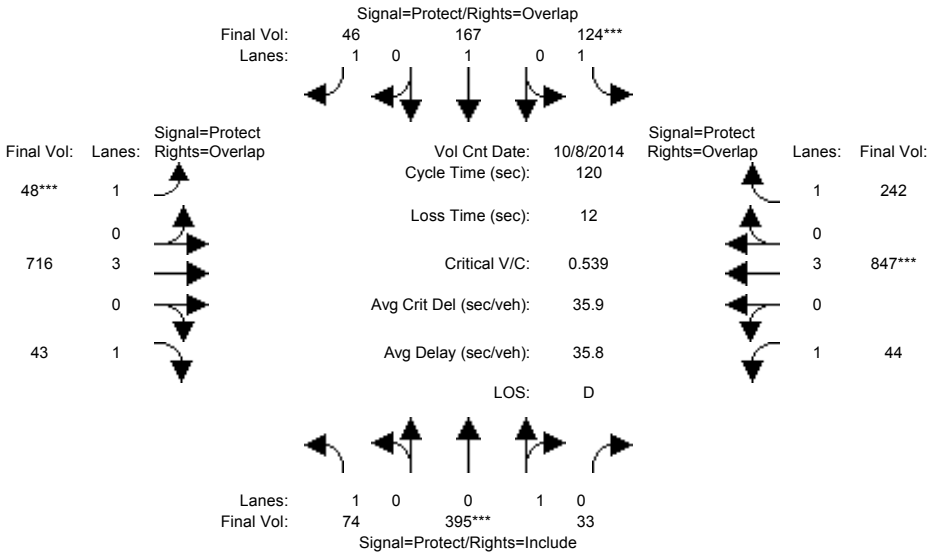
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 4:45-5:45PM																
Base Vol:	51		31	60	74		66	59	47		1017	92	136		884	48
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	51		31	60	74		66	59	47		1017	92	136		884	48
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	51		31	60	74		66	59	47		1017	92	136		884	48
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	51		31	60	74		66	59	47		1017	92	136		884	48
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	51		31	60	74		66	59	47		1017	92	136		884	48
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	51		31	60	74		66	59	47		1017	92	136		884	48
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1900	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.02	0.03	0.04		0.02	0.03	0.03		0.18	0.05	0.08		0.16	0.03
Crit Moves:				****	****						****		****			
Green Time:	10.2		11.1	11.1	13.7		14.6	37.3	22.7		57.9	68.2	25.2		60.4	74.1
Volume/Cap:	0.34		0.18	0.37	0.37		0.14	0.11	0.14		0.37	0.09	0.37		0.31	0.04
Delay/Veh:	53.1		50.4	52.1	50.3		47.2	29.5	40.7		19.6	11.9	41.2		17.6	9.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	53.1		50.4	52.1	50.3		47.2	29.5	40.7		19.6	11.9	41.2		17.6	9.0
LOS by Move:	D		D	D	D		D	C	D		B	B	D		B	A
HCM2k95thQ:	4		2	4	6		2	3	3		14	3	9		12	2

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



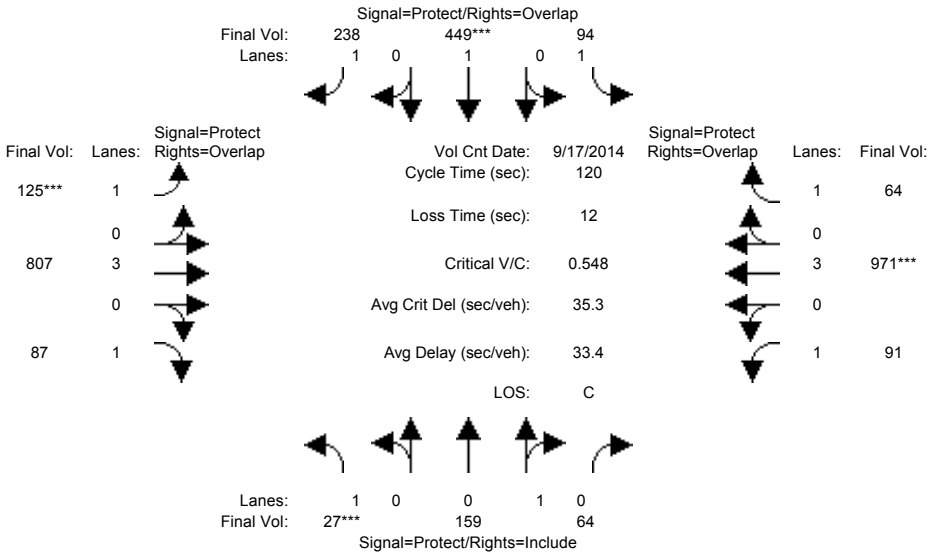
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	74		395	33	124		167	46	48		716	43	44		847	242
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	74		395	33	124		167	46	48		716	43	44		847	242
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	74		395	33	124		167	46	48		716	43	44		847	242
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	74		395	33	124		167	46	48		716	43	44		847	242
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	74		395	33	124		167	46	48		716	43	44		847	242
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	74		395	33	124		167	46	48		716	43	44		847	242
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.92	0.08	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1661	139	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.24	0.24	0.07		0.09	0.03	0.03		0.13	0.02	0.03		0.15	0.14
Crit Moves:			****				****				****				****	
Green Time:	27.2		52.5	52.5	15.7		41.0	48.0	7.0		27.2	54.4	12.6		32.8	48.5
Volume/Cap:	0.19		0.54	0.54	0.54		0.26	0.07	0.47		0.55	0.05	0.24		0.54	0.34
Delay/Veh:	37.7		25.7	25.7	51.5		28.7	22.2	58.1		41.6	18.4	49.9		37.6	25.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.7		25.7	25.7	51.5		28.7	22.2	58.1		41.6	18.4	49.9		37.6	25.0
LOS by Move:	D		C	C	D		C	C	E		D	B	D		D	C
HCM2k95thQ:	5		22	22	9		8	2	4		14	2	3		16	12

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



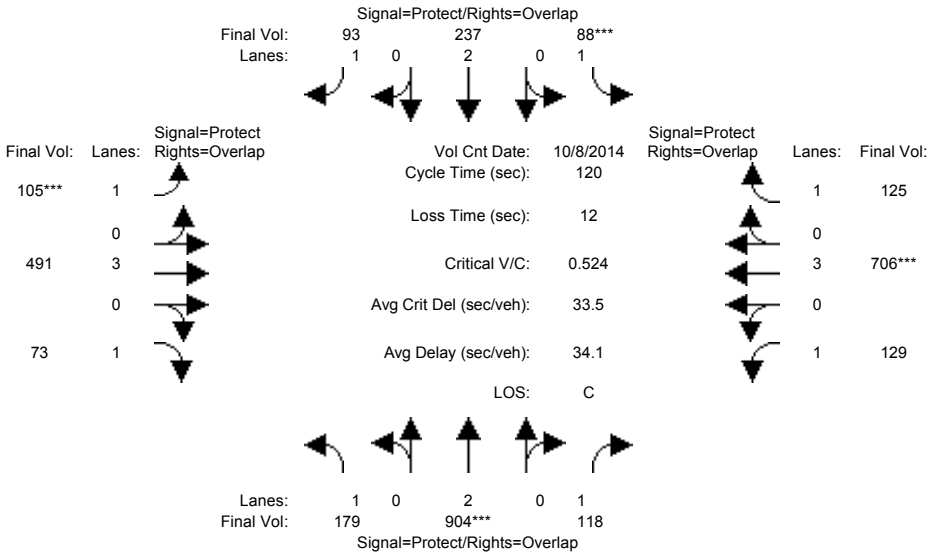
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	27		159	64	94		449	238	125		807	87	91		971	64
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	27		159	64	94		449	238	125		807	87	91		971	64
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	27		159	64	94		449	238	125		807	87	91		971	64
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		159	64	94		449	238	125		807	87	91		971	64
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	27		159	64	94		449	238	125		807	87	91		971	64
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	27		159	64	94		449	238	125		807	87	91		971	64
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.71	0.29	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1283	517	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.02		0.12	0.12	0.05		0.24	0.14	0.07		0.14	0.05	0.05		0.17	0.04
Crit Moves:	****						****		****						****	
Green Time:	7.0		38.7	38.7	18.2		49.9	65.0	15.1		36.2	43.2	14.9		36.0	54.2
Volume/Cap:	0.26		0.38	0.38	0.35		0.57	0.25	0.57		0.47	0.14	0.42		0.57	0.08
Delay/Veh:	55.4		31.9	31.9	46.4		27.8	14.7	52.9		34.3	26.0	49.9		35.9	18.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	55.4		31.9	31.9	46.4		27.8	14.7	52.9		34.3	26.0	49.9		35.9	18.8
LOS by Move:	E		C	C	D		C	B	D		C	C	D		D	B
HCM2k95thQ:	3		13	13	7		22	9	9		15	5	6		18	3

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



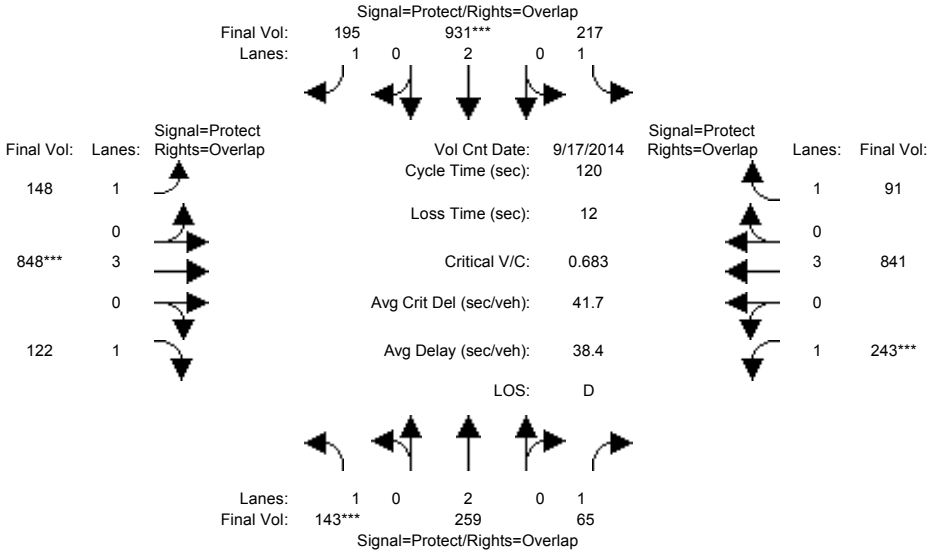
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	179		904	118	88		237	93	105		491	73	129		706	125
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	179		904	118	88		237	93	105		491	73	129		706	125
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	179		904	118	88		237	93	105		491	73	129		706	125
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	179		904	118	88		237	93	105		491	73	129		706	125
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	179		904	118	88		237	93	105		491	73	129		706	125
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	179		904	118	88		237	93	105		491	73	129		706	125
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.24	0.07	0.05		0.06	0.05	0.06		0.09	0.04	0.07		0.12	0.07
Crit Moves:			****				****		****						****	
Green Time:	36.3		54.4	73.8	11.5		29.6	43.3	13.7		22.7	59.0	19.4		28.3	39.8
Volume/Cap:	0.34		0.52	0.11	0.52		0.25	0.15	0.52		0.46	0.08	0.46		0.52	0.22
Delay/Veh:	32.9		23.8	9.6	54.7		36.5	26.0	52.6		43.5	16.2	46.7		40.3	29.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	32.9		23.8	9.6	54.7		36.5	26.0	52.6		43.5	16.2	46.7		40.3	29.0
LOS by Move:	C		C	A	D		D	C	D		D	B	D		D	C
HCM2k95thQ:	10		21	4	7		7	5	8		10	3	9		14	7

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



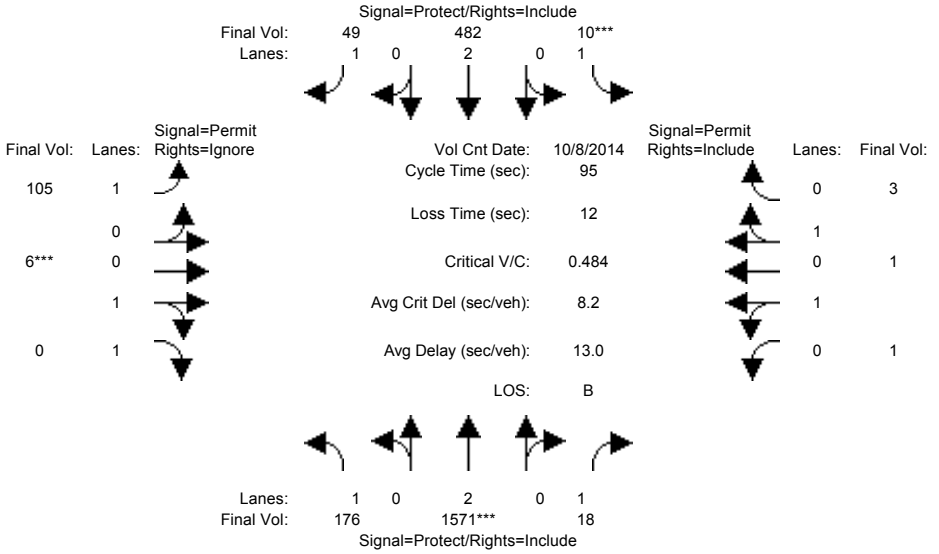
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	143		259	65	217		931	195	148		848	122	243		841	91
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	143		259	65	217		931	195	148		848	122	243		841	91
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	143		259	65	217		931	195	148		848	122	243		841	91
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	143		259	65	217		931	195	148		848	122	243		841	91
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	143		259	65	217		931	195	148		848	122	243		841	91
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	143		259	65	217		931	195	148		848	122	243		841	91
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07		0.04	0.12	0.25		0.11	0.08	0.15		0.07	0.14	0.15		0.05
Crit Moves:	****					****				****				****		
Green Time:	14.4	23.1		47.5	34.4	43.1		61.5	18.4	26.2		40.5	24.4	32.1		66.5
Volume/Cap:	0.68	0.35		0.09	0.43	0.68		0.22	0.55	0.68		0.21	0.68	0.55		0.09
Delay/Veh:	59.5	42.3		22.8	35.5	34.1		16.2	49.4	44.7		28.5	49.6	38.2		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:	59.5	42.3		22.8	35.5	34.1		16.2	49.4	44.7		28.5	49.6	38.2		12.6
LOS by Move:	E		D	C	D		C	B	D		D	C	D		D	B
HCM2k95thQ:	11		8	3	13		26	8	11		18	7	17		16	3

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



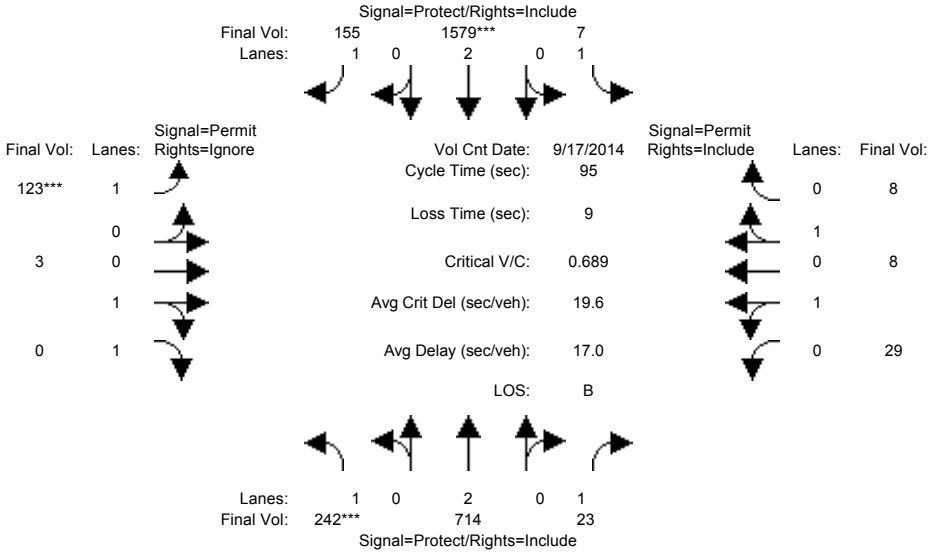
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	176	1571	18	10	482	49	105	6	108	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1571	18	10	482	49	105	6	108	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1571	18	10	482	49	105	6	108	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	176	1571	18	10	482	49	105	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1571	18	10	482	49	105	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	176	1571	18	10	482	49	105	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.01	0.01	0.13	0.03	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	32.3	66.0	66.0	7.0	40.7	40.7	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.30	0.60	0.01	0.08	0.30	0.07	0.57	0.03	0.00	0.01	0.01	0.02
Delay/Veh:	23.3	7.9	4.5	41.3	17.9	16.0	44.7	38.2	0.0	38.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	7.9	4.5	41.3	17.9	16.0	44.7	38.2	0.0	38.1	38.1	38.1
LOS by Move:	C	A	A	D	B	B	D	D	A	D	D	D
HCM2k95thQ:	8	21	0	1	9	2	8	0	0	0	0	0

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



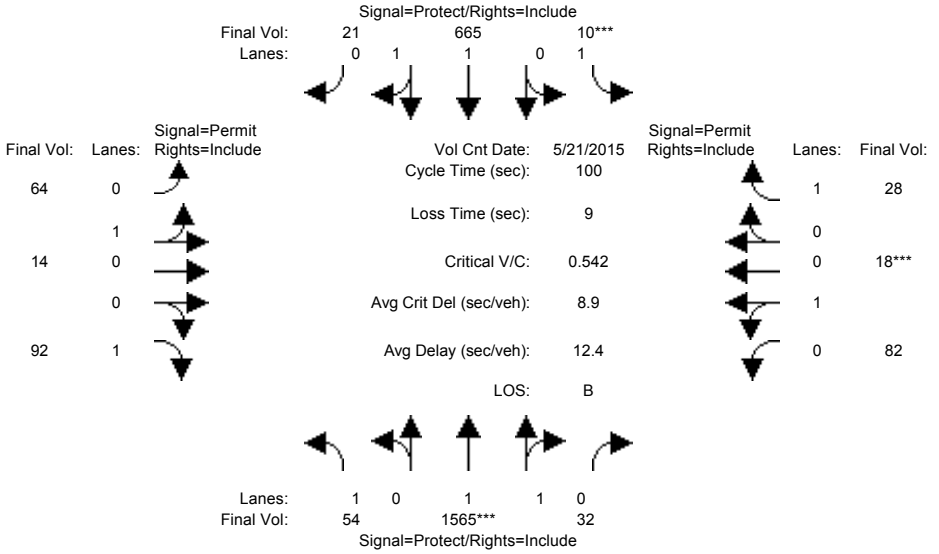
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	242		714	23	7		1579	155	123		3	281	29		8	8
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	242		714	23	7		1579	155	123		3	281	29		8	8
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	242		714	23	7		1579	155	123		3	281	29		8	8
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	242		714	23	7		1579	155	123		3	0	29		8	8
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	242		714	23	7		1579	155	123		3	0	29		8	8
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	242		714	23	7		1579	155	123		3	0	29		8	8
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.92	0.95		0.95	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		0.50	0.50
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		1800	1750	1800		900	900
Capacity Analysis Module:																
Vol/Sat:	0.14		0.19	0.01	0.00		0.42	0.09	0.07		0.00	0.00	0.02		0.01	0.01
Crit Moves:	****						****		****							
Green Time:	19.0		54.6	54.6	21.4		57.0	57.0	10.0		10.0	0.0	10.0		10.0	10.0
Volume/Cap:	0.69		0.33	0.02	0.02		0.69	0.15	0.67		0.02	0.00	0.15		0.08	0.08
Delay/Veh:	41.2		10.7	8.7	28.6		13.9	8.4	49.9		38.1	0.0	38.9		38.4	38.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	41.2		10.7	8.7	28.6		13.9	8.4	49.9		38.1	0.0	38.9		38.4	38.4
LOS by Move:	D		B	A	C		B	A	D		D	A	D		D	D
HCM2k95thQ:	14		10	1	0		29	4	10		0	0	2		1	1

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



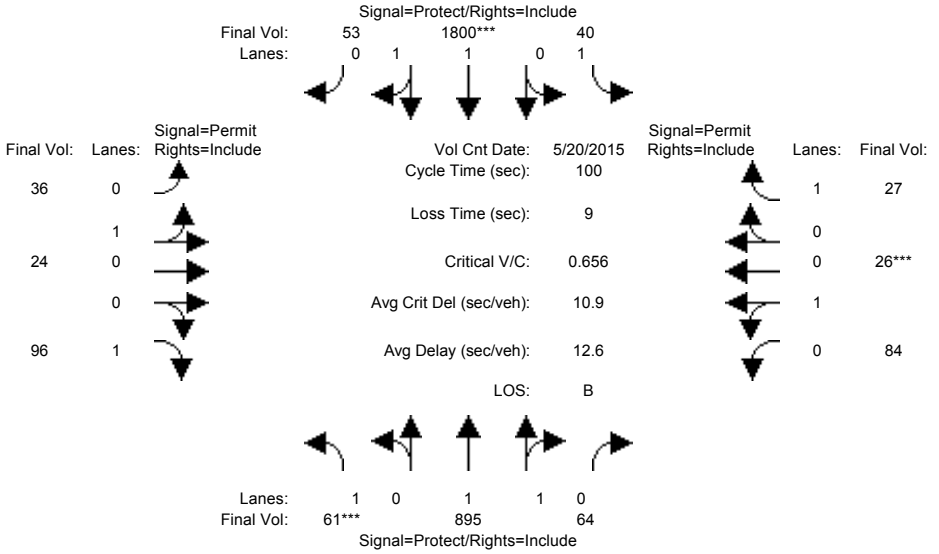
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<																
Base Vol:	54		1565	32	10		665	21	64		14	92	82		18	28
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	54		1565	32	10		665	21	64		14	92	82		18	28
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	54		1565	32	10		665	21	64		14	92	82		18	28
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	54		1565	32	10		665	21	64		14	92	82		18	28
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	54		1565	32	10		665	21	64		14	92	82		18	28
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	54		1565	32	10		665	21	64		14	92	82		18	28
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		0.97	0.95	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00		1.96	0.04	1.00		1.94	0.06	0.82		0.18	1.00	0.82		0.18	1.00
Final Sat.:	1750		3626	74	1750		3587	113	1477		323	1750	1476		324	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.43	0.43	0.01		0.19	0.19	0.04		0.04	0.05	0.06		0.06	0.02
Crit Moves:			****		****										****	
Green Time:	22.2		74.0	74.0	7.0		58.8	58.8	10.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.14		0.58	0.58	0.08		0.32	0.32	0.43		0.43	0.53	0.56		0.56	0.16
Delay/Veh:	31.4		6.3	6.3	43.8		10.5	10.5	44.0		44.0	45.7	46.7		46.7	41.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	31.4		6.3	6.3	43.8		10.5	10.5	44.0		44.0	45.7	46.7		46.7	41.6
LOS by Move:	C		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	3		21	21	1		10	10	5		5	6	8		8	2

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



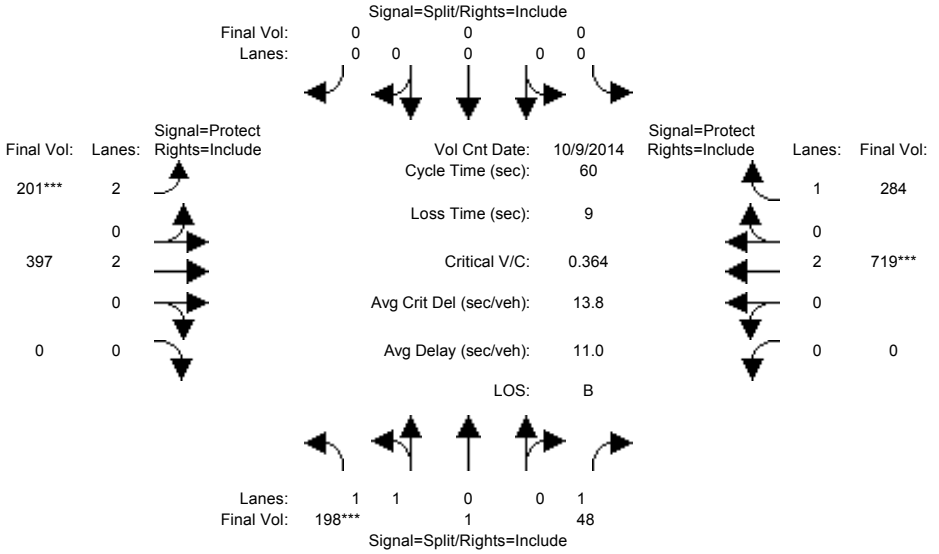
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	61	895	64	40	1800	53	36	24	96	84	26	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	895	64	40	1800	53	36	24	96	84	26	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	895	64	40	1800	53	36	24	96	84	26	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	895	64	40	1800	53	36	24	96	84	26	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	895	64	40	1800	53	36	24	96	84	26	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	895	64	40	1800	53	36	24	96	84	26	27
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.94	0.06	0.60	0.40	1.00	0.76	0.24	1.00
Final Sat.:	1750	3453	247	1750	3594	106	1080	720	1750	1375	425	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.50	0.50	0.03	0.03	0.05	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	7.0	63.8	63.8	17.2	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.41	0.41	0.13	0.68	0.68	0.33	0.33	0.55	0.61	0.61	0.15
Delay/Veh:	48.0	9.0	9.0	35.3	7.5	7.5	43.0	43.0	46.5	49.2	49.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	9.0	9.0	35.3	7.5	7.5	43.0	43.0	46.5	49.2	49.2	41.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	14	14	2	26	26	4	4	6	9	9	2

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



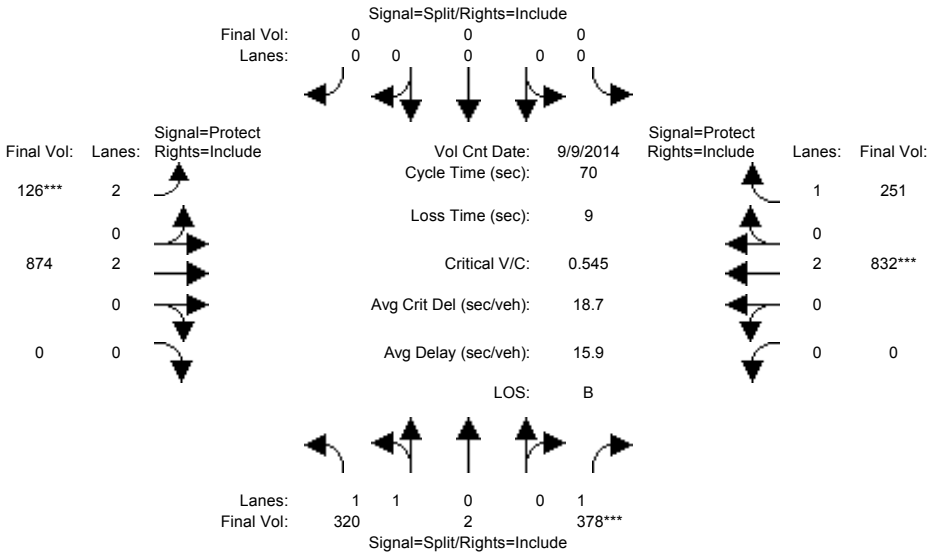
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	198	1	48	0	0	0	201	397	0	0	719	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1	48	0	0	0	201	397	0	0	719	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1	48	0	0	0	201	397	0	0	719	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1	48	0	0	0	201	397	0	0	719	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1	48	0	0	0	201	397	0	0	719	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1	48	0	0	0	201	397	0	0	719	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.06	0.10	0.00	0.00	0.19	0.16
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	10.3	41.0	0.0	0.0	30.7	30.7
Volume/Cap:	0.34	0.34	0.16	0.00	0.00	0.00	0.37	0.15	0.00	0.00	0.37	0.32
Delay/Veh:	22.4	22.4	21.7	0.0	0.0	0.0	22.4	3.4	0.0	0.0	9.0	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:	22.4	22.4	21.7	0.0	0.0	0.0	22.4	3.4	0.0	0.0	9.0	8.8
LOS by Move:	C	C	C	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	4	4	2	0	0	0	4	3	0	0	8	6

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



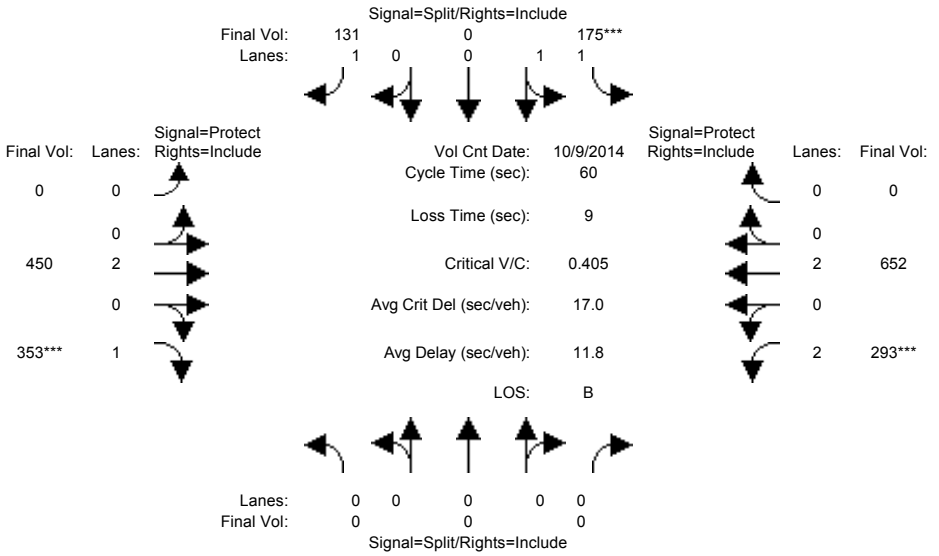
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	320	2	378	0	0	0	126	874	0	0	832	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	2	378	0	0	0	126	874	0	0	832	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2	378	0	0	0	126	874	0	0	832	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2	378	0	0	0	126	874	0	0	832	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2	378	0	0	0	126	874	0	0	832	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2	378	0	0	0	126	874	0	0	832	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3528	22	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.22	0.00	0.00	0.00	0.04	0.23	0.00	0.00	0.22	0.14
Crit Moves:			****				****				****	
Green Time:	26.8	26.8	26.8	0.0	0.0	0.0	7.0	34.2	0.0	0.0	27.2	27.2
Volume/Cap:	0.24	0.24	0.56	0.00	0.00	0.00	0.40	0.47	0.00	0.00	0.56	0.37
Delay/Veh:	14.7	14.7	18.1	0.0	0.0	0.0	30.4	12.1	0.0	0.0	17.3	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	18.1	0.0	0.0	0.0	30.4	12.1	0.0	0.0	17.3	15.6
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	5	5	14	0	0	0	3	12	0	0	13	8

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



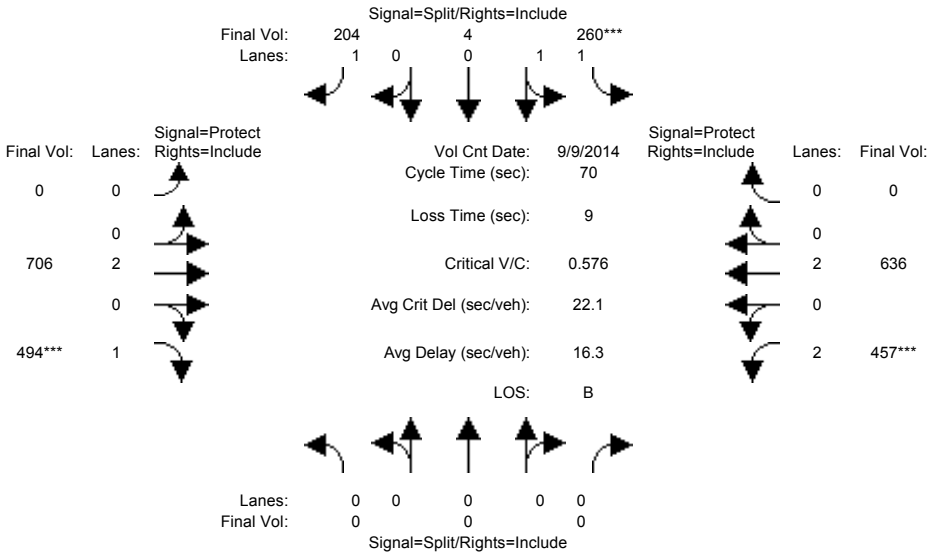
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	175		0	131	0		450	353	293		652	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	175		0	131	0		450	353	293		652	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	175		0	131	0		450	353	293		652	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	175		0	131	0		450	353	293		652	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	175		0	131	0		450	353	293		652	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	175		0	131	0		450	353	293		652	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	0.93		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	2.00		0.00	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3550		0	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.05		0.00	0.07	0.00		0.12	0.20	0.09		0.17	0.00
Crit Moves:					****							****	****			
Green Time:	0.0		0.0	0.0	11.1		0.0	11.1	0.0		27.3	27.3	12.6		39.9	0.0
Volume/Cap:	0.00		0.00	0.00	0.27		0.00	0.40	0.00		0.26	0.44	0.44		0.26	0.00
Delay/Veh:	0.0		0.0	0.0	21.2		0.0	22.4	0.0		10.2	11.6	21.1		4.1	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:	0.0		0.0	0.0	21.2		0.0	22.4	0.0		10.2	11.6	21.1		4.1	0.0
LOS by Move:	A		A	A	C		A	C	A		B	B	C		A	A
HCM2k95thQ:	0		0	0	3		0	6	0		5	9	6		5	0

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



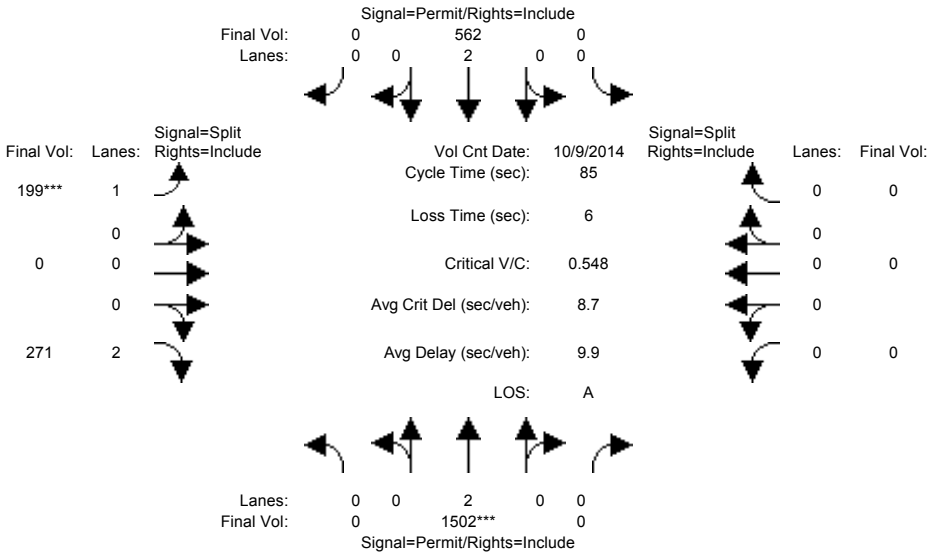
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		0	10	10		7	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Sep 2014 <<																
Base Vol:	0	0	0		260	4	204		0	706	494		457	636	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		260	4	204		0	706	494		457	636	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		260	4	204		0	706	494		457	636	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		260	4	204		0	706	494		457	636	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		260	4	204		0	706	494		457	636	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		260	4	204		0	706	494		457	636	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		0.93	0.95	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	0.00	0.00		1.97	0.03	1.00		0.00	2.00	1.00		2.00	2.00	0.00	
Final Sat.:	0	0	0		3496	54	1750		0	3800	1750		3150	3800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.07	0.07	0.12		0.00	0.19	0.28		0.15	0.17	0.00	
Crit Moves:					****						****		****			
Green Time:	0.0	0.0	0.0		14.2	14.2	14.2		0.0	30.9	30.9		15.9	46.8	0.0	
Volume/Cap:	0.00	0.00	0.00		0.37	0.37	0.58		0.00	0.42	0.64		0.64	0.25	0.00	
Delay/Veh:	0.0	0.0	0.0		24.4	24.4	27.5		0.0	13.6	17.0		26.4	4.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		24.4	24.4	27.5		0.0	13.6	17.0		26.4	4.7	0.0	
LOS by Move:	A	A	A		C	C	C		A	B	B		C	A	A	
HCM2k95thQ:	0	0	0		6	6	10		0	10	17		10	5	0	

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



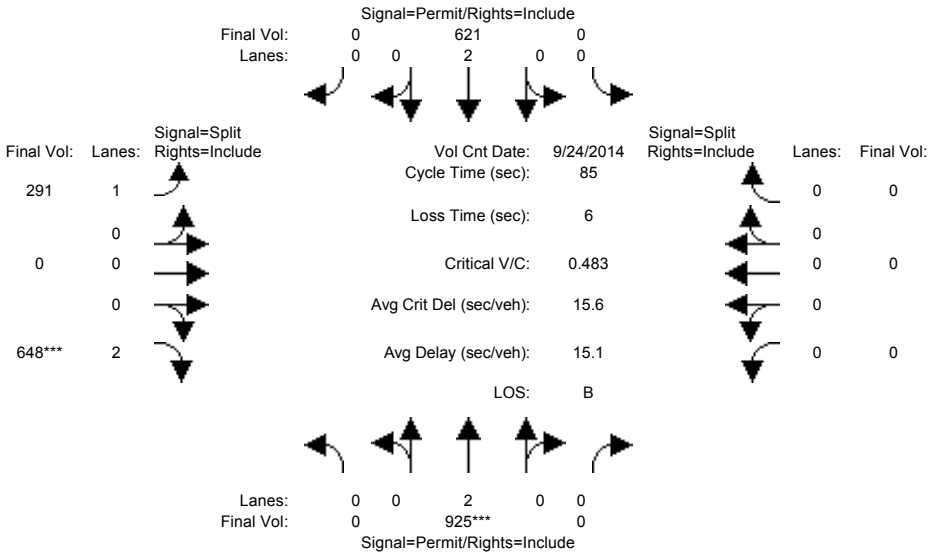
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		1502	0	0		562	0	199		0	271	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1502	0	0		562	0	199		0	271	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1502	0	0		562	0	199		0	271	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1502	0	0		562	0	199		0	271	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1502	0	0		562	0	199		0	271	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1502	0	0		562	0	199		0	271	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.40	0.00	0.00		0.15	0.00	0.11		0.00	0.09	0.00		0.00	0.00
Crit Moves:			****						****							
Green Time:	0.0		61.4	0.0	0.0		61.4	0.0	17.6		0.0	17.6	0.0		0.0	0.0
Volume/Cap:	0.00		0.55	0.00	0.00		0.20	0.00	0.55		0.00	0.41	0.00		0.00	0.00
Delay/Veh:	0.0		5.7	0.0	0.0		3.9	0.0	31.9		0.0	29.6	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		5.7	0.0	0.0		3.9	0.0	31.9		0.0	29.6	0.0		0.0	0.0
LOS by Move:	A		A	A	A		A	A	C		A	C	A		A	A
HCM2k95thQ:	0		17	0	0		5	0	11		0	8	0		0	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



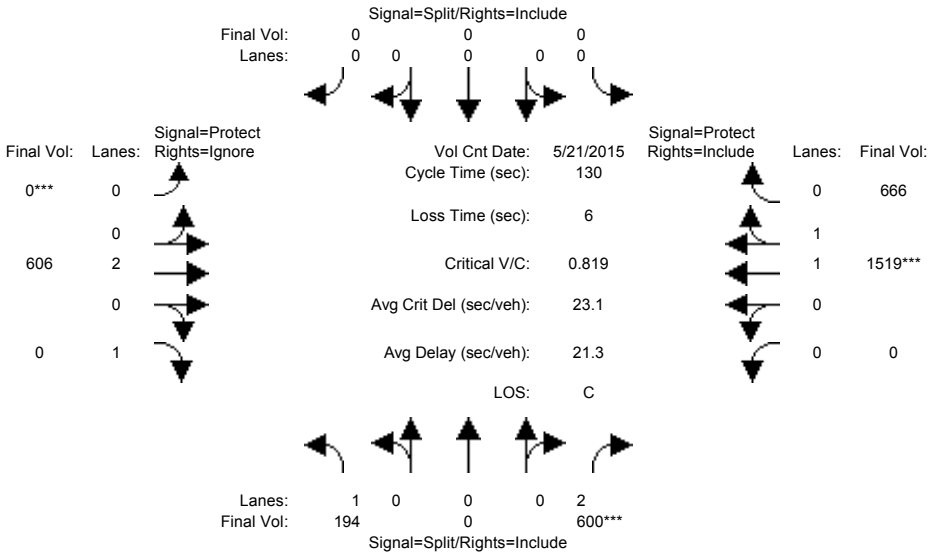
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<																
Base Vol:	0		925	0	0		621	0	291		0	648	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		925	0	0		621	0	291		0	648	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		925	0	0		621	0	291		0	648	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		925	0	0		621	0	291		0	648	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		925	0	0		621	0	291		0	648	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		925	0	0		621	0	291		0	648	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.24	0.00	0.00		0.16	0.00	0.17		0.00	0.21	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		42.8	0.0	0.0		42.8	0.0	36.2		0.0	36.2	0.0		0.0	0.0
Volume/Cap:	0.00		0.48	0.00	0.00		0.32	0.00	0.39		0.00	0.48	0.00		0.00	0.00
Delay/Veh:	0.0		14.0	0.0	0.0		12.6	0.0	17.2		0.0	17.9	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		14.0	0.0	0.0		12.6	0.0	17.2		0.0	17.9	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	B		A	B	A		A	A
HCM2k95thQ:	0		15	0	0		9	0	11		0	14	0		0	0

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



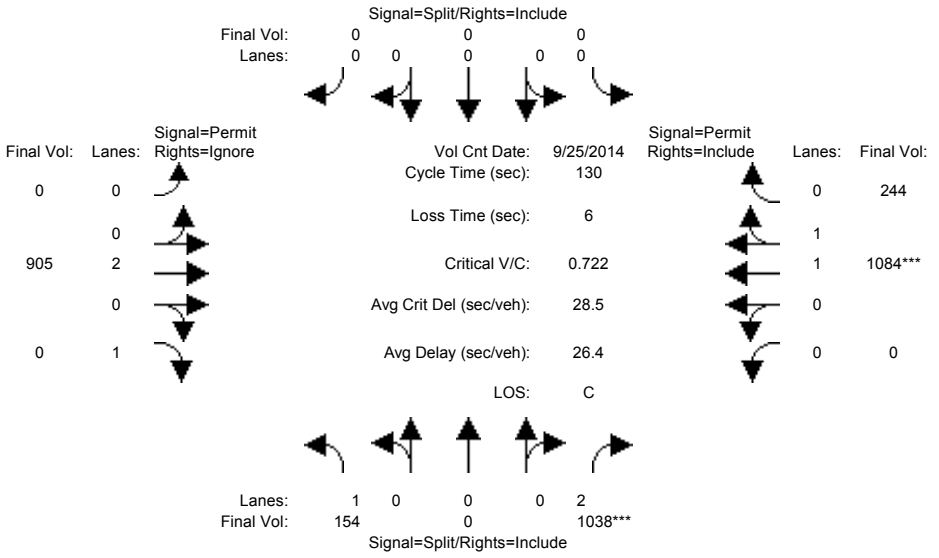
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	194		0	600	0		0	0	0		606	361	0		1519	666
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	194		0	600	0		0	0	606		361	0	1519		666	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	194		0	600	0		0	0	606		361	0	1519		666	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00
PHF Volume:	194		0	600	0		0	0	606		0	0	1519		666	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	194		0	600	0		0	0	606		0	0	1519		666	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00
FinalVolume:	194		0	600	0		0	0	606		0	0	1519		666	
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.99	0.95
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		1.37	0.63
Final Sat.:	1750		0	3150	0		0	0	0		3800	1750	0		2571	1127
Capacity Analysis Module:																
Vol/Sat:	0.11		0.00	0.19	0.00		0.00	0.00	0.00		0.16	0.00	0.00		0.59	0.59
Crit Moves:				****					****						****	
Green Time:	30.2		0.0	30.2	0.0		0.0	0.0	0.0		93.8	0.0	0.0		93.8	93.8
Volume/Cap:	0.48		0.00	0.82	0.00		0.00	0.00	0.00		0.22	0.00	0.00		0.82	0.82
Delay/Veh:	43.9		0.0	54.5	0.0		0.0	0.0	0.0		6.0	0.0	0.0		14.5	14.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	43.9		0.0	54.5	0.0		0.0	0.0	0.0		6.0	0.0	0.0		14.5	14.5
LOS by Move:	D		A	D	A		A	A	A		A	A	A		B	B
HCM2k95thQ:	14		0	28	0		0	0	0		8	0	0		51	51

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



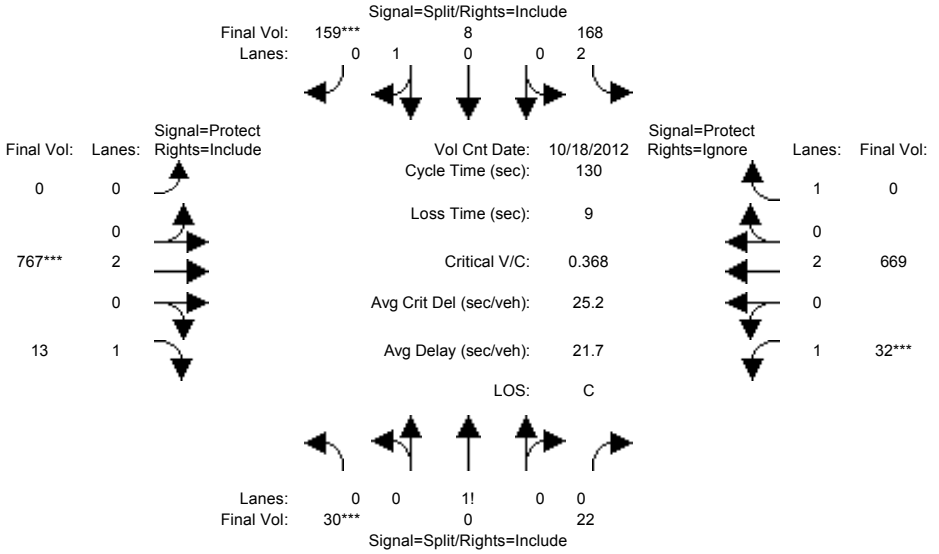
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM																
Base Vol:	154		0	1038	0		0	0	0		905	8	0		1084	244
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	154		0	1038	0		0	0	905		8	0	1084		244	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	154		0	1038	0		0	0	905		8	0	1084		244	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	154		0	1038	0		0	0	905		0	0	1084		244	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	154		0	1038	0		0	0	905		0	0	1084		244	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	154		0	1038	0		0	0	905		0	0	1084		244	
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		1.62	0.38
Final Sat.:	1750		0	3150	0		0	0	0		3800	1750	0		3020	680
Capacity Analysis Module:																
Vol/Sat:	0.09		0.00	0.33	0.00		0.00	0.00	0.24		0.00	0.00	0.36		0.36	
Crit Moves:				****											****	
Green Time:	59.3		0.0	59.3	0.0		0.0	0.0	64.7		0.0	0.0	64.7		64.7	
Volume/Cap:	0.19		0.00	0.72	0.00		0.00	0.00	0.48		0.00	0.00	0.72		0.72	
Delay/Veh:	21.2		0.0	30.5	0.0		0.0	0.0	21.8		0.0	0.0	27.1		27.1	
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	
AdjDel/Veh:	21.2		0.0	30.5	0.0		0.0	0.0	21.8		0.0	0.0	27.1		27.1	
LOS by Move:	C		A	C	A		A	A	C		A	A	C		C	
HCM2k95thQ:	8		0	35	0		0	0	21		0	0	36		36	

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



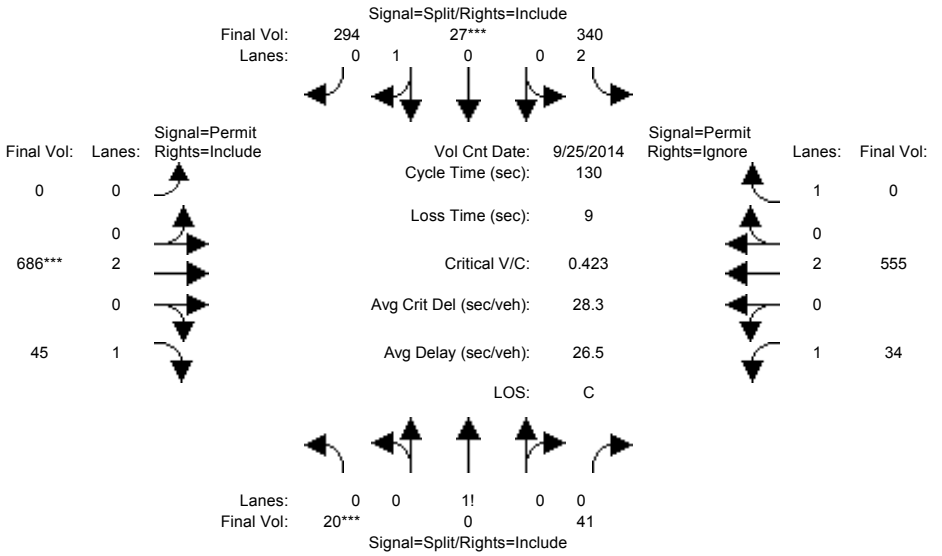
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 18 Oct 2012 << 7:15-8:15AM																
Base Vol:	30		0	22	168		8	159	0		767	13	32		669	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	30		0	22	168		8	159	0		767	13	32		669	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	30		0	22	168		8	159	0		767	13	32		669	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	30		0	22	168		8	159	0		767	13	32		669	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	30		0	22	168		8	159	0		767	13	32		669	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:	30		0	22	168		8	159	0		767	13	32		669	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.58		0.00	0.42	2.00		0.05	0.95	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1010		0	740	3150		86	1714	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.03	0.05		0.09	0.09	0.00		0.20	0.01	0.02		0.18	0.00
Crit Moves:	****							****			****				****	
Green Time:	10.2		0.0	10.2	31.8		31.8	31.8	0.0		69.1	69.1	10.0		79.1	0.0
Volume/Cap:	0.38		0.00	0.38	0.22		0.38	0.38	0.00		0.38	0.01	0.24		0.29	0.00
Delay/Veh:	58.7		0.0	58.7	39.4		41.5	41.5	0.0		18.0	14.4	57.3		12.2	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:	58.7		0.0	58.7	39.4		41.5	41.5	0.0		18.0	14.4	57.3		12.2	0.0
LOS by Move:	E		A	E	D		D	D	A		B	B	E		B	A
HCM2k95thQ:	5		0	5	6		11	11	0		16	1	3		12	0

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



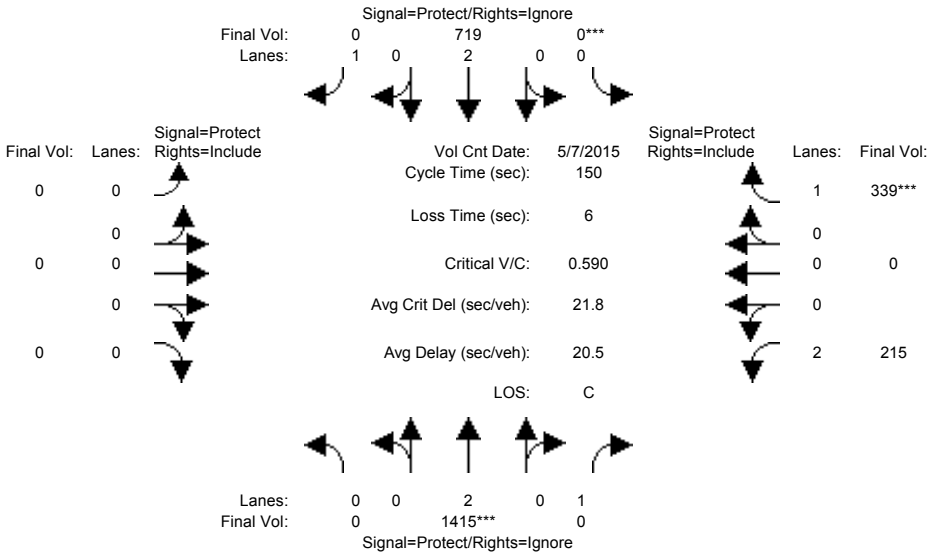
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:15-5:15PM																
Base Vol:	20		0	41	340		27	294	0		686	45	34		555	592
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	20		0	41	340		27	294	0		686	45	34		555	592
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	20		0	41	340		27	294	0		686	45	34		555	592
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:	20		0	41	340		27	294	0		686	45	34		555	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	20		0	41	340		27	294	0		686	45	34		555	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:	20		0	41	340		27	294	0		686	45	34		555	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.33		0.00	0.67	2.00		0.08	0.92	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	574		0	1176	3150		151	1649	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.03	0.11		0.18	0.18	0.00		0.18	0.03	0.02		0.15	0.00
Crit Moves:	****				****						****					
Green Time:	10.7		0.0	10.7	54.8		54.8	54.8	0.0		55.5	55.5	55.5		55.5	0.0
Volume/Cap:	0.42		0.00	0.42	0.26		0.42	0.42	0.00		0.42	0.06	0.05		0.34	0.00
Delay/Veh:	58.7		0.0	58.7	24.5		26.8	26.8	0.0		26.2	22.0	21.8		25.1	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:	58.7		0.0	58.7	24.5		26.8	26.8	0.0		26.2	22.0	21.8		25.1	0.0
LOS by Move:	E		A	E	C		C	C	A		C	C	C		C	A
HCM2k95thQ:	6		0	6	10		17	17	0		17	2	2		14	0

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



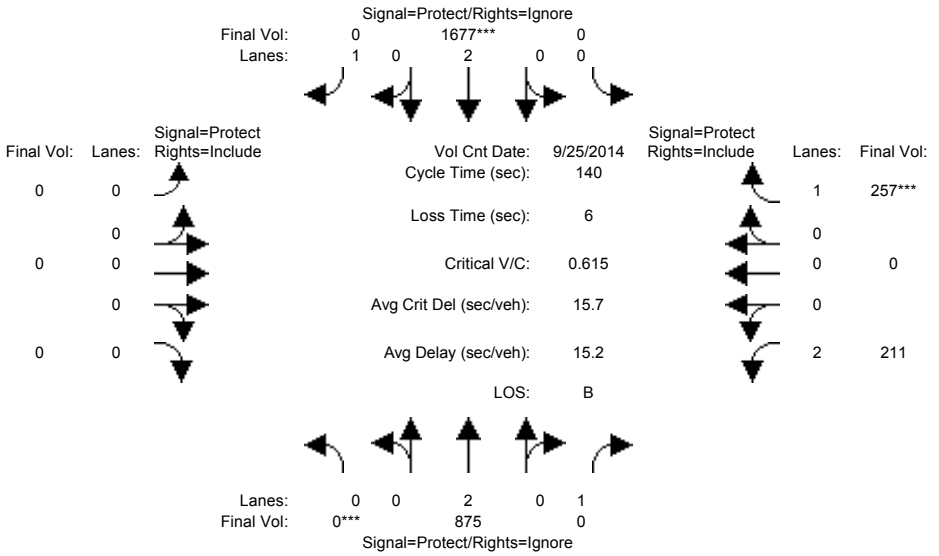
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:35-8:35AM																
Base Vol:	0	1415		313	0	719		193	0		0	0	215		0	339
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1415		313	0	719		193	0		0	0	215		0	339
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1415		313	0	719		193	0		0	0	215		0	339
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1415		0	0	719		0	0		0	0	215		0	339
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1415		0	0	719		0	0		0	0	215		0	339
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	1415		0	0	719		0	0		0	0	215		0	339
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92
Lanes:	0.00	2.00		1.00	0.00	2.00		1.00	0.00	0.00		0.00	2.00	0.00		1.00
Final Sat.:	0	3800		1750	0	3800		1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37		0.00	0.00	0.19		0.00	0.00	0.00		0.00	0.07	0.00		0.19
Crit Moves:		****				****										****
Green Time:	0.0	94.7		0.0	0.0	94.7		0.0	0.0	0.0		0.0	49.3	0.0		49.3
Volume/Cap:	0.00	0.59		0.00	0.00	0.30		0.00	0.00	0.00		0.00	0.21	0.00		0.59
Delay/Veh:	0.0	16.6		0.0	0.0	12.6		0.0	0.0	0.0		0.0	36.4	0.0		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:	0.0	16.6		0.0	0.0	12.6		0.0	0.0	0.0		0.0	36.4	0.0		43.6
LOS by Move:	A	B		A	A	B		A	A	A		A	D	A		D
HCM2k95thQ:	0	32		0	0	14		0	0	0		0	8	0		25

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



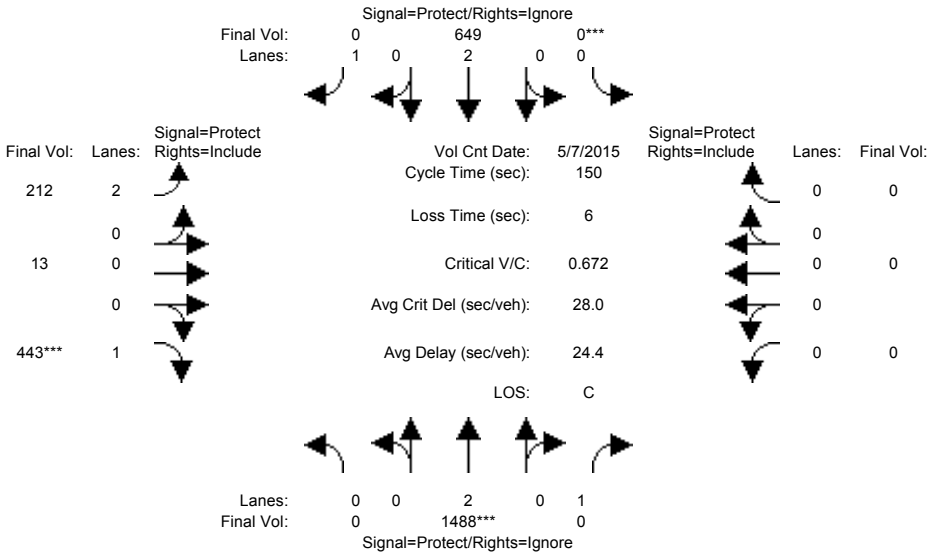
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:00PM																
Base Vol:	0		875	394	0		1677	362	0		0	0	211		0	257
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		875	394	0		1677	362	0		0	0	211		0	257
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		875	394	0		1677	362	0		0	0	211		0	257
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		875	0	0		1677	0	0		0	0	211		0	257
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		875	0	0		1677	0	0		0	0	211		0	257
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		875	0	0		1677	0	0		0	0	211		0	257
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		3800	1750	0		3800	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.23	0.00	0.00		0.44	0.00	0.00		0.00	0.00	0.07		0.00	0.15
Crit Moves:	****						****									****
Green Time:	0.0		101	0.0	0.0		101	0.0	0.0		0.0	0.0	33.5		0.0	33.5
Volume/Cap:	0.00		0.32	0.00	0.00		0.61	0.00	0.00		0.00	0.00	0.28		0.00	0.61
Delay/Veh:	0.0		7.3	0.0	0.0		10.4	0.0	0.0		0.0	0.0	43.7		0.0	50.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		7.3	0.0	0.0		10.4	0.0	0.0		0.0	0.0	43.7		0.0	50.2
LOS by Move:	A		A	A	A		B	A	A		A	A	D		A	D
HCM2k95thQ:	0		13	0	0		30	0	0		0	0	9		0	20

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



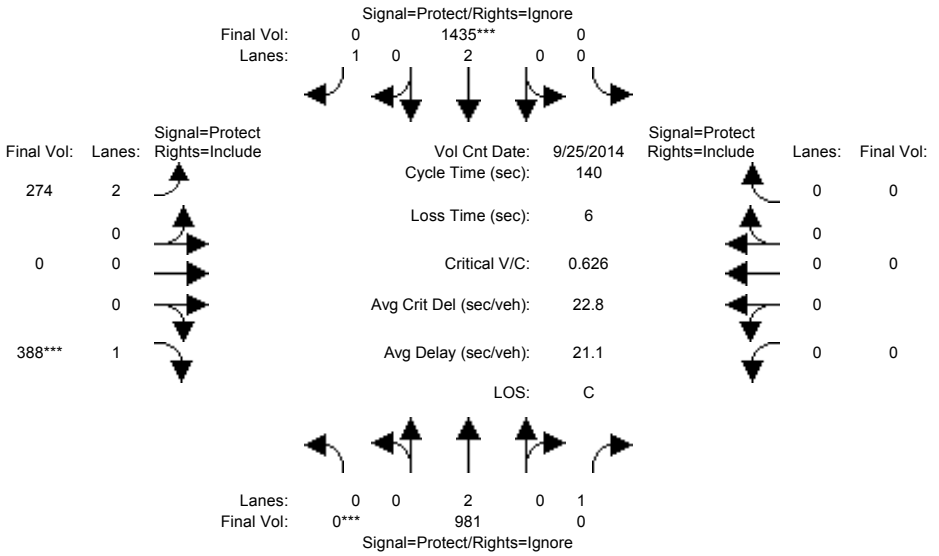
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:50-8:50AM																
Base Vol:	0		1488	469	0		649	269	212		13	443	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1488	469	0		649	269	212		13	443	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1488	469	0		649	269	212		13	443	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1488	0	0		649	0	212		13	443	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1488	0	0		649	0	212		13	443	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1488	0	0		649	0	212		13	443	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	1.89		0.11	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3313		203	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.39	0.00	0.00		0.17	0.00	0.06		0.06	0.25	0.00		0.00	0.00
Crit Moves:			****				****					****				
Green Time:	0.0		87.5	0.0	0.0		87.5	0.0	56.5		56.5	56.5	0.0		0.0	0.0
Volume/Cap:	0.00		0.67	0.00	0.00		0.29	0.00	0.17		0.17	0.67	0.00		0.00	0.00
Delay/Veh:	0.0		22.2	0.0	0.0		15.8	0.0	31.1		31.1	40.8	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:	0.0		22.2	0.0	0.0		15.8	0.0	31.1		31.1	40.8	0.0		0.0	0.0
LOS by Move:	A		C	A	A		B	A	C		C	D	A		A	A
HCM2k95thQ:	0		38	0	0		14	0	7		7	32	0		0	0

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



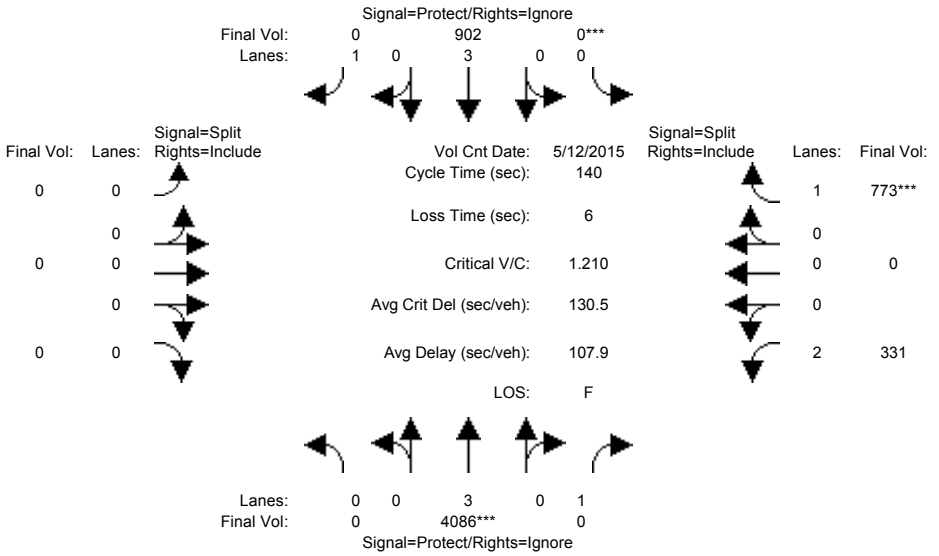
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM																
Base Vol:	0		981	225	0		1435	466	274		0	388	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		981	225	0		1435	466	274		0	388	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		981	225	0		1435	466	274		0	388	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		981	0	0		1435	0	274		0	388	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		981	0	0		1435	0	274		0	388	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		981	0	0		1435	0	274		0	388	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.26	0.00	0.00		0.38	0.00	0.09		0.00	0.22	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	0.0		84.4	0.0	0.0		84.4	0.0	49.6		0.0	49.6	0.0		0.0	0.0
Volume/Cap:	0.00		0.43	0.00	0.00		0.63	0.00	0.25		0.00	0.63	0.00		0.00	0.00
Delay/Veh:	0.0		15.0	0.0	0.0		18.3	0.0	32.1		0.0	39.6	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		15.0	0.0	0.0		18.3	0.0	32.1		0.0	39.6	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	C		A	D	A		A	A
HCM2k95thQ:	0		20	0	0		33	0	10		0	27	0		0	0

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



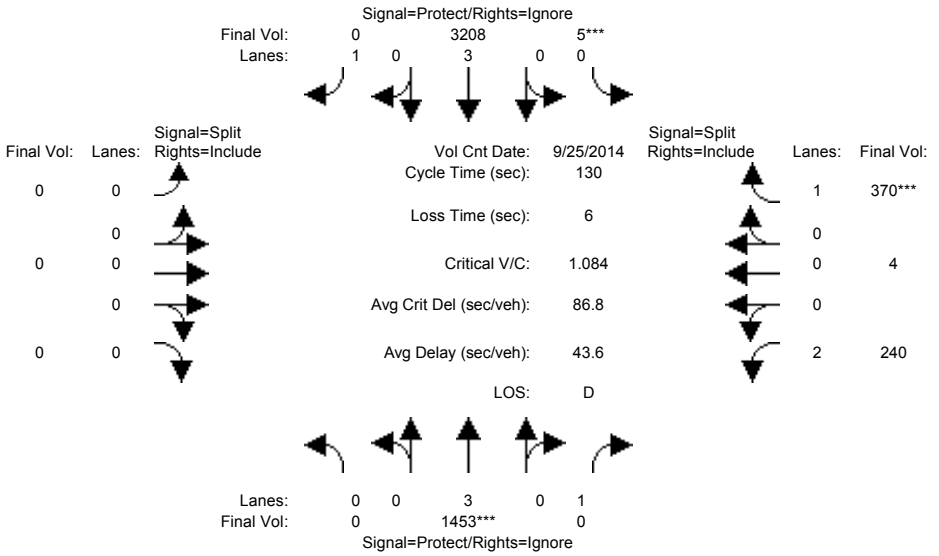
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM																
Base Vol:	0		4086	179	0		902	193	0		0	0	331		0	773
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		4086	179	0		902	193	0		0	0	331		0	773
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		4086	179	0		902	193	0		0	0	331		0	773
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		4086	0	0		902	0	0		0	0	331		0	773
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		4086	0	0		902	0	0		0	0	331		0	773
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		4086	0	0		902	0	0		0	0	331		0	773
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		3.00	1.00	0.00		3.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		5700	1750	0		5700	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.72	0.00	0.00		0.16	0.00	0.00		0.00	0.00	0.11		0.00	0.44
Crit Moves:			****		****											****
Green Time:	0.0		82.9	0.0	0.0		82.9	0.0	0.0		0.0	0.0	51.1		0.0	51.1
Volume/Cap:	0.00		1.21	0.00	0.00		0.27	0.00	0.00		0.00	0.00	0.29		0.00	1.21
Delay/Veh:	0.0		126	0.0	0.0		13.9	0.0	0.0		0.0	0.0	31.7		0.0	153.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		126	0.0	0.0		13.9	0.0	0.0		0.0	0.0	31.7		0.0	153.3
LOS by Move:	A		F	A	A		B	A	A		A	A	C		A	F
HCM2k95thQ:	0		132	0	0		12	0	0		0	0	11		0	85

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



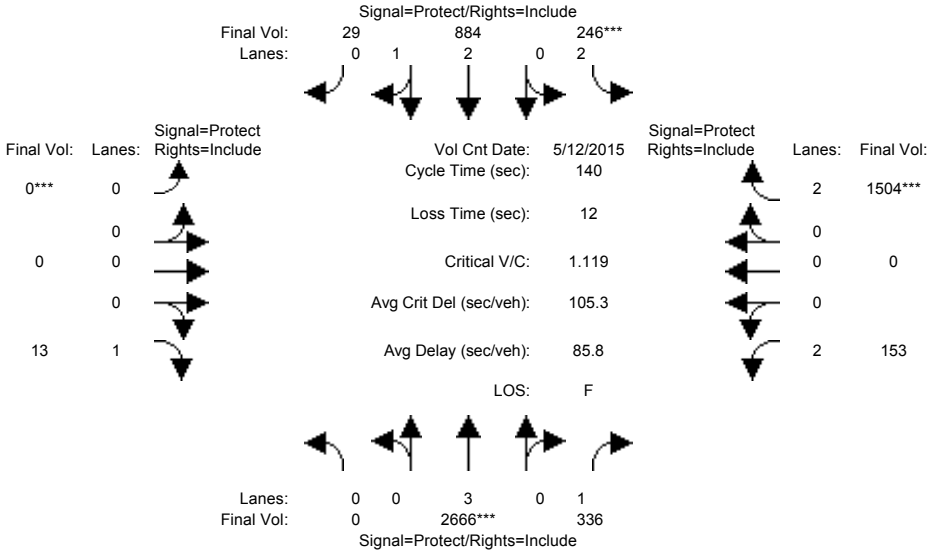
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:30 PM to 5:30 PM																
Base Vol:	0		1453	301	5		3208	773	0		0	0	240		4	370
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1453	301	5		3208	773	0		0	0	240		4	370
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1453	301	5		3208	773	0		0	0	240		4	370
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1453	0	5		3208	0	0		0	0	240		4	370
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1453	0	5		3208	0	0		0	0	240		4	370
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1453	0	5		3208	0	0		0	0	240		4	370
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.95		0.98	0.92	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	0.00		3.00	1.00	0.01		2.99	1.00	0.00		0.00	0.00	1.97		0.03	1.00
Final Sat.:	0		5700	1750	9		5591	1750	0		0	0	3458		58	1800
Capacity Analysis Module:																
Vol/Sat:	0.00		0.25	0.00	0.57		0.57	0.00	0.00		0.00	0.00	0.07		0.07	0.21
Crit Moves:			****		****											****
Green Time:	0.0		30.6	0.0	68.8		99.4	0.0	0.0		0.0	0.0	24.6		24.6	24.6
Volume/Cap:	0.00		1.08	0.00	1.08		0.75	0.00	0.00		0.00	0.00	0.37		0.37	1.08
Delay/Veh:	0.0		101	0.0	75.2		9.2	0.0	0.0		0.0	0.0	46.0		46.0	115.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		101	0.0	75.2		9.2	0.0	0.0		0.0	0.0	46.0		46.0	115.3
LOS by Move:	A		F	A	E		A	A	A		A	A	D		D	F
HCM2k95thQ:	0		46	0	87		41	0	0		0	0	9		9	39

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



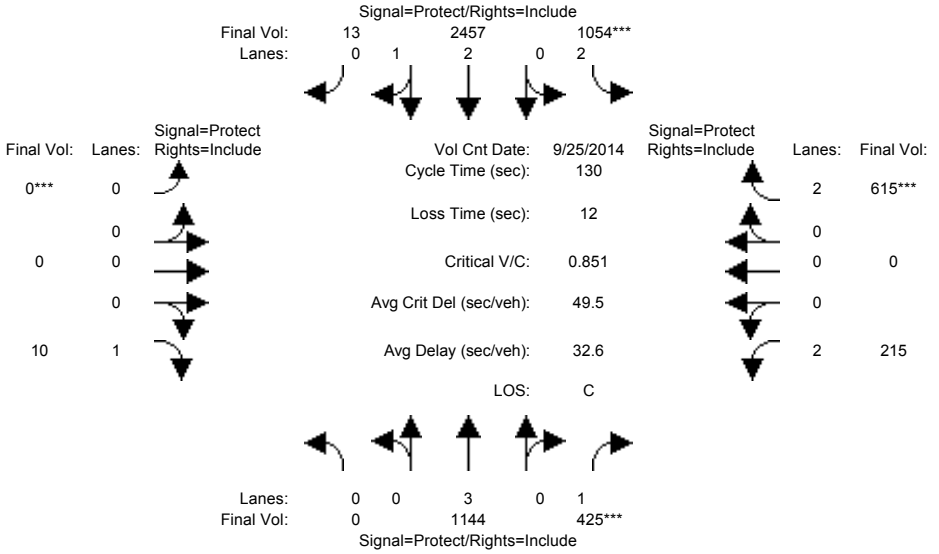
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM																
Base Vol:	0	2666		336	246		884	29	0		0	13	153		0	1504
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	2666		336	246		884	29	0		0	13	153		0	1504
Added Vol:	0	0		0	0		0	0	0		0	0	0		0	0
PasserByVol:	0	0		0	0		0	0	0		0	0	0		0	0
Initial Fut:	0	2666		336	246		884	29	0		0	13	153		0	1504
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	2666		336	246		884	29	0		0	13	153		0	1504
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0	2666		336	246		884	29	0		0	13	153		0	1504
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	2666		336	246		884	29	0		0	13	153		0	1504
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00	3.00		1.00	2.00		2.90	0.10	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0	5700		1750	3150		5422	178	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47		0.19	0.08		0.16	0.16	0.00		0.00	0.01	0.05		0.00	0.48
Crit Moves:		****			****				****							****
Green Time:	0.0	58.5		58.5	9.8		68.3	68.3	0.0		0.0	5.6	54.1		0.0	59.7
Volume/Cap:	0.00	1.12		0.46	1.12		0.33	0.33	0.00		0.00	0.18	0.13		0.00	1.12
Delay/Veh:	0.0	101		29.8	161.5		22.0	22.0	0.0		0.0	66.2	27.7		0.0	104.3
User DelAdj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	101		29.8	161.5		22.0	22.0	0.0		0.0	66.2	27.7		0.0	104.3
LOS by Move:	A	F		C	F		C	C	A		A	E	C		A	F
HCM2k95thQ:	0	75		19	20		15	15	0		0	2	5		0	82

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



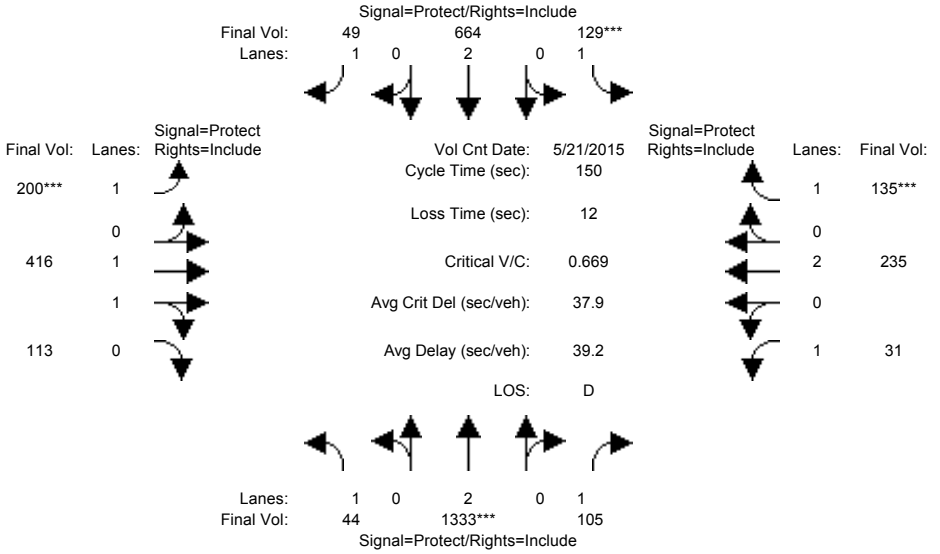
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 5:00-6:00PM																
Base Vol:	0		1144	425	1054		2457	13	0		0	10	215		0	615
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1144	425	1054		2457	13	0		0	10	215		0	615
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1144	425	1054		2457	13	0		0	10	215		0	615
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1144	425	1054		2457	13	0		0	10	215		0	615
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1144	425	1054		2457	13	0		0	10	215		0	615
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1144	425	1054		2457	13	0		0	10	215		0	615
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00		3.00	1.00	2.00		2.98	0.02	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0		5700	1750	3150		5570	29	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00		0.20	0.24	0.33		0.44	0.44	0.00		0.00	0.01	0.07		0.00	0.20
Crit Moves:				****	****				****							****
Green Time:	0.0		37.1	37.1	51.1		88.2	88.2	0.0		0.0	2.1	27.8		0.0	29.8
Volume/Cap:	0.00		0.70	0.85	0.85		0.65	0.65	0.00		0.00	0.36	0.32		0.00	0.85
Delay/Veh:	0.0		43.0	57.0	41.8		12.4	12.4	0.0		0.0	71.1	43.4		0.0	57.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		43.0	57.0	41.8		12.4	12.4	0.0		0.0	71.1	43.4		0.0	57.5
LOS by Move:	A		D	E	D		B	B	A		A	E	D		A	E
HCM2k95thQ:	0		24	30	42		33	33	0		0	2	9		0	29

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



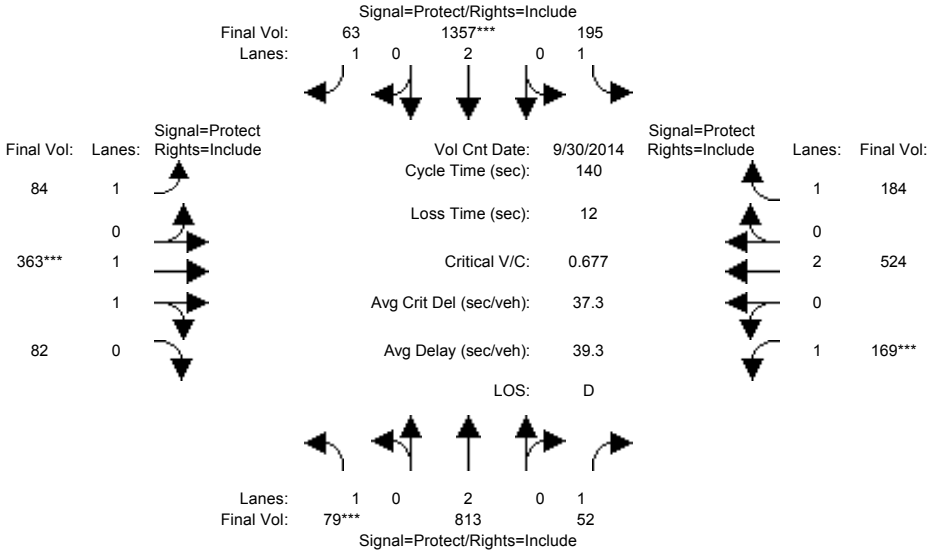
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	44	1333		105	129	664		49	200	416		113	31	235		135
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	44	1333		105	129	664		49	200	416		113	31	235		135
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	44	1333		105	129	664		49	200	416		113	31	235		135
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	44	1333		105	129	664		49	200	416		113	31	235		135
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	44	1333		105	129	664		49	200	416		113	31	235		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:	44	1333		105	129	664		49	200	416		113	31	235		135
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.56		0.44	1.00	2.00		1.00
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	2909		790	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.03	0.35		0.06	0.07	0.17		0.03	0.11	0.14		0.14	0.02	0.06		0.08
Crit Moves:		****				****				****						****
Green Time:	20.0	78.6		78.6	16.5	75.1		75.1	25.6	32.3		32.3	10.6	17.3		17.3
Volume/Cap:	0.19	0.67		0.11	0.67	0.35		0.06	0.67	0.66		0.66	0.25	0.54		0.67
Delay/Veh:	58.1	27.1		18.1	72.9	22.8		19.3	64.0	56.0		56.0	67.1	63.9		72.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	58.1	27.1		18.1	72.9	22.8		19.3	64.0	56.0		56.0	67.1	63.9		72.0
LOS by Move:	E		C	B	E		C	B	E		E	E	E		E	E
HCM2k95thQ:	4		36	5	12		17	2	19		22	22	3		9	12

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



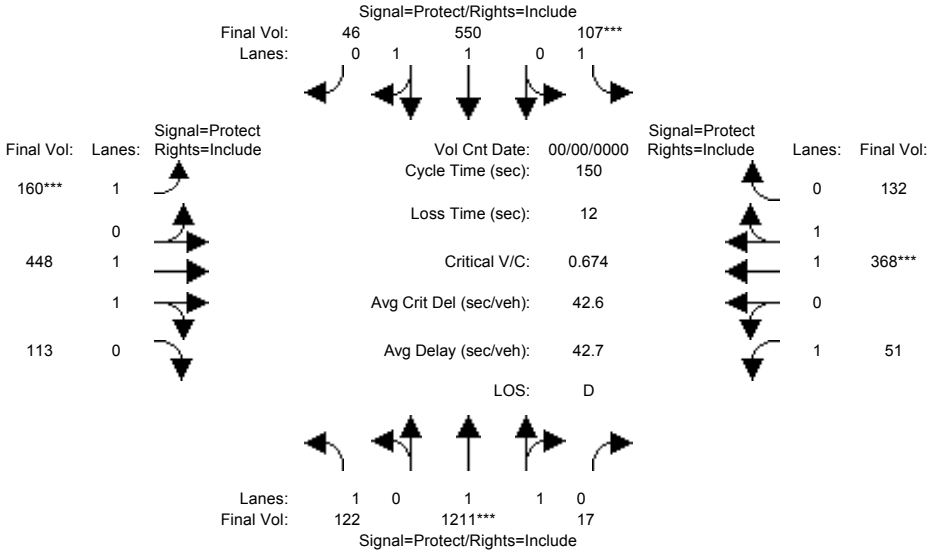
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM																
Base Vol:	79		813	52	195		1357	63	84		363	82	169		524	184
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	79		813	52	195		1357	63	84		363	82	169		524	184
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	79		813	52	195		1357	63	84		363	82	169		524	184
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	79		813	52	195		1357	63	84		363	82	169		524	184
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	79		813	52	195		1357	63	84		363	82	169		524	184
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	79		813	52	195		1357	63	84		363	82	169		524	184
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.62	0.38	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3018	682	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.21	0.03	0.11		0.36	0.04	0.05		0.12	0.12	0.10		0.14	0.11
Crit Moves:	****						****				****		****			
Green Time:	9.3		54.7	54.7	28.5		73.8	73.8	11.9		24.9	24.9	20.0		32.9	32.9
Volume/Cap:	0.68		0.55	0.08	0.55		0.68	0.07	0.56		0.68	0.68	0.68		0.59	0.45
Delay/Veh:	78.6		33.5	26.8	51.8		25.3	16.3	66.4		56.6	56.6	64.2		48.5	46.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	78.6		33.5	26.8	51.8		25.3	16.3	66.4		56.6	56.6	64.2		48.5	46.6
LOS by Move:	E		C	C	D		C	B	E		E	E	E		D	D
HCM2k95thQ:	7		23	3	15		35	3	9		19	19	14		18	13

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



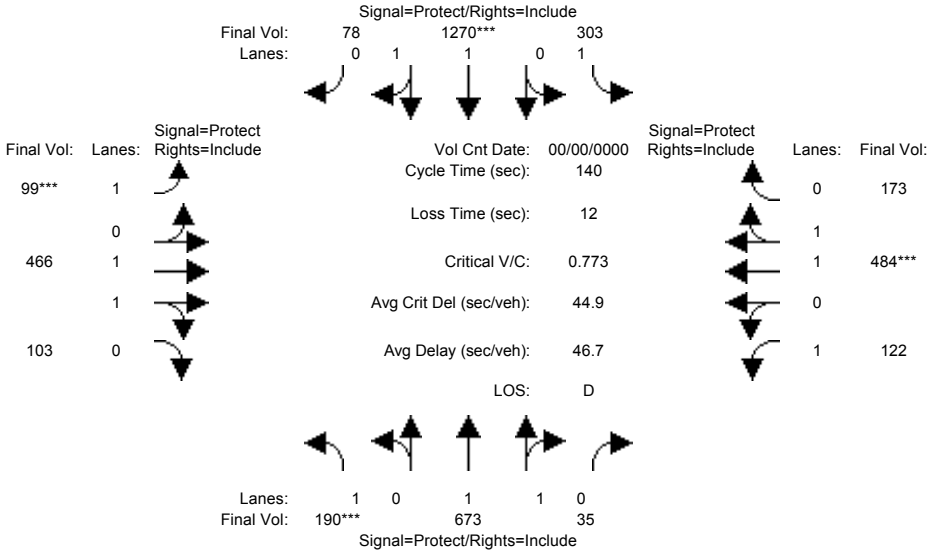
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	122	1211	17	107	550	46	160	448	113	51	368	132
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:	122	1211	17	107	550	46	160	448	113	51	368	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1211	17	107	550	46	160	448	113	51	368	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1211	17	107	550	46	160	448	113	51	368	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1211	17	107	550	46	160	448	113	51	368	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
FinalVolume:	122	1211	17	107	550	46	160	448	113	51	368	132
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.84	0.16	1.00	1.59	0.41	1.00	1.46	0.54
Final Sat.:	1750	3649	51	1750	3414	286	1750	2954	745	1750	2722	977
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.06	0.16	0.16	0.09	0.15	0.15	0.03	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	26.4	73.9	73.9	13.6	61.1	61.1	20.4	38.6	38.6	11.9	30.1	30.1
Volume/Cap:	0.40	0.67	0.67	0.67	0.40	0.40	0.67	0.59	0.59	0.37	0.67	0.67
Delay/Veh:	55.5	29.9	29.9	76.9	31.6	31.6	69.1	49.8	49.8	67.2	57.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	29.9	29.9	76.9	31.6	31.6	69.1	49.8	49.8	67.2	57.9	57.9
LOS by Move:	E	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	11	37	37	10	18	18	16	21	21	5	20	20

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



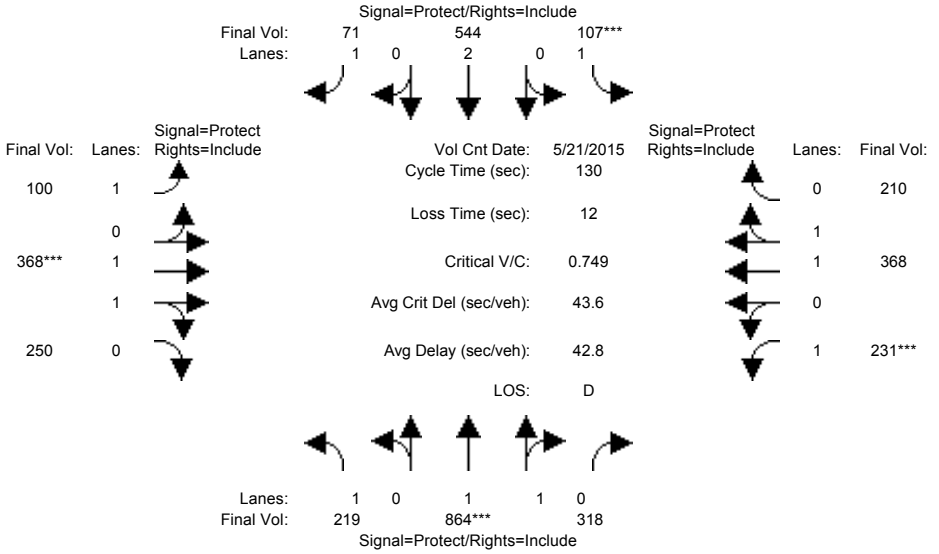
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	190		673	35	303		1270	78	99		466	103	122		484	173
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	190		673	35	303		1270	78	99		466	103	122		484	173
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	190		673	35	303		1270	78	99		466	103	122		484	173
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	190		673	35	303		1270	78	99		466	103	122		484	173
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	190		673	35	303		1270	78	99		466	103	122		484	173
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	190		673	35	303		1270	78	99		466	103	122		484	173
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.90	0.10	1.00		1.88	0.12	1.00		1.63	0.37	1.00		1.46	0.54
Final Sat.:	1750		3517	183	1750		3486	214	1750		3030	670	1750		2725	974
Capacity Analysis Module:																
Vol/Sat:	0.11		0.19	0.19	0.17		0.36	0.36	0.06		0.15	0.15	0.07		0.18	0.18
Crit Moves:	****				****				****				****			
Green Time:	19.7		44.9	44.9	40.7		66.0	66.0	10.2		29.2	29.2	13.2		32.2	32.2
Volume/Cap:	0.77		0.60	0.60	0.60		0.77	0.77	0.77		0.74	0.74	0.74		0.77	0.77
Delay/Veh:	72.1		40.7	40.7	44.6		33.0	33.0	88.5		55.6	55.6	77.7		55.0	55.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	72.1		40.7	40.7	44.6		33.0	33.0	88.5		55.6	55.6	77.7		55.0	55.0
LOS by Move:	E		D	D	D		C	C	F		E	E	E		D	D
HCM2k95thQ:	19		24	24	21		40	40	12		23	23	11		24	24

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



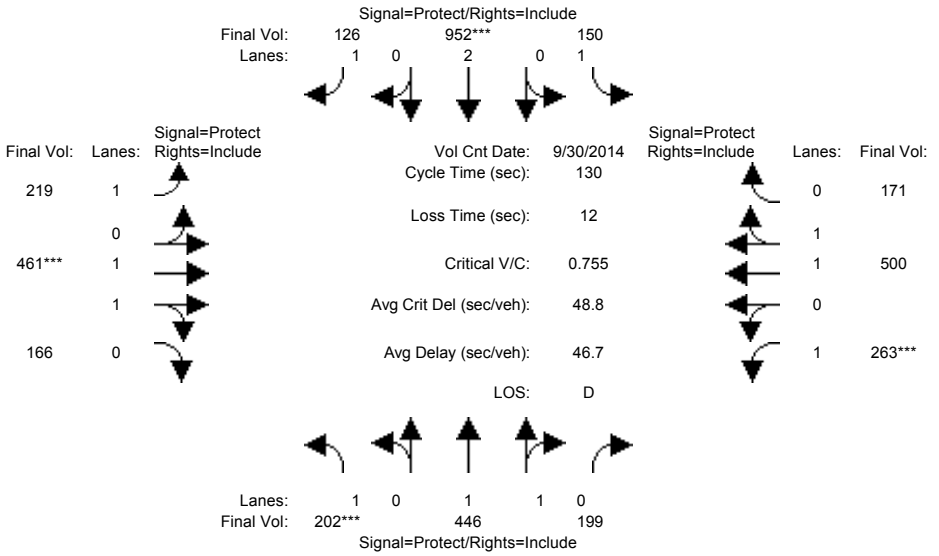
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:45-8:45AM												
Base Vol:	219	864	318	107	544	71	100	368	250	231	368	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	864	318	107	544	71	100	368	250	231	368	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	864	318	107	544	71	100	368	250	231	368	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	864	318	107	544	71	100	368	250	231	368	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	864	318	107	544	71	100	368	250	231	368	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	864	318	107	544	71	100	368	250	231	368	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.25	0.75
Final Sat.:	1750	2704	995	1750	3800	1750	1750	2202	1496	1750	2355	1344
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.06	0.14	0.04	0.06	0.17	0.17	0.13	0.16	0.16
Crit Moves:		****		****				****			****	
Green Time:	30.8	55.5	55.5	10.6	35.3	35.3	13.9	29.0	29.0	22.9	38.0	38.0
Volume/Cap:	0.53	0.75	0.75	0.75	0.53	0.15	0.53	0.75	0.75	0.75	0.53	0.53
Delay/Veh:	44.5	33.4	33.4	77.9	40.8	36.1	58.0	50.9	50.9	60.6	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	33.4	33.4	77.9	40.8	36.1	58.0	50.9	50.9	60.6	39.1	39.1
LOS by Move:	D	C	C	E	D	D	E	D	D	E	D	D
HCM2k95thQ:	16	36	36	12	18	5	8	22	22	18	18	18

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



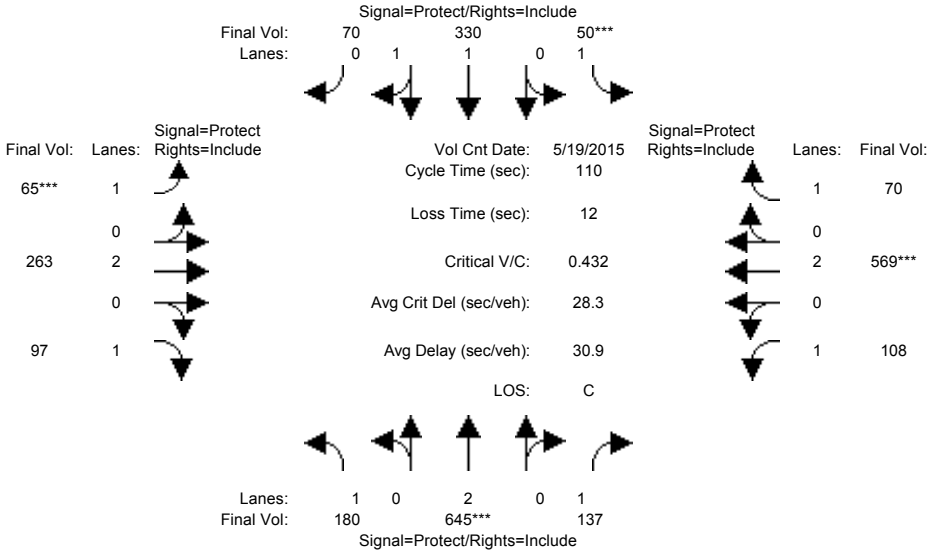
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 4:15-5:15PM																
Base Vol:	202		446	199	150		952	126	219		461	166	263		500	171
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	202		446	199	150		952	126	219		461	166	263		500	171
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	202		446	199	150		952	126	219		461	166	263		500	171
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	202		446	199	150		952	126	219		461	166	263		500	171
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	202		446	199	150		952	126	219		461	166	263		500	171
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	202		446	199	150		952	126	219		461	166	263		500	171
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.37	0.63	1.00		2.00	1.00	1.00		1.46	0.54	1.00		1.48	0.52
Final Sat.:	1750		2558	1141	1750		3800	1750	1750		2720	979	1750		2756	943
Capacity Analysis Module:																
Vol/Sat:	0.12		0.17	0.17	0.09		0.25	0.07	0.13		0.17	0.17	0.15		0.18	0.18
Crit Moves:	****				****				****				****			
Green Time:	19.9		42.2	42.2	20.8		43.1	43.1	22.5		29.2	29.2	25.9		32.6	32.6
Volume/Cap:	0.76		0.54	0.54	0.54		0.76	0.22	0.72		0.76	0.76	0.76		0.72	0.72
Delay/Veh:	64.4		36.4	36.4	52.3		41.4	31.5	59.2		51.1	51.1	58.2		47.5	47.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	64.4		36.4	36.4	52.3		41.4	31.5	59.2		51.1	51.1	58.2		47.5	47.5
LOS by Move:	E		D	D	D		D	C	E		D	D	E		D	D
HCM2k95thQ:	18		20	20	12		31	8	17		22	22	20		23	23

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



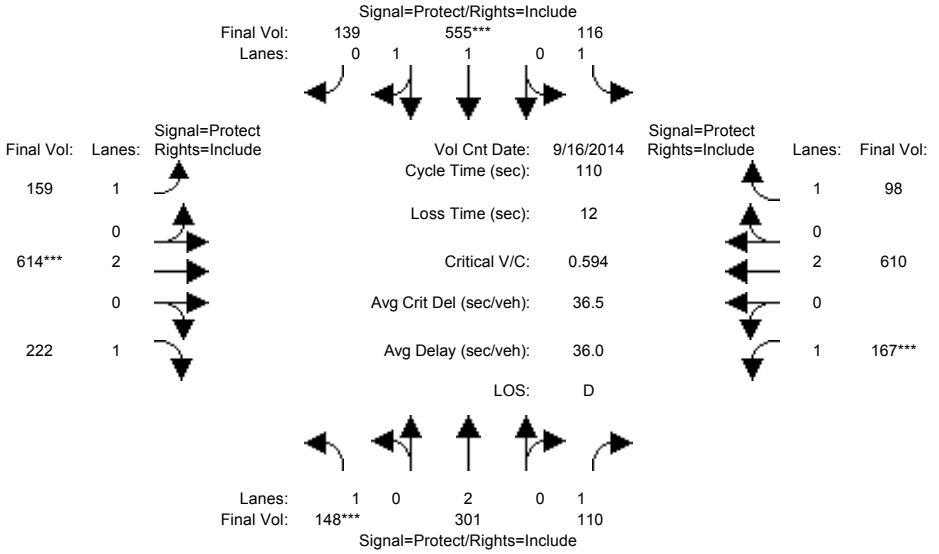
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM																
Base Vol:	180		645	137	50		330	70	65		263	97	108		569	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:	180		645	137	50		330	70	65		263	97	108		569	70
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	180		645	137	50		330	70	65		263	97	108		569	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	180		645	137	50		330	70	65		263	97	108		569	70
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	180		645	137	50		330	70	65		263	97	108		569	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:	180		645	137	50		330	70	65		263	97	108		569	70
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.64	0.36	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3052	647	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.17	0.08	0.03		0.11	0.11	0.04		0.07	0.06	0.06		0.15	0.04
Crit Moves:			****				****				****				****	
Green Time:	24.6		43.2	43.2	7.3		25.9	25.9	9.4		28.0	28.0	19.6		38.1	38.1
Volume/Cap:	0.46		0.43	0.20	0.43		0.46	0.46	0.43		0.27	0.22	0.35		0.43	0.12
Delay/Veh:	37.8		24.6	22.2	52.0		36.5	36.5	49.7		33.0	32.6	40.3		27.9	24.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.8		24.6	22.2	52.0		36.5	36.5	49.7		33.0	32.6	40.3		27.9	24.6
LOS by Move:	D		C	C	D		D	D	D		C	C	D		C	C
HCM2k95thQ:	11		15	6	4		11	11	5		7	5	7		14	4

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



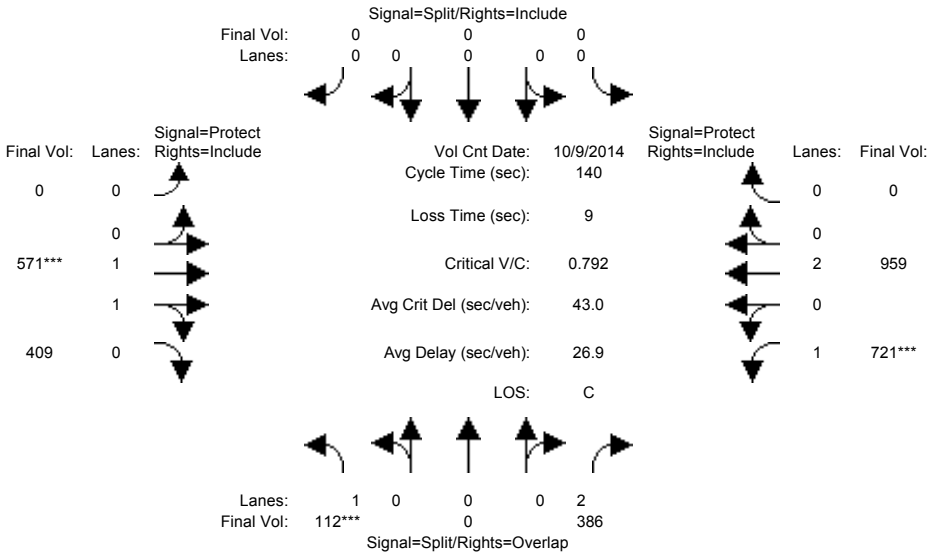
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00 - 6:00 PM												
Base Vol:	148	301	110	116	555	139	159	614	222	167	610	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:	148	301	110	116	555	139	159	614	222	167	610	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	301	110	116	555	139	159	614	222	167	610	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:	148	301	110	116	555	139	159	614	222	167	610	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	301	110	116	555	139	159	614	222	167	610	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:	148	301	110	116	555	139	159	614	222	167	610	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2958	741	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.06	0.07	0.19	0.19	0.09	0.16	0.13	0.10	0.16	0.06
Crit Moves:	****				****			****			****	
Green Time:	15.7	29.1	29.1	21.3	34.7	34.7	17.2	29.9	29.9	17.7	30.4	30.4
Volume/Cap:	0.59	0.30	0.24	0.34	0.59	0.59	0.58	0.59	0.47	0.59	0.58	0.20
Delay/Veh:	48.0	32.4	32.0	39.0	32.5	32.5	46.2	35.7	34.1	46.2	35.1	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:	48.0	32.4	32.0	39.0	32.5	32.5	46.2	35.7	34.1	46.2	35.1	30.7
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	C
HCM2k95thQ:	10	8	6	7	18	18	10	17	13	12	17	6

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



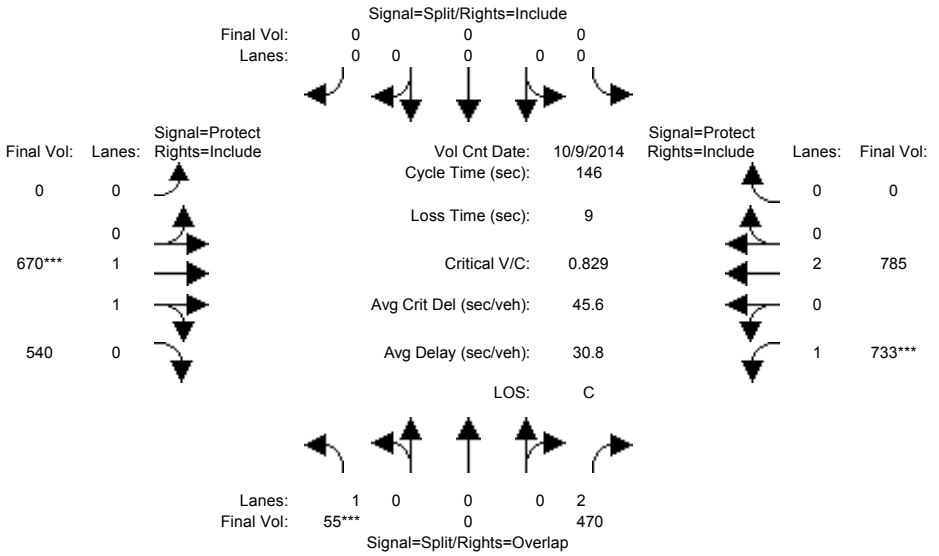
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	112		0	386	0		0	0	0		571	409	721		959	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:	112		0	386	0		0	0	0		571	409	721		959	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	112		0	386	0		0	0	0		571	409	721		959	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	112		0	386	0		0	0	0		571	409	721		959	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	112		0	386	0		0	0	0		571	409	721		959	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	112		0	386	0		0	0	0		571	409	721		959	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.92
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		1.14	0.86	1.00		2.00	0.00
Final Sat.:	1750		0	3150	0		0	0	0		2155	1543	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.06		0.00	0.12	0.00		0.00	0.00	0.27		0.27	0.41	0.25			0.00
Crit Moves:	****								****			****				
Green Time:	11.3		0.0	84.2	0.0		0.0	0.0	46.8		46.8	72.8	120			0.0
Volume/Cap:	0.79		0.00	0.20	0.00		0.00	0.00	0.79		0.79	0.79	0.30			0.00
Delay/Veh:	88.7		0.0	12.7	0.0		0.0	0.0	45.7		45.7	32.2	2.0			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
AdjDel/Veh:	88.7		0.0	12.7	0.0		0.0	0.0	45.7		45.7	32.2	2.0			0.0
LOS by Move:	F		A	B	A		A	A	D		D	C	A			A
HCM2k95thQ:	13		0	9	0		0	0	33		33	46	8			0

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



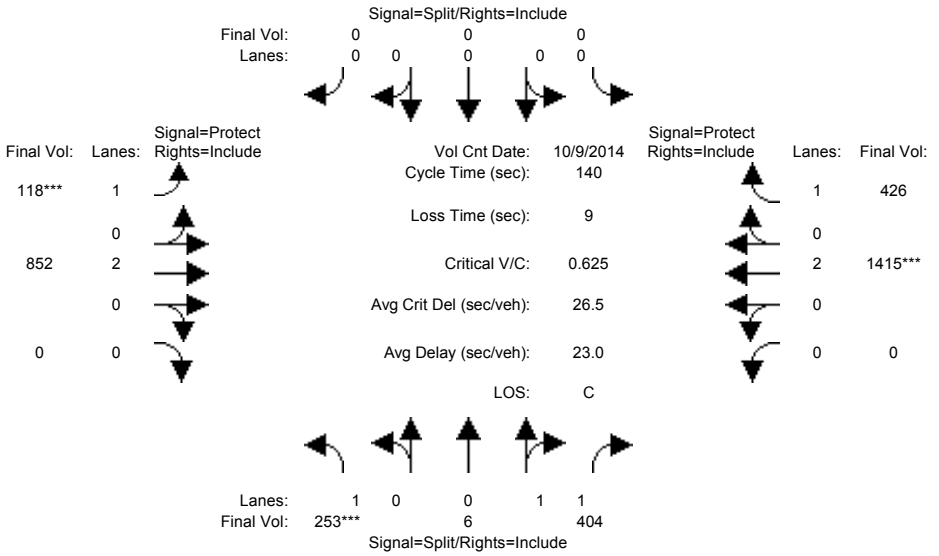
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	55		0	470	0		0	0	0		670	540	733		785	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:	55		0	470	0		0	0	0		670	540	733		785	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	55		0	470	0		0	0	0		670	540	733		785	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	55		0	470	0		0	0	0		670	540	733		785	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	55		0	470	0		0	0	0		670	540	733		785	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	55		0	470	0		0	0	0		670	540	733		785	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.08		0.92	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0		2048	1650	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00		0.15	0.00	0.00		0.00	0.00	0.33		0.33	0.42	0.21		0.00
Crit Moves:	****									****			****			
Green Time:	10.0		0.0	81.3	0.0		0.0	0.0	0.0	55.7		55.7	71.3		127	0.0
Volume/Cap:	0.46	0.00		0.27	0.00	0.00		0.00	0.00	0.86		0.86	0.86	0.24		0.00
Delay/Veh:	68.2		0.0	16.9	0.0		0.0	0.0	0.0	47.0		47.0	41.5		1.6	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:	68.2		0.0	16.9	0.0		0.0	0.0	0.0	47.0		47.0	41.5		1.6	0.0
LOS by Move:	E		A	B	A		A	A	A		D	D	D		A	A
HCM2k95thQ:	6		0	12	0		0	0	0		44	44	53		6	0

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

BART

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

Intersection #3211: 101/McKEE(E) [Study Int 5]



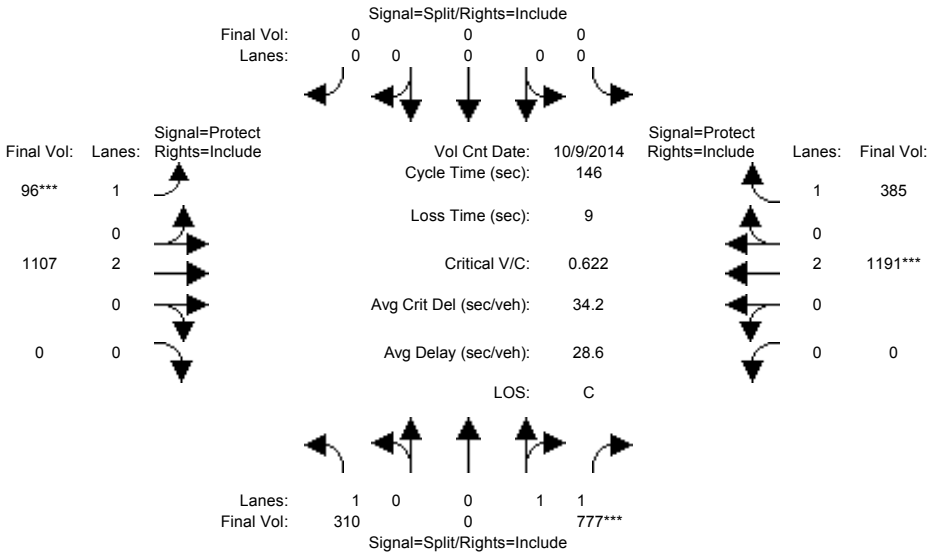
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	253	6	404	0	0	0	118	852	0	0	1415	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	6	404	0	0	0	118	852	0	0	1415	426
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	6	404	0	0	0	118	852	0	0	1415	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	6	404	0	0	0	118	852	0	0	1415	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	6	404	0	0	0	118	852	0	0	1415	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	6	404	0	0	0	118	852	0	0	1415	426
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	1.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	53	3547	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.00	0.00	0.00	0.07	0.22	0.00	0.00	0.37	0.24
Crit Moves:	****						****				****	
Green Time:	32.4	32.4	32.4	0.0	0.0	0.0	15.1	98.6	0.0	0.0	83.5	83.5
Volume/Cap:	0.62	0.49	0.49	0.00	0.00	0.00	0.62	0.32	0.00	0.00	0.62	0.41
Delay/Veh:	51.4	47.1	47.1	0.0	0.0	0.0	66.1	8.0	0.0	0.0	18.7	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	47.1	47.1	0.0	0.0	0.0	66.1	8.0	0.0	0.0	18.7	15.3
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	20	15	15	0	0	0	12	13	0	0	32	18

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

BART

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

Intersection #3211: 101/McKEE(E) [Study Int 5]



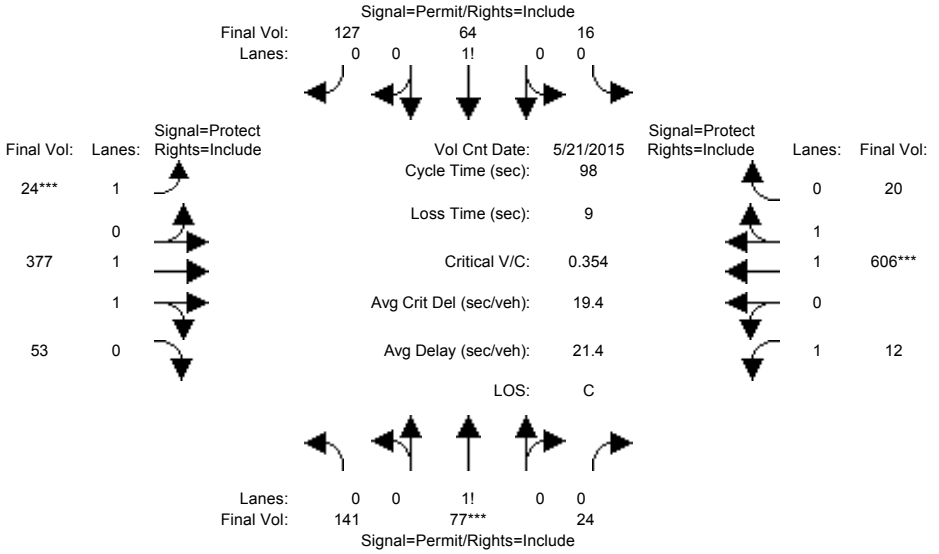
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	310		0	777	0		0	0	96		1107	0	0		1191	385
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	310		0	777	0		0	0	96		1107	0	0		1191	385
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	310		0	777	0		0	0	96		1107	0	0		1191	385
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	310		0	777	0		0	0	96		1107	0	0		1191	385
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	310		0	777	0		0	0	96		1107	0	0		1191	385
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	310		0	777	0		0	0	96		1107	0	0		1191	385
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		0.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	1750		0	3600	0		0	0	1750		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.00	0.22	0.00		0.00	0.00	0.05		0.29	0.00	0.00		0.31	0.22
Crit Moves:				****					****						****	
Green Time:	50.6		0.0	50.6	0.0		0.0	0.0	12.9		86.4	0.0	0.0		73.5	73.5
Volume/Cap:	0.51		0.00	0.62	0.00		0.00	0.00	0.62		0.49	0.00	0.00		0.62	0.44
Delay/Veh:	38.6		0.0	40.7	0.0		0.0	0.0	71.9		17.3	0.0	0.0		26.9	23.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	38.6		0.0	40.7	0.0		0.0	0.0	71.9		17.3	0.0	0.0		26.9	23.4
LOS by Move:	D		A	D	A		A	A	E		B	A	A		C	C
HCM2k95thQ:	21		0	27	0		0	0	11		25	0	0		32	21

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



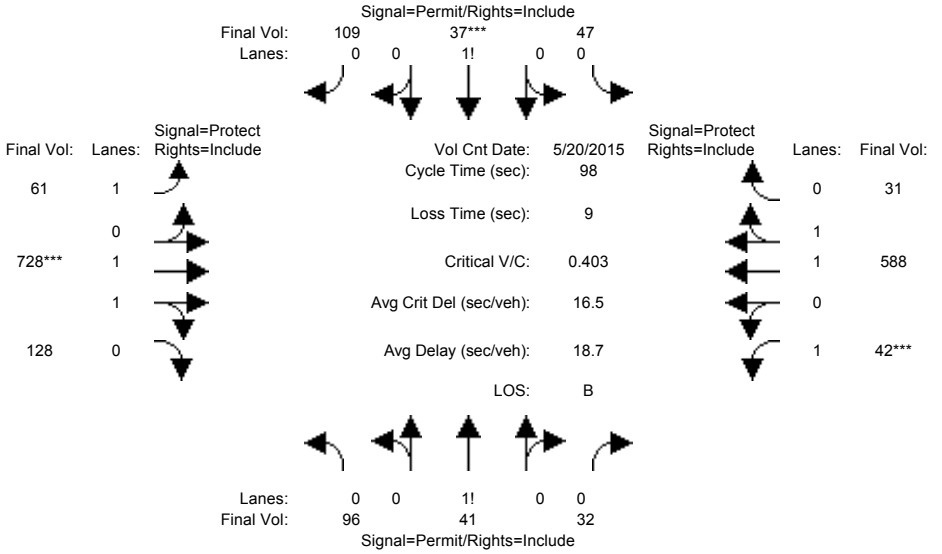
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	141		77	24	16		64	127	24		377	53	12		606	20
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	141		77	24	16		64	127	24		377	53	12		606	20
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	141		77	24	16		64	127	24		377	53	12		606	20
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	141		77	24	16		64	127	24		377	53	12		606	20
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	141		77	24	16		64	127	24		377	53	12		606	20
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	141		77	24	16		64	127	24		377	53	12		606	20
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.98		0.95	0.92	0.97		0.95	0.95
Lanes:	0.58		0.32	0.10	0.08		0.31	0.61	1.00		1.75	0.25	1.00		1.93	0.07
Final Sat.:	1020		557	174	135		541	1074	1750		3244	456	1750		3582	118
Capacity Analysis Module:																
Vol/Sat:	0.14		0.14	0.14	0.12		0.12	0.12	0.01		0.12	0.12	0.01		0.17	0.17
Crit Moves:			****						****						****	
Green Time:	36.9		36.9	36.9	36.9		36.9	36.9	7.0		32.3	32.3	19.8		45.1	45.1
Volume/Cap:	0.37		0.37	0.37	0.31		0.31	0.31	0.19		0.35	0.35	0.03		0.37	0.37
Delay/Veh:	22.5		22.5	22.5	21.9		21.9	21.9	43.6		25.1	25.1	31.4		17.3	17.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	22.5		22.5	22.5	21.9		21.9	21.9	43.6		25.1	25.1	31.4		17.3	17.3
LOS by Move:	C		C	C	C		C	C	D		C	C	C		B	B
HCM2k95thQ:	11		11	11	9		9	9	1		10	10	1		12	12

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



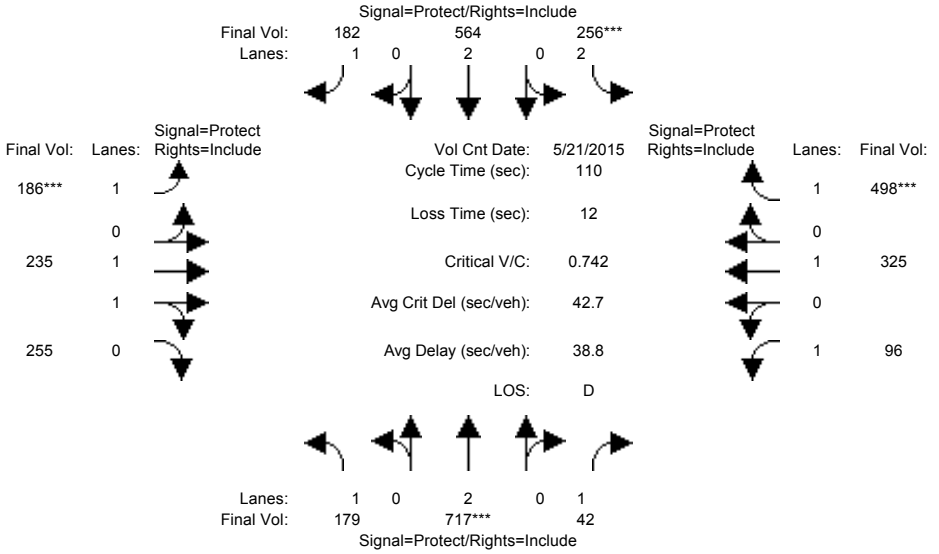
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:15-5:15PM																
Base Vol:	96		41	32	47		37	109	61		728	128	42		588	31
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	96		41	32	47		37	109	61		728	128	42		588	31
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	96		41	32	47		37	109	61		728	128	42		588	31
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	96		41	32	47		37	109	61		728	128	42		588	31
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	96		41	32	47		37	109	61		728	128	42		588	31
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	96		41	32	47		37	109	61		728	128	42		588	31
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.98		0.95	0.92	0.98		0.95	0.95
Lanes:	0.57		0.24	0.19	0.24		0.19	0.57	1.00		1.69	0.31	1.00		1.90	0.10
Final Sat.:	994		425	331	426		335	988	1750		3146	553	1750		3515	185
Capacity Analysis Module:																
Vol/Sat:	0.10		0.10	0.10	0.11		0.11	0.11	0.03		0.23	0.23	0.02		0.17	0.17
Crit Moves:					****				****				****			
Green Time:	26.5		26.5	26.5	26.5		26.5	26.5	18.7		55.5	55.5	7.0		43.8	43.8
Volume/Cap:	0.36		0.36	0.36	0.41		0.41	0.41	0.18		0.41	0.41	0.34		0.37	0.37
Delay/Veh:	29.4		29.4	29.4	29.9		29.9	29.9	33.5		12.1	12.1	44.9		18.1	18.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	29.4		29.4	29.4	29.9		29.9	29.9	33.5		12.1	12.1	44.9		18.1	18.1
LOS by Move:	C		C	C	C		C	C	C		B	B	D		B	B
HCM2k95thQ:	9		9	9	10		10	10	3		14	14	3		12	12

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



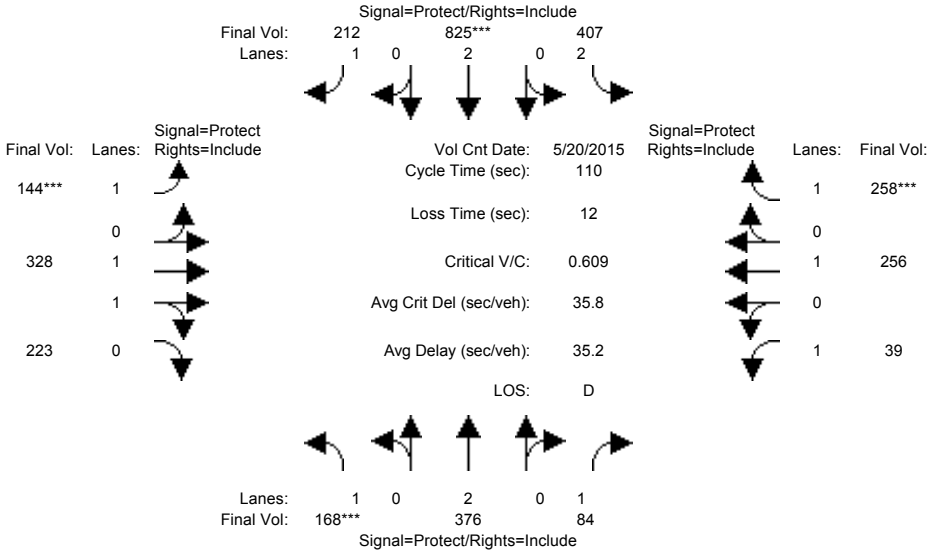
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	179		717	42	256		564	182	186		235	255	96		325	498
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	179		717	42	256		564	182	186		235	255	96		325	498
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	179		717	42	256		564	182	186		235	255	96		325	498
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	179		717	42	256		564	182	186		235	255	96		325	498
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	179		717	42	256		564	182	186		235	255	96		325	498
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	179		717	42	256		564	182	186		235	255	96		325	498
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	2.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		3800	1750	3150		3800	1750	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.19	0.02	0.08		0.15	0.10	0.11		0.12	0.15	0.05		0.17	0.28
Crit Moves:			****		****				****							****
Green Time:	16.3		28.0	28.0	12.1		23.7	23.7	15.8		40.3	40.3	17.6		42.2	42.2
Volume/Cap:	0.69		0.74	0.09	0.74		0.69	0.48	0.74		0.34	0.40	0.34		0.45	0.74
Delay/Veh:	52.0		40.8	31.4	55.8		42.2	38.8	56.4		25.3	26.0	41.8		25.6	33.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	52.0		40.8	31.4	55.8		42.2	38.8	56.4		25.3	26.0	41.8		25.6	33.6
LOS by Move:	D		D	C	E		D	D	E		C	C	D		C	C
HCM2k95thQ:	12		21	2	13		18	12	13		11	13	7		15	29

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



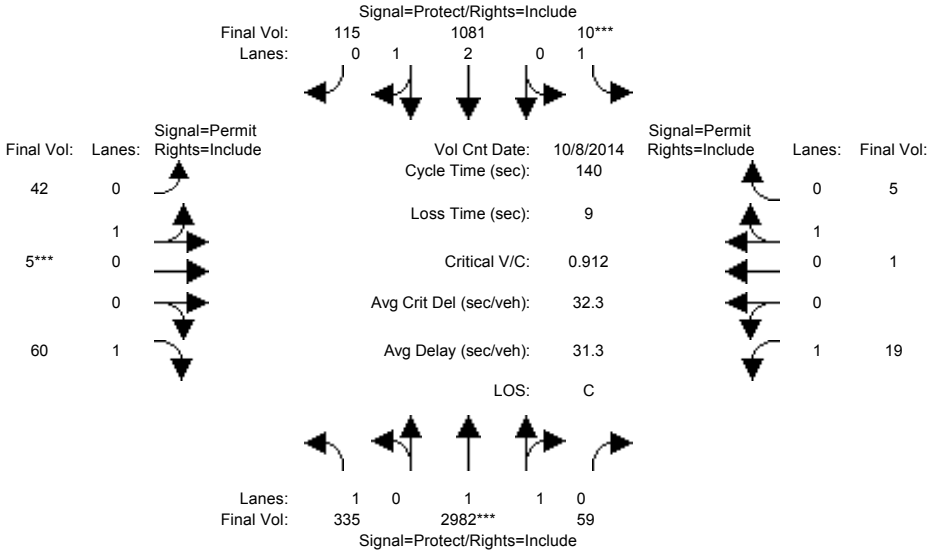
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	168	376		84	407	825		212	144	328		223	39	256		258
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	168	376		84	407	825		212	144	328		223	39	256		258
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	168	376		84	407	825		212	144	328		223	39	256		258
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	168	376		84	407	825		212	144	328		223	39	256		258
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	168	376		84	407	825		212	144	328		223	39	256		258
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	168	376		84	407	825		212	144	328		223	39	256		258
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.83	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	2.00	2.00		1.00	1.00	1.17		0.83	1.00	1.00		1.00
Final Sat.:	1750	3800		1750	3150	3800		1750	1750	2201		1497	1750	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10		0.05	0.13	0.22		0.12	0.08	0.15		0.15	0.02	0.13		0.15
Crit Moves:	****					****			****							****
Green Time:	17.3	24.5		24.5	32.0	39.2		39.2	14.9	29.1		29.1	12.4	26.6		26.6
Volume/Cap:	0.61	0.44		0.22	0.44	0.61		0.34	0.61	0.56		0.56	0.20	0.56		0.61
Delay/Veh:	47.1	37.2		35.2	32.1	29.9		26.3	49.4	35.8		35.8	44.8	38.0		39.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	47.1	37.2		35.2	32.1	29.9		26.3	49.4	35.8		35.8	44.8	38.0		39.6
LOS by Move:	D		D	D	C		C	C	D		D	D	D		D	D
HCM2k95thQ:	11		10	5	13		21	11	10		15	15	3		15	17

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



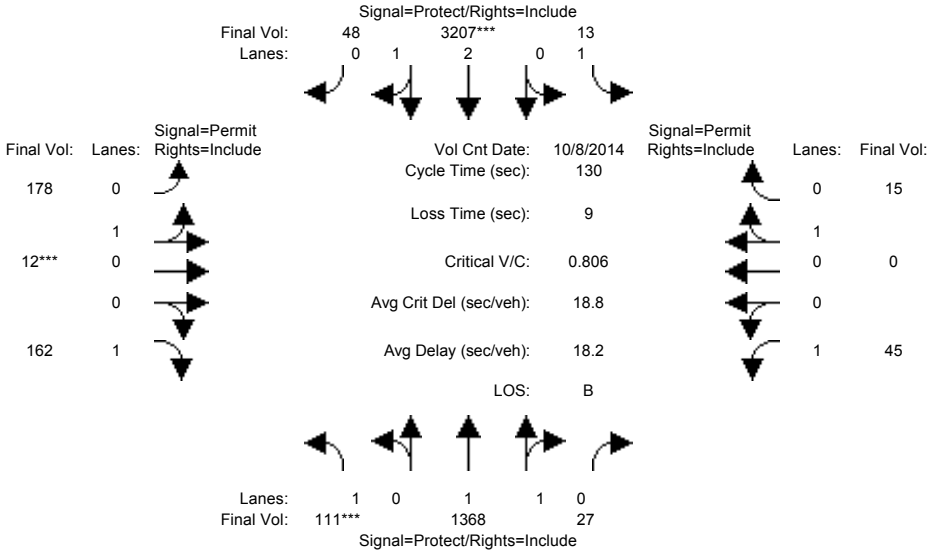
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	335	2982	59	10	1081	115	42	5	60	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	2982	59	10	1081	115	42	5	60	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	2982	59	10	1081	115	42	5	60	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	2982	59	10	1081	115	42	5	60	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	2982	59	10	1081	115	42	5	60	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	2982	59	10	1081	115	42	5	60	19	1	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.70	0.30	0.89	0.11	1.00	1.00	0.17	0.83
Final Sat.:	1750	3628	72	1750	5061	538	1609	191	1750	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.82	0.82	0.01	0.21	0.21	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	57.2	114	114.0	7.0	63.8	63.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.47	1.01	1.01	0.11	0.47	0.47	0.37	0.37	0.48	0.15	0.05	0.05
Delay/Veh:	30.8	31.7	31.7	64.1	26.5	26.5	63.7	63.7	65.4	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	31.7	31.7	64.1	26.5	26.5	63.7	63.7	65.4	61.6	60.7	60.7
LOS by Move:	C	C	C	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	20	109	109	1	21	21	5	5	7	2	1	1

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



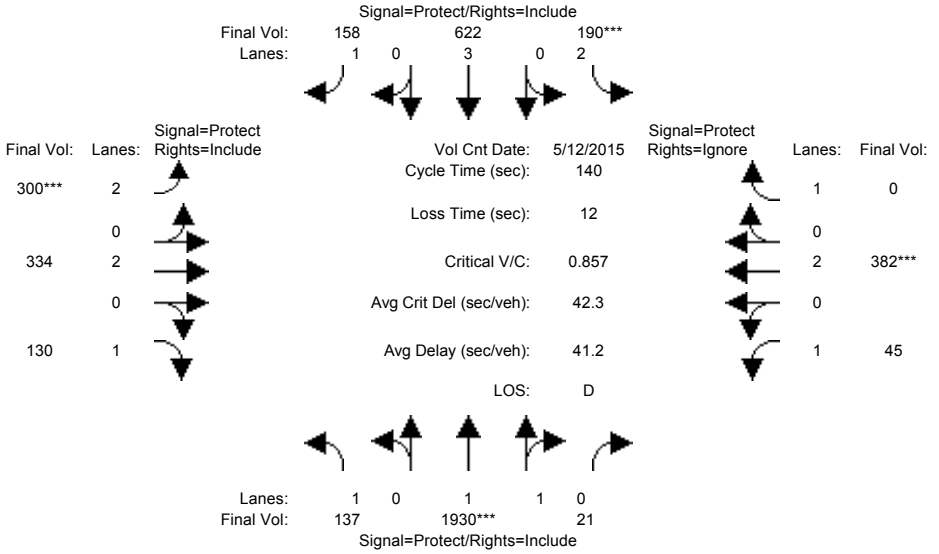
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	111		1368	27	13		3207	48	178		12	162	45		0	15
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	111		1368	27	13		3207	48	178		12	162	45		0	15
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	111		1368	27	13		3207	48	178		12	162	45		0	15
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	111		1368	27	13		3207	48	178		12	162	45		0	15
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	111		1368	27	13		3207	48	178		12	162	45		0	15
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	111		1368	27	13		3207	48	178		12	162	45		0	15
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.92		0.98	0.95	0.95		0.95	0.92	0.92		1.00	0.95
Lanes:	1.00		1.96	0.04	1.00		2.95	0.05	0.94		0.06	1.00	1.00		0.00	1.00
Final Sat.:	1750		3628	72	1750		5517	83	1686		114	1750	1750		0	1800
Capacity Analysis Module:																
Vol/Sat:	0.06		0.38	0.38	0.01		0.58	0.58	0.11		0.11	0.09	0.03		0.00	0.01
Crit Moves:	****						****				****					
Green Time:	10.2		91.0	91.0	13.0		93.7	93.7	17.0		17.0	17.0	17.0		0.0	17.0
Volume/Cap:	0.81		0.54	0.54	0.07		0.81	0.81	0.81		0.81	0.71	0.20		0.00	0.06
Delay/Veh:	87.2		9.6	9.6	53.2		13.3	13.3	73.0		73.0	63.8	50.8		0.0	49.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	87.2		9.6	9.6	53.2		13.3	13.3	73.0		73.0	63.8	50.8		0.0	49.6
LOS by Move:	F		A	A	D		B	B	E		E	E	D		A	D
HCM2k95thQ:	10		24	24	1		44	44	18		18	15	4		0	1

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



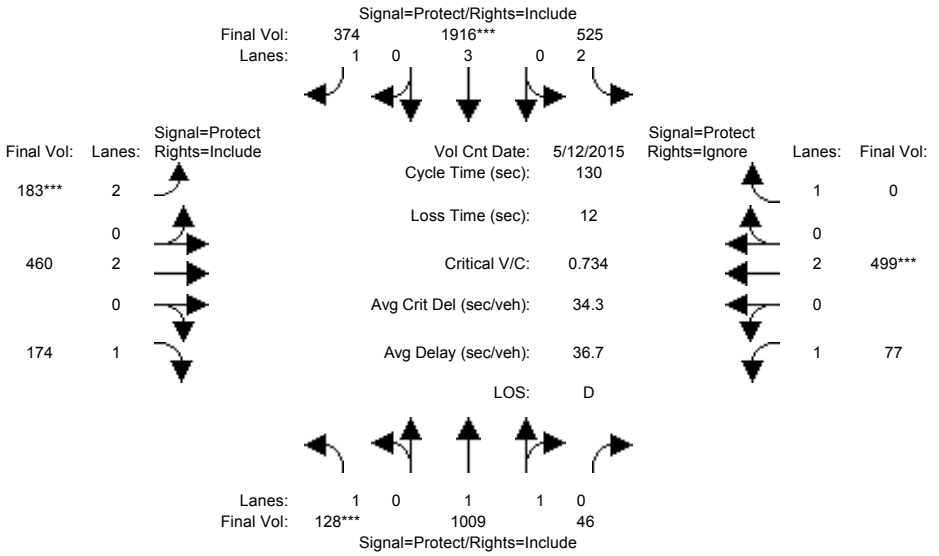
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM																
Base Vol:	137	1930		21	190	622		158	300	334		130	45	382		789
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	137	1930		21	190	622		158	300	334		130	45	382		789
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	137	1930		21	190	622		158	300	334		130	45	382		789
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:	137	1930		21	190	622		158	300	334		130	45	382		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	137	1930		21	190	622		158	300	334		130	45	382		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:	137	1930		21	190	622		158	300	334		130	45	382		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.97		0.95	0.83	0.83		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	1.98		0.02	2.00	3.00		1.00	2.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3660		40	3150	4750		1750	3150	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.08	0.53		0.53	0.06	0.13		0.09	0.10	0.09		0.07	0.03	0.10		0.00
Crit Moves:		****			****				****					****		
Green Time:	35.9	86.2		86.2	9.9	60.1		60.1	15.6	20.4		20.4	11.6	16.4		0.0
Volume/Cap:	0.31	0.86		0.86	0.86	0.31		0.21	0.86	0.60		0.51	0.31	0.86		0.00
Delay/Veh:	42.4	25.4		25.4	90.9	26.3		25.2	79.6	57.9		56.9	61.7	75.7		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	42.4	25.4		25.4	90.9	26.3		25.2	79.6	57.9		56.9	61.7	75.7		0.0
LOS by Move:	D		C	C	F		C	C	E		E	E	E		E	A
HCM2k95thQ:	9		52	52	11		11	9	15		12	10	5		19	0

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



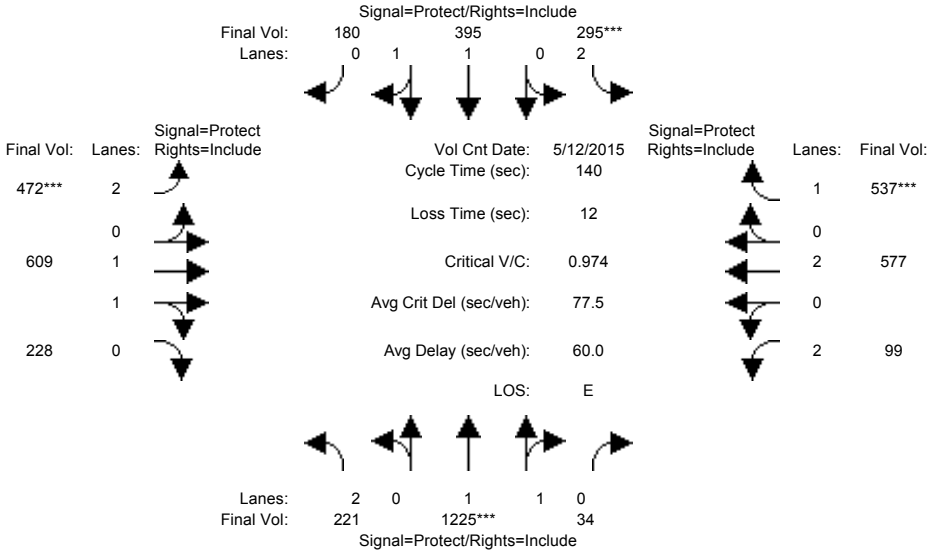
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	128		1009	46	525		1916	374	183		460	174	77		499	356
Growth Adj:	1.00		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		1009	46	525		1916	374	183		460	174	77		499	356
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	128		1009	46	525		1916	374	183		460	174	77		499	356
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:	128		1009	46	525		1916	374	183		460	174	77		499	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	128		1009	46	525		1916	374	183		460	174	77		499	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:	128		1009	46	525		1916	374	183		460	174	77		499	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.83		0.83	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.91	0.09	2.00		3.00	1.00	2.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3539	161	3150		4750	1750	3150		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.29	0.29	0.17		0.40	0.21	0.06		0.12	0.10	0.04		0.13	0.00
Crit Moves:	****						****		****						****	
Green Time:	13.0		53.3	53.3	31.1		71.5	71.5	10.3		23.2	23.2	10.3		23.3	0.0
Volume/Cap:	0.73		0.70	0.70	0.70		0.73	0.39	0.73		0.68	0.56	0.55		0.73	0.00
Delay/Veh:	71.7		33.1	33.1	47.9		23.2	17.0	69.2		52.6	50.9	62.4		54.6	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:	71.7		33.1	33.1	47.9		23.2	17.0	69.2		52.6	50.9	62.4		54.6	0.0
LOS by Move:	E		C	C	D		C	B	E		D	D	E		D	A
HCM2k95thQ:	10		30	30	21		32	16	9		16	13	8		20	0

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



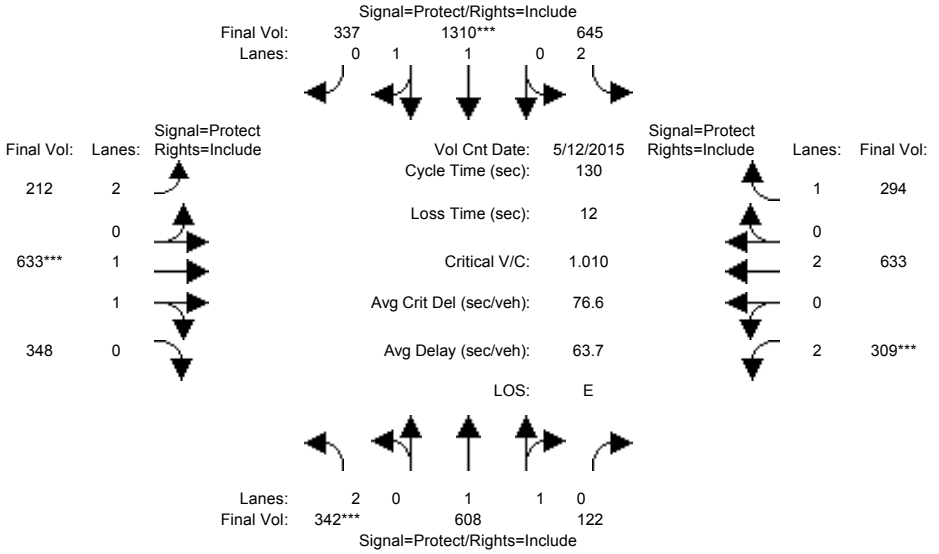
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM																
Base Vol:	221	1225	34		295	395	180		472	609	228		99	577	537	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	221	1225	34		295	395	180		472	609	228		99	577	537	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	221	1225	34		295	395	180		472	609	228		99	577	537	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	221	1225	34		295	395	180		472	609	228		99	577	537	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	221	1225	34		295	395	180		472	609	228		99	577	537	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	221	1225	34		295	395	180		472	609	228		99	577	537	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.97	0.95		0.83	0.99	0.95		0.83	0.98	0.95		0.83	1.00	0.92	
Lanes:	2.00	1.94	0.06		2.00	1.36	0.64		2.00	1.44	0.56		2.00	2.00	1.00	
Final Sat.:	3150	3600	100		3150	2541	1158		3150	2691	1008		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.34	0.34		0.09	0.16	0.16		0.15	0.23	0.23		0.03	0.15	0.31	
Crit Moves:		****				****				****					****	
Green Time:	19.4	48.9	48.9		13.5	43.0	43.0		21.5	53.8	53.8		11.9	44.1	44.1	
Volume/Cap:	0.51	0.97	0.97		0.97	0.51	0.51		0.97	0.59	0.59		0.37	0.48	0.97	
Delay/Veh:	56.8	64.0	64.0		107.6	40.2	40.2		93.1	35.0	35.0		61.4	39.0	79.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.8	64.0	64.0		107.6	40.2	40.2		93.1	35.0	35.0		61.4	39.0	79.1	
LOS by Move:	E	E	E		F	D	D		F	C	C		E	D	E	
HCM2k95thQ:	11	52	52		17	19	19		25	25	25		5	18	45	

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



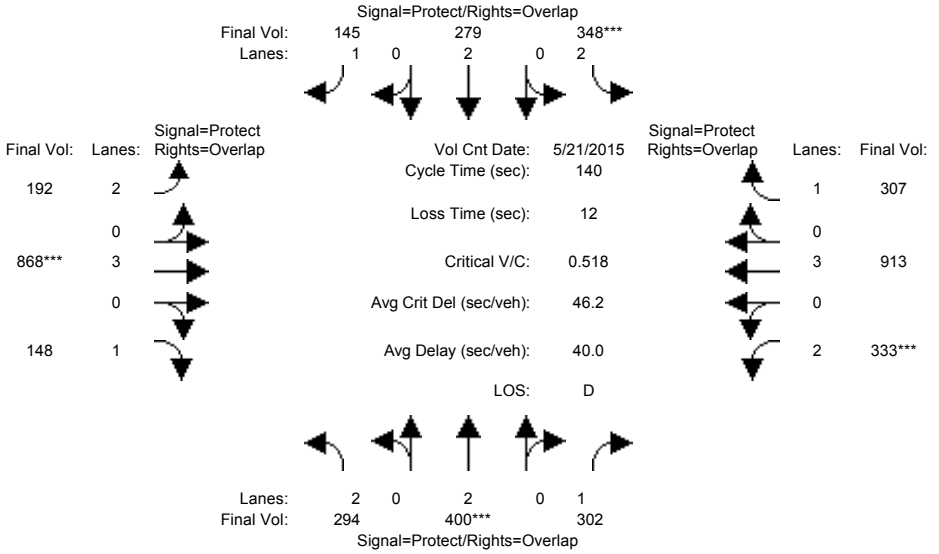
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	342	608	122	645	1310	337	212	633	348	309	633	294
Growth Adj:	1.00	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	608	122	645	1310	337	212	633	348	309	633	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	608	122	645	1310	337	212	633	348	309	633	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	608	122	645	1310	337	212	633	348	309	633	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	608	122	645	1310	337	212	633	348	309	633	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	608	122	645	1310	337	212	633	348	309	633	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.66	0.34	2.00	1.58	0.42	2.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	3150	3081	618	3150	2942	757	3150	2386	1312	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.20	0.45	0.45	0.07	0.27	0.27	0.10	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	14.0	35.0	35.0	36.3	57.3	57.3	13.4	34.1	34.1	12.6	33.4	33.4
Volume/Cap:	1.01	0.73	0.73	0.73	1.01	1.01	0.65	1.01	1.01	1.01	0.65	0.65
Delay/Veh:	109.6	46.1	46.1	45.7	61.2	61.2	60.9	79.4	79.4	112.8	44.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.6	46.1	46.1	45.7	61.2	61.2	60.9	79.4	79.4	112.8	44.6	46.6
LOS by Move:	F	D	D	D	E	E	E	E	E	F	D	D
HCM2k95thQ:	23	26	26	24	60	60	9	39	39	18	20	20

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



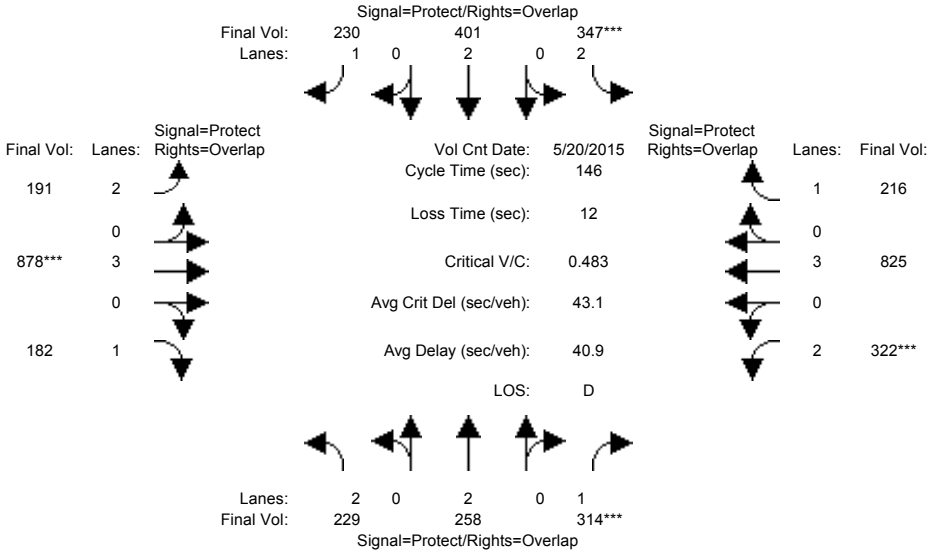
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	294	400	302	348	279	145	192	868	148	333	913	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:	294	400	302	348	279	145	192	868	148	333	913	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	400	302	348	279	145	192	868	148	333	913	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	400	302	348	279	145	192	868	148	333	913	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	400	302	348	279	145	192	868	148	333	913	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	400	302	348	279	145	192	868	148	333	913	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.17	0.11	0.07	0.08	0.06	0.15	0.08	0.11	0.16	0.18
Crit Moves:		****		****				****		****		
Green Time:	32.6	28.4	57.0	29.8	25.7	44.9	19.2	41.1	73.8	28.6	50.5	80.3
Volume/Cap:	0.40	0.52	0.42	0.52	0.40	0.26	0.44	0.52	0.16	0.52	0.44	0.31
Delay/Veh:	45.8	50.3	30.1	49.4	50.8	35.5	56.2	41.5	17.2	50.3	34.2	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	50.3	30.1	49.4	50.8	35.5	56.2	41.5	17.2	50.3	34.2	15.6
LOS by Move:	D	D	C	D	D	D	E	D	B	D	C	B
HCM2k95thQ:	12	15	18	15	10	9	9	19	7	15	18	14

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



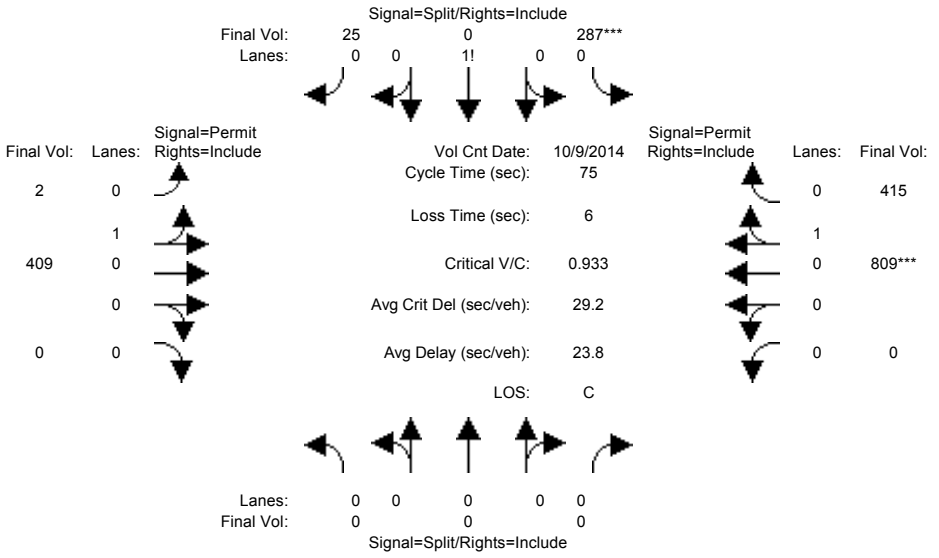
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	229		258	314	347		401	230	191		878	182	322		825	216
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	229		258	314	347		401	230	191		878	182	322		825	216
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	229		258	314	347		401	230	191		878	182	322		825	216
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	229		258	314	347		401	230	191		878	182	322		825	216
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	229		258	314	347		401	230	191		878	182	322		825	216
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	229		258	314	347		401	230	191		878	182	322		825	216
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.07	0.18	0.11		0.11	0.13	0.06		0.15	0.10	0.10		0.14	0.12
Crit Moves:				****	****						****		****			
Green Time:	23.1		23.3	54.2	33.3		33.5	56.4	22.9		46.5	69.6	30.9		54.6	87.8
Volume/Cap:	0.46		0.43	0.48	0.48		0.46	0.34	0.39		0.48	0.22	0.48		0.39	0.21
Delay/Veh:	56.5		55.8	35.7	49.4		48.8	32.0	55.8		40.3	22.4	51.1		33.6	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:	56.5		55.8	35.7	49.4		48.8	32.0	55.8		40.3	22.4	51.1		33.6	13.3
LOS by Move:	E		E	D	D		D	C	E		D	C	D		C	B
HCM2k95thQ:	11		11	21	15		14	14	9		19	10	15		16	9

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



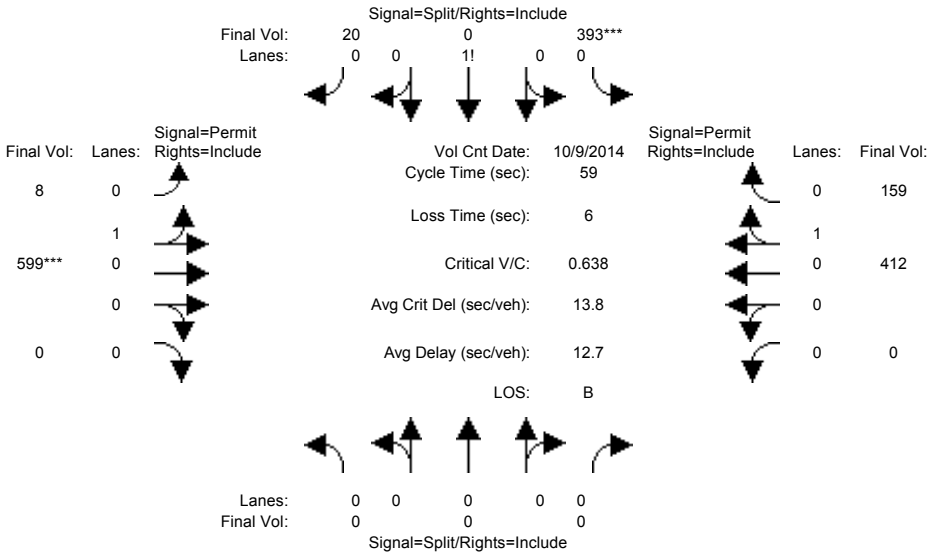
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	287		0	25	2		409	0	0		809	415
Growth Adj:	1.00		1.00	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	287		0	25	2		409	0	0		809	415
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	287		0	25	2		409	0	0		809	415
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	287		0	25	2		409	0	0		809	415
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	287		0	25	2		409	0	0		809	415
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	287		0	25	2		409	0	0		809	415
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.92		0.00	0.08	0.01		0.99	0.00	0.00		0.66	0.34
Final Sat.:	0		0	0	1610		0	140	9		1791	0	0		1190	610
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.18		0.00	0.18	0.23		0.23	0.00	0.00		0.68	0.68
Crit Moves:					****										****	
Green Time:	0.0		0.0	0.0	14.3		0.0	14.3	54.7		54.7	0.0	0.0		54.7	54.7
Volume/Cap:	0.00		0.00	0.00	0.93		0.00	0.93	0.31		0.31	0.00	0.00		0.93	0.93
Delay/Veh:	0.0		0.0	0.0	62.1		0.0	62.1	3.7		3.7	0.0	0.0		20.8	20.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	62.1		0.0	62.1	3.7		3.7	0.0	0.0		20.8	20.8
LOS by Move:	A		A	A	E		A	E	A		A	A	A		C	C
HCM2k95thQ:	0		0	0	22		0	22	7		7	0	0		47	47

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



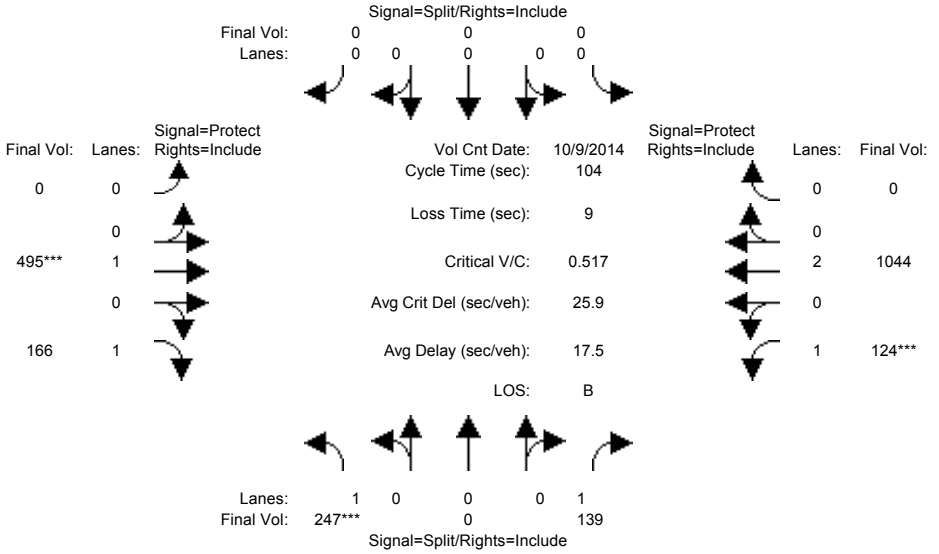
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	393		0	20	8		599	0	0		412	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:	0		0	0	393		0	20	8		599	0	0		412	159
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	393		0	20	8		599	0	0		412	159
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	393		0	20	8		599	0	0		412	159
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	393		0	20	8		599	0	0		412	159
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	393		0	20	8		599	0	0		412	159
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.95		0.00	0.05	0.01		0.99	0.00	0.00		0.72	0.28
Final Sat.:	0		0	0	1665		0	85	24		1776	0	0		1299	501
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.24		0.00	0.24	0.34		0.34	0.00	0.00		0.32	0.32
Crit Moves:					****						****					
Green Time:	0.0		0.0	0.0	21.8		0.0	21.8	31.2		31.2	0.0	0.0		31.2	31.2
Volume/Cap:	0.00		0.00	0.00	0.64		0.00	0.64	0.64		0.64	0.00	0.00		0.60	0.60
Delay/Veh:	0.0		0.0	0.0	17.5		0.0	17.5	11.4		11.4	0.0	0.0		10.7	10.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	17.5		0.0	17.5	11.4		11.4	0.0	0.0		10.7	10.7
LOS by Move:	A		A	A	B		A	B	B		B	A	A		B	B
HCM2k95thQ:	0		0	0	15		0	15	16		16	0	0		14	14

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



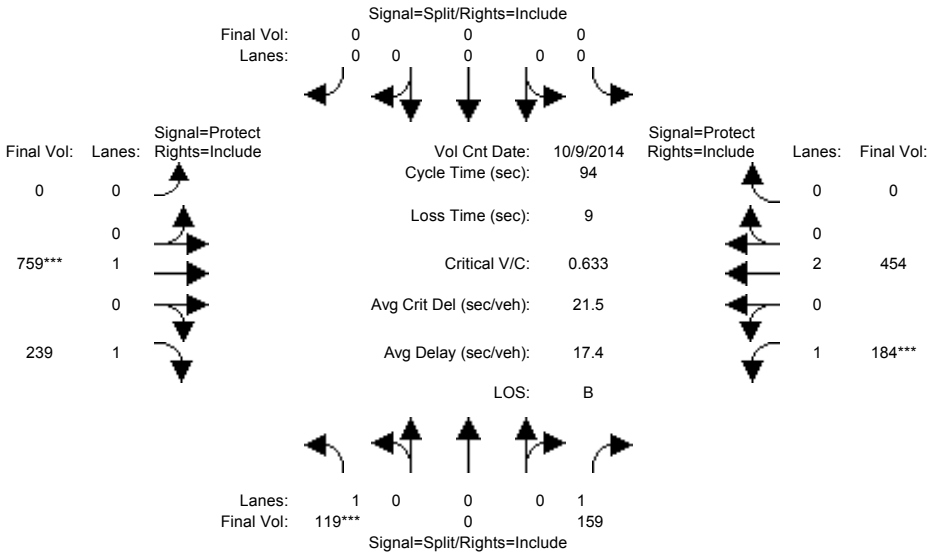
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	247	0	139	0	0	0	0	495	166	124	1044	0
Growth 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:	247	0	139	0	0	0	0	495	166	124	1044	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	0	139	0	0	0	0	495	166	124	1044	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	0	139	0	0	0	0	495	166	124	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	0	139	0	0	0	0	495	166	124	1044	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	0	139	0	0	0	0	495	166	124	1044	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.09	0.07	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	52.4	52.4	14.2	66.6	0.0
Volume/Cap:	0.52	0.00	0.29	0.00	0.00	0.00	0.00	0.52	0.19	0.52	0.43	0.00
Delay/Veh:	33.0	0.0	30.2	0.0	0.0	0.0	0.0	17.8	14.3	43.7	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	30.2	0.0	0.0	0.0	0.0	17.8	14.3	43.7	9.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	14	0	8	0	0	0	0	19	6	9	15	0

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



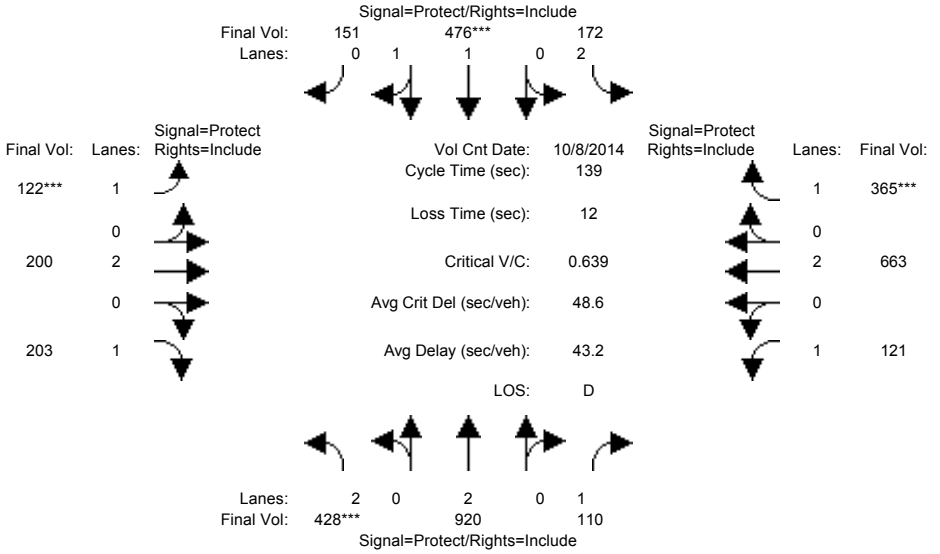
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	119	0	159	0	0	0	0	759	239	184	454	0
Growth 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:	119	0	159	0	0	0	0	759	239	184	454	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	0	159	0	0	0	0	759	239	184	454	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	0	159	0	0	0	0	759	239	184	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	159	0	0	0	0	759	239	184	454	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	0	159	0	0	0	0	759	239	184	454	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.11	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	57.0	57.0	15.0	72.0	0.0
Volume/Cap:	0.49	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.23	0.66	0.16	0.00
Delay/Veh:	39.1	0.0	44.9	0.0	0.0	0.0	0.0	13.5	8.5	42.8	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	0.0	44.9	0.0	0.0	0.0	0.0	13.5	8.5	42.8	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	8	0	11	0	0	0	0	25	7	13	4	0

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



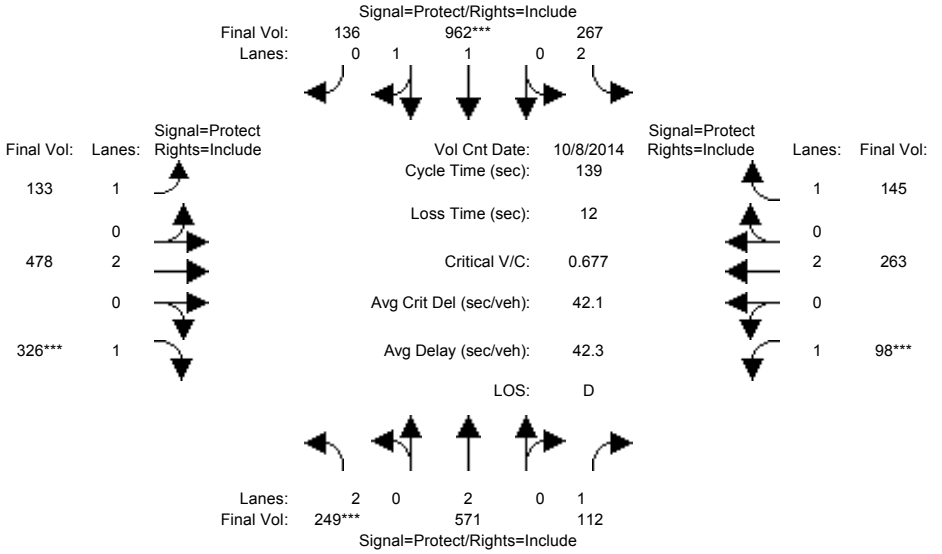
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	428	920	110	172	476	151	122	200	203	121	663	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	920	110	172	476	151	122	200	203	121	663	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	920	110	172	476	151	122	200	203	121	663	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	920	110	172	476	151	122	200	203	121	663	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	920	110	172	476	151	122	200	203	121	663	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	920	110	172	476	151	122	200	203	121	663	365
Saturation Flow 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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.51	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2808	891	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.06	0.05	0.17	0.17	0.07	0.05	0.12	0.07	0.17	0.21
Crit Moves:	****				****		****					****
Green Time:	29.6	54.2	54.2	12.2	36.9	36.9	15.2	37.9	37.9	22.6	45.4	45.4
Volume/Cap:	0.64	0.62	0.16	0.62	0.64	0.64	0.64	0.19	0.42	0.42	0.53	0.64
Delay/Veh:	51.9	34.9	27.7	65.4	46.6	46.6	66.4	38.9	42.2	53.4	38.6	42.3
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:	51.9	34.9	27.7	65.4	46.6	46.6	66.4	38.9	42.2	53.4	38.6	42.3
LOS by Move:	D	C	C	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	18	27	6	9	22	22	11	6	14	10	20	25

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



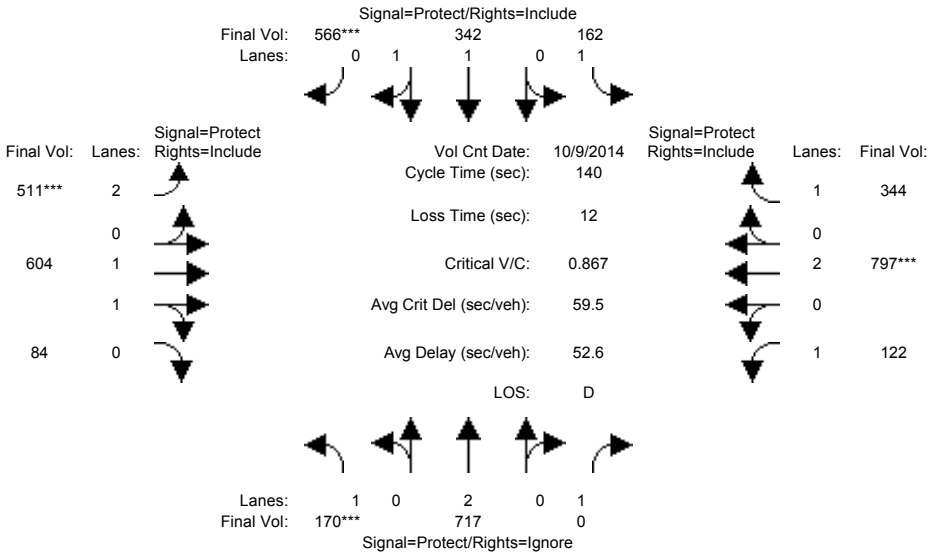
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	249	571	112	267	962	136	133	478	326	98	263	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	571	112	267	962	136	133	478	326	98	263	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	571	112	267	962	136	133	478	326	98	263	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	571	112	267	962	136	133	478	326	98	263	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	571	112	267	962	136	133	478	326	98	263	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	571	112	267	962	136	133	478	326	98	263	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3241	458	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.06	0.08	0.30	0.30	0.08	0.13	0.19	0.06	0.07	0.08
Crit Moves:	****				****				****	****		
Green Time:	16.2	49.4	49.4	27.8	61.0	61.0	23.8	38.3	38.3	11.5	26.0	26.0
Volume/Cap:	0.68	0.42	0.18	0.42	0.68	0.68	0.44	0.46	0.68	0.68	0.37	0.44
Delay/Veh:	63.8	34.2	31.0	49.0	32.3	32.3	52.7	42.1	48.7	74.0	49.7	51.1
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:	63.8	34.2	31.0	49.0	32.3	32.3	52.7	42.1	48.7	74.0	49.7	51.1
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	12	17	7	11	32	32	10	15	24	9	9	11

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



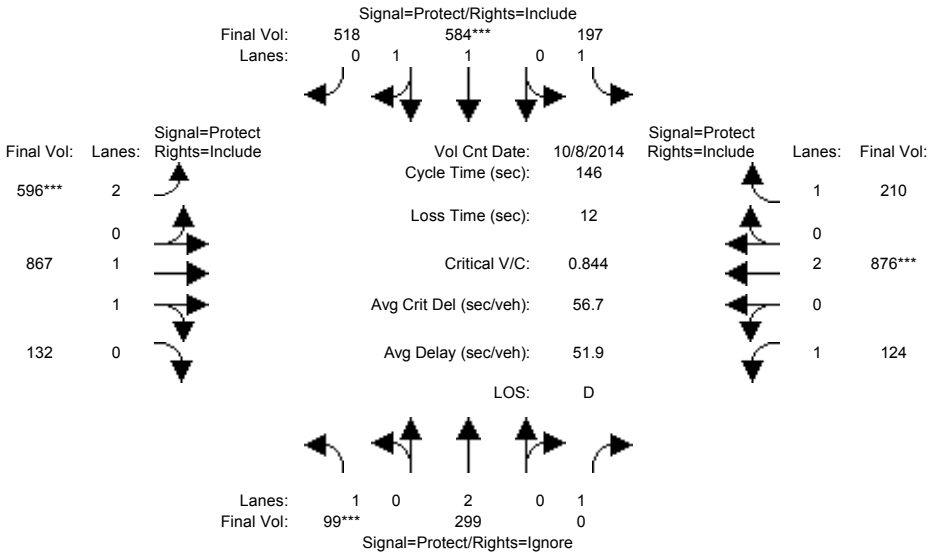
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	170		717	164	162		342	566	511		604	84	122		797	344
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	170		717	164	162		342	566	511		604	84	122		797	344
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	170		717	164	162		342	566	511		604	84	122		797	344
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	170		717	0	162		342	566	511		604	84	122		797	344
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	170		717	0	162		342	566	511		604	84	122		797	344
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	170		717	0	162		342	566	511		604	84	122		797	344
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.00	1.00	2.00		1.75	0.25	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		1900	1750	3150		3248	452	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.19	0.00	0.09		0.18	0.32	0.16		0.19	0.19	0.07		0.21	0.20
Crit Moves:	****							****	****						****	
Green Time:	15.7		45.6	0.0	22.4		52.2	52.2	26.2		43.7	43.7	16.4		33.9	33.9
Volume/Cap:	0.87		0.58	0.00	0.58		0.48	0.87	0.87		0.60	0.60	0.60		0.87	0.81
Delay/Veh:	92.1		39.9	0.0	57.5		33.7	48.4	68.1		41.5	41.5	63.4		59.6	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:	92.1		39.9	0.0	57.5		33.7	48.4	68.1		41.5	41.5	63.4		59.6	61.4
LOS by Move:	F		D	A	E		C	D	E		D	D	E		E	E
HCM2k95thQ:	16		22	0	13		20	42	24		22	22	11		30	28

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



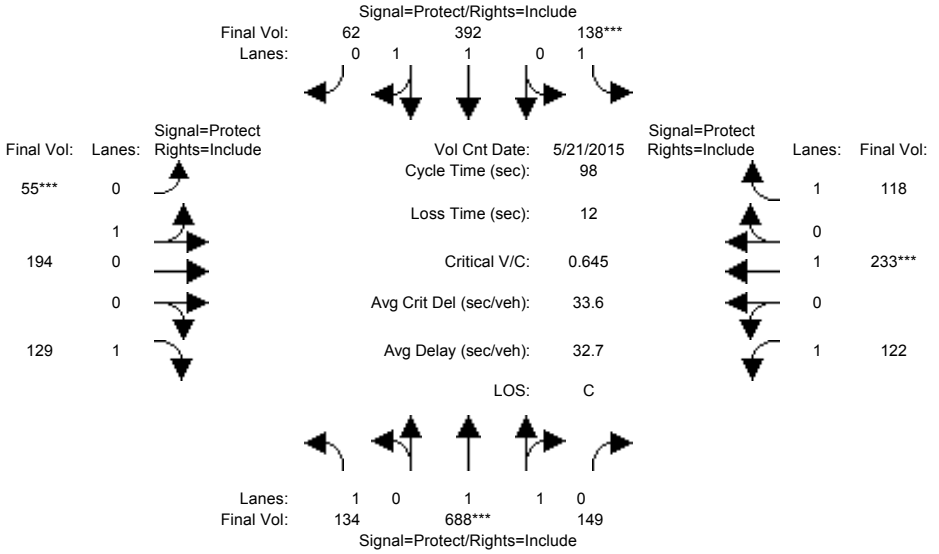
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	99		299	104	197		584	518	596		867	132	124		876	210
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	99		299	104	197		584	518	596		867	132	124		876	210
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	99		299	104	197		584	518	596		867	132	124		876	210
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	99		299	0	197		584	518	596		867	132	124		876	210
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	99		299	0	197		584	518	596		867	132	124		876	210
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	99		299	0	197		584	518	596		867	132	124		876	210
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.95	0.83		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.03	0.97	2.00		1.73	0.27	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		1960	1738	3150		3211	489	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.08	0.00	0.11		0.30	0.30	0.19		0.27	0.27	0.07		0.23	0.12
Crit Moves:	****						****		****						****	
Green Time:	9.8		25.2	0.0	36.1		51.6	51.6	32.7		57.5	57.5	15.1		39.9	39.9
Volume/Cap:	0.84		0.46	0.00	0.46		0.84	0.84	0.84		0.69	0.69	0.69		0.84	0.44
Delay/Veh:	107.0		54.7	0.0	47.4		48.7	48.7	63.3		38.1	38.1	73.6		56.5	44.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	107.0		54.7	0.0	47.4		48.7	48.7	63.3		38.1	38.1	73.6		56.5	44.5
LOS by Move:	F		D	A	D		D	D	E		D	D	E		E	D
HCM2k95thQ:	10		11	0	15		40	40	28		32	32	12		33	15

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



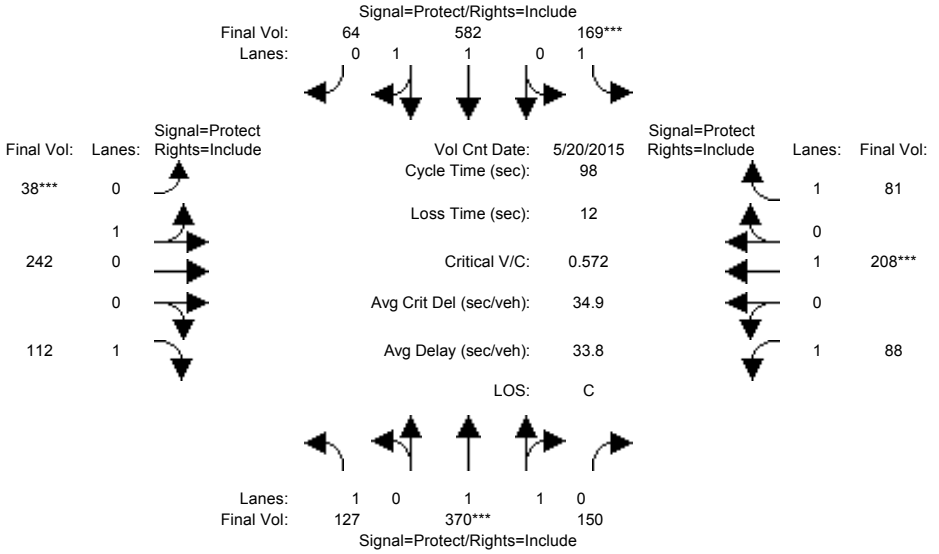
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	134		688	149	138		392	62	55		194	129	122		233	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:	134		688	149	138		392	62	55		194	129	122		233	118
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	134		688	149	138		392	62	55		194	129	122		233	118
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	134		688	149	138		392	62	55		194	129	122		233	118
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	134		688	149	138		392	62	55		194	129	122		233	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:	134		688	149	138		392	62	55		194	129	122		233	118
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	0.95		0.95	0.92	0.92		1.00	0.92
Lanes:	1.00		1.63	0.37	1.00		1.72	0.28	0.22		0.78	1.00	1.00		1.00	1.00
Final Sat.:	1750		3041	659	1750		3194	505	398		1402	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.23	0.23	0.08		0.12	0.12	0.14		0.14	0.07	0.07		0.12	0.07
Crit Moves:			****				****				****				****	
Green Time:	17.8		34.4	34.4	12.0		28.5	28.5	21.0		22.8	22.8	16.8		18.6	18.6
Volume/Cap:	0.42		0.65	0.65	0.65		0.42	0.42	0.65		0.59	0.32	0.41		0.65	0.35
Delay/Veh:	36.4		27.8	27.8	47.6		28.3	28.3	38.8		35.8	31.6	37.0		40.6	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:	36.4		27.8	27.8	47.6		28.3	28.3	38.8		35.8	31.6	37.0		40.6	35.1
LOS by Move:	D		C	C	D		C	C	D		D	C	D		D	D
HCM2k95thQ:	8		20	20	9		11	11	15		15	7	8		14	7

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



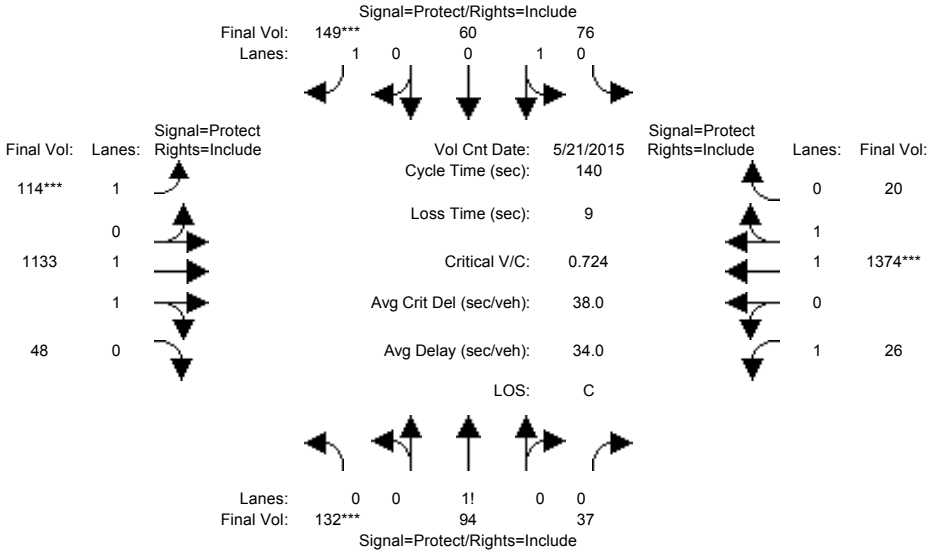
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:45-5:45PM																
Base Vol:	127		370	150	169		582	64	38		242	112	88		208	81
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	127		370	150	169		582	64	38		242	112	88		208	81
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	127		370	150	169		582	64	38		242	112	88		208	81
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		370	150	169		582	64	38		242	112	88		208	81
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	127		370	150	169		582	64	38		242	112	88		208	81
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	127		370	150	169		582	64	38		242	112	88		208	81
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	0.95		0.95	0.92	0.92		1.00	0.92
Lanes:	1.00		1.41	0.59	1.00		1.80	0.20	0.14		0.86	1.00	1.00		1.00	1.00
Final Sat.:	1750		2632	1067	1750		3333	367	244		1556	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.14	0.14	0.10		0.17	0.17	0.16		0.16	0.06	0.05		0.11	0.05
Crit Moves:			****				****				****				****	
Green Time:	11.9		24.1	24.1	16.5		28.7	28.7	26.6		27.4	27.4	18.0		18.7	18.7
Volume/Cap:	0.60		0.57	0.57	0.57		0.60	0.60	0.57		0.56	0.23	0.27		0.57	0.24
Delay/Veh:	45.3		33.3	33.3	40.2		30.6	30.6	32.4		31.5	27.4	34.9		38.2	34.0
User DelAdj:	1.00		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		33.3	33.3	40.2		30.6	30.6	32.4		31.5	27.4	34.9		38.2	34.0
LOS by Move:	D		C	C	D		C	C	C		C	C	C		D	C
HCM2k95thQ:	8		13	13	10		16	16	15		15	6	5		12	5

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



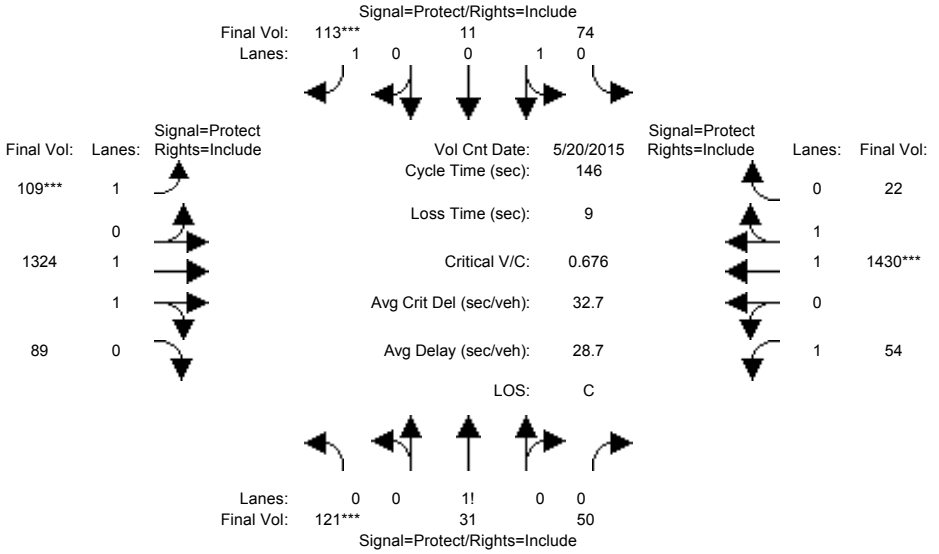
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM																
Base Vol:	132		94	37	76		60	149	114		1133	48	26		1374	20
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	132		94	37	76		60	149	114		1133	48	26		1374	20
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	132		94	37	76		60	149	114		1133	48	26		1374	20
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	132		94	37	76		60	149	114		1133	48	26		1374	20
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	132		94	37	76		60	149	114		1133	48	26		1374	20
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	132		94	37	76		60	149	114		1133	48	26		1374	20
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:	0.50		0.36	0.14	0.56		0.44	1.00	1.00		1.92	0.08	1.00		1.97	0.03
Final Sat.:	878		625	246	1006		794	1750	1750		3550	150	1750		3647	53
Capacity Analysis Module:																
Vol/Sat:	0.15		0.15	0.15	0.08		0.08	0.09	0.07		0.32	0.32	0.01		0.38	0.38
Crit Moves:	****							****	****						****	
Green Time:	29.1		30.3	30.3	15.2		16.5	16.5	12.6		73.9	73.9	11.6		72.9	72.9
Volume/Cap:	0.72		0.69	0.69	0.69		0.64	0.72	0.72		0.60	0.60	0.18		0.72	0.72
Delay/Veh:	58.8		56.1	56.1	70.5		65.5	71.6	77.3		23.5	23.5	60.4		27.2	27.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.8		56.1	56.1	70.5		65.5	71.6	77.3		23.5	23.5	60.4		27.2	27.2
LOS by Move:	E		E	E	E		E	E	E		C	C	E		C	C
HCM2k95thQ:	21		21	21	14		13	15	10		30	30	2		37	37

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



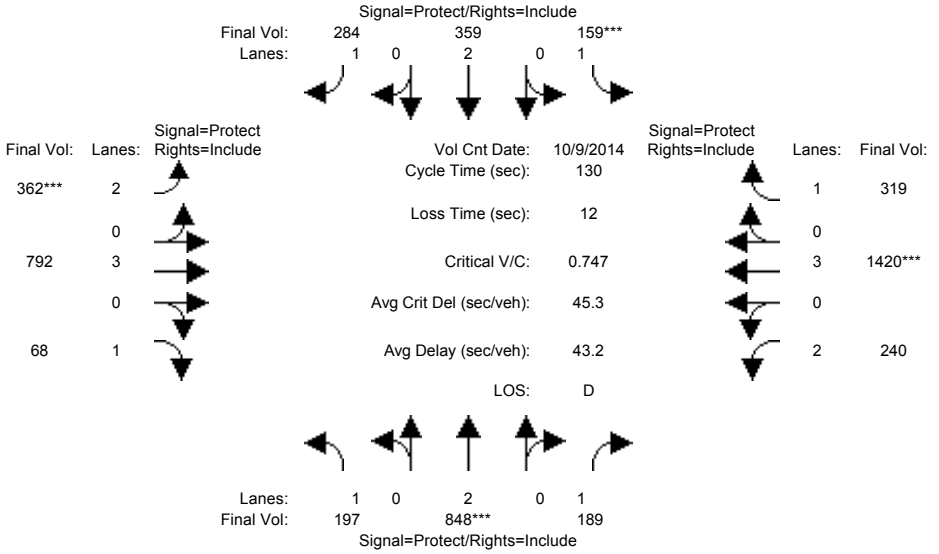
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM																
Base Vol:	121		31	50	74		11	113	109		1324	89	54		1430	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	121		31	50	74		11	113	109		1324	89	54		1430	22
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	121		31	50	74		11	113	109		1324	89	54		1430	22
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	121		31	50	74		11	113	109		1324	89	54		1430	22
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	121		31	50	74		11	113	109		1324	89	54		1430	22
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	121		31	50	74		11	113	109		1324	89	54		1430	22
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		0.97	0.95
Lanes:	0.60		0.15	0.25	0.87		0.13	1.00	1.00		1.87	0.13	1.00		1.97	0.03
Final Sat.:	1048		269	433	1567		233	1750	1750		3467	233	1750		3644	56
Capacity Analysis Module:																
Vol/Sat:	0.12		0.12	0.12	0.05		0.05	0.06	0.06		0.38	0.38	0.03		0.39	0.39
Crit Moves:	****							****	****						****	
Green Time:	24.9		24.4	24.4	14.5		13.9	13.9	13.4		87.2	87.2	10.9		84.7	84.7
Volume/Cap:	0.68		0.69	0.69	0.48		0.49	0.68	0.68		0.64	0.64	0.41		0.68	0.68
Delay/Veh:	62.8		64.2	64.2	64.2		64.9	74.4	75.1		19.8	19.8	66.5		22.1	22.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	62.8		64.2	64.2	64.2		64.9	74.4	75.1		19.8	19.8	66.5		22.1	22.1
LOS by Move:	E		E	E	E		E	E	E		B	B	E		C	C
HCM2k95thQ:	17		17	17	8		9	12	10		35	35	5		37	37

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



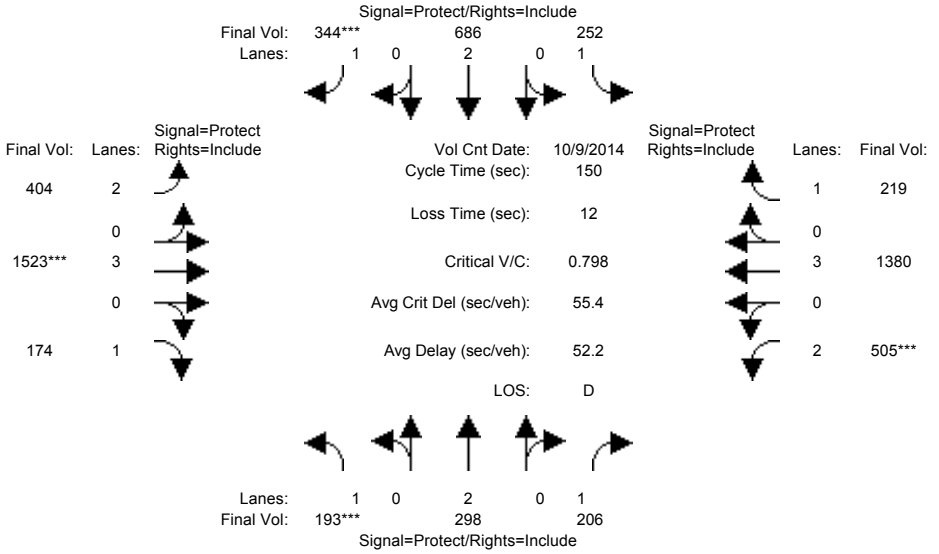
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	197		848	189	159		359	284	362		792	68	240		1420	319
Growth Adj:	1.00		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		848	189	159		359	284	362		792	68	240		1420	319
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	197		848	189	159		359	284	362		792	68	240		1420	319
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		848	189	159		359	284	362		792	68	240		1420	319
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	197		848	189	159		359	284	362		792	68	240		1420	319
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	197		848	189	159		359	284	362		792	68	240		1420	319
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.22	0.11	0.09		0.09	0.16	0.11		0.14	0.04	0.08		0.25	0.18
Crit Moves:			****				****		****						****	
Green Time:	22.4		38.8	38.8	15.8		32.3	32.3	20.0		40.9	40.9	22.4		43.4	43.4
Volume/Cap:	0.65		0.75	0.36	0.75		0.38	0.65	0.75		0.44	0.12	0.44		0.75	0.55
Delay/Veh:	55.3		43.9	36.3	68.7		40.8	47.4	58.9		35.6	31.9	48.7		40.1	36.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	55.3		43.9	36.3	68.7		40.8	47.4	58.9		35.6	31.9	48.7		40.1	36.4
LOS by Move:	E		D	D	E		D	D	E		D	C	D		D	D
HCM2k95thQ:	17		29	12	13		11	20	18		16	4	10		29	20

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



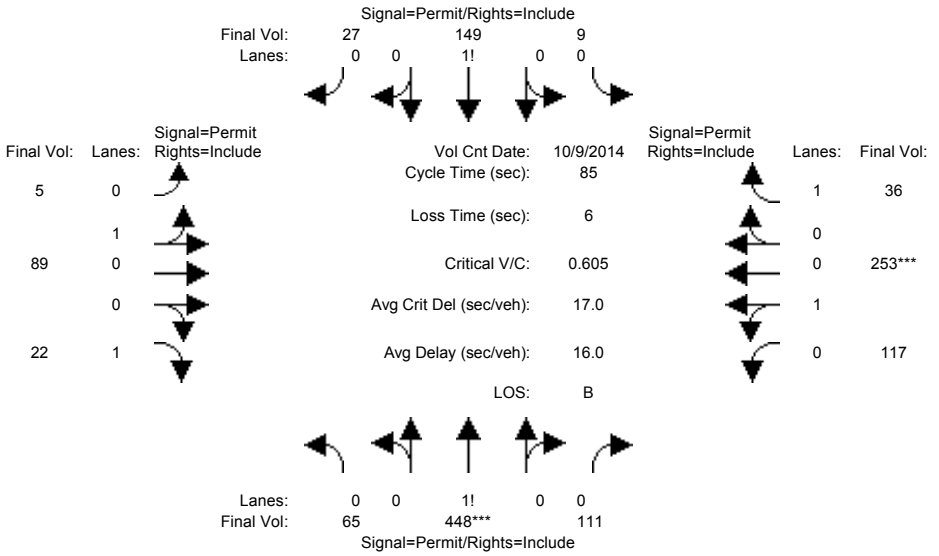
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	193		298	206	252		686	344	404		1523	174	505		1380	219
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	193		298	206	252		686	344	404		1523	174	505		1380	219
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	193		298	206	252		686	344	404		1523	174	505		1380	219
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	193		298	206	252		686	344	404		1523	174	505		1380	219
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	193		298	206	252		686	344	404		1523	174	505		1380	219
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	193		298	206	252		686	344	404		1523	174	505		1380	219
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.11	0.08		0.12	0.14	0.18		0.20	0.13	0.27		0.10	0.16	0.24		0.13
Crit Moves:	****							****		****			****			
Green Time:	20.7	25.9		25.9	31.7	36.9		36.9	27.8	50.2		50.2	30.1	52.5		52.5
Volume/Cap:	0.80	0.45		0.68	0.68	0.73		0.80	0.69	0.80		0.30	0.80	0.69		0.36
Delay/Veh:	79.4	56.2		64.3	59.6	55.0		63.1	60.6	47.8		37.1	64.1	42.9		36.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	79.4	56.2		64.3	59.6	55.0		63.1	60.6	47.8		37.1	64.1	42.9		36.6
LOS by Move:	E		E	E	E		E	E	E		D	D	E		D	D
HCM2k95thQ:	20		12	19	21		26	29	21		38	12	25		31	15

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



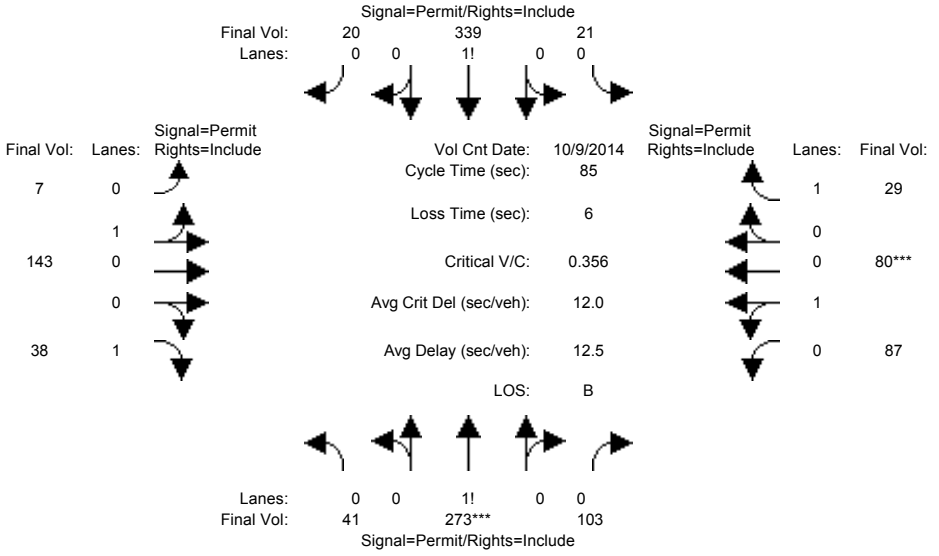
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	65	448	111		9	149	27		5	89	22		117	253	36	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	65	448	111		9	149	27		5	89	22		117	253	36	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	65	448	111		9	149	27		5	89	22		117	253	36	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	448	111		9	149	27		5	89	22		117	253	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	448	111		9	149	27		5	89	22		117	253	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	65	448	111		9	149	27		5	89	22		117	253	36	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.95	0.95	0.92		0.95	0.95	0.92	
Lanes:	0.10	0.72	0.18		0.05	0.80	0.15		0.05	0.95	1.00		0.32	0.68	1.00	
Final Sat.:	182	1256	311		85	1409	255		96	1704	1750		569	1231	1750	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.36	0.36		0.11	0.11	0.11		0.05	0.05	0.01		0.21	0.21	0.02	
Crit Moves:		****												****		
Green Time:	50.1	50.1	50.1		50.1	50.1	50.1		28.9	28.9	28.9		28.9	28.9	28.9	
Volume/Cap:	0.60	0.60	0.60		0.18	0.18	0.18		0.15	0.15	0.04		0.60	0.60	0.06	
Delay/Veh:	12.2	12.2	12.2		8.1	8.1	8.1		19.7	19.7	18.8		25.0	25.0	19.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.2	12.2	12.2		8.1	8.1	8.1		19.7	19.7	18.8		25.0	25.0	19.0	
LOS by Move:	B	B	B		A	A	A		B	B	B		C	C	B	
HCM2k95thQ:	20	20	20		5	5	5		4	4	1		16	16	1	

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



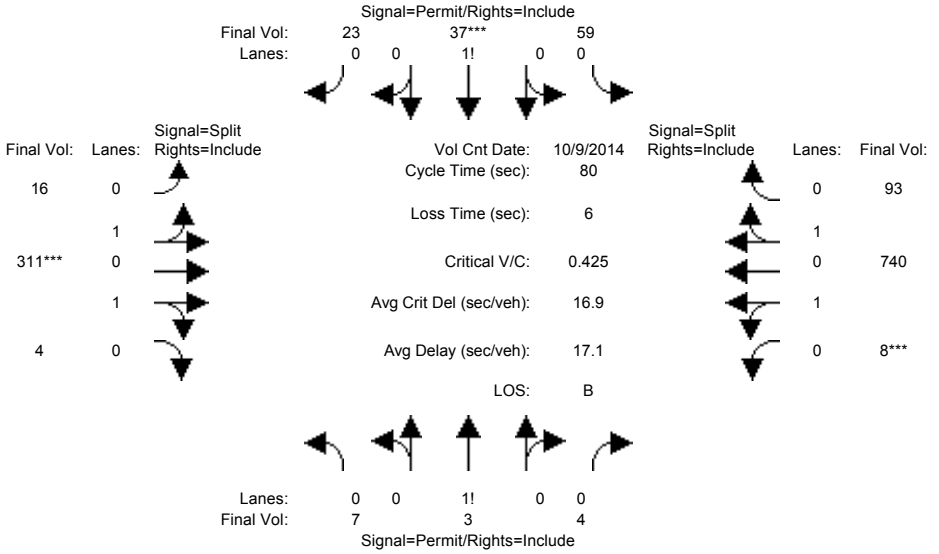
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	41	273	103	21	339	20	7	143	38	87	80	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:	41	273	103	21	339	20	7	143	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	273	103	21	339	20	7	143	38	87	80	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	273	103	21	339	20	7	143	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	273	103	21	339	20	7	143	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	273	103	21	339	20	7	143	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.10	0.65	0.25	0.06	0.89	0.05	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	172	1146	432	97	1561	92	84	1716	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.22	0.22	0.22	0.08	0.08	0.02	0.09	0.09	0.02
Crit Moves:		****									****	
Green Time:	56.9	56.9	56.9	56.9	56.9	56.9	22.1	22.1	22.1	22.1	22.1	22.1
Volume/Cap:	0.36	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.08	0.36	0.36	0.06
Delay/Veh:	6.3	6.3	6.3	6.1	6.1	6.1	25.8	25.8	23.8	26.1	26.1	23.7
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:	6.3	6.3	6.3	6.1	6.1	6.1	25.8	25.8	23.8	26.1	26.1	23.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	9	9	9	7	7	2	7	7	1

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



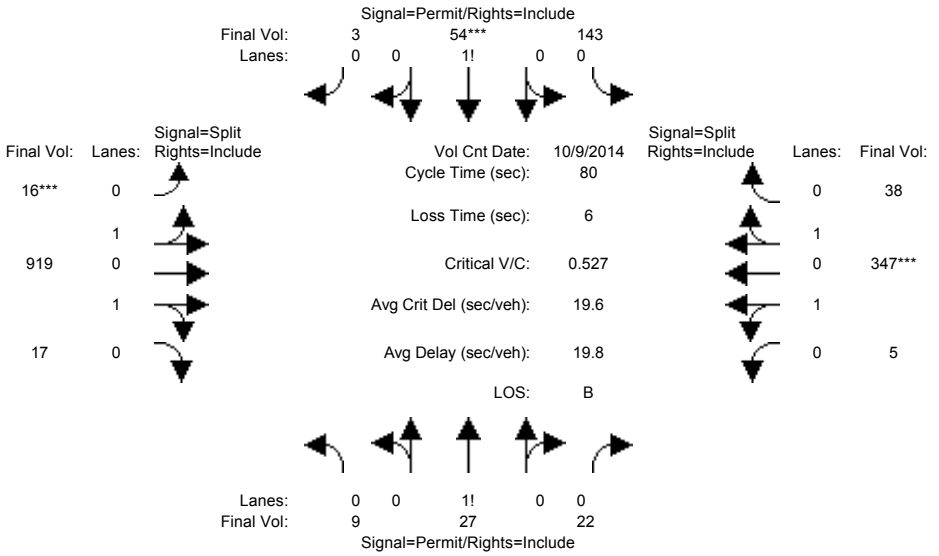
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	7	3	4	59	37	23	16	311	4	8	740	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	59	37	23	16	311	4	8	740	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	4	59	37	23	16	311	4	8	740	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	59	37	23	16	311	4	8	740	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	59	37	23	16	311	4	8	740	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	3	4	59	37	23	16	311	4	8	740	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.50	0.21	0.29	0.50	0.31	0.19	0.10	1.88	0.02	0.02	1.76	0.22
Final Sat.:	875	375	500	868	544	338	174	3382	44	34	3168	398
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	12.8	12.8	12.8	12.8	12.8	12.8	17.3	17.3	17.3	43.9	43.9	43.9
Volume/Cap:	0.05	0.05	0.05	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Delay/Veh:	28.5	28.5	28.5	31.3	31.3	31.3	27.4	27.4	27.4	10.8	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.5	28.5	31.3	31.3	31.3	27.4	27.4	27.4	10.8	10.8	10.8
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2k95thQ:	1	1	1	7	7	7	8	8	8	12	12	12

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



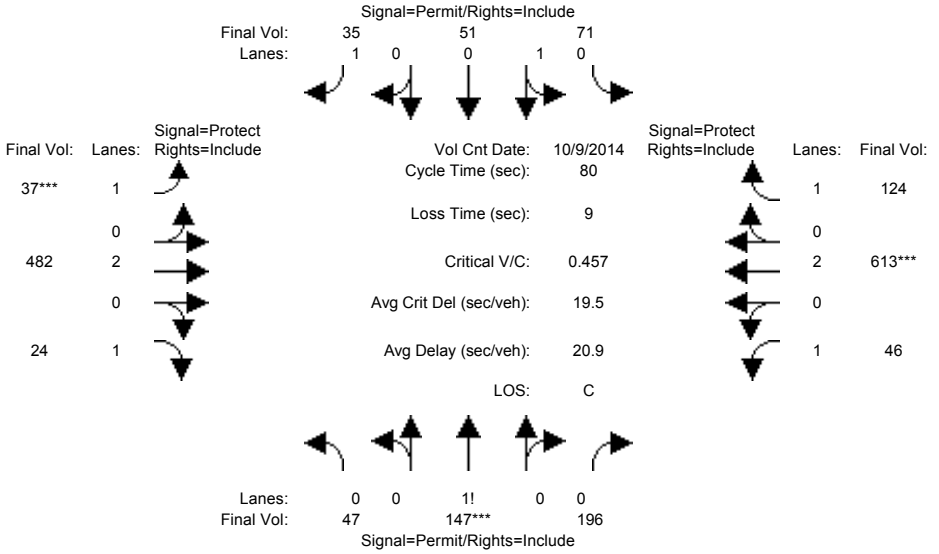
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	9		27	22	143		54	3	16		919	17	5		347	38
Growth Adj:	1.00		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		27	22	143		54	3	16		919	17	5		347	38
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	9		27	22	143		54	3	16		919	17	5		347	38
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	9		27	22	143		54	3	16		919	17	5		347	38
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	9		27	22	143		54	3	16		919	17	5		347	38
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	9		27	22	143		54	3	16		919	17	5		347	38
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	0.15		0.47	0.38	0.72		0.27	0.01	0.03		1.93	0.04	0.03		1.78	0.19
Final Sat.:	272		815	664	1251		473	26	61		3475	64	46		3203	351
Capacity Analysis Module:																
Vol/Sat:	0.03		0.03	0.03	0.11		0.11	0.11	0.26		0.26	0.26	0.11		0.11	0.11
Crit Moves:					****				****						****	
Green Time:	17.4		17.4	17.4	17.4		17.4	17.4	40.2		40.2	40.2	16.5		16.5	16.5
Volume/Cap:	0.15		0.15	0.15	0.53		0.53	0.53	0.53		0.53	0.53	0.53		0.53	0.53
Delay/Veh:	25.5		25.5	25.5	29.1		29.1	29.1	13.8		13.8	13.8	29.0		29.0	29.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	25.5		25.5	25.5	29.1		29.1	29.1	13.8		13.8	13.8	29.0		29.0	29.0
LOS by Move:	C		C	C	C		C	C	B		B	B	C		C	C
HCM2k95thQ:	3		3	3	10		10	10	16		16	16	9		9	9

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



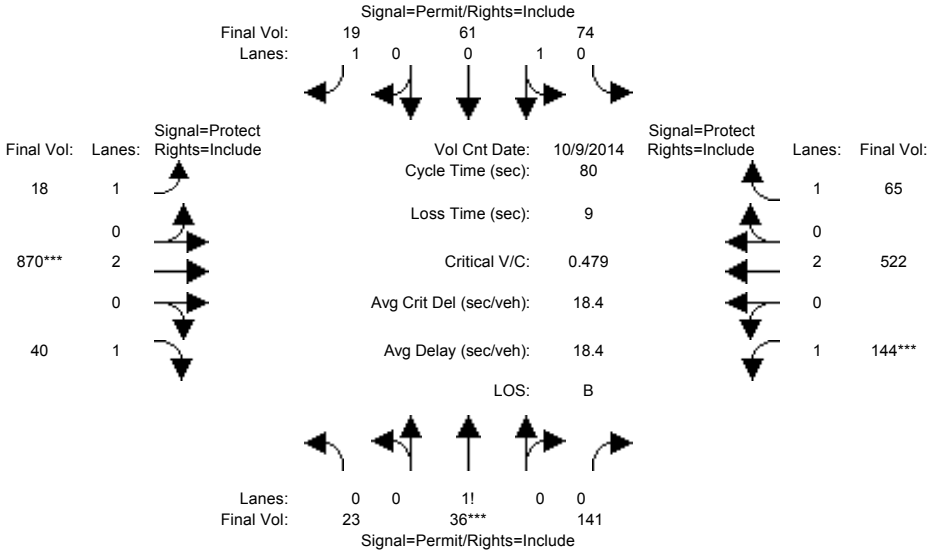
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	47	147	196	71	51	35	37	482	24	46	613	124
Growth Adj:	1.00	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	147	196	71	51	35	37	482	24	46	613	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	147	196	71	51	35	37	482	24	46	613	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	71	51	35	37	482	24	46	613	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	71	51	35	37	482	24	46	613	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	147	196	71	51	35	37	482	24	46	613	124
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.02	0.13	0.01	0.03	0.16	0.07
Crit Moves:		****					****				****	
Green Time:	37.1	37.1	37.1	37.1	37.1	37.1	7.0	20.0	20.0	13.8	26.9	26.9
Volume/Cap:	0.48	0.48	0.48	0.15	0.15	0.04	0.24	0.51	0.05	0.15	0.48	0.21
Delay/Veh:	15.2	15.2	15.2	12.4	12.4	11.7	34.8	26.2	22.8	28.3	21.3	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.2	15.2	12.4	12.4	11.7	34.8	26.2	22.8	28.3	21.3	19.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2k95thQ:	13	13	13	4	4	1	2	10	1	2	11	5

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



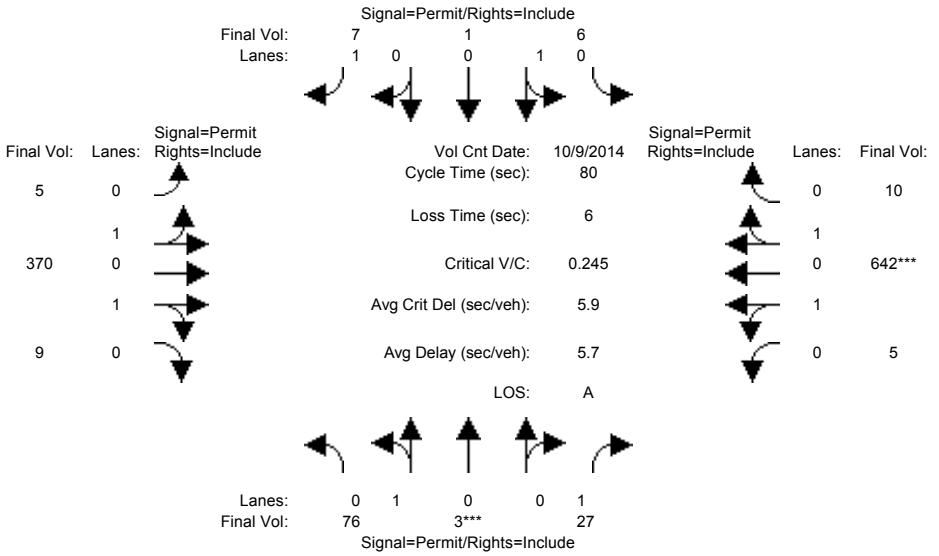
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	23		36	141	74		61	19	18		870	40	144		522	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:	23		36	141	74		61	19	18		870	40	144		522	65
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	23		36	141	74		61	19	18		870	40	144		522	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	23		36	141	74		61	19	18		870	40	144		522	65
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	23		36	141	74		61	19	18		870	40	144		522	65
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	23		36	141	74		61	19	18		870	40	144		522	65
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		1.00	0.92	0.92		1.00	0.92
Lanes:	0.11		0.18	0.71	0.55		0.45	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	201		315	1234	987		813	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.11	0.11	0.08		0.08	0.01	0.01		0.23	0.02	0.08		0.14	0.04
Crit Moves:			****								****				****	
Green Time:	19.1		19.1	19.1	19.1		19.1	19.1	20.2		38.2	38.2	13.7		31.7	31.7
Volume/Cap:	0.48		0.48	0.48	0.31		0.31	0.05	0.04		0.48	0.05	0.48		0.35	0.09
Delay/Veh:	27.1		27.1	27.1	25.5		25.5	23.5	22.6		14.4	11.2	31.1		17.0	15.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	27.1		27.1	27.1	25.5		25.5	23.5	22.6		14.4	11.2	31.1		17.0	15.2
LOS by Move:	C		C	C	C		C	C	C		B	B	C		B	B
HCM2k95thQ:	9		9	9	6		6	1	1		13	1	7		9	2

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



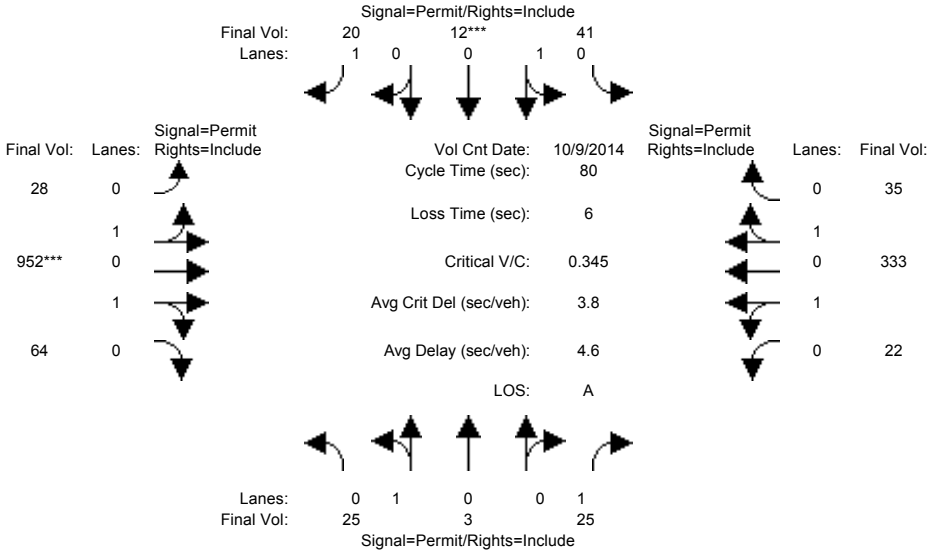
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	76		3	27	6		1	7	5		370	9	5		642	10
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76		3	27	6		1	7	5		370	9	5		642	10
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	76		3	27	6		1	7	5		370	9	5		642	10
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76		3	27	6		1	7	5		370	9	5		642	10
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	76		3	27	6		1	7	5		370	9	5		642	10
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76		3	27	6		1	7	5		370	9	5		642	10
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.96	0.04	1.00		0.86	0.14	1.00		0.02	1.93	0.05		0.02	1.95	0.03	
Final Sat.:	1732		68	1750	1543		257	1750	47		3469	84	27		3518	55
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.02		0.00	0.00	0.00		0.11	0.11	0.11		0.18	0.18	0.18	
Crit Moves:		****												****		
Green Time:	14.3	14.3	14.3		14.3	14.3	14.3		59.7	59.7	59.7		59.7	59.7	59.7	
Volume/Cap:	0.24	0.24	0.09		0.02	0.02	0.02		0.14	0.14	0.14		0.24	0.24	0.24	
Delay/Veh:	28.6	28.6	27.5		27.1	27.1	27.1		2.9	2.9	2.9		3.2	3.2	3.2	
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:	28.6	28.6	27.5		27.1	27.1	27.1		2.9	2.9	2.9		3.2	3.2	3.2	
LOS by Move:	C		C	C	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	4		4	1	0		0	0	3		3	3	5		5	5

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



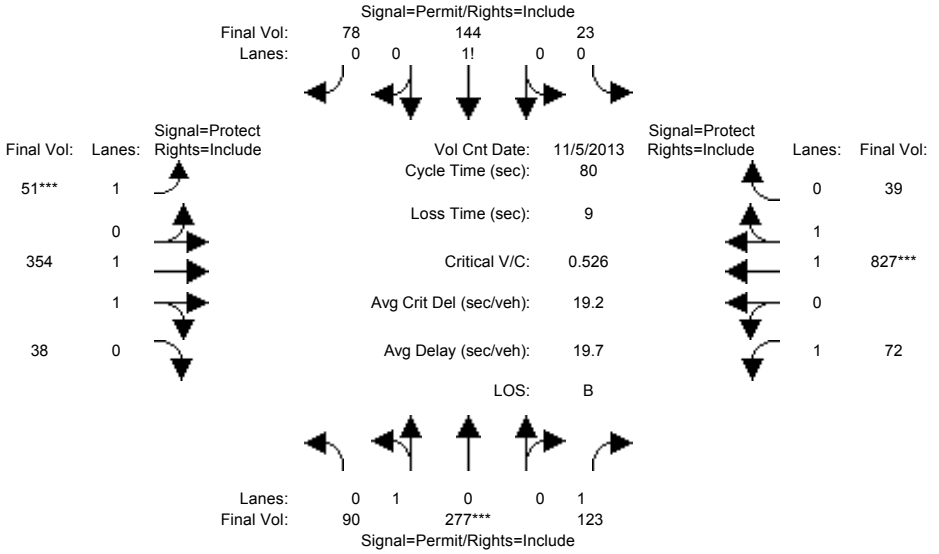
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	25	3	25	41	12	20	28	952	64	22	333	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	25	41	12	20	28	952	64	22	333	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	25	41	12	20	28	952	64	22	333	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	25	41	12	20	28	952	64	22	333	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	25	41	12	20	28	952	64	22	333	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	3	25	41	12	20	28	952	64	22	333	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.77	0.23	1.00	0.05	1.83	0.12	0.11	1.71	0.18
Final Sat.:	1607	193	1750	1392	408	1750	97	3283	221	203	3074	323
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.29	0.29	0.29	0.11	0.11	0.11
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.12	0.12	0.11	0.24	0.24	0.09	0.36	0.36	0.36	0.14	0.14	0.14
Delay/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	1	8	8	8	2	2	2

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



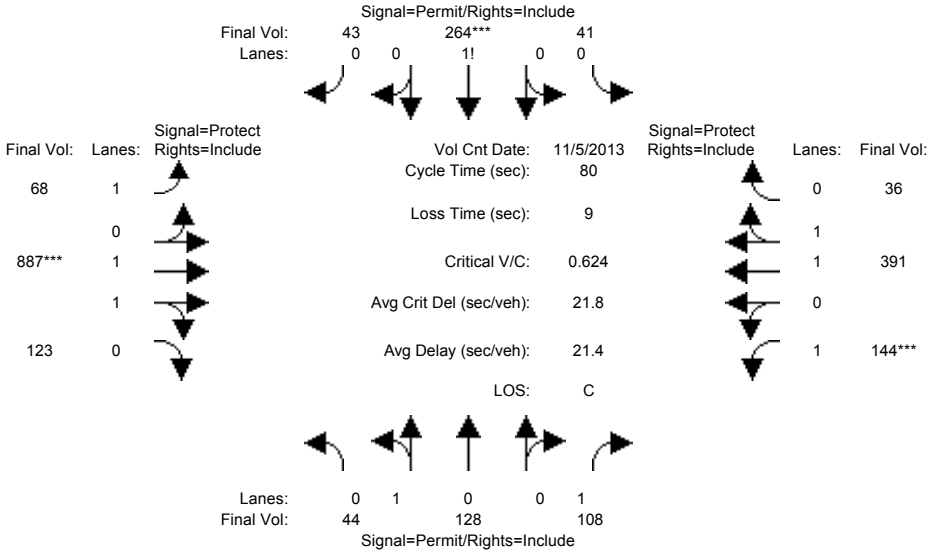
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<																
Base Vol:	90		277	123	23		144	78	51		354	38	72		827	39
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	90		277	123	23		144	78	51		354	38	72		827	39
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	90		277	123	23		144	78	51		354	38	72		827	39
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	90		277	123	23		144	78	51		354	38	72		827	39
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	90		277	123	23		144	78	51		354	38	72		827	39
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	90		277	123	23		144	78	51		354	38	72		827	39
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.92	0.92	0.92		0.98	0.95	0.92		0.97	0.95
Lanes:	0.25		0.75	1.00	0.09		0.59	0.32	1.00		1.80	0.20	1.00		1.91	0.09
Final Sat.:	441		1359	1750	164		1029	557	1750		3341	359	1750		3533	167
Capacity Analysis Module:																
Vol/Sat:	0.20		0.20	0.07	0.14		0.14	0.14	0.03		0.11	0.11	0.04		0.23	0.23
Crit Moves:			****						****						****	
Green Time:	29.8		29.8	29.8	29.8		29.8	29.8	7.0		24.2	24.2	17.0		34.2	34.2
Volume/Cap:	0.55		0.55	0.19	0.38		0.38	0.38	0.33		0.35	0.35	0.19		0.55	0.55
Delay/Veh:	20.7		20.7	17.1	18.7		18.7	18.7	35.6		21.9	21.9	26.2		17.5	17.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	20.7		20.7	17.1	18.7		18.7	18.7	35.6		21.9	21.9	26.2		17.5	17.5
LOS by Move:	C		C	B	B		B	B	D		C	C	C		B	B
HCM2k95thQ:	14		14	4	10		10	10	3		7	7	3		15	15

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



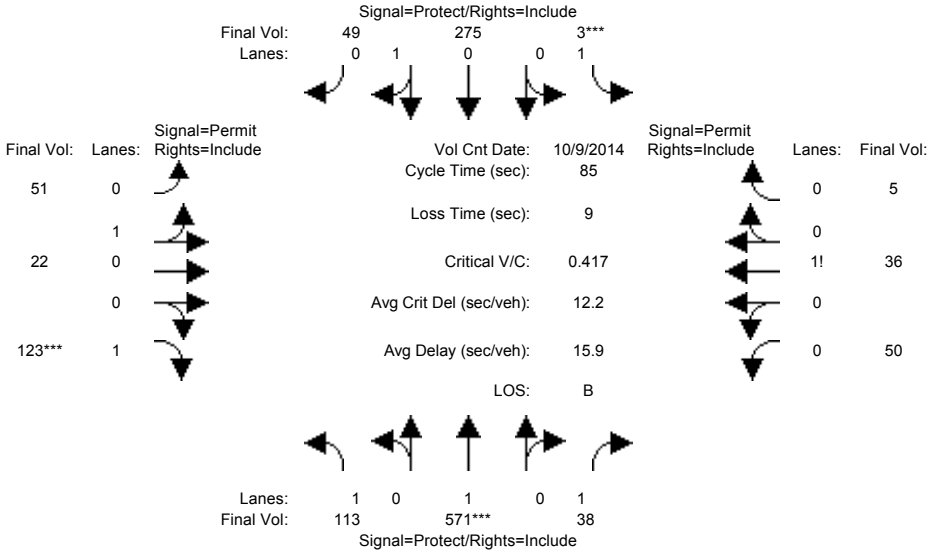
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	44	128	108	41	264	43	68	887	123	144	391	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	128	108	41	264	43	68	887	123	144	391	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	128	108	41	264	43	68	887	123	144	391	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	128	108	41	264	43	68	887	123	144	391	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	128	108	41	264	43	68	887	123	144	391	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	128	108	41	264	43	68	887	123	144	391	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.76	0.12	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	460	1340	1750	206	1328	216	1750	3249	451	1750	3388	312
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.20	0.20	0.20	0.04	0.27	0.27	0.08	0.12	0.12
Crit Moves:					****			****			****	
Green Time:	25.5	25.5	25.5	25.5	25.5	25.5	18.7	35.0	35.0	10.5	26.8	26.8
Volume/Cap:	0.30	0.30	0.19	0.62	0.62	0.62	0.17	0.62	0.62	0.62	0.34	0.34
Delay/Veh:	20.8	20.8	20.0	25.4	25.4	25.4	24.6	18.2	18.2	38.1	20.2	20.2
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:	20.8	20.8	20.0	25.4	25.4	25.4	24.6	18.2	18.2	38.1	20.2	20.2
LOS by Move:	C	C	B	C	C	C	C	B	B	D	C	C
HCM2k95thQ:	6	6	4	16	16	16	3	18	18	7	8	8

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



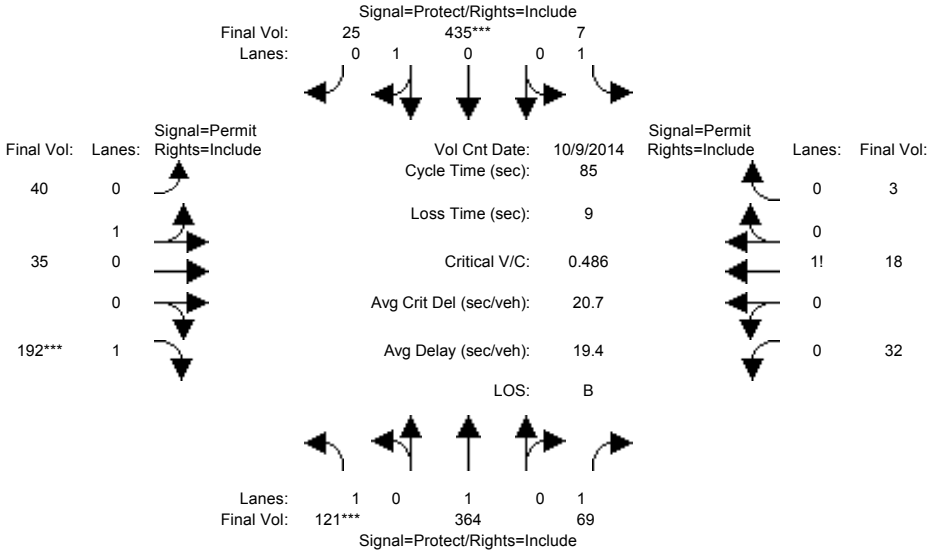
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	113	571	38	3	275	49	51	22	123	50	36	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	571	38	3	275	49	51	22	123	50	36	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	571	38	3	275	49	51	22	123	50	36	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	571	38	3	275	49	51	22	123	50	36	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	571	38	3	275	49	51	22	123	50	36	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	571	38	3	275	49	51	22	123	50	36	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.55	0.40	0.05
Final Sat.:	1750	1900	1750	1750	1528	272	1258	542	1750	962	692	96
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:		****		****					****			
Green Time:	19.8	55.9	55.9	7.0	43.2	43.2	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.28	0.46	0.03	0.02	0.35	0.35	0.26	0.26	0.46	0.34	0.34	0.34
Delay/Veh:	27.1	7.4	5.1	35.9	12.8	12.8	32.2	32.2	34.0	32.8	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	7.4	5.1	35.9	12.8	12.8	32.2	32.2	34.0	32.8	32.8	32.8
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	14	1	0	10	10	4	4	7	5	5	5

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



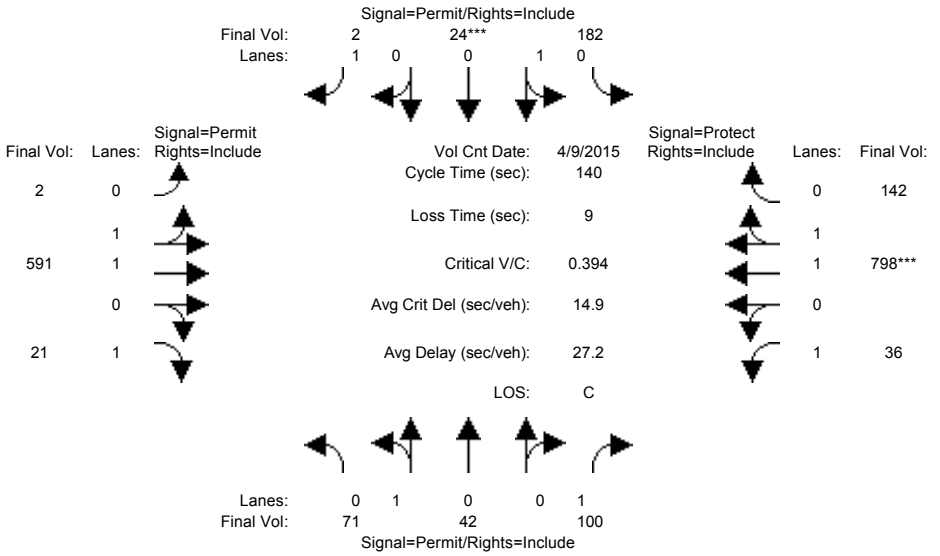
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	121	364	69	7	435	25	40	35	192	32	18	3
Growth Adj:	1.00	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	364	69	7	435	25	40	35	192	32	18	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	364	69	7	435	25	40	35	192	32	18	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	364	69	7	435	25	40	35	192	32	18	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	364	69	7	435	25	40	35	192	32	18	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	364	69	7	435	25	40	35	192	32	18	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1702	98	960	840	1750	1057	594	99
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.04	0.00	0.26	0.26	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	12.1	39.7	39.7	17.1	44.7	44.7	19.2	19.2	19.2	19.2	19.2	19.2
Volume/Cap:	0.49	0.41	0.08	0.02	0.49	0.49	0.18	0.18	0.49	0.13	0.13	0.13
Delay/Veh:	35.1	15.2	12.6	27.3	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	15.2	12.6	27.3	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	15	15	4	4	10	3	3	3

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



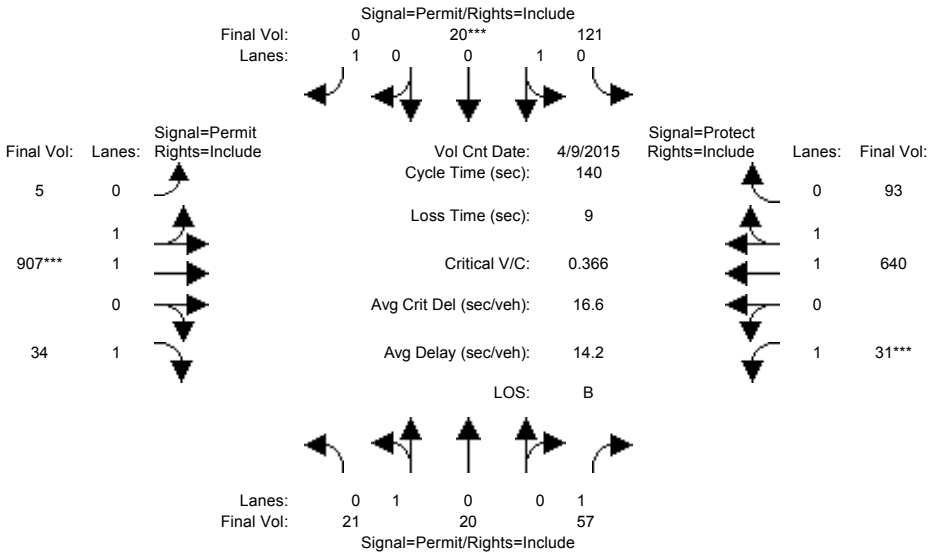
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	100	182	24	2	2	591	21	36	798	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:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	42	100	182	24	2	2	591	21	36	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:					****						****	
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	39.7	39.7	39.7	62.9	103	102.6
Volume/Cap:	0.31	0.31	0.28	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
LOS by Move:	D	D	D	D	D	D	D	D	D	C	A	A
HCM2k95thQ:	8	8	7	17	17	0	20	20	1	2	14	14

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



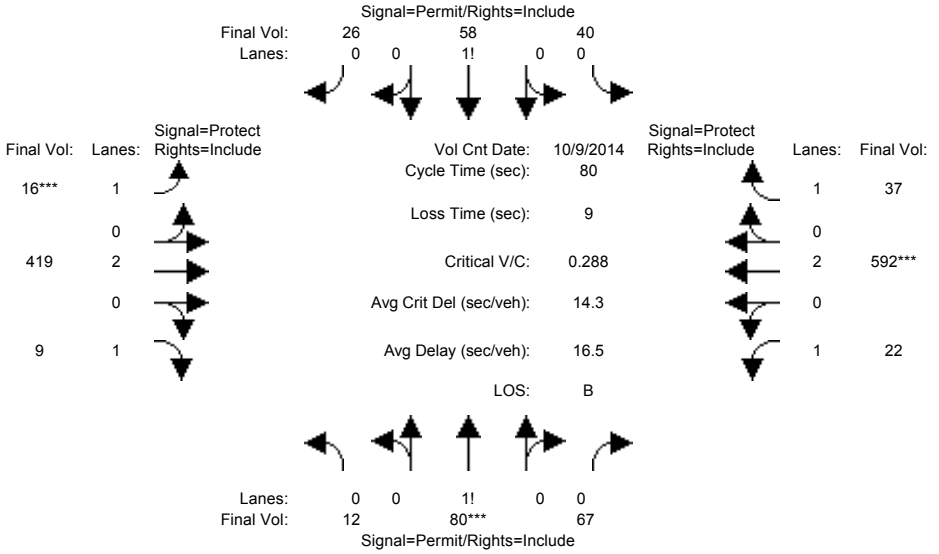
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<																
Base Vol:	21		20	57	121		20	0	5		907	34	31		640	93
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	21		20	57	121		20	0	5		907	34	31		640	93
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	21		20	57	121		20	0	5		907	34	31		640	93
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	21		20	57	121		20	0	5		907	34	31		640	93
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	21		20	57	121		20	0	5		907	34	31		640	93
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	21		20	57	121		20	0	5		907	34	31		640	93
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.95		0.95	0.92	0.95		0.97	0.92	0.92		0.98	0.95
Lanes:	0.51		0.49	1.00	0.86		0.14	1.00	0.01		1.99	1.00	1.00		1.74	0.26
Final Sat.:	922		878	1750	1545		255	1750	20		3680	1750	1750		3230	469
Capacity Analysis Module:																
Vol/Sat:	0.02		0.02	0.03	0.08		0.08	0.00	0.25		0.25	0.02	0.02		0.20	0.20
Crit Moves:					****				****				****			
Green Time:	29.9		29.9	29.9	29.9		29.9	0.0	94.1		94.1	94.1	7.0		101	101.1
Volume/Cap:	0.11		0.11	0.15	0.37		0.37	0.00	0.37		0.37	0.03	0.35		0.27	0.27
Delay/Veh:	44.4		44.4	44.9	47.6		47.6	0.0	10.1		10.1	7.7	66.8		6.8	6.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.4		44.4	44.9	47.6		47.6	0.0	10.1		10.1	7.7	66.8		6.8	6.8
LOS by Move:	D		D	D	D		D	A	B		B	A	E		A	A
HCM2k95thQ:	3		3	4	11		11	0	16		16	1	3		11	11

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



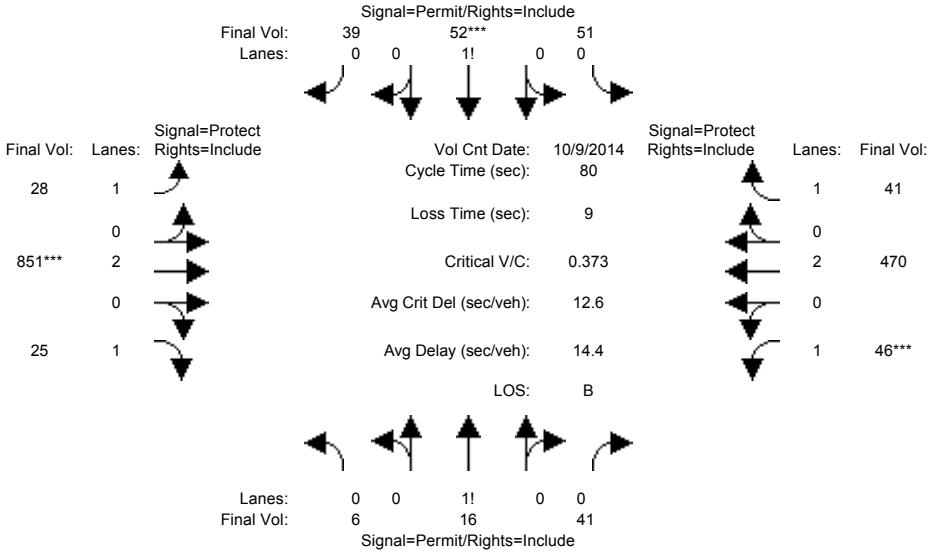
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	12		80	67	40		58	26	16		419	9	22		592	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	12		80	67	40		58	26	16		419	9	22		592	37
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	12		80	67	40		58	26	16		419	9	22		592	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	12		80	67	40		58	26	16		419	9	22		592	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	12		80	67	40		58	26	16		419	9	22		592	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	12		80	67	40		58	26	16		419	9	22		592	37
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.08		0.50	0.42	0.32		0.47	0.21	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	132		881	737	565		819	367	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.09	0.09	0.07		0.07	0.07	0.01		0.11	0.01	0.01		0.16	0.02
Crit Moves:			****						****						****	
Green Time:	23.6		23.6	23.6	23.6		23.6	23.6	7.0		27.9	27.9	19.5		40.4	40.4
Volume/Cap:	0.31		0.31	0.31	0.24		0.24	0.24	0.10		0.32	0.01	0.05		0.31	0.04
Delay/Veh:	22.2		22.2	22.2	21.7		21.7	21.7	33.9		19.2	17.1	23.2		11.7	10.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	22.2		22.2	22.2	21.7		21.7	21.7	33.9		19.2	17.1	23.2		11.7	10.0
LOS by Move:	C		C	C	C		C	C	C		B	B	C		B	B
HCM2k95thQ:	7		7	7	5		5	5	1		7	0	1		8	1

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



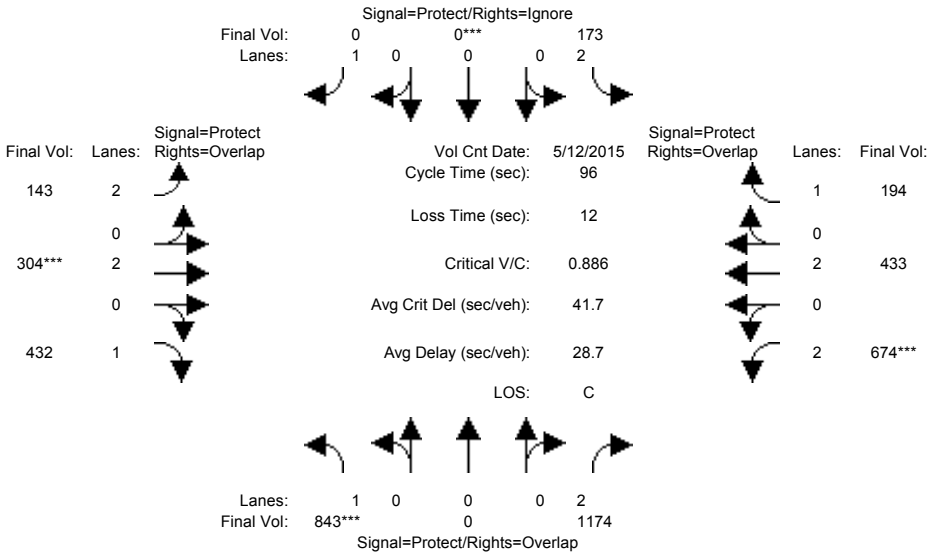
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	6		16	41	51		52	39	28		851	25	46		470	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:	6		16	41	51		52	39	28		851	25	46		470	41
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	6		16	41	51		52	39	28		851	25	46		470	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	6		16	41	51		52	39	28		851	25	46		470	41
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	6		16	41	51		52	39	28		851	25	46		470	41
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	6		16	41	51		52	39	28		851	25	46		470	41
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.10		0.25	0.65	0.36		0.37	0.27	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	167		444	1139	629		641	481	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.04	0.04	0.08		0.08	0.08	0.02		0.22	0.01	0.03		0.12	0.02
Crit Moves:					****						****		****			
Green Time:	17.0		17.0	17.0	17.0		17.0	17.0	22.2		47.0	47.0	7.0		31.8	31.8
Volume/Cap:	0.17		0.17	0.17	0.38		0.38	0.38	0.06		0.38	0.02	0.30		0.31	0.06
Delay/Veh:	25.9		25.9	25.9	27.6		27.6	27.6	21.3		8.9	6.9	35.3		16.7	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:	25.9		25.9	25.9	27.6		27.6	27.6	21.3		8.9	6.9	35.3		16.7	14.9
LOS by Move:	C		C	C	C		C	C	C		A	A	D		B	B
HCM2k95thQ:	3		3	3	7		7	7	1		11	1	2		8	1

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



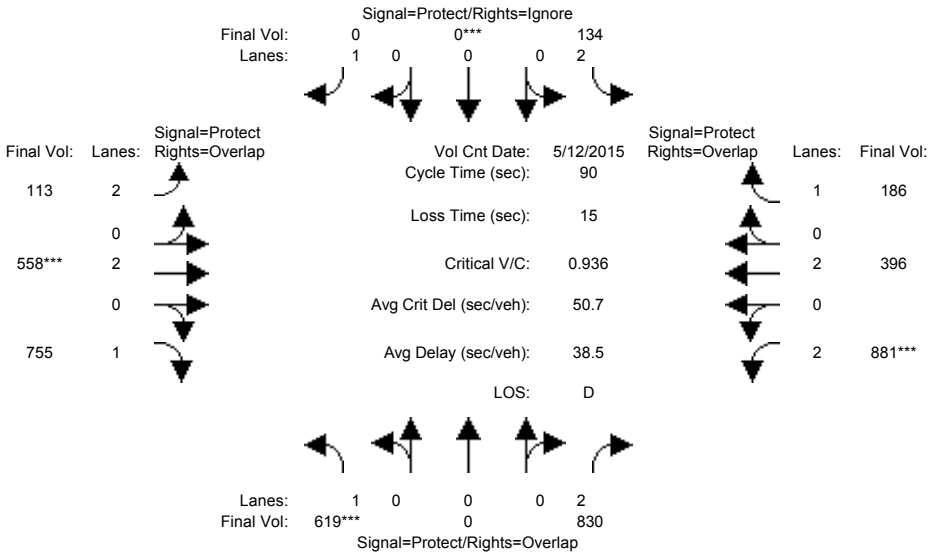
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM																
Base Vol:	843	0	1174		173	0	146		143	304	432		674	433	194	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	843	0	1174		173	0	146		143	304	432		674	433	194	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	843	0	1174		173	0	146		143	304	432		674	433	194	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	843	0	1174		173	0	0		143	304	432		674	433	194	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	843	0	1174		173	0	0		143	304	432		674	433	194	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	843	0	1174		173	0	0		143	304	432		674	433	194	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.00	0.37		0.05	0.00	0.00		0.05	0.08	0.25		0.21	0.11	0.11	
Crit Moves:	****					****				****				****		
Green Time:	51.2	0.0	57.9		16.1	0.0	0.0		12.8	10.0	61.2		22.8	20.0	36.1	
Volume/Cap:	0.90	0.00	0.62		0.33	0.00	0.00		0.34	0.77	0.39		0.90	0.55	0.29	
Delay/Veh:	32.0	0.0	12.7		35.5	0.0	0.0		38.3	50.7	8.6		49.8	34.8	21.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.0	0.0	12.7		35.5	0.0	0.0		38.3	50.7	8.6		49.8	34.8	21.3	
LOS by Move:	C		A	B	D		A	A	D		D	A	D		C	C
HCM2k95thQ:	46	0	24		6	0	0		4	9	12		27	12	9	

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



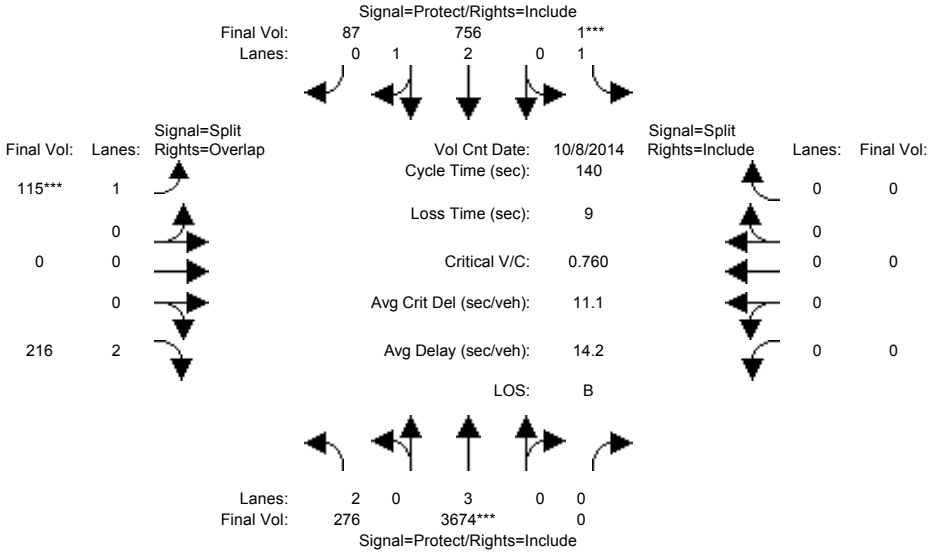
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM																
Base Vol:	619	0	830		134	0	155		113	558	755		881	396	186	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	619	0	830		134	0	155		113	558	755		881	396	186	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	619	0	830		134	0	155		113	558	755		881	396	186	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	619	0	830		134	0	0		113	558	755		881	396	186	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	619	0	830		134	0	0		113	558	755		881	396	186	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	619	0	830		134	0	0		113	558	755		881	396	186	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.00	0.26		0.04	0.00	0.00		0.04	0.15	0.43		0.28	0.10	0.11	
Crit Moves:	****					****				****				****		
Green Time:	34.0	0.0	26.9		34.0	0.0	0.0		16.9	14.1	48.1		26.9	24.1	58.1	
Volume/Cap:	0.94	0.00	0.88		0.11	0.00	0.00		0.19	0.94	0.81		0.94	0.39	0.16	
Delay/Veh:	47.8	0.0	39.8		18.2	0.0	0.0		31.0	59.9	22.4		46.9	27.2	6.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.8	0.0	39.8		18.2	0.0	0.0		31.0	59.9	22.4		46.9	27.2	6.4	
LOS by Move:	D	A	D		B	A	A		C	E	C		D	C	A	
HCM2k95thQ:	38	0	29		3	0	0		3	14	30		33	9	4	

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



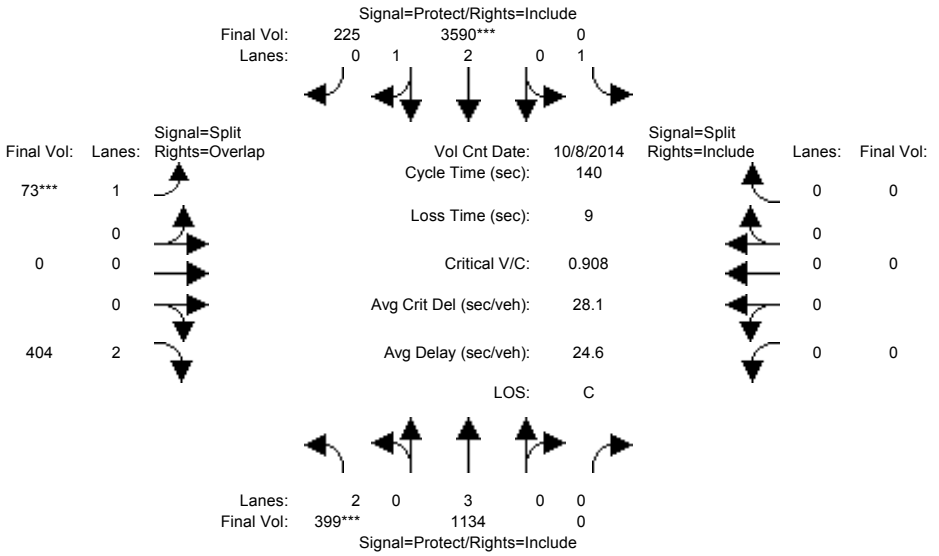
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	276		3674	0	1		756	87	115		0	216	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:	276		3674	0	1		756	87	115		0	216	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	276		3674	0	1		756	87	115		0	216	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	276		3674	0	1		756	87	115		0	216	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	276		3674	0	1		756	87	115		0	216	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	276		3674	0	1		756	87	115		0	216	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.68	0.32	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5021	578	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.09		0.64	0.00	0.00		0.15	0.15	0.07		0.00	0.07	0.00		0.00	0.00
Crit Moves:			****				****		****							
Green Time:	44.0		113	0.0	7.0		75.6	75.6	11.5		0.0	55.4	0.0		0.0	0.0
Volume/Cap:	0.28		0.80	0.00	0.01		0.28	0.28	0.80		0.00	0.17	0.00		0.00	0.00
Delay/Veh:	36.3		8.7	0.0	63.3		17.5	17.5	89.9		0.0	27.5	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:	36.3		8.7	0.0	63.3		17.5	17.5	89.9		0.0	27.5	0.0		0.0	0.0
LOS by Move:	D		A	A	E		B	B	F		A	C	A		A	A
HCM2k95thQ:	10		48	0	0		12	12	14		0	7	0		0	0

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



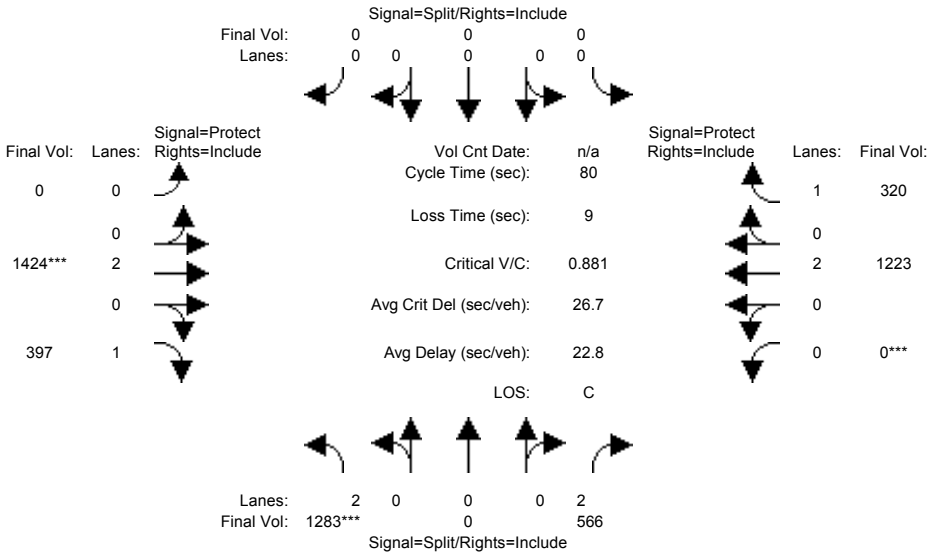
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	399		1134	0	0		3590	225	73		0	404	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	399		1134	0	0		3590	225	73		0	404	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	399		1134	0	0		3590	225	73		0	404	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	399		1134	0	0		3590	225	73		0	404	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	399		1134	0	0		3590	225	73		0	404	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	399		1134	0	0		3590	225	73		0	404	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.82	0.18	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5269	330	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.13		0.20	0.00	0.00		0.68	0.68	0.04		0.00	0.13	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	19.0		121	0.0	0.0		102	102.0	10.0		0.0	29.0	0.0		0.0	0.0
Volume/Cap:	0.93		0.23	0.00	0.00		0.93	0.93	0.58		0.00	0.62	0.00		0.00	0.00
Delay/Veh:	87.7		1.6	0.0	0.0		21.0	21.0	69.9		0.0	52.3	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	87.7		1.6	0.0	0.0		21.0	21.0	69.9		0.0	52.3	0.0		0.0	0.0
LOS by Move:	F		A	A	A		C	C	E		A	D	A		A	A
HCM2k95thQ:	25		6	0	0		74	74	8		0	19	0		0	0

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



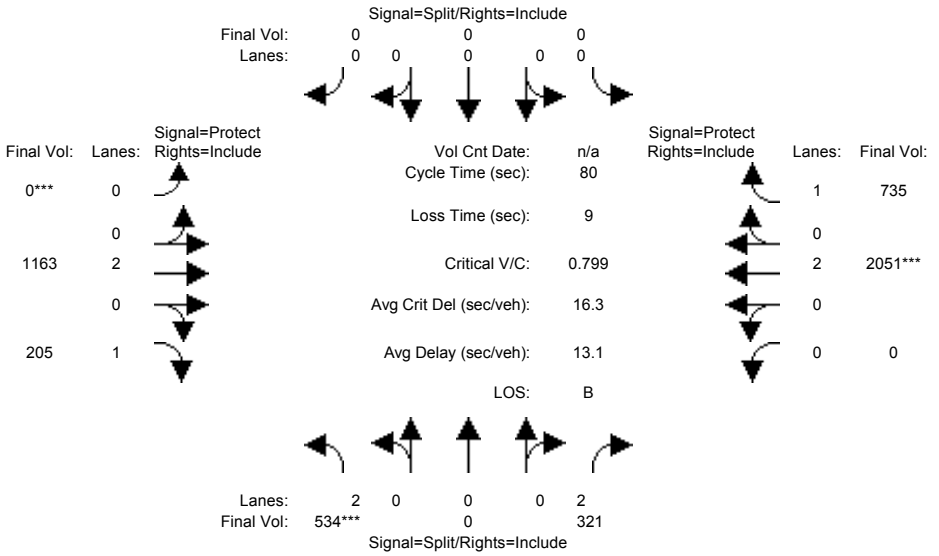
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1283	0	566	0	0	0	0	1424	397	0	1223	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1283	0	566	0	0	0	0	1424	397	0	1223	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.18	0.00	0.00	0.00	0.00	0.37	0.23	0.00	0.32	0.18
Crit Moves:	****							****			****	
Green Time:	37.0	0.0	37.0	0.0	0.0	0.0	0.0	34.0	34.0	0.0	34.0	34.0
Volume/Cap:	0.88	0.00	0.39	0.00	0.00	0.00	0.00	0.88	0.53	0.00	0.76	0.43
Delay/Veh:	26.1	0.0	14.3	0.0	0.0	0.0	0.0	27.1	17.8	0.0	21.6	16.6
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:	26.1	0.0	14.3	0.0	0.0	0.0	0.0	27.1	17.8	0.0	21.6	16.6
LOS by Move:	C	A	B	A	A	A	A	C	B	A	C	B
HCM2k95thQ:	35	0	11	0	0	0	0	31	15	0	25	12

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



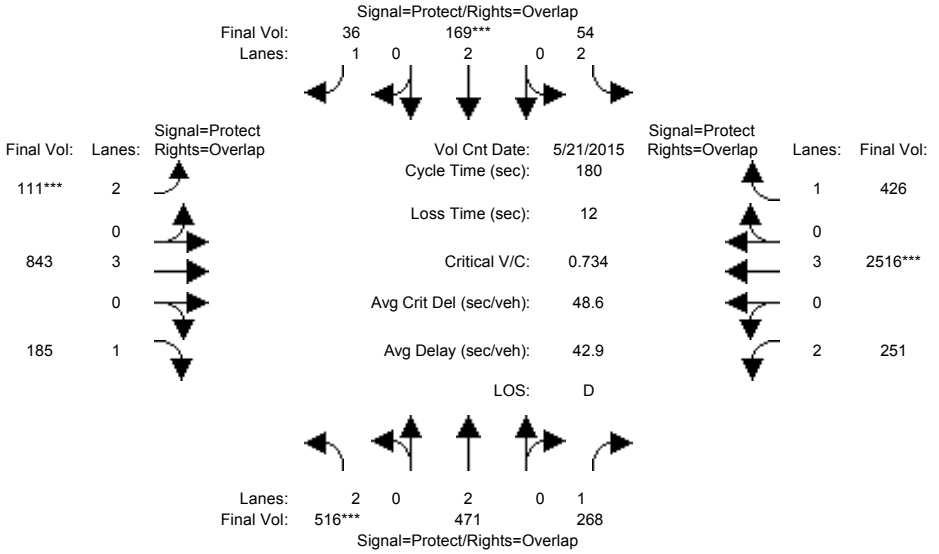
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	534	0	321	0	0	0	0	1163	205	0	2051	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	0	321	0	0	0	0	1163	205	0	2051	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	0	321	0	0	0	0	1163	205	0	2051	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	0	321	0	0	0	0	1163	205	0	2051	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	0	321	0	0	0	0	1163	205	0	2051	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	534	0	321	0	0	0	0	1163	205	0	2051	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.12	0.00	0.54	0.42
Crit Moves:	****						****				****	
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	54.0	54.0	0.0	54.0	54.0
Volume/Cap:	0.80	0.00	0.48	0.00	0.00	0.00	0.00	0.45	0.17	0.00	0.80	0.62
Delay/Veh:	36.7	0.0	28.2	0.0	0.0	0.0	0.0	6.2	4.8	0.0	11.0	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	28.2	0.0	0.0	0.0	0.0	6.2	4.8	0.0	11.0	8.3
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	18	0	9	0	0	0	0	13	4	0	33	21

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



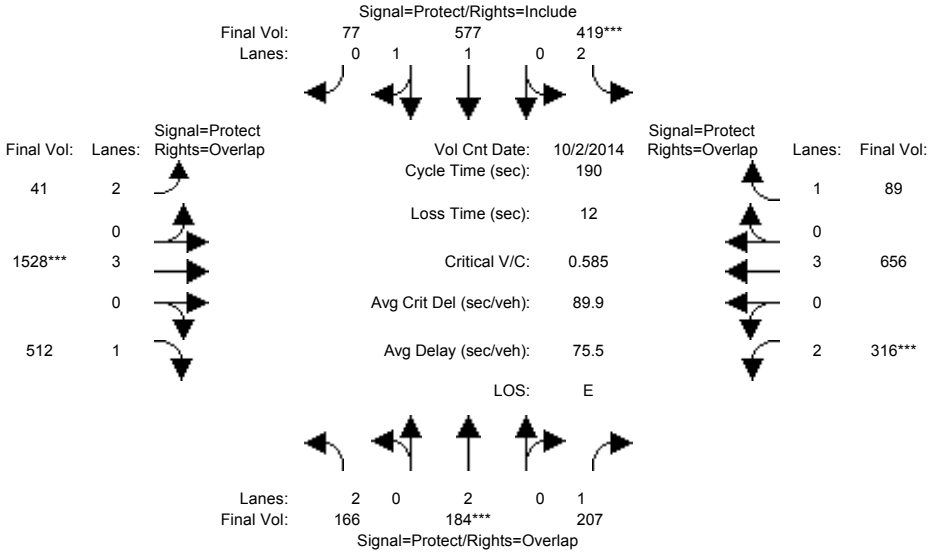
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00-6:00PM												
Base Vol:	516	471	268	54	169	36	111	843	185	251	2516	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	516	471	268	54	169	36	111	843	185	251	2516	426
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	471	268	54	169	36	111	843	185	251	2516	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	471	268	54	169	36	111	843	185	251	2516	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	471	268	54	169	36	111	843	185	251	2516	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	471	268	54	169	36	111	843	185	251	2516	426
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.15	0.02	0.04	0.02	0.04	0.15	0.11	0.08	0.44	0.24
Crit Moves:	****				****		****				****	
Green Time:	38.8	30.3	71.9	19.0	10.5	24.5	14.0	77.1	115.9	41.5	105	123.7
Volume/Cap:	0.76	0.74	0.38	0.16	0.76	0.15	0.45	0.35	0.16	0.35	0.76	0.35
Delay/Veh:	71.2	75.5	38.7	73.5	97.6	68.8	76.2	17.4	0.1	59.5	39.5	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	75.5	38.7	73.5	97.6	68.8	76.2	17.4	0.1	59.5	39.5	18.9
LOS by Move:	E	E	D	E	F	E	E	B	A	E	D	B
HCM2k95thQ:	29	23	22	3	10	4	8	11	0	13	60	27

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



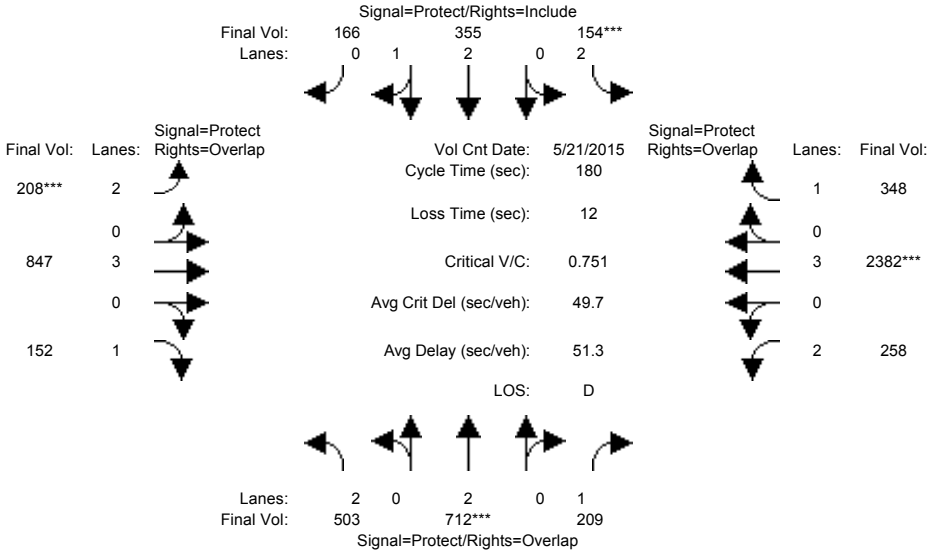
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	28		42	42	20		34	34	19		105	105	23		109	109
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 2 Oct 2014 << 5:15-6:15PM																
Base Vol:	166	184		207	419	577		77	41	2065		512	316	745		89
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.74		1.00	1.00	0.88		1.00
Initial Bse:	166	184		207	419	577		77	41	1528		512	316	656		89
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	166	184		207	419	577		77	41	1528		512	316	656		89
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	166	184		207	419	577		77	41	1528		512	316	656		89
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	166	184		207	419	577		77	41	1528		512	316	656		89
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	166	184		207	419	577		77	41	1528		512	316	656		89
Saturation Flow 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	1.76		0.24	2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	3150	3800		1750	3150	3264		436	3150	5700		1750	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05		0.12	0.13	0.18		0.18	0.01	0.27		0.29	0.10	0.12		0.05
Crit Moves:		****				****				****				****		
Green Time:	26.3	39.5		61.1	18.8	32.0		32.0	17.9	98.8		125.1	21.6	103		121.3
Volume/Cap:	0.38	0.23		0.37	1.34	1.05		1.05	0.14	0.52		0.44	0.88	0.21		0.08
Delay/Veh:	79.7	66.7		53.1	265.5	134		134.0	84.2	40.4		25.7	109.6	17.0		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:	79.7	66.7		53.1	265.5	134		134.0	84.2	40.4		25.7	109.6	17.0		6.6
LOS by Move:	E		E	D	F		F	F	F		D	C	F		B	A
HCM2k95thQ:	11		9	19	39		41	41	3		39	38	22		9	2

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



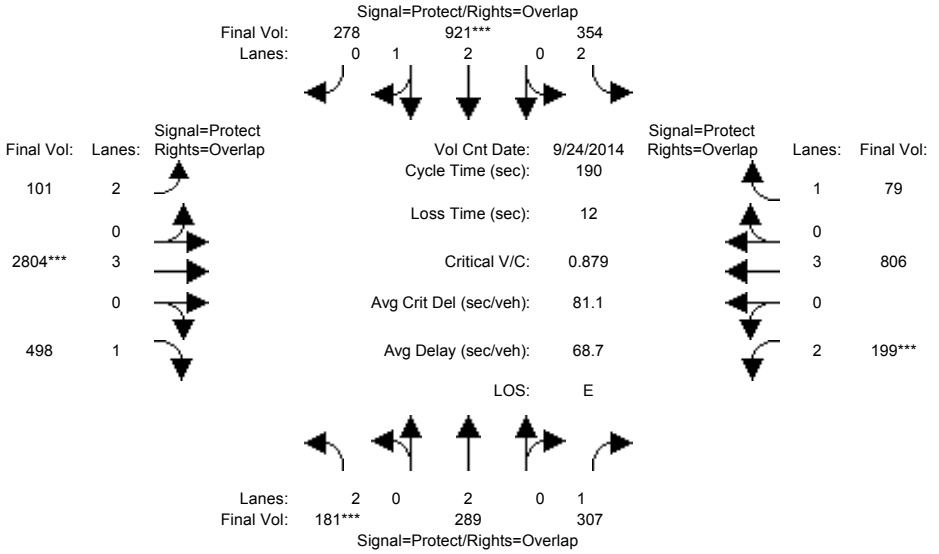
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	14		10	10	14		10	10	14		10	10	14		90	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:00-9:00																
Base Vol:	503		712	209	154		355	166	208		847	152	258		2382	348
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	503		712	209	154		355	166	208		847	152	258		2382	348
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	503		712	209	154		355	166	208		847	152	258		2382	348
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	503		712	209	154		355	166	208		847	152	258		2382	348
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	503		712	209	154		355	166	208		847	152	258		2382	348
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	503		712	209	154		355	166	208		847	152	258		2382	348
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.85	1.00	1.00		1.00	1.00
Lanes:	2.00		2.00	1.00	2.00		2.04	0.96	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3800		3800	1900	3800		3884	1816	3800		4845	1900	3800		5700	1900
Capacity Analysis Module:																
Vol/Sat:	0.13		0.19	0.11	0.04		0.09	0.09	0.05		0.17	0.08	0.07		0.42	0.18
Crit Moves:			****				****				****				****	
Green Time:	33.9		43.3	77.4	14.0		23.4	23.4	14.0		76.6	110.5	34.1		96.7	110.7
Volume/Cap:	0.70		0.78	0.26	0.52		0.70	0.70	0.70		0.41	0.13	0.36		0.78	0.30
Delay/Veh:	82.0		81.6	49.5	85.9		85.5	85.5	88.4		36.1	14.6	63.8		34.5	16.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	82.0		81.6	49.5	85.9		85.5	85.5	88.4		36.1	14.6	63.8		34.5	16.5
LOS by Move:	F		F	D	F		F	F	F		D	B	E		C	B
HCM2k95thQ:	24		33	18	8		18	18	11		19	7	12		61	22

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



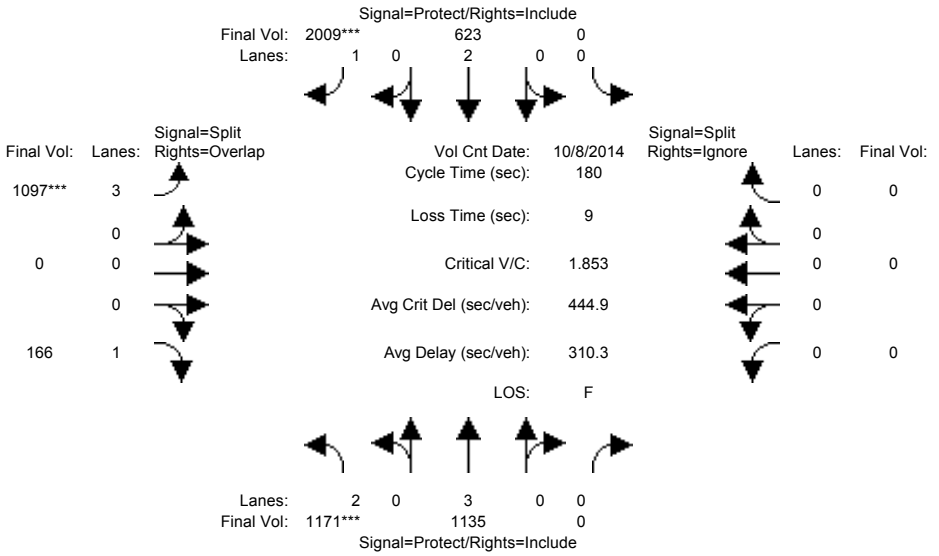
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	18		35	35	23		39	39	19		112	112	21		113	113
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM																
Base Vol:	181		289	307	354		921	278	101		2804	498	199		806	79
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	181		289	307	354		921	278	101		2804	498	199		806	79
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	181		289	307	354		921	278	101		2804	498	199		806	79
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	181		289	307	354		921	278	101		2804	498	199		806	79
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	181		289	307	354		921	278	101		2804	498	199		806	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:	181		289	307	354		921	278	101		2804	498	199		806	79
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		0.99	0.95	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.28	0.72	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		4300	1298	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.08	0.18	0.11		0.21	0.21	0.03		0.49	0.28	0.06		0.14	0.05
Crit Moves:	****				****				****				****			
Green Time:	16.8		32.8	52.4	21.5		37.4	55.4	17.9		105	121.7	19.7		107	128.1
Volume/Cap:	0.65		0.44	0.64	0.99		1.09	0.74	0.34		0.89	0.44	0.61		0.25	0.07
Delay/Veh:	94.7		75.7	67.3	135.3		135	66.6	86.7		56.3	27.5	90.5		22.8	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:	94.7		75.7	67.3	135.3		135	66.6	86.7		56.3	27.5	90.5		22.8	11.3
LOS by Move:	F		E	E	F		F	E	F		E	C	F		C	B
HCM2k95thQ:	13		15	31	27		50	38	7		84	37	14		15	4

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



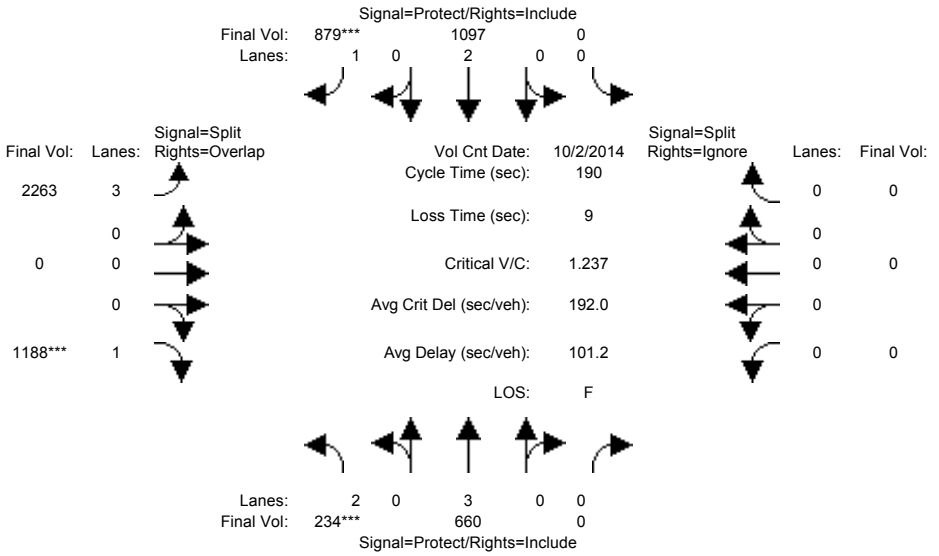
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	1171	1135	0		0	623	2009		1097	0	166		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:	1171	1135	0		0	623	2009		1097	0	166		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1171	1135	0		0	623	2009		1097	0	166		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1171	1135	0		0	623	2009		1097	0	166		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1171	1135	0		0	623	2009		1097	0	166		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1171	1135	0		0	623	2009		1097	0	166		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		0.80	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		3.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		4551	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.20	0.00		0.00	0.16	1.15		0.24	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green Time:	36.1	148	0.0		0.0	111	111.5		23.4	0.0	59.5		0.0	0.0	0.0	
Volume/Cap:	1.85	0.24	0.00		0.00	0.26	1.85		1.85	0.00	0.29		0.00	0.00	0.00	
Delay/Veh:	462.1	3.7	0.0		0.0	15.7	421.9		468.8	0.0	43.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	462.1	3.7	0.0		0.0	15.7	421.9		468.8	0.0	43.1		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	B	F		F	A	D		A	A	A	
HCM2k95thQ:	116	9	0		0	14	356		77	0	12		0	0	0	

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



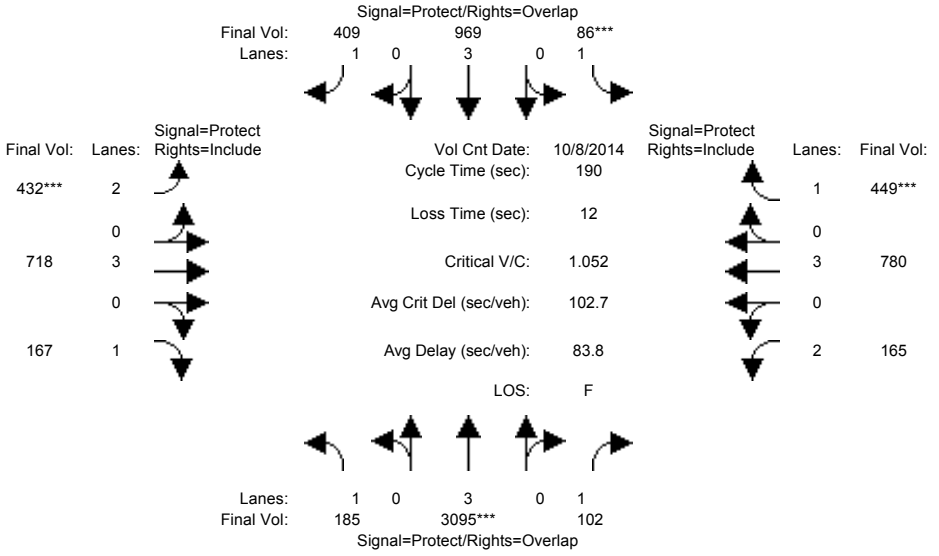
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 2 Oct 2014 <<																
Base Vol:	234	660	0		0	1097	879		2263		0	1188	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:	234	660	0		0	1097	879		2263		0	1188	0		0	0
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	234	660	0		0	1097	879		2263		0	1188	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	234	660	0		0	1097	879		2263		0	1188	0		0	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	234	660	0		0	1097	879		2263		0	1188	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	234	660	0		0	1097	879		2263		0	1188	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		0.80	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		3.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		4551		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.00		0.00	0.29	0.50		0.50	0.00	0.68		0.00	0.00	0.00	
Crit Moves:	****						****				****					
Green Time:	18.1	72.6	0.0		0.0	54.4	54.4		108.8	0.0	127.0		0.0	0.0	0.0	
Volume/Cap:	0.78	0.30	0.00		0.00	1.01	1.75		0.87	0.00	1.02		0.00	0.00	0.00	
Delay/Veh:	100.1	43.1	0.0		0.0	100	418.3		26.3	0.0	42.8		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:	100.1	43.1	0.0		0.0	100	418.3		26.3	0.0	42.8		0.0	0.0	0.0	
LOS by Move:	F		D	A	A		F	F	C		A	D	A		A	A
HCM2k95thQ:	16		17	0	0		60	159	61		0	122	0		0	0

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



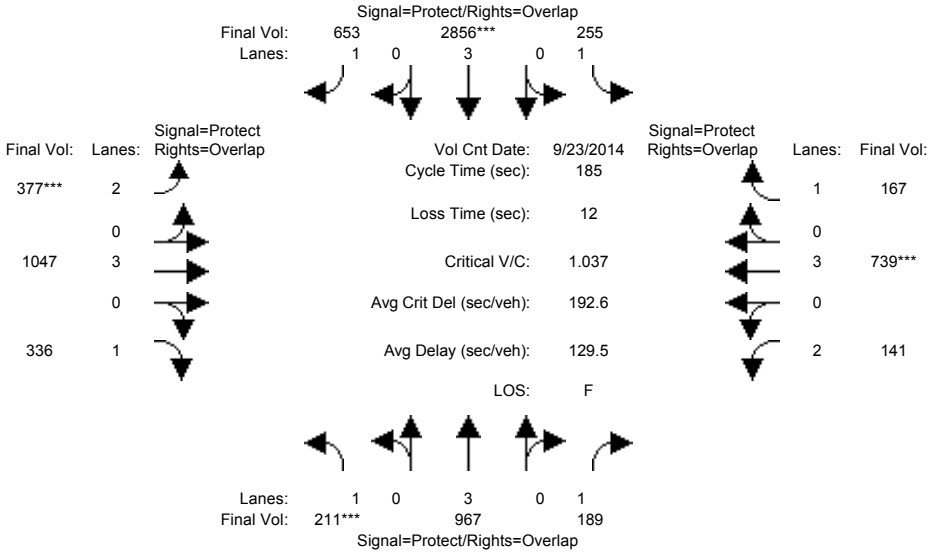
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	185		3684	102	86		1153	409	432		718	167	165		780	449
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	185		3684	102	86		1153	409	432		718	167	165		780	449
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	185		3684	102	86		1153	409	432		718	167	165		780	449
User Adj:	1.00		0.84	1.00	1.00		0.84	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	185		3095	102	86		969	409	432		718	167	165		780	449
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	185		3095	102	86		969	409	432		718	167	165		780	449
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	185		3095	102	86		969	409	432		718	167	165		780	449
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		5700	1750	1750		5700	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.54	0.06	0.05		0.17	0.23	0.14		0.13	0.10	0.05		0.14	0.26
Crit Moves:			****		****				****							****
Green Time:	41.0		98.0	118.9	8.9		65.9	90.7	24.8		50.2	50.2	20.9		46.3	46.3
Volume/Cap:	0.49		1.05	0.09	1.05		0.49	0.49	1.05		0.48	0.36	0.48		0.56	1.05
Delay/Veh:	67.3		90.4	20.5	208.1		66.3	55.0	141.4		59.1	57.3	80.5		63.5	129.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	67.3		90.4	20.5	208.1		66.3	55.0	141.4		59.1	57.3	80.5		63.5	129.8
LOS by Move:	E		F	C	F		E	D	F		E	E	F		E	F
HCM2k95thQ:	19		106	7	13		29	37	34		21	16	10		23	54

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



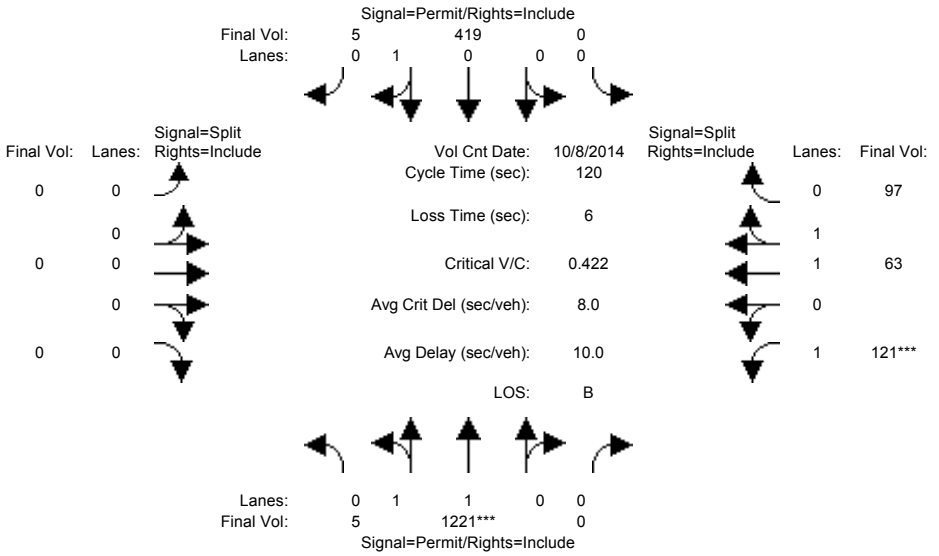
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	12		72	72	33		93	93	39		50	50	29		41	41
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 23 Sep 2014 <<																
Base Vol:	211	1273		189	255	3709		653	377	1047		336	141	739		167
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	211	1273		189	255	3709		653	377	1047		336	141	739		167
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	211	1273		189	255	3709		653	377	1047		336	141	739		167
User Adj:	1.00	0.76		1.00	1.00	0.77		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	211	967		189	255	2856		653	377	1047		336	141	739		167
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	211	967		189	255	2856		653	377	1047		336	141	739		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:	211	967		189	255	2856		653	377	1047		336	141	739		167
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.83		0.92	0.83	1.00		0.92	0.83	1.00		0.92
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	1750	5700		1750	1750	4731		1750	3150	5700		1750	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.12	0.17		0.11	0.15	0.60		0.37	0.12	0.18		0.19	0.04	0.13		0.10
Crit Moves:	****					****			****					****		
Green Time:	11.3	67.6		95.2	31.0	87.3		124.0	36.6	47.5		58.8	27.6	38.5		69.5
Volume/Cap:	1.98	0.46		0.21	0.87	1.28		0.56	0.60	0.71		0.60	0.30	0.62		0.25
Delay/Veh:	565.0	53.1		32.9	113.9	212		40.9	73.7	68.3		58.6	75.0	72.0		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:	565.0	53.1		32.9	113.9	212		40.9	73.7	68.3		58.6	75.0	72.0		42.7
LOS by Move:	F		D	C	F		F	D	E		E	E	E		E	D
HCM2k95thQ:	45		28	15	30	123		57	23		33	31	9		24	14

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



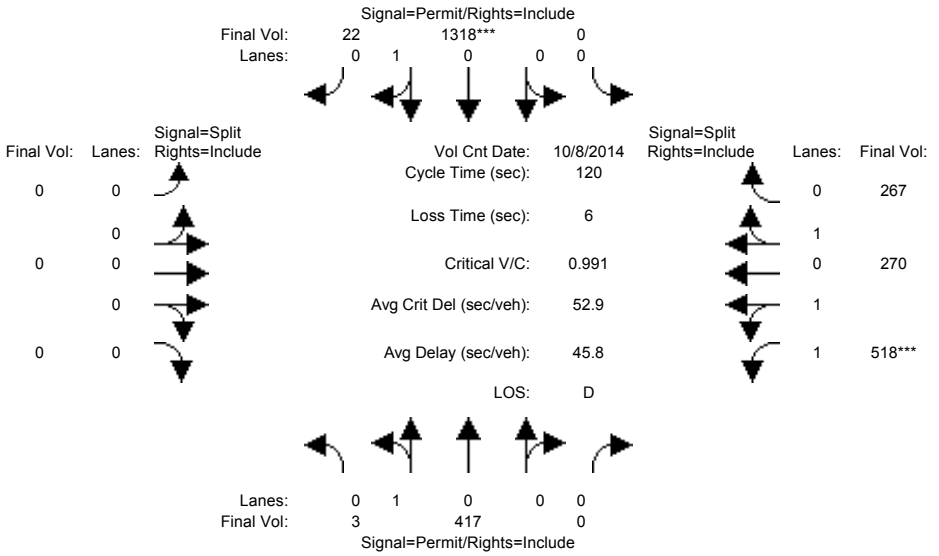
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	5		1221	0	0		419	5	0		0	0	121		63	97
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	5		1221	0	0		419	5	0		0	0	121		63	97
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		1221	0	0		419	5	0		0	0	121		63	97
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		1221	0	0		419	5	0		0	0	121		63	97
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		1221	0	0		419	5	0		0	0	121		63	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:	5		1221	0	0		419	5	0		0	0	121		63	97
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.97	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.01		1.99	0.00	0.00		0.99	0.01	0.00		0.00	0.00	1.00		1.00	1.00
Final Sat.:	15		3685	0	0		1779	21	0		0	0	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.33		0.33	0.00	0.00		0.24	0.24	0.00		0.00	0.00	0.07		0.03	0.06
Crit Moves:			****										****			
Green Time:	94.3		94.3	0.0	0.0		94.3	94.3	0.0		0.0	0.0	19.7		19.7	19.7
Volume/Cap:	0.42		0.42	0.00	0.00		0.30	0.30	0.00		0.00	0.00	0.42		0.20	0.34
Delay/Veh:	4.2		4.2	0.0	0.0		3.7	3.7	0.0		0.0	0.0	46.0		43.5	44.8
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:	4.2		4.2	0.0	0.0		3.7	3.7	0.0		0.0	0.0	46.0		43.5	44.8
LOS by Move:	A		A	A	A		A	A	A		A	A	D		D	D
HCM2k95thQ:	14		14	0	0		9	9	0		0	0	9		4	7

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



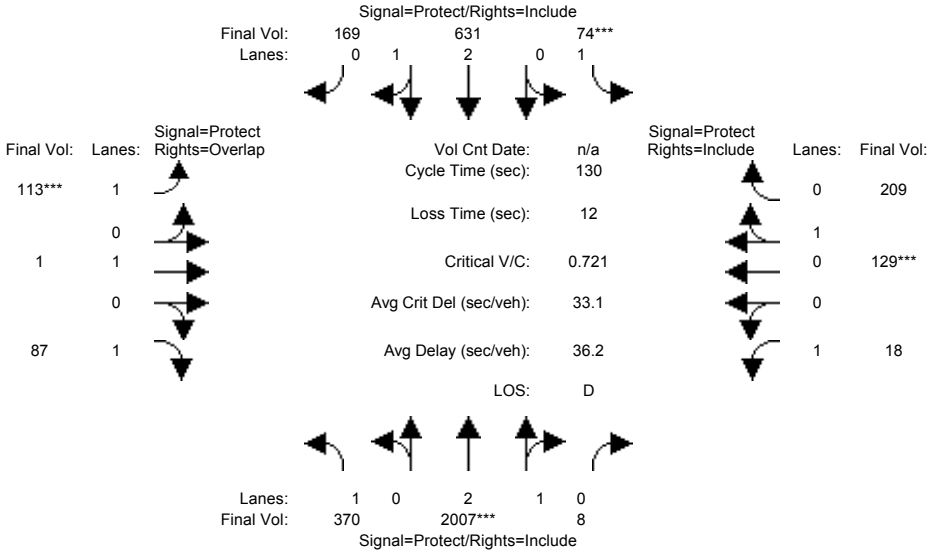
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	3		417	0	0		1318	22	0		0	0	518		270	267
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	3		417	0	0		1318	22	0		0	0	518		270	267
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	3		417	0	0		1318	22	0		0	0	518		270	267
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	3		417	0	0		1318	22	0		0	0	518		270	267
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	3		417	0	0		1318	22	0		0	0	518		270	267
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	3		417	0	0		1318	22	0		0	0	518		270	267
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.49		0.76	0.75
Final Sat.:	13		1787	0	0		1770	30	0		0	0	2627		1369	1354
Capacity Analysis Module:																
Vol/Sat:	0.23		0.23	0.00	0.00		0.74	0.74	0.00		0.00	0.00	0.20		0.20	0.20
Crit Moves:							****						****			
Green Time:	90.1		90.1	0.0	0.0		90.1	90.1	0.0		0.0	0.0	23.9		23.9	23.9
Volume/Cap:	0.31		0.31	0.00	0.00		0.99	0.99	0.00		0.00	0.00	0.99		0.99	0.99
Delay/Veh:	5.0		5.0	0.0	0.0		36.9	36.9	0.0		0.0	0.0	73.3		73.3	73.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	5.0		5.0	0.0	0.0		36.9	36.9	0.0		0.0	0.0	73.3		73.3	73.3
LOS by Move:	A		A	A	A		D	D	A		A	A	E		E	E
HCM2k95thQ:	10		10	0	0		84	84	0		0	0	33		33	33

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



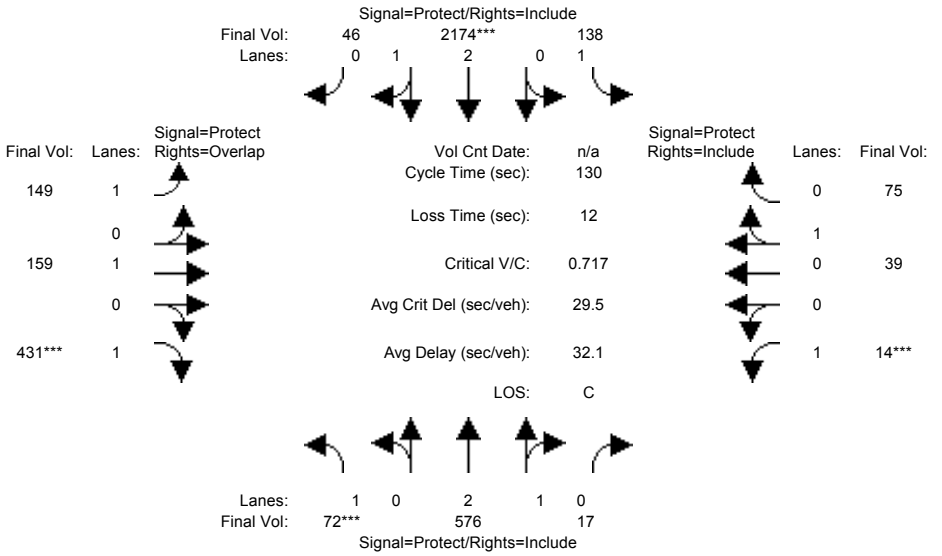
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	370		2007	8	74		631	169	113		1	87	18		129	209
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	370		2007	8	74		631	169	113		1	87	18		129	209
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	370		2007	8	74		631	169	113		1	87	18		129	209
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	370		2007	8	74		631	169	113		1	87	18		129	209
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	370		2007	8	74		631	169	113		1	87	18		129	209
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	370		2007	8	74		631	169	113		1	87	18		129	209
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.99	0.01	1.00		2.34	0.66	1.00		1.00	1.00	1.00		0.38	0.62
Final Sat.:	1750		5578	22	1750		4415	1183	1750		1900	1750	1750		687	1113
Capacity Analysis Module:																
Vol/Sat:	0.21		0.36	0.36	0.04		0.14	0.14	0.06		0.00	0.05	0.01		0.19	0.19
Crit Moves:			****		****				****						****	
Green Time:	43.3		64.9	64.9	7.6		29.2	29.2	11.6		26.8	70.0	18.7		33.9	33.9
Volume/Cap:	0.64		0.72	0.72	0.72		0.64	0.64	0.72		0.00	0.09	0.07		0.72	0.72
Delay/Veh:	39.0		26.4	26.4	82.1		46.6	46.6	72.7		41.0	14.6	48.2		49.2	49.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	39.0		26.4	26.4	82.1		46.6	46.6	72.7		41.0	14.6	48.2		49.2	49.2
LOS by Move:	D		C	C	F		D	D	E		D	B	D		D	D
HCM2k95thQ:	24		36	36	7		18	18	10		0	4	1		25	25

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



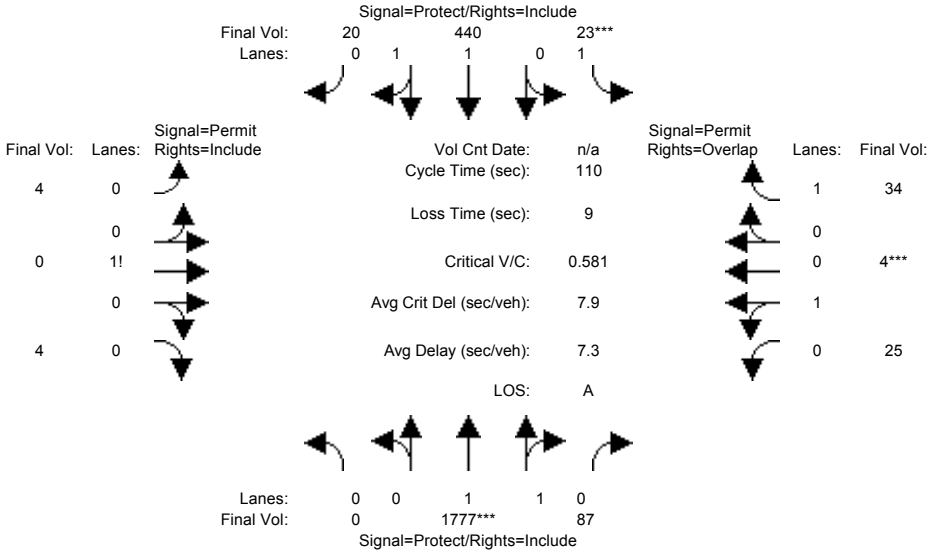
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	576	17	138	2174	46	149	159	431	14	39	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	576	17	138	2174	46	149	159	431	14	39	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	576	17	138	2174	46	149	159	431	14	39	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	576	17	138	2174	46	149	159	431	14	39	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	576	17	138	2174	46	149	159	431	14	39	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	576	17	138	2174	46	149	159	431	14	39	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.34	0.66
Final Sat.:	1750	5439	161	1750	5484	116	1750	1900	1750	1750	616	1184
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.08	0.40	0.40	0.09	0.08	0.25	0.01	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	7.2	44.2	44.2	32.9	69.8	69.8	21.5	33.9	41.2	7.0	19.4	19.4
Volume/Cap:	0.74	0.31	0.31	0.31	0.74	0.74	0.52	0.32	0.78	0.15	0.42	0.42
Delay/Veh:	85.8	31.8	31.8	39.8	24.0	24.0	51.1	39.1	47.2	59.4	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	31.8	31.8	39.8	24.0	24.0	51.1	39.1	47.2	59.4	51.3	51.3
LOS by Move:	F	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	7	11	11	9	39	39	11	10	30	1	9	9

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #7: LAFAYETTE/REED [Study Int 45]



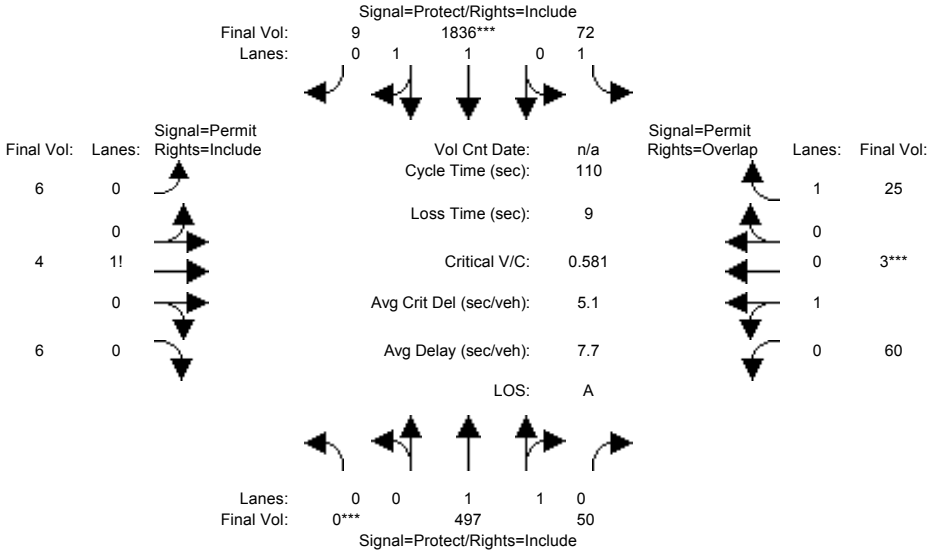
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		1777	87	23		440	20	4		0	4	25		4	34
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1777	87	23		440	20	4		0	4	25		4	34
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1777	87	23		440	20	4		0	4	25		4	34
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1777	87	23		440	20	4		0	4	25		4	34
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1777	87	23		440	20	4		0	4	25		4	34
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1777	87	23		440	20	4		0	4	25		4	34
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		0.97	0.95	0.92		0.92	0.92	0.95		0.95	0.92
Lanes:	0.00		1.90	0.10	1.00		1.91	0.09	0.50		0.00	0.50	0.86		0.14	1.00
Final Sat.:	0		3527	173	1750		3539	161	875		0	875	1552		248	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.50	0.50	0.01		0.12	0.12	0.00		0.00	0.00	0.02		0.02	0.02
Crit Moves:			****		****										****	
Green Time:	0.0		84.0	84.0	7.0		91.0	91.0	10.0		0.0	10.0	10.0		10.0	17.0
Volume/Cap:	0.00		0.66	0.66	0.21		0.15	0.15	0.05		0.00	0.05	0.18		0.18	0.13
Delay/Veh:	0.0		6.8	6.8	49.8		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		6.8	6.8	49.8		1.9	1.9	45.8		0.0	45.8	46.7		46.7	40.3
LOS by Move:	A		A	A	D		A	A	D		A	D	D		D	D
HCM2k95thQ:	0		28	28	2		3	3	1		0	1	2		2	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #7: LAFAYETTE/REED [Study Int 45]



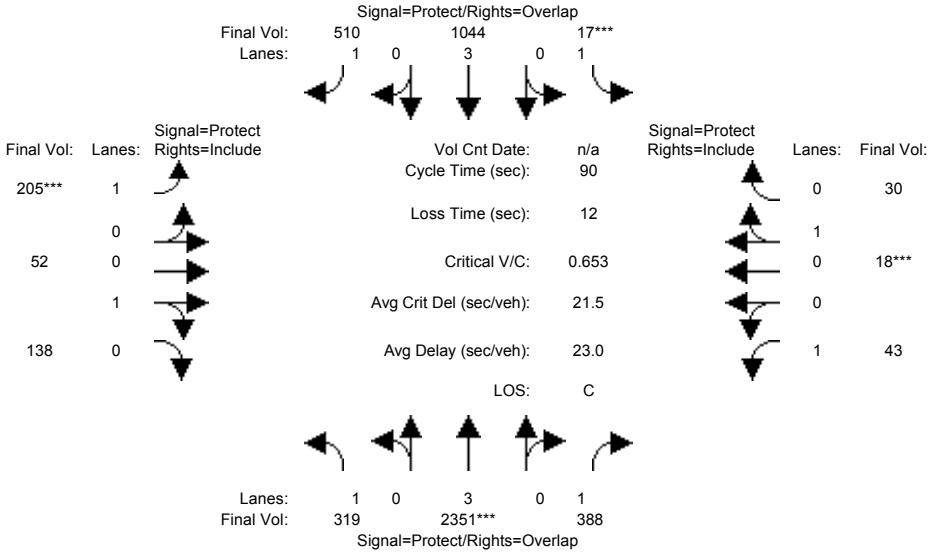
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		497	50	72		1836	9	6		4	6	60		3	25
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		497	50	72		1836	9	6		4	6	60		3	25
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		497	50	72		1836	9	6		4	6	60		3	25
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		497	50	72		1836	9	6		4	6	60		3	25
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		497	50	72		1836	9	6		4	6	60		3	25
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		497	50	72		1836	9	6		4	6	60		3	25
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	0.95		0.95	0.92
Lanes:	0.00		1.81	0.19	1.00		1.99	0.01	0.37		0.25	0.38	0.95		0.05	1.00
Final Sat.:	0		3362	338	1750		3682	18	656		438	656	1714		86	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.15	0.15	0.04		0.50	0.50	0.01		0.01	0.01	0.04		0.04	0.01
Crit Moves:	****						****								****	
Green Time:	0.0		63.6	63.6	27.4		91.0	91.0	10.0		10.0	10.0	10.0		10.0	37.4
Volume/Cap:	0.00		0.26	0.26	0.17		0.60	0.60	0.10		0.10	0.10	0.39		0.39	0.04
Delay/Veh:	0.0		11.5	11.5	32.5		3.6	3.6	46.2		46.2	46.2	48.6		48.6	24.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		11.5	11.5	32.5		3.6	3.6	46.2		46.2	46.2	48.6		48.6	24.3
LOS by Move:	A		B	B	C		A	A	D		D	D	D		D	C
HCM2k95thQ:	0		9	9	4		21	21	1		1	1	4		4	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #9: Coleman/Brokaw [Study Int 33]



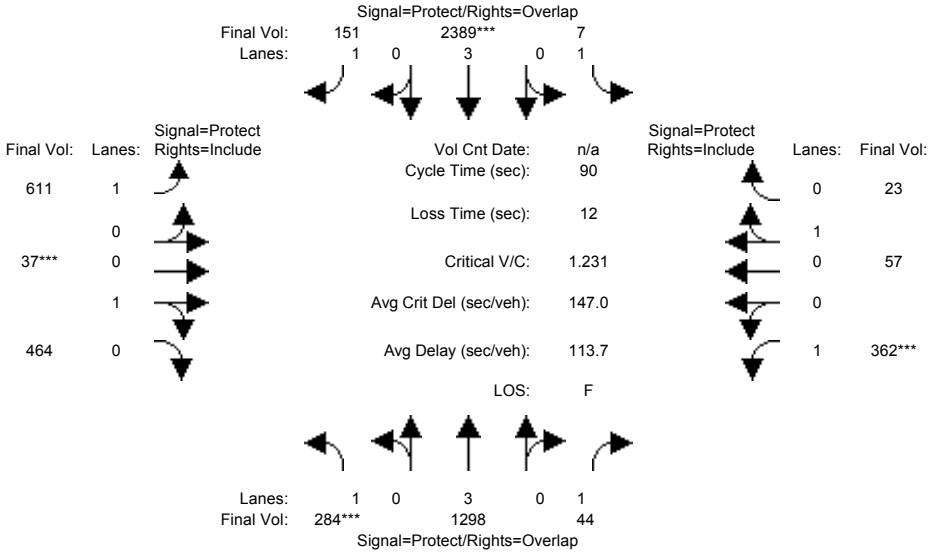
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	319		2351	388	17		1044	510	205		52	138	43		18	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	319		2351	388	17		1044	510	205		52	138	43		18	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	319		2351	388	17		1044	510	205		52	138	43		18	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	319		2351	388	17		1044	510	205		52	138	43		18	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	319		2351	388	17		1044	510	205		52	138	43		18	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	319		2351	388	17		1044	510	205		52	138	43		18	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.27	0.73	1.00		0.37	0.63
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		493	1307	1750		675	1125
Capacity Analysis Module:																
Vol/Sat:	0.18		0.41	0.22	0.01		0.18	0.29	0.12		0.11	0.11	0.02		0.03	0.03
Crit Moves:			****		****				****						****	
Green Time:	27.2		47.5	57.2	7.0		27.3	40.8	13.5		13.8	13.8	9.7		10.0	10.0
Volume/Cap:	0.60		0.78	0.35	0.12		0.60	0.64	0.78		0.69	0.69	0.23		0.24	0.24
Delay/Veh:	28.8		18.5	7.9	39.1		27.3	20.8	50.9		43.1	43.1	37.4		37.2	37.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	28.8		18.5	7.9	39.1		27.3	20.8	50.9		43.1	43.1	37.4		37.2	37.2
LOS by Move:	C		B	A	D		C	C	D		D	D	D		D	D
HCM2k95thQ:	14		28	10	1		15	21	15		13	13	2		3	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #9: Coleman/Brokaw [Study Int 33]



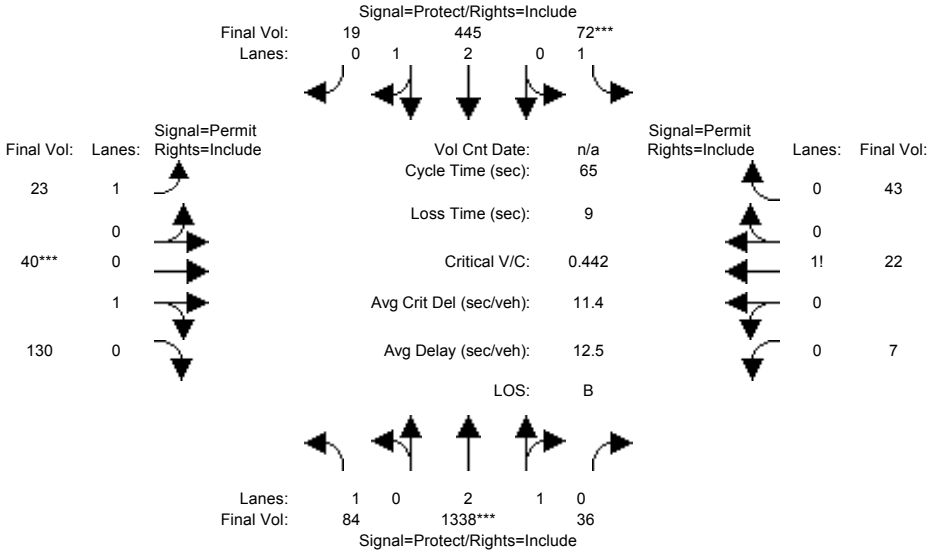
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	284		1298	44	7		2389	151	611		37	464	362		57	23
Growth Adj:	1.00		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		1298	44	7		2389	151	611		37	464	362		57	23
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	284		1298	44	7		2389	151	611		37	464	362		57	23
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1298	44	7		2389	151	611		37	464	362		57	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	284		1298	44	7		2389	151	611		37	464	362		57	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	284		1298	44	7		2389	151	611		37	464	362		57	23
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.07	0.93	1.00		0.71	0.29
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		133	1667	1750		1282	517
Capacity Analysis Module:																
Vol/Sat:	0.16		0.23	0.03	0.00		0.42	0.09	0.35		0.28	0.28	0.21		0.04	0.04
Crit Moves:	****						****				****		****			
Green Time:	11.9		31.7	46.8	10.8		30.7	56.1	25.5		20.4	20.4	15.1		10.0	10.0
Volume/Cap:	1.23		0.65	0.05	0.03		1.23	0.14	1.23		1.23	1.23	1.23		0.40	0.40
Delay/Veh:	174.7		25.2	10.6	35.0		138	7.0	153.8		158	158.4	167.3		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:	174.7		25.2	10.6	35.0		138	7.0	153.8		158	158.4	167.3		38.5	38.5
LOS by Move:	F		C	B	D		F	A	F		F	F	F		D	D
HCM2k95thQ:	28		18	1	0		64	4	58		48	48	35		4	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #106: Benton/El Camino Real [Study Int 52]



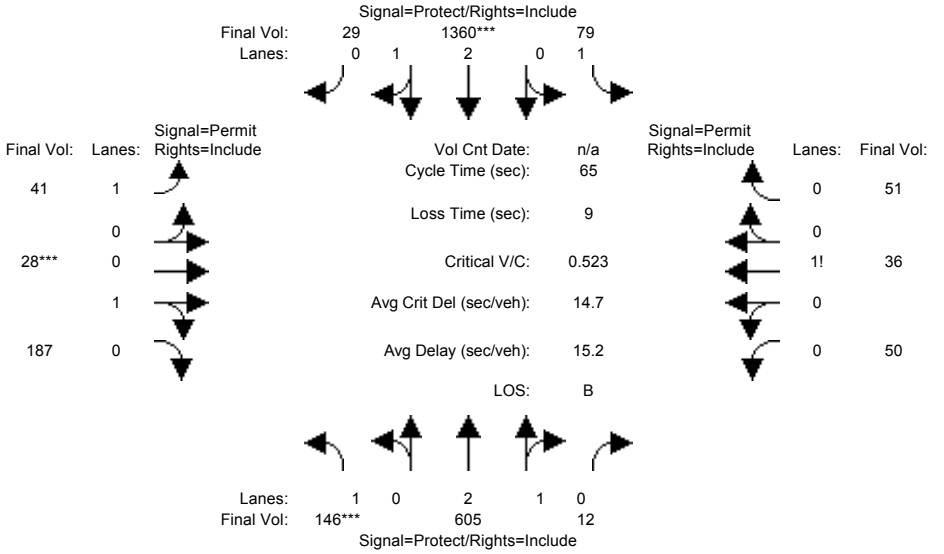
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1338	36	72	445	19	23	40	130	7	22	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1338	36	72	445	19	23	40	130	7	22	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1338	36	72	445	19	23	40	130	7	22	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1338	36	72	445	19	23	40	130	7	22	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1338	36	72	445	19	23	40	130	7	22	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:	84	1338	36	72	445	19	23	40	130	7	22	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.92	0.08	1.00	2.87	0.13	1.00	0.24	0.76	0.10	0.30	0.60
Final Sat.:	1750	5453	147	1750	5370	229	1750	424	1376	170	535	1045
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.08	0.08	0.01	0.09	0.09	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green Time:	17.5	35.4	35.4	7.0	24.9	24.9	13.6	13.6	13.6	13.6	13.6	13.6
Volume/Cap:	0.18	0.45	0.45	0.38	0.22	0.22	0.06	0.45	0.45	0.20	0.20	0.20
Delay/Veh:	18.5	9.0	9.0	28.3	13.5	13.5	20.7	23.3	23.3	21.4	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	9.0	9.0	28.3	13.5	13.5	20.7	23.3	23.3	21.4	21.4	21.4
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	11	11	3	4	4	1	6	6	3	3	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #106: Benton/El Camino Real [Study Int 52]



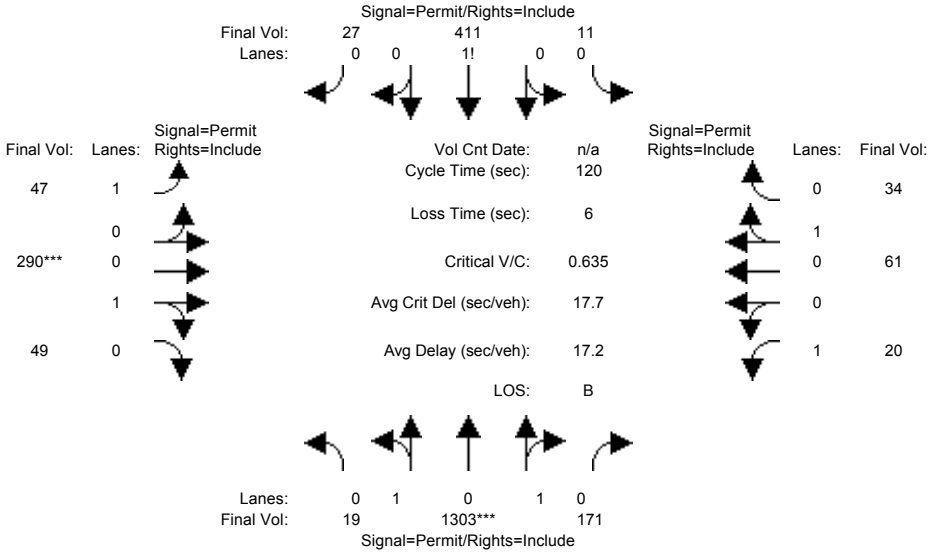
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	605	12	79	1360	29	41	28	187	50	36	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	605	12	79	1360	29	41	28	187	50	36	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	605	12	79	1360	29	41	28	187	50	36	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	605	12	79	1360	29	41	28	187	50	36	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	605	12	79	1360	29	41	28	187	50	36	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	605	12	79	1360	29	41	28	187	50	36	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	1.00	0.13	0.87	0.36	0.26	0.38
Final Sat.:	1750	5491	109	1750	5483	117	1750	234	1566	639	460	651
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.05	0.25	0.25	0.02	0.12	0.12	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green Time:	10.4	24.2	24.2	17.0	30.8	30.8	14.8	14.8	14.8	14.8	14.8	14.8
Volume/Cap:	0.52	0.30	0.30	0.17	0.52	0.52	0.10	0.52	0.52	0.34	0.34	0.34
Delay/Veh:	26.9	14.5	14.5	18.8	12.2	12.2	19.9	23.2	23.2	21.5	21.5	21.5
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:	26.9	14.5	14.5	18.8	12.2	12.2	19.9	23.2	23.2	21.5	21.5	21.5
LOS by Move:	C	B	B	B	B	B	B	C	C	C	C	C
HCM2k95thQ:	6	6	6	3	13	13	1	8	8	6	6	6

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #107: Lafayette/Benton [Study Int 49]



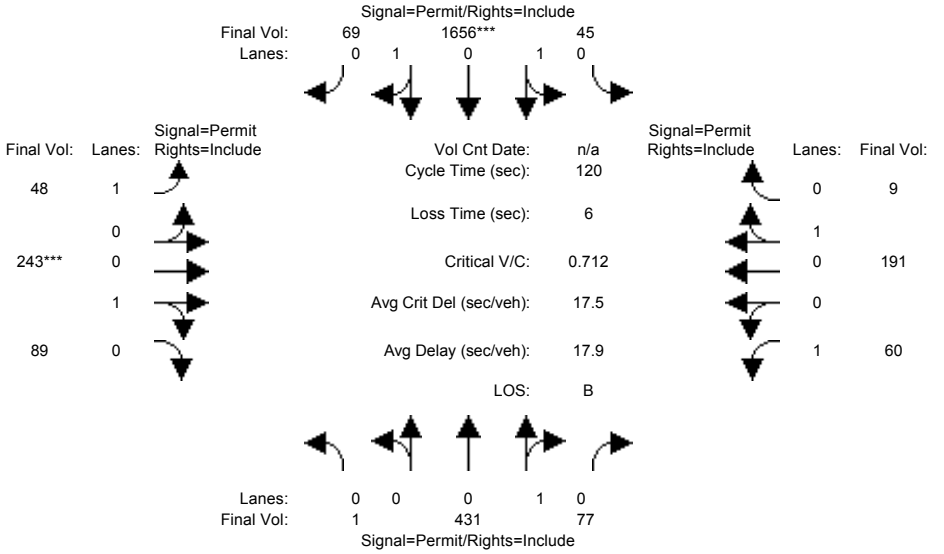
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	1303	171	11	411	27	47	290	49	20	61	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1303	171	11	411	27	47	290	49	20	61	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1303	171	11	411	27	47	290	49	20	61	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1303	171	11	411	27	47	290	49	20	61	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1303	171	11	411	27	47	290	49	20	61	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1303	171	11	411	27	47	290	49	20	61	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	1.75	0.23	0.02	0.92	0.06	1.00	0.86	0.14	1.00	0.64	0.36
Final Sat.:	46	3142	412	43	1602	105	1750	1540	260	1750	1156	644
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.26	0.26	0.26	0.03	0.19	0.19	0.01	0.05	0.05
Crit Moves:		****						****				
Green Time:	78.4	78.4	78.4	78.4	78.4	78.4	35.6	35.6	35.6	35.6	35.6	35.6
Volume/Cap:	0.63	0.63	0.63	0.39	0.39	0.39	0.09	0.63	0.63	0.04	0.18	0.18
Delay/Veh:	12.9	12.9	12.9	9.9	9.9	9.9	30.6	39.1	39.1	30.1	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:	12.9	12.9	12.9	9.9	9.9	9.9	30.6	39.1	39.1	30.1	31.5	31.5
LOS by Move:	B	B	B	A	A	A	C	D	D	C	C	C
HCM2k95thQ:	28	28	28	15	15	15	3	21	21	1	5	5

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #107: Lafayette/Benton [Study Int 49]



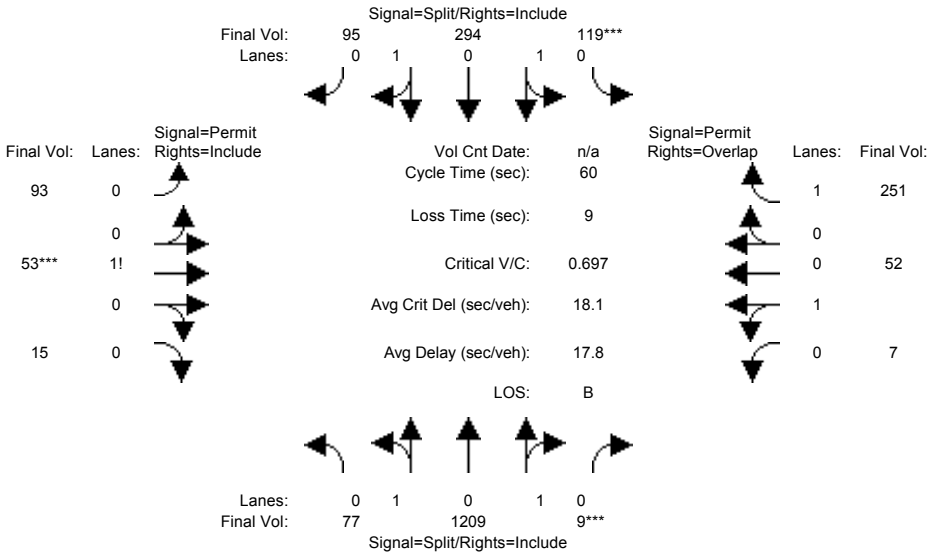
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	431	77	45	1656	69	48	243	89	60	191	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	431	77	45	1656	69	48	243	89	60	191	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	431	77	45	1656	69	48	243	89	60	191	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	431	77	45	1656	69	48	243	89	60	191	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	431	77	45	1656	69	48	243	89	60	191	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	431	77	45	1656	69	48	243	89	60	191	9
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	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.84	0.15	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	3	1482	265	92	3368	140	1750	1317	483	1750	1719	81
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.49	0.49	0.49	0.03	0.18	0.18	0.03	0.11	0.11
Crit Moves:					****			****				
Green Time:	82.9	82.9	82.9	82.9	82.9	82.9	31.1	31.1	31.1	31.1	31.1	31.1
Volume/Cap:	0.42	0.42	0.42	0.71	0.71	0.71	0.11	0.71	0.71	0.13	0.43	0.43
Delay/Veh:	8.3	8.3	8.3	12.3	12.3	12.3	34.0	45.5	45.5	34.2	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	12.3	12.3	12.3	34.0	45.5	45.5	34.2	37.7	37.7
LOS by Move:	A	A	A	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	16	16	16	33	33	33	3	21	21	4	13	13

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #121: Market/Lafayette [Study Int 51]



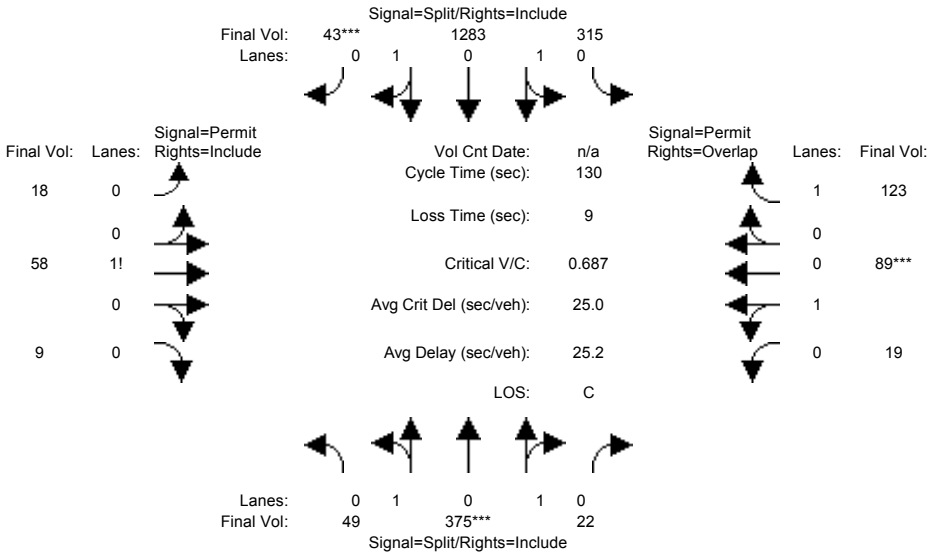
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	77		1209	9	119		294	95	93		53	15	7		52	251
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	77		1209	9	119		294	95	93		53	15	7		52	251
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	77		1209	9	119		294	95	93		53	15	7		52	251
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	77		1209	9	119		294	95	93		53	15	7		52	251
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	77		1209	9	119		294	95	93		53	15	7		52	251
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	77		1209	9	119		294	95	93		53	15	7		52	251
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		0.92	0.92	0.95		0.95	0.92
Lanes:	0.12		1.87	0.01	0.47		1.16	0.37	0.58		0.33	0.09	0.12		0.88	1.00
Final Sat.:	214		3361	25	843		2083	673	1011		576	163	214		1586	1750
Capacity Analysis Module:																
Vol/Sat:	0.36		0.36	0.36	0.14		0.14	0.14	0.09		0.09	0.09	0.03		0.03	0.14
Crit Moves:				****	****						****					
Green Time:	29.4		29.4	29.4	11.6		11.6	11.6	10.0		10.0	10.0	10.0		10.0	21.6
Volume/Cap:	0.73		0.73	0.73	0.73		0.73	0.73	0.55		0.55	0.55	0.20		0.20	0.40
Delay/Veh:	13.8		13.8	13.8	26.8		26.8	26.8	25.2		25.2	25.2	21.9		21.9	14.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	13.8		13.8	13.8	26.8		26.8	26.8	25.2		25.2	25.2	21.9		21.9	14.8
LOS by Move:	B		B	B	C		C	C	C		C	C	C		C	B
HCM2k95thQ:	19		19	19	10		10	10	6		6	6	2		2	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #121: Market/Lafayette [Study Int 51]



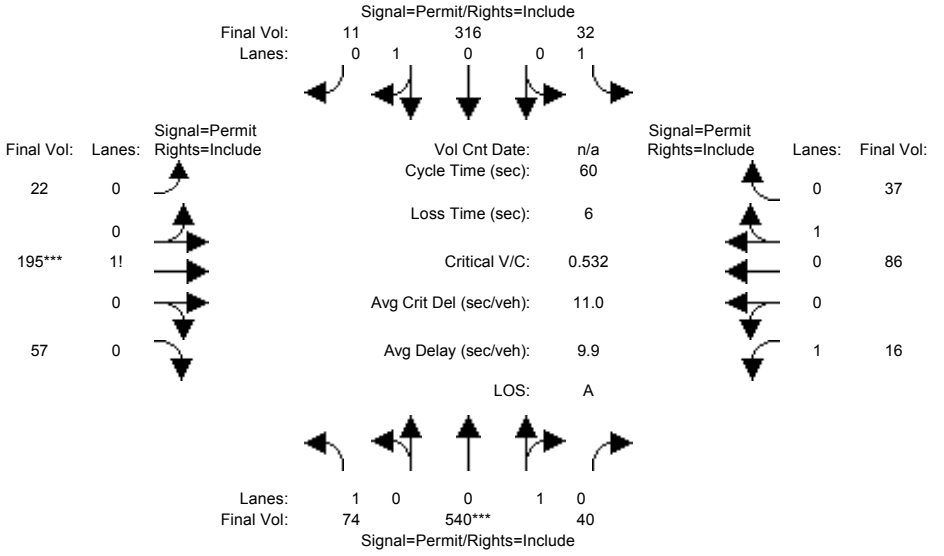
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	375	22	315	1283	43	18	58	9	19	89	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	375	22	315	1283	43	18	58	9	19	89	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	375	22	315	1283	43	18	58	9	19	89	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	375	22	315	1283	43	18	58	9	19	89	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	375	22	315	1283	43	18	58	9	19	89	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	375	22	315	1283	43	18	58	9	19	89	123
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	0.92	0.92	0.95	0.95	0.92
Lanes:	0.22	1.68	0.10	0.38	1.57	0.05	0.21	0.68	0.11	0.18	0.82	1.00
Final Sat.:	396	3027	178	691	2815	94	371	1194	185	317	1483	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.46	0.46	0.46	0.05	0.05	0.05	0.06	0.06	0.07
Crit Moves:		****				****					****	
Green Time:	23.4	23.4	23.4	86.2	86.2	86.2	11.3	11.3	11.3	11.3	11.3	97.6
Volume/Cap:	0.69	0.69	0.69	0.69	0.69	0.69	0.56	0.56	0.56	0.69	0.69	0.09
Delay/Veh:	53.0	53.0	53.0	14.4	14.4	14.4	61.4	61.4	61.4	69.7	69.7	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	14.4	14.4	14.4	61.4	61.4	61.4	69.7	69.7	4.4
LOS by Move:	D	D	D	B	B	B	E	E	E	E	E	A
HCM2k95thQ:	17	17	17	36	36	36	7	7	7	11	11	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #123: Homestead/Monroe [Study Int 61]



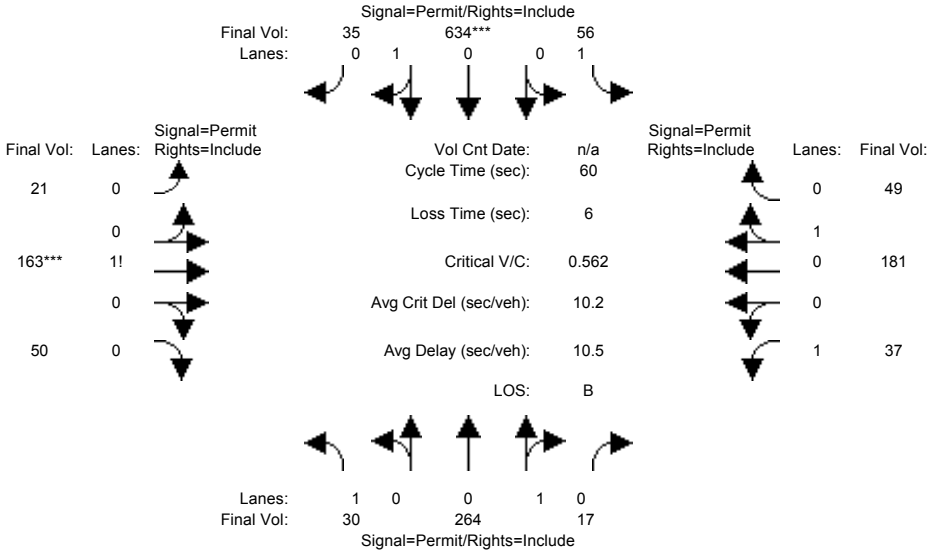
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	540	40	32	316	11	22	195	57	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	540	40	32	316	11	22	195	57	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	540	40	32	316	11	22	195	57	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	540	40	32	316	11	22	195	57	16	86	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	540	40	32	316	11	22	195	57	16	86	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	540	40	32	316	11	22	195	57	16	86	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.08	0.71	0.21	1.00	0.70	0.30
Final Sat.:	1750	1676	124	1750	1739	61	141	1245	364	1750	1259	541
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.02	0.18	0.18	0.16	0.16	0.16	0.01	0.07	0.07
Crit Moves:		****						****				
Green Time:	36.3	36.3	36.3	36.3	36.3	36.3	17.7	17.7	17.7	17.7	17.7	17.7
Volume/Cap:	0.07	0.53	0.53	0.03	0.30	0.30	0.53	0.53	0.53	0.03	0.23	0.23
Delay/Veh:	4.9	7.4	7.4	4.8	5.9	5.9	18.8	18.8	18.8	15.1	16.3	16.3
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:	4.9	7.4	7.4	4.8	5.9	5.9	18.8	18.8	18.8	15.1	16.3	16.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	13	13	1	6	6	9	9	9	0	4	4

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #123: Homestead/Monroe [Study Int 61]



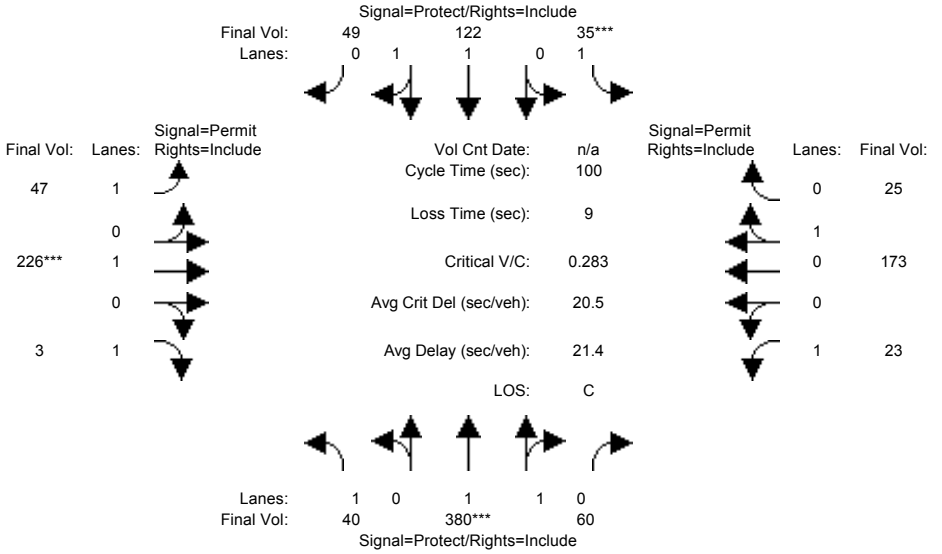
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	30		264	17	56		634	35	21		163	50	37		181	49
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	30		264	17	56		634	35	21		163	50	37		181	49
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	30		264	17	56		634	35	21		163	50	37		181	49
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	30		264	17	56		634	35	21		163	50	37		181	49
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	30		264	17	56		634	35	21		163	50	37		181	49
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	30		264	17	56		634	35	21		163	50	37		181	49
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.92	0.92		0.95	0.95
Lanes:	1.00		0.94	0.06	1.00		0.95	0.05	0.09		0.70	0.21	1.00		0.79	0.21
Final Sat.:	1750		1691	109	1750		1706	94	157		1219	374	1750		1417	383
Capacity Analysis Module:																
Vol/Sat:	0.02		0.16	0.16	0.03		0.37	0.37	0.13		0.13	0.13	0.02		0.13	0.13
Crit Moves:							****				****					
Green Time:	39.7		39.7	39.7	39.7		39.7	39.7	14.3		14.3	14.3	14.3		14.3	14.3
Volume/Cap:	0.03		0.24	0.24	0.05		0.56	0.56	0.56		0.56	0.56	0.09		0.54	0.54
Delay/Veh:	3.5		4.2	4.2	3.6		6.1	6.1	21.8		21.8	21.8	17.9		21.3	21.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	3.5		4.2	4.2	3.6		6.1	6.1	21.8		21.8	21.8	17.9		21.3	21.3
LOS by Move:	A		A	A	A		A	A	C		C	C	B		C	C
HCM2k95thQ:	0		4	4	1		14	14	8		8	8	1		8	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #127: Lincoln/Homestead [Study Int 60]



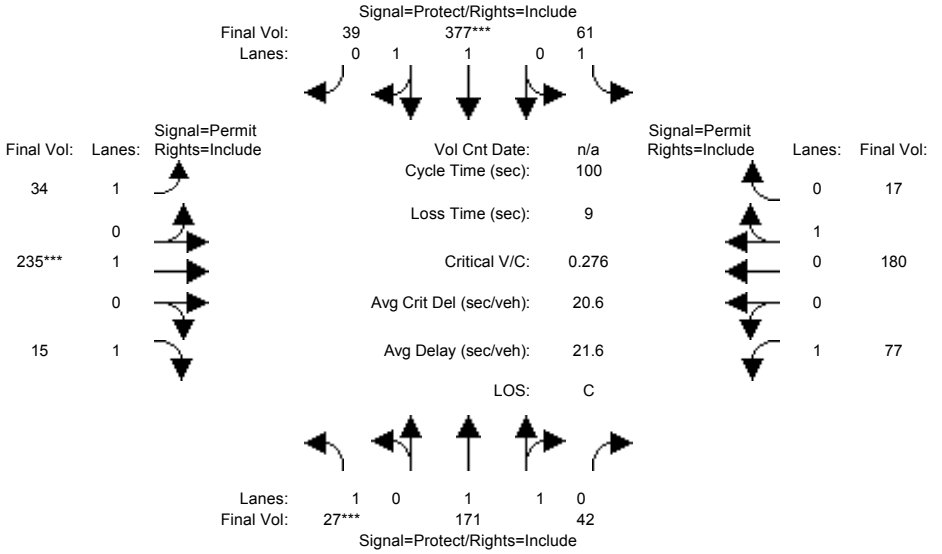
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	380	60	35	122	49	47	226	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	380	60	35	122	49	47	226	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	380	60	35	122	49	47	226	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	380	60	35	122	49	47	226	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	380	60	35	122	49	47	226	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	380	60	35	122	49	47	226	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.72	0.28	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3195	504	1750	2639	1060	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.02	0.05	0.05	0.03	0.12	0.00	0.01	0.11	0.11
Crit Moves:		****		****				****				
Green Time:	20.2	42.0	42.0	7.1	28.8	28.8	42.0	42.0	42.0	42.0	42.0	42.0
Volume/Cap:	0.11	0.28	0.28	0.28	0.16	0.16	0.06	0.28	0.00	0.03	0.26	0.26
Delay/Veh:	32.7	19.2	19.2	45.3	26.6	26.6	17.3	19.3	16.9	17.1	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	19.2	19.2	45.3	26.6	26.6	17.3	19.3	16.9	17.1	19.1	19.1
LOS by Move:	C	B	B	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	9	9	2	4	4	2	9	0	1	8	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #127: Lincoln/Homestead [Study Int 60]



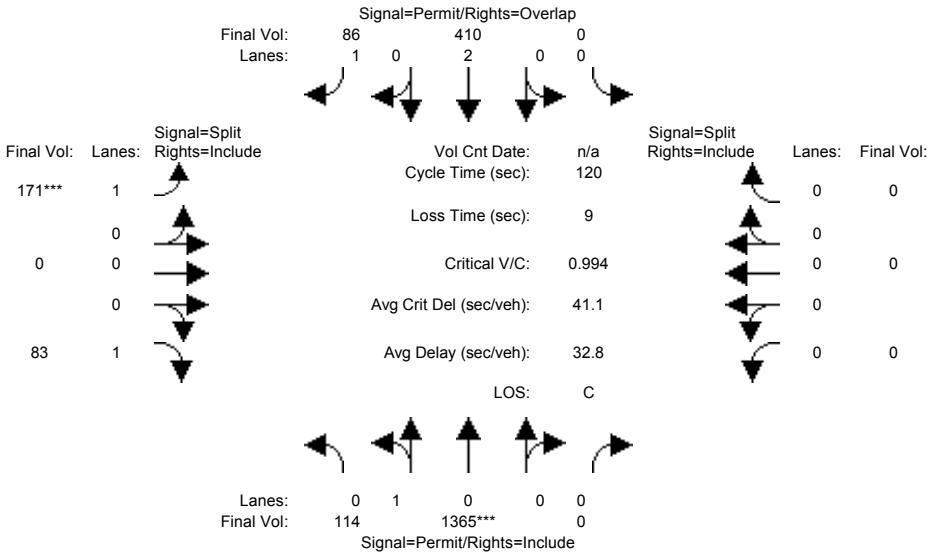
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	171	42	61	377	39	34	235	15	77	180	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	171	42	61	377	39	34	235	15	77	180	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	171	42	61	377	39	34	235	15	77	180	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	171	42	61	377	39	34	235	15	77	180	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	171	42	61	377	39	34	235	15	77	180	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	171	42	61	377	39	34	235	15	77	180	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.59	0.41	1.00	1.81	0.19	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	2970	729	1750	3353	347	1750	1900	1750	1750	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.03	0.11	0.11	0.02	0.12	0.01	0.04	0.11	0.11
Crit Moves:	****				****			****				
Green Time:	7.0	27.6	27.6	19.4	40.0	40.0	44.0	44.0	44.0	44.0	44.0	44.0
Volume/Cap:	0.22	0.21	0.21	0.18	0.28	0.28	0.04	0.28	0.02	0.10	0.25	0.25
Delay/Veh:	44.8	27.9	27.9	34.0	20.4	20.4	16.0	18.1	15.8	16.5	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	27.9	27.9	34.0	20.4	20.4	16.0	18.1	15.8	16.5	17.8	17.8
LOS by Move:	D	C	C	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	5	5	3	8	8	1	9	1	3	8	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #128: Homestead/Lafayette [Study Int 50]



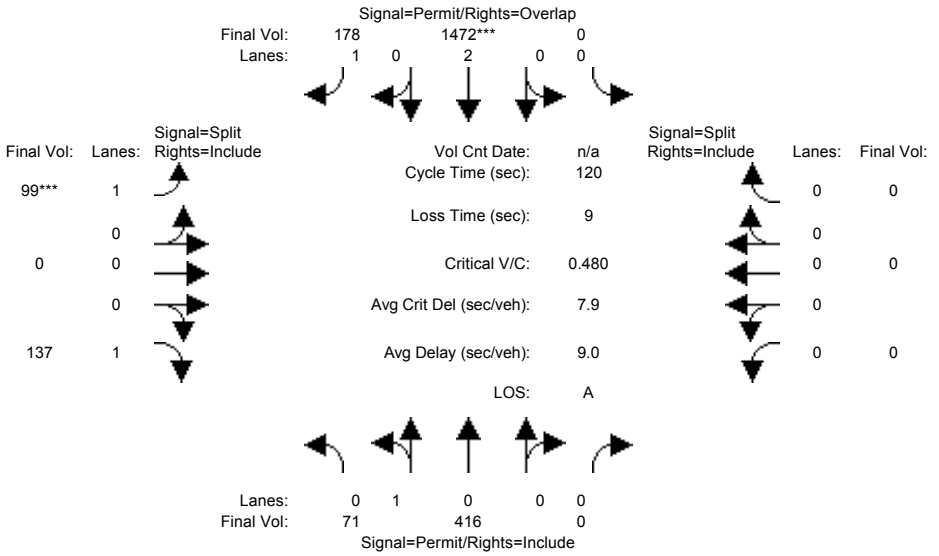
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	114	1365	0		0	410	86		171	0	83		0	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:	114	1365	0		0	410	86		171	0	83		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	1365	0		0	410	86		171	0	83		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	114	1365	0		0	410	86		171	0	83		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	1365	0		0	410	86		171	0	83		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	114	1365	0		0	410	86		171	0	83		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.08	0.92	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	139	1661	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.82	0.82	0.00		0.00	0.11	0.05		0.10	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	99.2	99.2	0.0		0.0	99.2	111.0		11.8	0.0	11.8		0.0	0.0	0.0	
Volume/Cap:	0.99	0.99	0.00		0.00	0.13	0.05		0.99	0.00	0.48		0.00	0.00	0.00	
Delay/Veh:	31.9	31.9	0.0		0.0	2.0	0.4		120.8	0.0	53.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.9	31.9	0.0		0.0	2.0	0.4		120.8	0.0	53.3		0.0	0.0	0.0	
LOS by Move:	C	C	A		A	A	A		F	A	D		A	A	A	
HCM2k95thQ:	98	98	0		0	3	1		16	0	6		0	0	0	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #128: Homestead/Lafayette [Study Int 50]



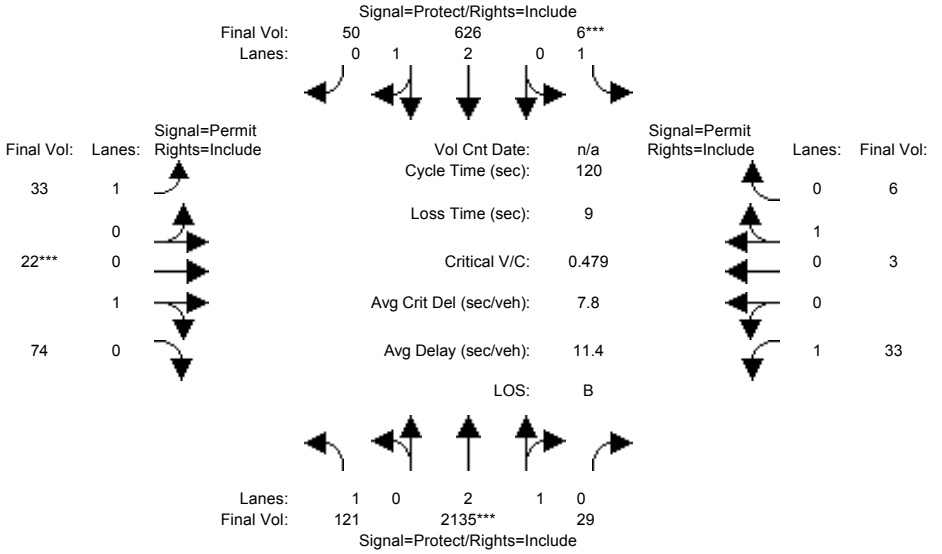
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	71	416	0		0	1472	178		99	0	137		0	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:	71	416	0		0	1472	178		99	0	137		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	416	0		0	1472	178		99	0	137		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	71	416	0		0	1472	178		99	0	137		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	71	416	0		0	1472	178		99	0	137		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	71	416	0		0	1472	178		99	0	137		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.15	0.85	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	262	1538	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.27	0.00		0.00	0.39	0.10		0.06	0.00	0.08		0.00	0.00	0.00	
Crit Moves:						****			****							
Green Time:	92.3	92.3	0.0		0.0	92.3	111.0		18.7	0.0	18.7		0.0	0.0	0.0	
Volume/Cap:	0.35	0.35	0.00		0.00	0.50	0.11		0.36	0.00	0.50		0.00	0.00	0.00	
Delay/Veh:	4.5	4.5	0.0		0.0	5.3	0.4		46.2	0.0	47.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	4.5	4.5	0.0		0.0	5.3	0.4		46.2	0.0	47.9		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
HCM2k95thQ:	12	12	0		0	18	1		7	0	10		0	0	0	

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #175: Reed/De La Cruz [Study Int 32]



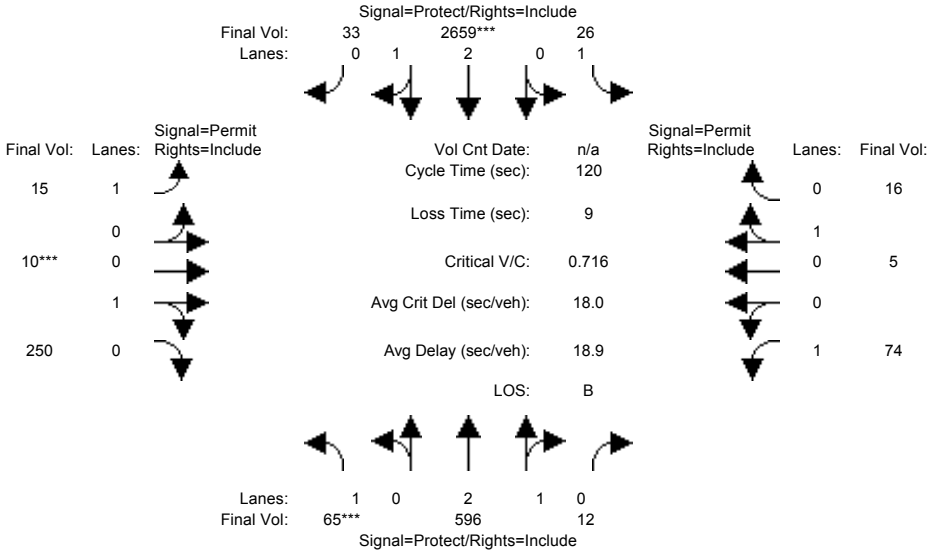
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	121		2135	29	6		626	50	33		22	74	33		3	6
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	121		2135	29	6		626	50	33		22	74	33		3	6
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	121		2135	29	6		626	50	33		22	74	33		3	6
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		2135	29	6		626	50	33		22	74	33		3	6
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	121		2135	29	6		626	50	33		22	74	33		3	6
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	121		2135	29	6		626	50	33		22	74	33		3	6
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		2.96	0.04	1.00		2.77	0.23	1.00		0.23	0.77	1.00		0.33	0.67
Final Sat.:	1750		5525	75	1750		5185	414	1750		412	1387	1750		600	1200
Capacity Analysis Module:																
Vol/Sat:	0.07		0.39	0.39	0.00		0.12	0.12	0.02		0.05	0.05	0.02		0.01	0.01
Crit Moves:			****				****					****				
Green Time:	35.8		91.4	91.4	7.0		62.6	62.6	12.6		12.6	12.6	12.6		12.6	12.6
Volume/Cap:	0.23		0.51	0.51	0.06		0.23	0.23	0.18		0.51	0.51	0.18		0.05	0.05
Delay/Veh:	31.9		5.7	5.7	53.6		15.7	15.7	49.4		53.0	53.0	49.4		48.4	48.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	31.9		5.7	5.7	53.6		15.7	15.7	49.4		53.0	53.0	49.4		48.4	48.4
LOS by Move:	C		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	7		19	19	0		9	9	2		7	7	3		1	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #175: Reed/De La Cruz [Study Int 32]



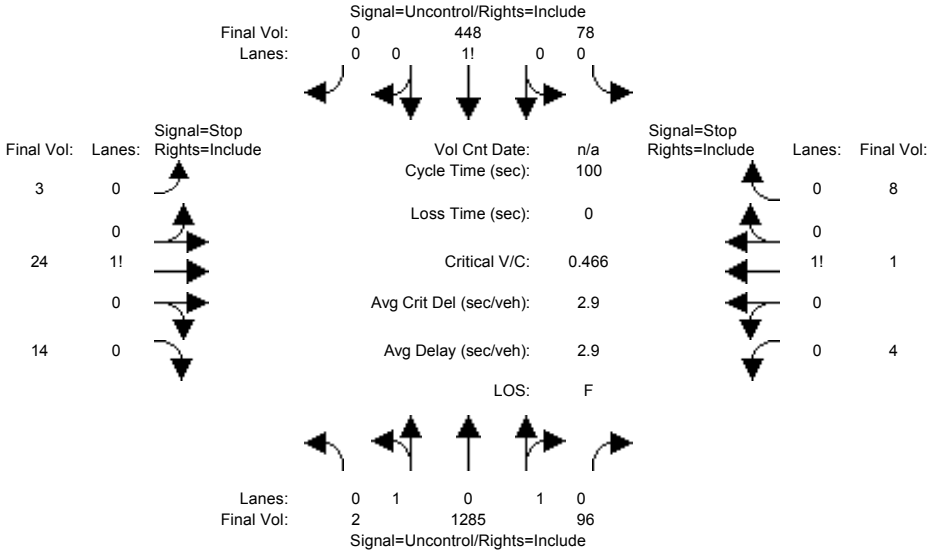
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	596	12	26	2659	33	15	10	250	74	5	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	596	12	26	2659	33	15	10	250	74	5	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	596	12	26	2659	33	15	10	250	74	5	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	596	12	26	2659	33	15	10	250	74	5	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	596	12	26	2659	33	15	10	250	74	5	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	596	12	26	2659	33	15	10	250	74	5	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.24	0.76
Final Sat.:	1750	5489	111	1750	5531	69	1750	69	1731	1750	429	1371
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.01	0.48	0.48	0.01	0.14	0.14	0.04	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	56.6	56.6	30.4	80.0	80.0	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.64	0.23	0.23	0.06	0.72	0.72	0.04	0.72	0.72	0.21	0.06	0.06
Delay/Veh:	67.8	18.8	18.8	34.0	13.6	13.6	38.8	51.8	51.8	40.4	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	18.8	18.8	34.0	13.6	13.6	38.8	51.8	51.8	40.4	38.9	38.9
LOS by Move:	E	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	9	9	2	37	37	1	18	18	5	1	1

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

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]




```
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:       2 1285    96    78  448     0     3   24    14     4    1     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2 1285    96    78  448     0     3   24    14     4    1     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2 1285    96    78  448     0     3   24    14     4    1     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2 1285    96    78  448     0     3   24    14     4    1     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2 1285    96    78  448     0     3   24    14     4    1     8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  448 xxxx xxxxx  1381 xxxx xxxxx  1251 1989   448  1960 1941   691
Potent Cap.: 1123 xxxx xxxxx   503 xxxx xxxxx   151   62   615    48   66   448
Move Cap.:   1123 xxxx xxxxx   503 xxxx xxxxx   128   51   615    26   55   448
Volume/Cap:  0.00 xxxx  xxxx  0.16 xxxx  xxxx  0.02 0.47  0.02  0.15 0.02  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx  13.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A     *     *     B     *     *     *     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   80 xxxxx  xxxx   69 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.5 xxxx xxxxx xxxxx  2.2 xxxxx xxxxx  0.6 xxxxx
Shrd ConDel:  8.2 xxxx xxxxx  13.5 xxxx xxxxx xxxxx 90.0 xxxxx xxxxx 68.4 xxxxx
Shared LOS:     A     *     *     B     *     *     *     F     *     *     F     *
ApproachDel:    xxxxxx            xxxxxx            90.0             68.4
ApproachLOS:         *                 *               F                F
Note: Queue reported is the number of cars per lane.
------------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:        #718            #974
Dist(miles):      0.000           0.000
Speed (mph):       0.00            0.00
SignalIndex:       #107            #5444
Cycle Time:           0 secs          0 secs
InitVolume:     0     0         0     0
Saturation:     0     0         0     0
ArrivalType:    0     0         0     0
G/C:         0.00  0.00      0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:          0.000 0.000     0.000 0.000
gq1:         0.00  0.00      0.00  0.00
gq2:         0.00  0.00      0.00  0.00
gq:          0.00  0.00      0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:            0.000           0.000
beta:             0.000           0.000
ta (secs):        0.000           0.000
F:                0.000           0.000
f:          0.000 0.000     0.000 0.000
vcmax:          0     0         0     0
vcg:            0     0         0     0
vcmin:          0     0         0     0
tp:           0.0   0.0       0.0   0.0
p:                0.000           0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:     0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 448 xxxxx xxxxx 1381 xxxxx xxxxx 1251  1989   448 1960  1941   691
AdjCnflVol:  448 xxxxx xxxxx 1381 xxxxx xxxxx 1251  1989   448 1960  1941   691
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
```

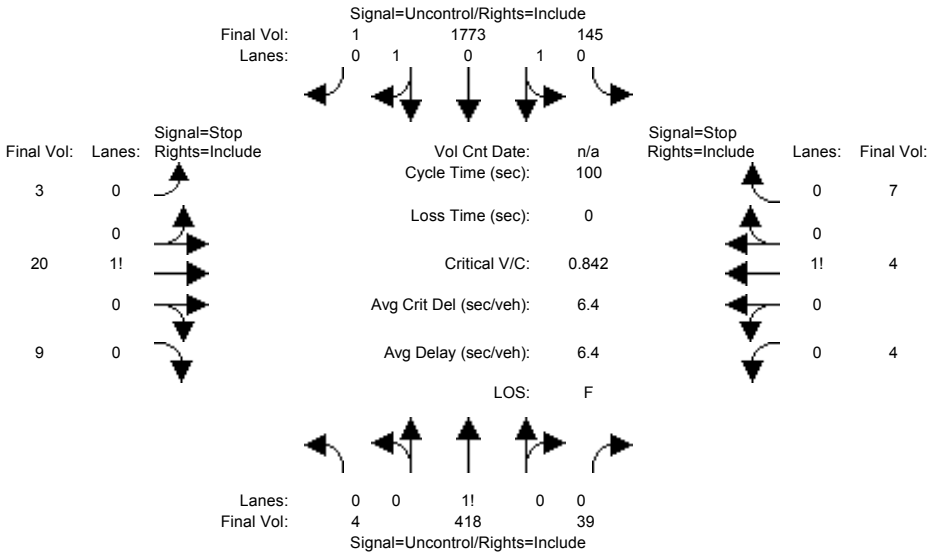


```
ConflictVol: 448 xxxxx xxxxx 1381 xxxxx xxxxx 1251  1989   448 1960  1941   691
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1123 xxxxx xxxxx  503 xxxxx xxxxx  151    62   615   48    66   448
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1123 xxxxx xxxxx  503 xxxxx xxxxx  151    62   615   48    66   448
```


BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]



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:	4	418	39		145	1773	1		3	20	9		4	4	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:	4	418	39		145	1773	1		3	20	9		4	4	7	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	418	39		145	1773	1		3	20	9		4	4	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	418	39		145	1773	1		3	20	9		4	4	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	4	418	39		145	1773	1		3	20	9		4	4	7	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	1774	xxxx	xxxxx		457	xxxx	xxxxx		2515	2529	887		1632	2510	438	
Potent Cap.:	355	xxxx	xxxxx		1114	xxxx	xxxxx		19	28	346		82	29	623	
Move Cap.:	355	xxxx	xxxxx		1114	xxxx	xxxxx		15	24	346		21	24	623	
Volume/Cap:	0.01	xxxx	xxxx		0.13	xxxx	xxxx		0.20	0.84	0.03		0.19	0.16	0.01	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.4	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	15.2	xxxx	xxxxx		8.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	30	xxxxx		xxxx	41	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.4	xxxx	xxxxx		xxxxx	3.6	xxxxx		xxxxx	1.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx		xxxxx	382	xxxxx		xxxxx	136	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	F	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				382.4				135.8			
ApproachLOS:	*				*				F				F			

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

HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Upstream Signals:

Link Index:	#718	#974		
Dist(miles):	0.000	0.000		
Speed (mph):	0.00	0.00		
SignalIndex:	#107	#5444		
Cycle Time:	0 secs	0 secs		
InitVolume:	0 0	0 0		
Saturation:	0 0	0 0		
ArrivalType:	0 0	0 0		
G/C:	0.00 0.00	0.00 0.00		

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P:	0.000 0.000	0.000 0.000		
gq1:	0.00 0.00	0.00 0.00		
gq2:	0.00 0.00	0.00 0.00		
gq:	0.00 0.00	0.00 0.00		

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha:	0.000	0.000		
beta:	0.000	0.000		
ta (secs):	0.000	0.000		
F:	0.000	0.000		
f:	0.000 0.000	0.000 0.000		
vcmax:	0 0	0 0		
vcg:	0 0	0 0		
vcmin:	0 0	0 0		
tp:	0.0 0.0	0.0 0.0		
p:	0.000	0.000		

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

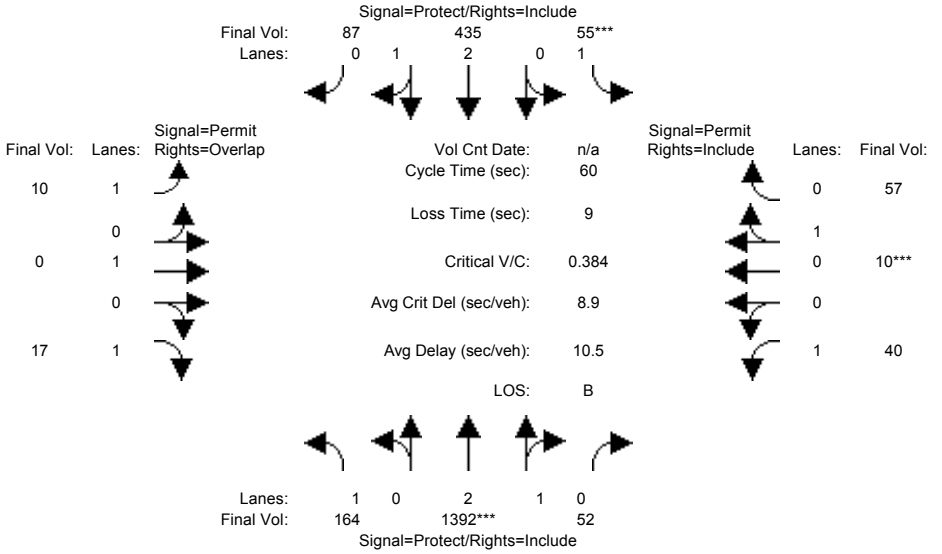
InitCnflVol:	1774	xxxxx	xxxxx	457	xxxxx	xxxxx	2515	2529	887	1632	2510	438
AdjCnflVol:	1774	xxxxx	xxxxx	457	xxxxx	xxxxx	2515	2529	887	1632	2510	438
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000


```
ConflictVol:1774 xxxxx xxxxx  457 xxxxx xxxxx 2515  2529   887 1632  2510   438
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  355 xxxxx xxxxx 1114 xxxxx xxxxx   19    28   346   82    29   623
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 355 xxxxx xxxxx 1114 xxxxx xxxxx   19    28   346   82    29   623
```

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



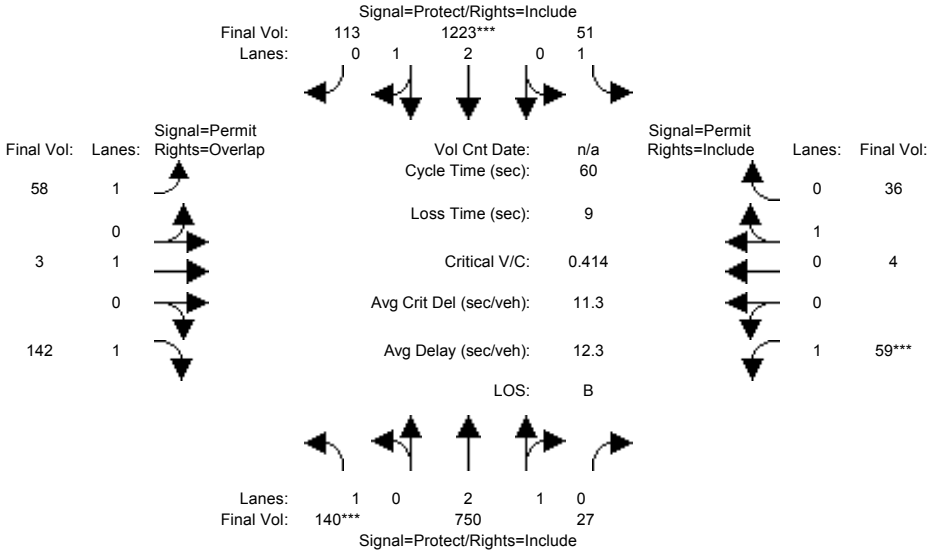
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	164		1392	52	55		435	87	10		0	17	40		10	57
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	164		1392	52	55		435	87	10		0	17	40		10	57
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	164		1392	52	55		435	87	10		0	17	40		10	57
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	164		1392	52	55		435	87	10		0	17	40		10	57
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	164		1392	52	55		435	87	10		0	17	40		10	57
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	164		1392	52	55		435	87	10		0	17	40		10	57
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.89	0.11	1.00		2.48	0.52	1.00		1.00	1.00	1.00		0.15	0.85
Final Sat.:	1750		5398	202	1750		4665	933	1750		1900	1750	1750		269	1531
Capacity Analysis Module:																
Vol/Sat:	0.09		0.26	0.26	0.03		0.09	0.09	0.01		0.00	0.01	0.02		0.04	0.04
Crit Moves:			****		****										****	
Green Time:	16.9		34.0	34.0	7.0		24.1	24.1	10.0		0.0	26.9	10.0		10.0	10.0
Volume/Cap:	0.33		0.46	0.46	0.27		0.23	0.23	0.03		0.00	0.02	0.14		0.22	0.22
Delay/Veh:	17.5		7.7	7.7	24.9		11.9	11.9	21.0		0.0	9.2	21.5		22.0	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:	17.5		7.7	7.7	24.9		11.9	11.9	21.0		0.0	9.2	21.5		22.0	22.0
LOS by Move:	B		A	A	C		B	B	C		A	A	C		C	C
HCM2k95thQ:	6		11	11	2		4	4	0		0	0	2		3	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



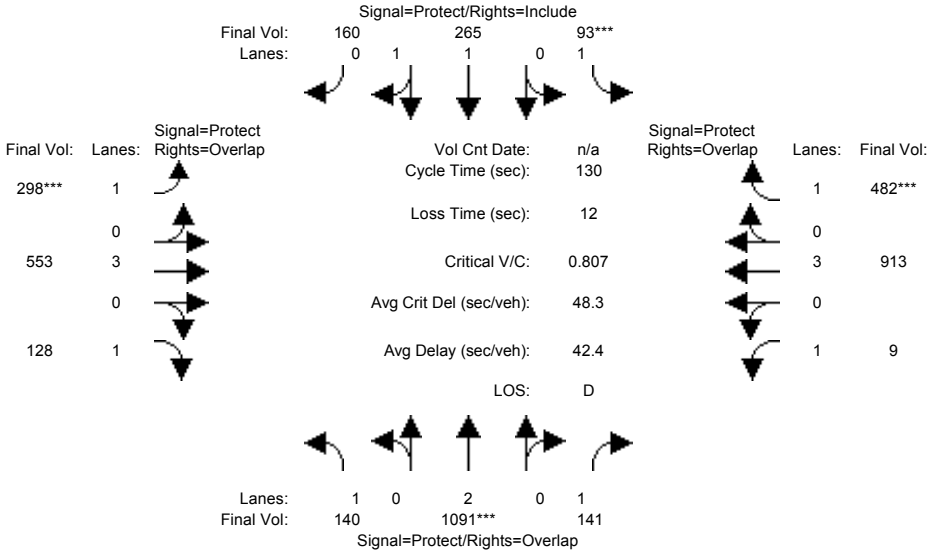
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	750	27	51	1223	113	58	3	142	59	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	750	27	51	1223	113	58	3	142	59	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	750	27	51	1223	113	58	3	142	59	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	750	27	51	1223	113	58	3	142	59	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	750	27	51	1223	113	58	3	142	59	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	750	27	51	1223	113	58	3	142	59	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.74	0.26	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5405	195	1750	5126	474	1750	1900	1750	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.03	0.24	0.24	0.03	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****				****					****		
Green Time:	10.3	24.1	24.1	16.9	30.7	30.7	10.0	10.0	20.3	10.0	10.0	10.0
Volume/Cap:	0.47	0.35	0.35	0.10	0.47	0.47	0.20	0.01	0.24	0.20	0.13	0.13
Delay/Veh:	23.5	12.6	12.6	16.1	9.5	9.5	21.9	20.9	14.5	21.9	21.5	21.5
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:	23.5	12.6	12.6	16.1	9.5	9.5	21.9	20.9	14.5	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	6	7	7	1	10	10	2	0	4	2	2	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



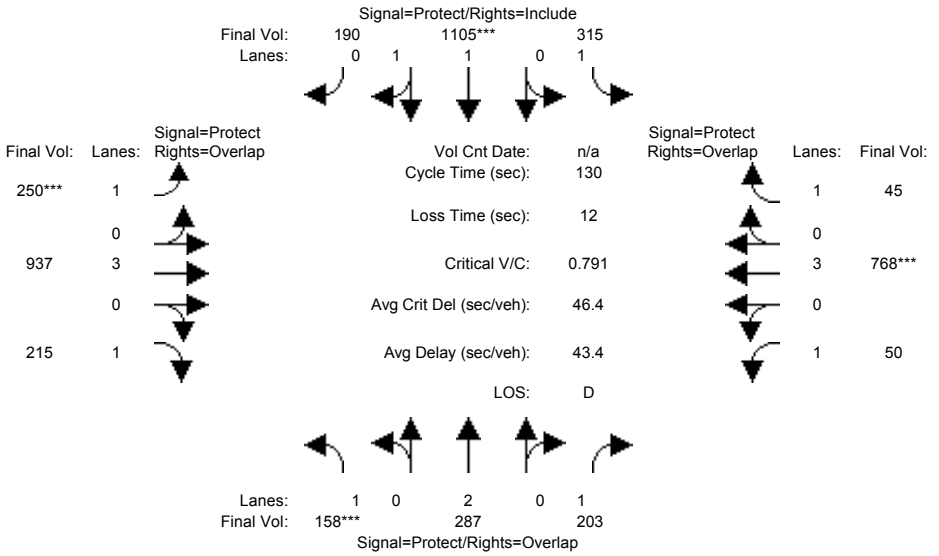
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	140		1091	141	93		265	160	298		553	128	9		913	482
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	140		1091	141	93		265	160	298		553	128	9		913	482
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	140		1091	141	93		265	160	298		553	128	9		913	482
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	140		1091	141	93		265	160	298		553	128	9		913	482
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	140		1091	141	93		265	160	298		553	128	9		913	482
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	140		1091	141	93		265	160	298		553	128	9		913	482
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.23	0.77	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		2306	1392	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.29	0.08	0.05		0.11	0.11	0.17		0.10	0.07	0.01		0.16	0.28
Crit Moves:			****		****				****							****
Green Time:	22.5		46.2	68.8	8.6		32.3	32.3	27.4		40.6	63.1	22.5		35.7	44.2
Volume/Cap:	0.46		0.81	0.15	0.81		0.46	0.46	0.81		0.31	0.15	0.03		0.58	0.81
Delay/Veh:	49.4		41.6	15.8	92.8		41.8	41.8	61.1		34.2	18.7	44.7		41.3	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:	49.4		41.6	15.8	92.8		41.8	41.8	61.1		34.2	18.7	44.7		41.3	47.2
LOS by Move:	D		D	B	F		D	D	E		C	B	D		D	D
HCM2k95thQ:	10		34	6	9		14	14	22		10	6	1		20	35

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



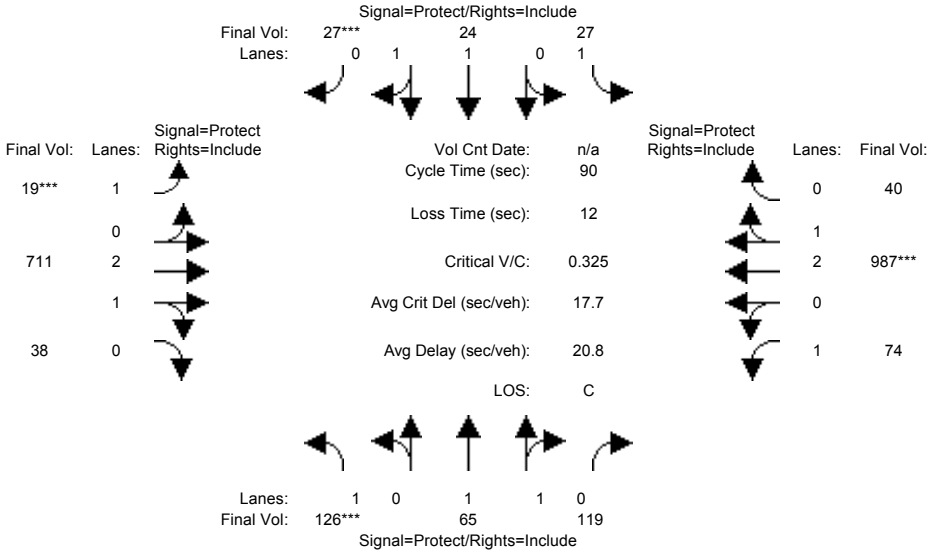
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	158		287	203	315		1105	190	250		937	215	50		768	45
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	158		287	203	315		1105	190	250		937	215	50		768	45
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	158		287	203	315		1105	190	250		937	215	50		768	45
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	158		287	203	315		1105	190	250		937	215	50		768	45
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	158		287	203	315		1105	190	250		937	215	50		768	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
FinalVolume:	158		287	203	315		1105	190	250		937	215	50		768	45
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.70	0.30	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3157	543	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.09	0.08		0.12	0.18	0.35		0.35	0.14	0.16		0.12	0.03	0.13		0.03
Crit Moves:	****					****			****					****		
Green Time:	14.8	23.7		34.9	48.7	57.5		57.5	23.5	34.4		49.2	11.3	22.1		70.9
Volume/Cap:	0.79	0.41		0.43	0.48	0.79		0.79	0.79	0.62		0.32	0.33	0.79		0.05
Delay/Veh:	75.0	47.5		40.0	31.5	33.8		33.8	63.6	42.9		28.9	57.1	56.2		13.8
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	75.0	47.5		40.0	31.5	33.8		33.8	63.6	42.9		28.9	57.1	56.2		13.8
LOS by Move:	E		D	D	C		C	C	E		D	C	E		E	B
HCM2k95thQ:	13		10	13	19		39	39	20		20	12	5		21	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



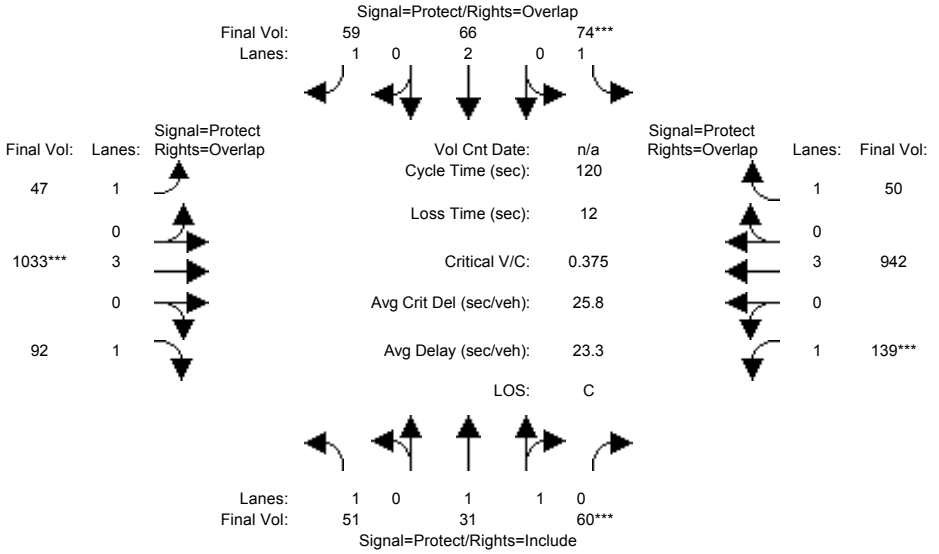
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	65	119	27	24	27	19	711	38	74	987	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	65	119	27	24	27	19	711	38	74	987	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	65	119	27	24	27	19	711	38	74	987	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	65	119	27	24	27	19	711	38	74	987	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	65	119	27	24	27	19	711	38	74	987	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	65	119	27	24	27	19	711	38	74	987	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.84	0.16	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5316	284	1750	5382	218
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.07	0.02	0.01	0.02	0.01	0.13	0.13	0.04	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	17.2	16.0	16.0	11.2	10.0	10.0	7.0	32.1	32.1	18.7	43.8	43.8
Volume/Cap:	0.38	0.19	0.38	0.12	0.11	0.14	0.14	0.37	0.37	0.20	0.38	0.38
Delay/Veh:	32.4	31.6	33.2	35.3	36.1	36.3	39.2	21.6	21.6	29.8	14.6	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:	32.4	31.6	33.2	35.3	36.1	36.3	39.2	21.6	21.6	29.8	14.6	14.6
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	6	2	1	2	1	10	10	4	11	11

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



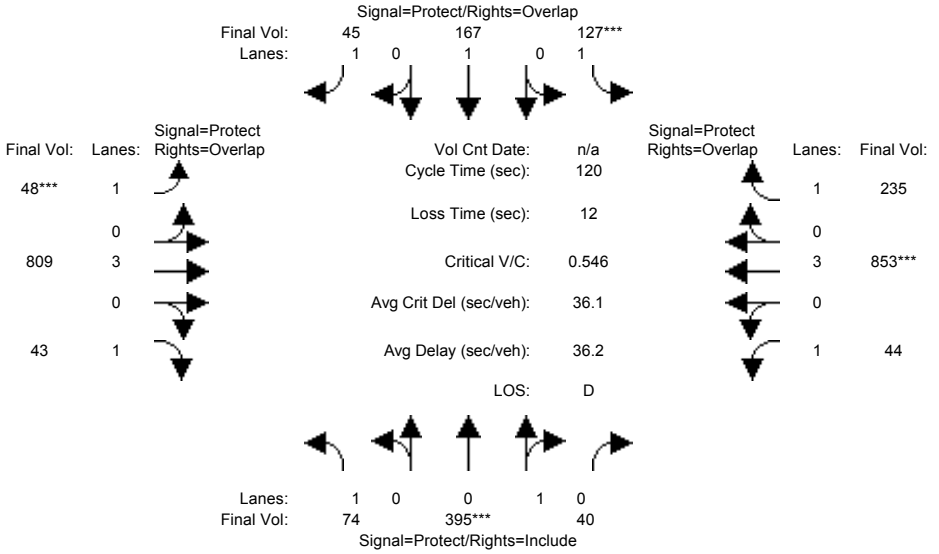
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	51		31	60	74		66	59	47		1033	92	139		942	50
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	51		31	60	74		66	59	47		1033	92	139		942	50
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	51		31	60	74		66	59	47		1033	92	139		942	50
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	51		31	60	74		66	59	47		1033	92	139		942	50
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	51		31	60	74		66	59	47		1033	92	139		942	50
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	51		31	60	74		66	59	47		1033	92	139		942	50
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1900	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.02	0.03	0.04		0.02	0.03	0.03		0.18	0.05	0.08		0.17	0.03
Crit Moves:				****	****						****		****			
Green Time:	10.1		11.0	11.0	13.5		14.4	36.2	21.8		58.0	68.1	25.4		61.7	75.2
Volume/Cap:	0.35		0.18	0.37	0.37		0.14	0.11	0.15		0.37	0.09	0.37		0.32	0.05
Delay/Veh:	53.3		50.5	52.3	50.5		47.4	30.4	41.5		19.6	11.9	41.1		17.0	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:	53.3		50.5	52.3	50.5		47.4	30.4	41.5		19.6	11.9	41.1		17.0	8.6
LOS by Move:	D		D	D	D		D	C	D		B	B	D		B	A
HCM2k95thQ:	4		2	4	6		2	3	3		14	3	9		12	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



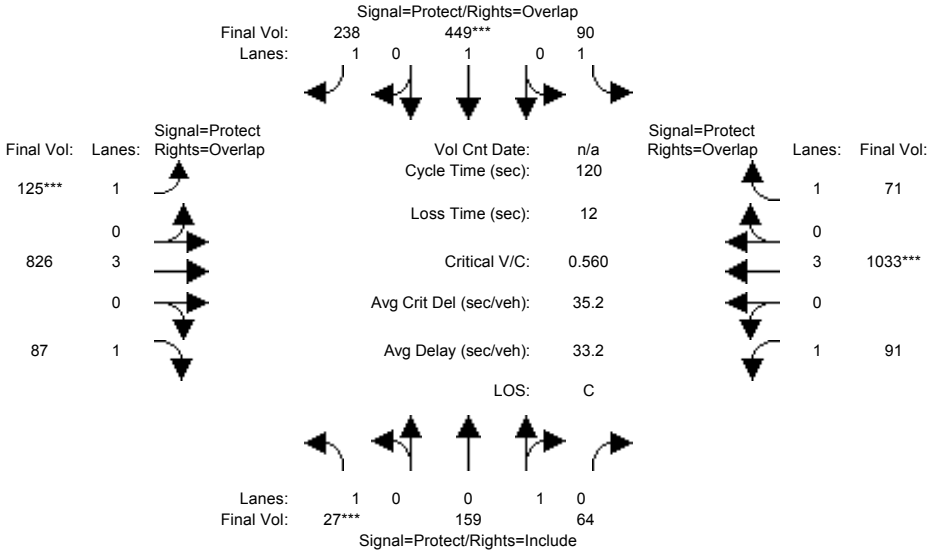
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	74		395	40	127		167	45	48		809	43	44		853	235
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	74		395	40	127		167	45	48		809	43	44		853	235
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	74		395	40	127		167	45	48		809	43	44		853	235
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	74		395	40	127		167	45	48		809	43	44		853	235
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	74		395	40	127		167	45	48		809	43	44		853	235
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	74		395	40	127		167	45	48		809	43	44		853	235
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.91	0.09	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1634	166	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.24	0.24	0.07		0.09	0.03	0.03		0.14	0.02	0.03		0.15	0.13
Crit Moves:			****				****				****				****	
Green Time:	27.3		52.6	52.6	15.8		41.1	48.1	7.0		28.1	55.3	11.5		32.6	48.4
Volume/Cap:	0.19		0.55	0.55	0.55		0.26	0.06	0.47		0.61	0.05	0.26		0.55	0.33
Delay/Veh:	37.6		25.8	25.8	51.6		28.6	22.1	58.1		41.9	17.9	51.1		37.9	25.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.6		25.8	25.8	51.6		28.6	22.1	58.1		41.9	17.9	51.1		37.9	25.0
LOS by Move:	D		C	C	D		C	C	E		D	B	D		D	C
HCM2k95thQ:	5		23	23	9		8	2	4		16	2	3		16	12

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



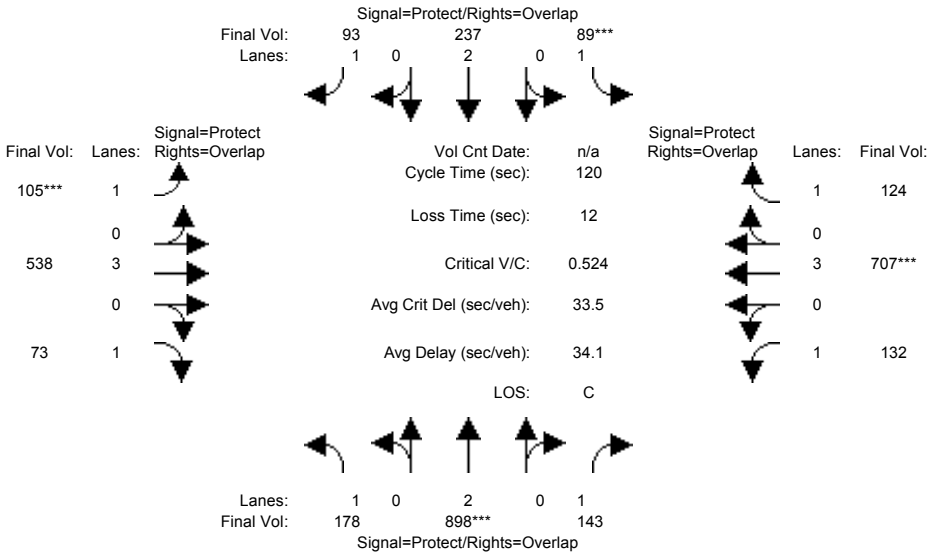
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	159	64	90	449	238	125	826	87	91	1033	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	159	64	90	449	238	125	826	87	91	1033	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	159	64	90	449	238	125	826	87	91	1033	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	159	64	90	449	238	125	826	87	91	1033	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	159	64	90	449	238	125	826	87	91	1033	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	159	64	90	449	238	125	826	87	91	1033	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1283	517	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.05	0.24	0.14	0.07	0.14	0.05	0.05	0.18	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	37.9	37.9	17.9	48.8	63.6	14.8	37.2	44.2	15.0	37.4	55.3
Volume/Cap:	0.26	0.39	0.39	0.35	0.58	0.26	0.58	0.47	0.13	0.42	0.58	0.09
Delay/Veh:	55.4	32.5	32.5	46.6	28.8	15.5	53.7	33.6	25.3	49.8	35.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	32.5	32.5	46.6	28.8	15.5	53.7	33.6	25.3	49.8	35.2	18.2
LOS by Move:	E	C	C	D	C	B	D	C	C	D	D	B
HCM2k95thQ:	3	13	13	6	23	10	9	15	4	6	19	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



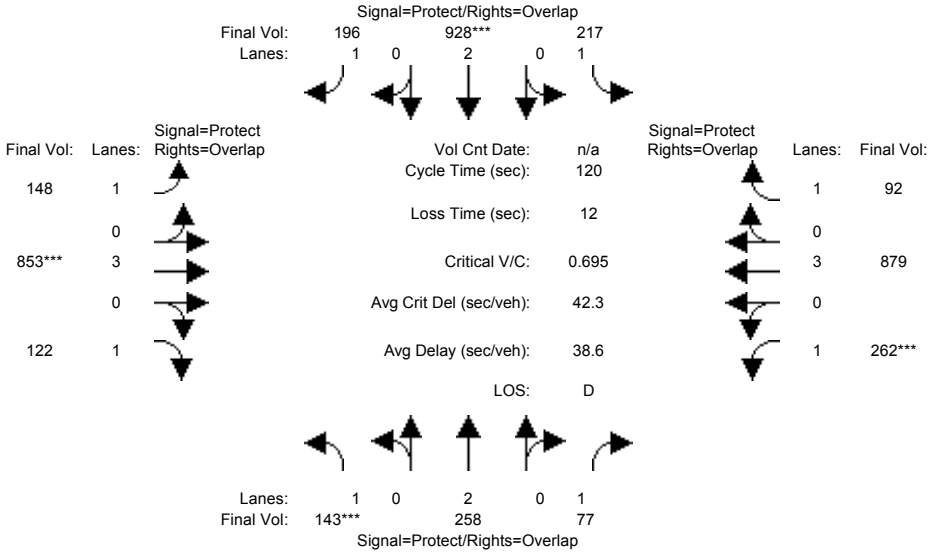
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	898	143	89	237	93	105	538	73	132	707	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	898	143	89	237	93	105	538	73	132	707	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	898	143	89	237	93	105	538	73	132	707	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	898	143	89	237	93	105	538	73	132	707	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	898	143	89	237	93	105	538	73	132	707	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	898	143	89	237	93	105	538	73	132	707	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.08	0.05	0.06	0.05	0.06	0.09	0.04	0.08	0.12	0.07
Crit Moves:		****			****			****			****	
Green Time:	36.2	54.2	72.9	11.7	29.6	43.4	13.8	23.4	59.6	18.7	28.4	40.1
Volume/Cap:	0.34	0.52	0.13	0.52	0.25	0.15	0.52	0.48	0.08	0.48	0.52	0.21
Delay/Veh:	33.0	23.9	10.1	54.5	36.4	25.9	52.6	43.2	15.9	47.6	40.3	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	23.9	10.1	54.5	36.4	25.9	52.6	43.2	15.9	47.6	40.3	28.8
LOS by Move:	C	C	B	D	D	C	D	D	B	D	D	C
HCM2k95thQ:	10	21	5	7	7	5	8	11	3	9	14	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



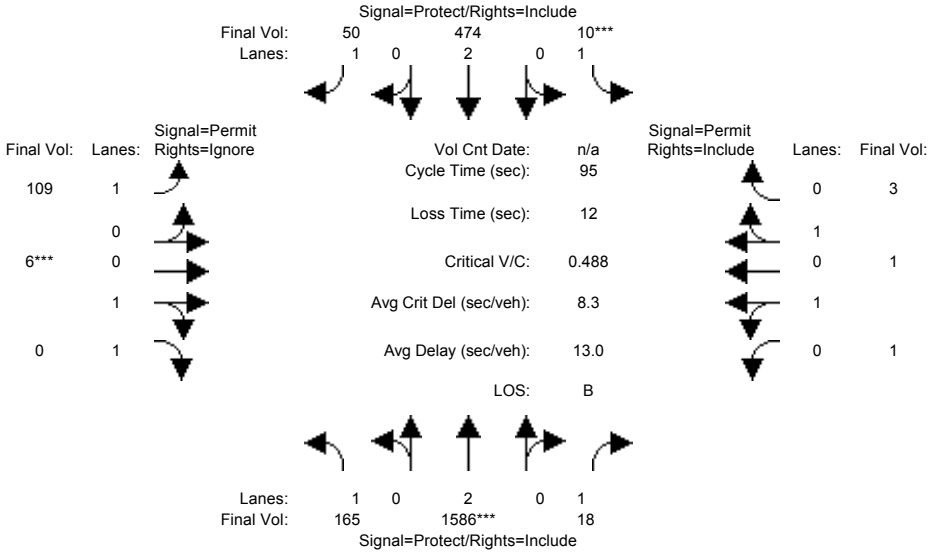
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	143		258	77	217		928	196	148		853	122	262		879	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:	143		258	77	217		928	196	148		853	122	262		879	92
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	143		258	77	217		928	196	148		853	122	262		879	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:	1.00		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		258	77	217		928	196	148		853	122	262		879	92
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	143		258	77	217		928	196	148		853	122	262		879	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:	143		258	77	217		928	196	148		853	122	262		879	92
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07		0.04	0.12	0.24		0.11	0.08	0.15		0.07	0.15	0.15		0.05
Crit Moves:	****				****				****				****			
Green Time:	14.1	22.6		48.5	33.7	42.2		60.5	18.3	25.8		40.0	25.9	33.4		67.1
Volume/Cap:	0.69	0.36		0.11	0.44	0.69		0.22	0.55	0.69		0.21	0.69	0.55		0.09
Delay/Veh:	60.7	42.7		22.4	36.1	35.0		16.7	49.6	45.2		28.9	49.0	37.4		12.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	60.7	42.7		22.4	36.1	35.0		16.7	49.6	45.2		28.9	49.0	37.4		12.4
LOS by Move:	E		D	C	D		C	B	D		D	C	D		D	B
HCM2k95thQ:	11		8	4	13		26	8	11		18	7	18		17	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



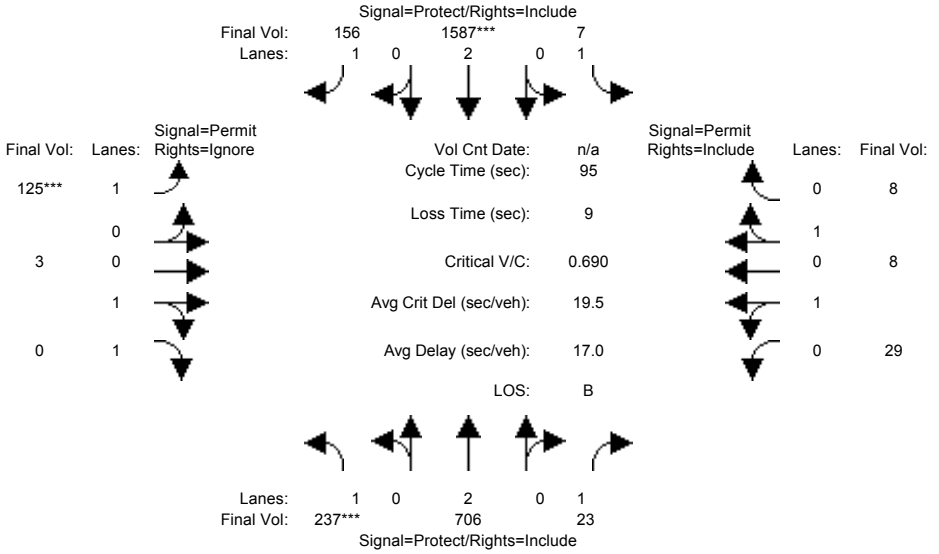
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	165		1586	18	10		474	50	109		6	97	1		1	3
Growth Adj:	1.00		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		1586	18	10		474	50	109		6	97	1		1	3
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	165		1586	18	10		474	50	109		6	97	1		1	3
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	165		1586	18	10		474	50	109		6	0	1		1	3
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	165		1586	18	10		474	50	109		6	0	1		1	3
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	165		1586	18	10		474	50	109		6	0	1		1	3
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.92	0.95		0.95	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	0.50		0.50	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		1800	1750	900		900	1800
Capacity Analysis Module:																
Vol/Sat:	0.09		0.42	0.01	0.01		0.12	0.03	0.06		0.00	0.00	0.00		0.00	0.00
Crit Moves:			****		****						****					
Green Time:	31.4		66.0	66.0	7.0		41.6	41.6	10.0		10.0	0.0	10.0		10.0	10.0
Volume/Cap:	0.29		0.60	0.01	0.08		0.29	0.07	0.59		0.03	0.00	0.01		0.01	0.02
Delay/Veh:	23.8		8.0	4.5	41.3		17.3	15.5	45.6		38.2	0.0	38.1		38.1	38.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	23.8		8.0	4.5	41.3		17.3	15.5	45.6		38.2	0.0	38.1		38.1	38.1
LOS by Move:	C		A	A	D		B	B	D		D	A	D		D	D
HCM2k95thQ:	7		22	0	1		9	2	8		0	0	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



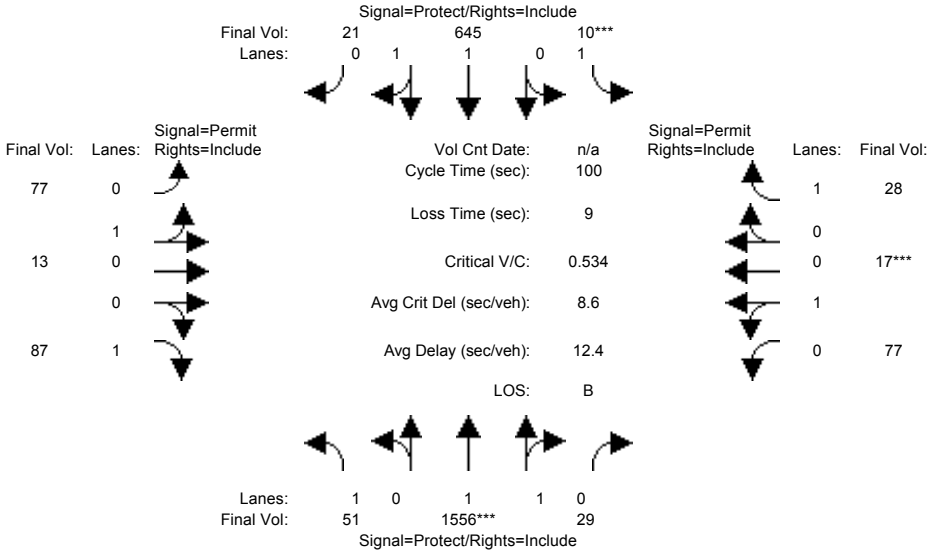
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	237		706	23	7		1587	156	125		3	272	29		8	8
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	237		706	23	7		1587	156	125		3	272	29		8	8
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	237		706	23	7		1587	156	125		3	272	29		8	8
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	237		706	23	7		1587	156	125		3	0	29		8	8
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	237		706	23	7		1587	156	125		3	0	29		8	8
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	237		706	23	7		1587	156	125		3	0	29		8	8
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.92	0.95		0.95	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		0.50	0.50
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		1800	1750	1800		900	900
Capacity Analysis Module:																
Vol/Sat:	0.14		0.19	0.01	0.00		0.42	0.09	0.07		0.00	0.00	0.02		0.01	0.01
Crit Moves:	****						****		****							
Green Time:	18.6		54.4	54.4	21.6		57.4	57.4	10.0		10.0	0.0	10.0		10.0	10.0
Volume/Cap:	0.69		0.32	0.02	0.02		0.69	0.15	0.68		0.02	0.00	0.15		0.08	0.08
Delay/Veh:	41.5		10.7	8.8	28.5		13.7	8.2	50.7		38.1	0.0	38.9		38.4	38.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	41.5		10.7	8.8	28.5		13.7	8.2	50.7		38.1	0.0	38.9		38.4	38.4
LOS by Move:	D		B	A	C		B	A	D		D	A	D		D	D
HCM2k95thQ:	13		10	1	0		29	4	10		0	0	2		1	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



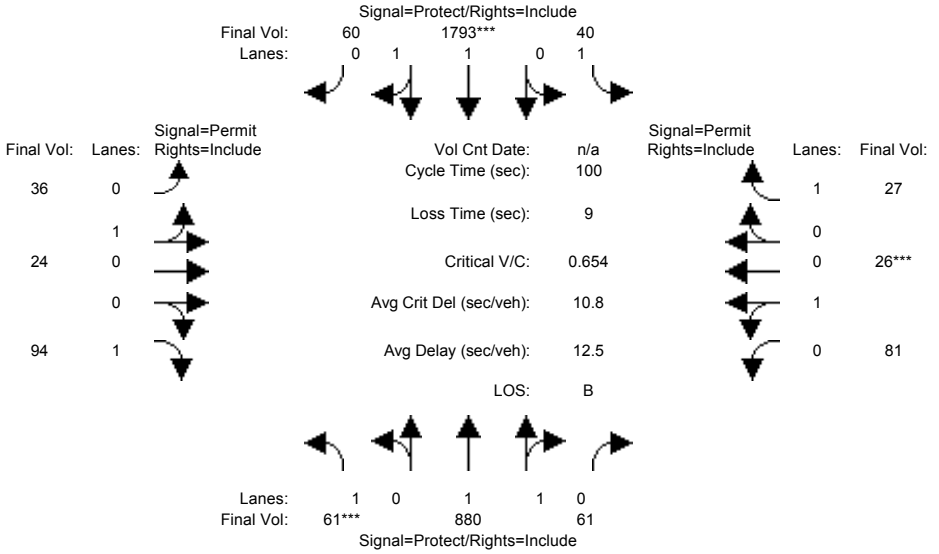
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	1556	29	10	645	21	77	13	87	77	17	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1556	29	10	645	21	77	13	87	77	17	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1556	29	10	645	21	77	13	87	77	17	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1556	29	10	645	21	77	13	87	77	17	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1556	29	10	645	21	77	13	87	77	17	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1556	29	10	645	21	77	13	87	77	17	28
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.94	0.06	0.86	0.14	1.00	0.82	0.18	1.00
Final Sat.:	1750	3632	68	1750	3583	117	1540	260	1750	1474	326	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.01	0.18	0.18	0.05	0.05	0.05	0.05	0.05	0.02
Crit Moves:		****		****							****	
Green Time:	22.7	74.0	74.0	7.0	58.3	58.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.13	0.58	0.58	0.08	0.31	0.31	0.50	0.50	0.50	0.52	0.52	0.16
Delay/Veh:	30.9	6.2	6.2	43.8	10.7	10.7	44.8	44.8	44.8	45.5	45.5	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	6.2	6.2	43.8	10.7	10.7	44.8	44.8	44.8	45.5	45.5	41.6
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	3	20	20	1	10	10	6	6	6	7	7	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



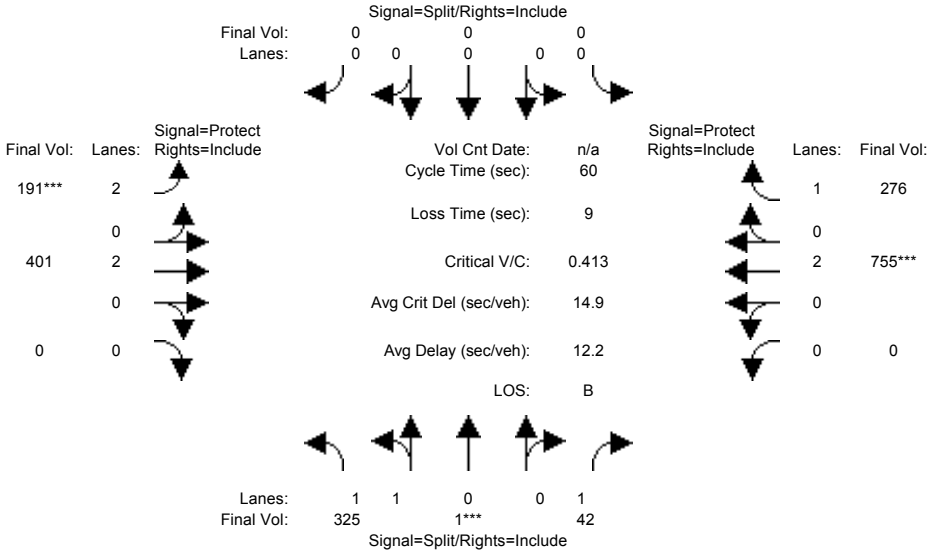
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	880	61	40	1793	60	36	24	94	81	26	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	880	61	40	1793	60	36	24	94	81	26	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	880	61	40	1793	60	36	24	94	81	26	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	880	61	40	1793	60	36	24	94	81	26	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	880	61	40	1793	60	36	24	94	81	26	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	880	61	40	1793	60	36	24	94	81	26	27
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	0.60	0.40	1.00	0.76	0.24	1.00
Final Sat.:	1750	3460	240	1750	3580	120	1080	720	1750	1363	437	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.02	0.50	0.50	0.03	0.03	0.05	0.06	0.06	0.02
Crit Moves:	****				****						****	
Green Time:	7.0	63.5	63.5	17.5	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.40	0.40	0.13	0.68	0.68	0.33	0.33	0.54	0.59	0.59	0.15
Delay/Veh:	48.0	9.0	9.0	35.0	7.5	7.5	43.0	43.0	46.1	48.3	48.3	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	9.0	9.0	35.0	7.5	7.5	43.0	43.0	46.1	48.3	48.3	41.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	14	14	2	26	26	4	4	6	8	8	2

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3016: 101/ALUM ROCK [Study Int 15]



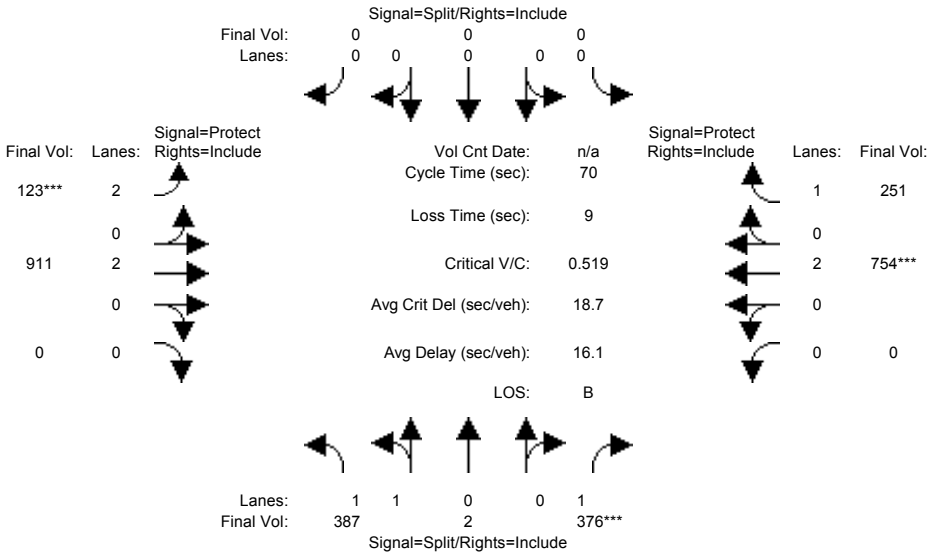
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	1	42	0	0	0	191	401	0	0	755	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1	42	0	0	0	191	401	0	0	755	276
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1	42	0	0	0	191	401	0	0	755	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1	42	0	0	0	191	401	0	0	755	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1	42	0	0	0	191	401	0	0	755	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1	42	0	0	0	191	401	0	0	755	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3539	11	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.00	0.00	0.00	0.06	0.11	0.00	0.00	0.20	0.16
Crit Moves:		****					****				****	
Green Time:	13.3	13.3	13.3	0.0	0.0	0.0	8.8	37.7	0.0	0.0	28.9	28.9
Volume/Cap:	0.41	0.41	0.11	0.00	0.00	0.00	0.41	0.17	0.00	0.00	0.41	0.33
Delay/Veh:	20.3	20.3	18.7	0.0	0.0	0.0	23.9	4.7	0.0	0.0	10.2	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	18.7	0.0	0.0	0.0	23.9	4.7	0.0	0.0	10.2	9.8
LOS by Move:	C	C	B	A	A	A	C	A	A	A	B	A
HCM2k95thQ:	6	6	2	0	0	0	4	3	0	0	9	7

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3016: 101/ALUM ROCK [Study Int 15]



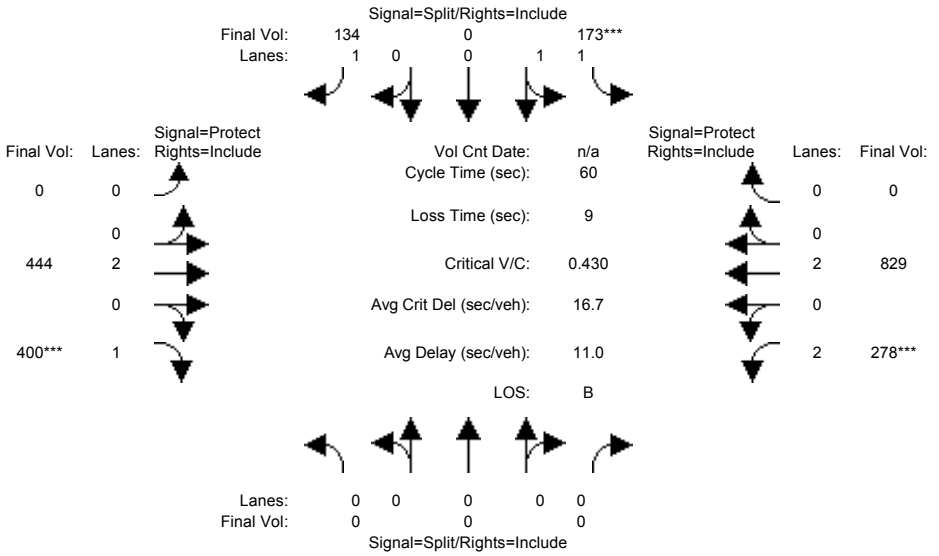
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	387	2	376	0	0	0	123	911	0	0	754	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	2	376	0	0	0	123	911	0	0	754	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	2	376	0	0	0	123	911	0	0	754	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	2	376	0	0	0	123	911	0	0	754	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	2	376	0	0	0	123	911	0	0	754	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	2	376	0	0	0	123	911	0	0	754	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.21	0.00	0.00	0.00	0.04	0.24	0.00	0.00	0.20	0.14
Crit Moves:			****				****				****	
Green Time:	28.1	28.1	28.1	0.0	0.0	0.0	7.0	32.9	0.0	0.0	25.9	25.9
Volume/Cap:	0.27	0.27	0.54	0.00	0.00	0.00	0.39	0.51	0.00	0.00	0.54	0.39
Delay/Veh:	14.2	14.2	16.8	0.0	0.0	0.0	30.3	13.2	0.0	0.0	17.7	16.6
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:	14.2	14.2	16.8	0.0	0.0	0.0	30.3	13.2	0.0	0.0	17.7	16.6
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	6	6	14	0	0	0	3	13	0	0	12	8

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3023: 101/SANTA CLARA [Study Int 14]



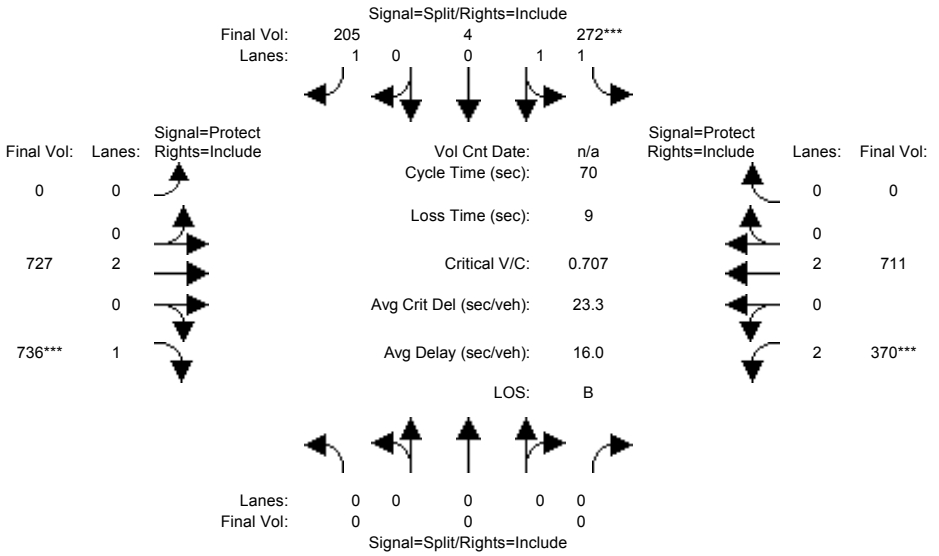
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		0	0	173		0	134	0		444	400	278		829	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	173		0	134	0		444	400	278		829	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	173		0	134	0		444	400	278		829	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	173		0	134	0		444	400	278		829	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	173		0	134	0		444	400	278		829	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	173		0	134	0		444	400	278		829	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	0.93		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	2.00		0.00	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3550		0	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.05		0.00	0.08	0.00		0.12	0.23	0.09		0.22	0.00
Crit Moves:					****							****	****			
Green Time:	0.0		0.0	0.0	10.7		0.0	10.7	0.0		29.1	29.1	11.2		40.3	0.0
Volume/Cap:	0.00		0.00	0.00	0.27		0.00	0.43	0.00		0.24	0.47	0.47		0.32	0.00
Delay/Veh:	0.0		0.0	0.0	21.5		0.0	22.9	0.0		9.1	10.7	22.3		4.2	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:	0.0		0.0	0.0	21.5		0.0	22.9	0.0		9.1	10.7	22.3		4.2	0.0
LOS by Move:	A		A	A	C		A	C	A		A	B	C		A	A
HCM2k95thQ:	0		0	0	3		0	6	0		5	10	5		6	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3023: 101/SANTA CLARA [Study Int 14]



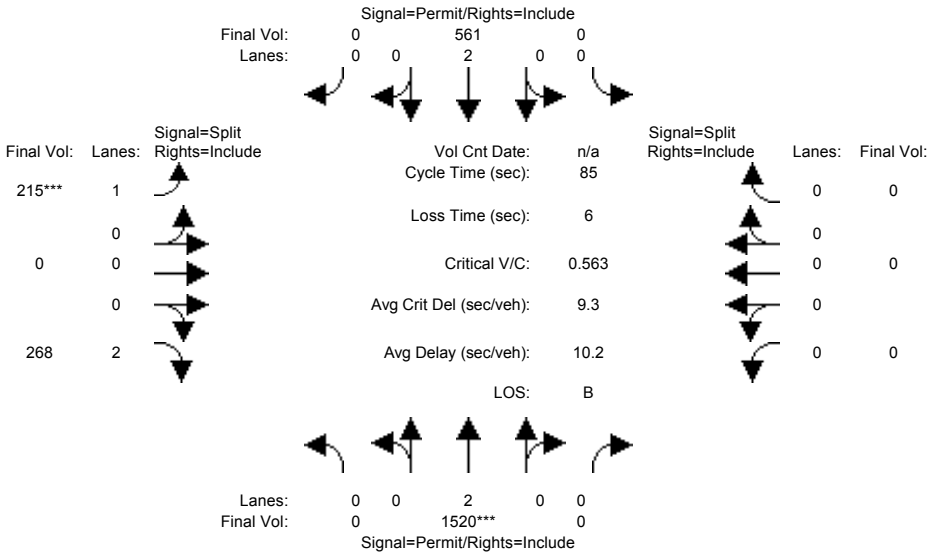
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		0	0	272		4	205	0		727	736	370		711	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	272		4	205	0		727	736	370		711	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	272		4	205	0		727	736	370		711	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	272		4	205	0		727	736	370		711	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	272		4	205	0		727	736	370		711	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	272		4	205	0		727	736	370		711	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	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	1.97		0.03	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3499		51	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.08		0.08	0.12	0.00		0.19	0.42	0.12		0.19	0.00
Crit Moves:					****							****	****			
Green Time:	0.0		0.0	0.0	11.6		11.6	11.6	0.0		38.6	38.6	10.8		49.4	0.0
Volume/Cap:	0.00		0.00	0.00	0.47		0.47	0.71	0.00		0.35	0.76	0.76		0.27	0.00
Delay/Veh:	0.0		0.0	0.0	27.0		27.0	35.3	0.0		8.8	15.8	35.4		3.8	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:	0.0		0.0	0.0	27.0		27.0	35.3	0.0		8.8	15.8	35.4		3.8	0.0
LOS by Move:	A		A	A	C		C	D	A		A	B	D		A	A
HCM2k95thQ:	0		0	0	7		7	12	0		8	24	10		5	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



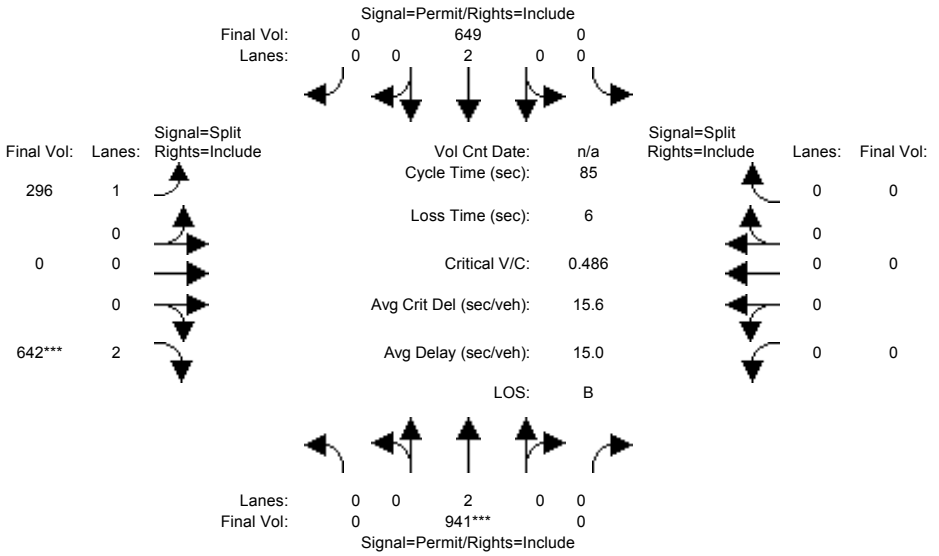
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		1520	0	0		561	0	215		0	268	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1520	0	0		561	0	215		0	268	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1520	0	0		561	0	215		0	268	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1520	0	0		561	0	215		0	268	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1520	0	0		561	0	215		0	268	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1520	0	0		561	0	215		0	268	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.40	0.00	0.00		0.15	0.00	0.12		0.00	0.09	0.00		0.00	0.00
Crit Moves:			****						****							
Green Time:	0.0		60.4	0.0	0.0		60.4	0.0	18.6		0.0	18.6	0.0		0.0	0.0
Volume/Cap:	0.00		0.56	0.00	0.00		0.21	0.00	0.56		0.00	0.39	0.00		0.00	0.00
Delay/Veh:	0.0		6.2	0.0	0.0		4.2	0.0	31.5		0.0	28.7	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		6.2	0.0	0.0		4.2	0.0	31.5		0.0	28.7	0.0		0.0	0.0
LOS by Move:	A		A	A	A		A	A	C		A	C	A		A	A
HCM2k95thQ:	0		18	0	0		5	0	12		0	8	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



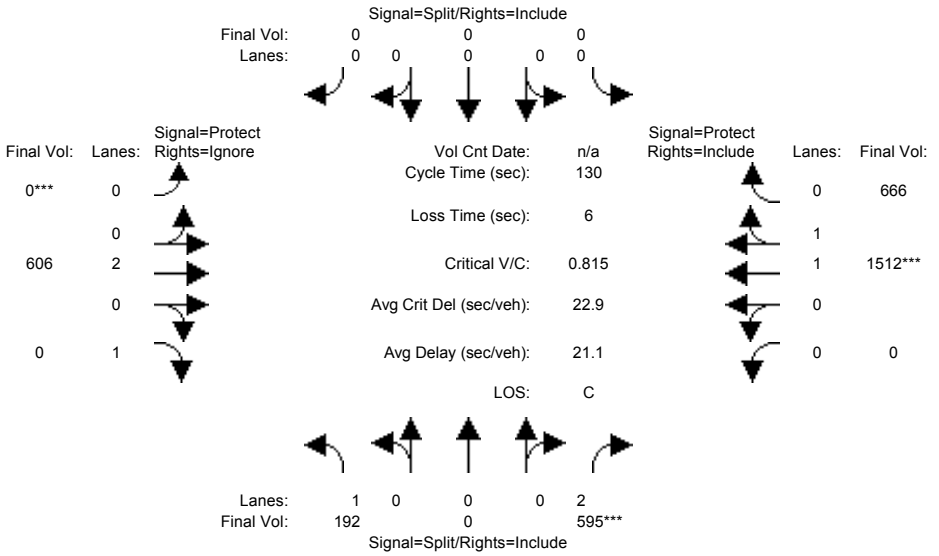
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		941	0	0		649	0	296		0	642	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		941	0	0		649	0	296		0	642	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		941	0	0		649	0	296		0	642	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		941	0	0		649	0	296		0	642	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		941	0	0		649	0	296		0	642	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		941	0	0		649	0	296		0	642	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.25	0.00	0.00		0.17	0.00	0.17		0.00	0.20	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		43.3	0.0	0.0		43.3	0.0	35.7		0.0	35.7	0.0		0.0	0.0
Volume/Cap:	0.00		0.49	0.00	0.00		0.34	0.00	0.40		0.00	0.49	0.00		0.00	0.00
Delay/Veh:	0.0		13.8	0.0	0.0		12.4	0.0	17.6		0.0	18.3	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		13.8	0.0	0.0		12.4	0.0	17.6		0.0	18.3	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	B		A	B	A		A	A
HCM2k95thQ:	0		15	0	0		10	0	12		0	14	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



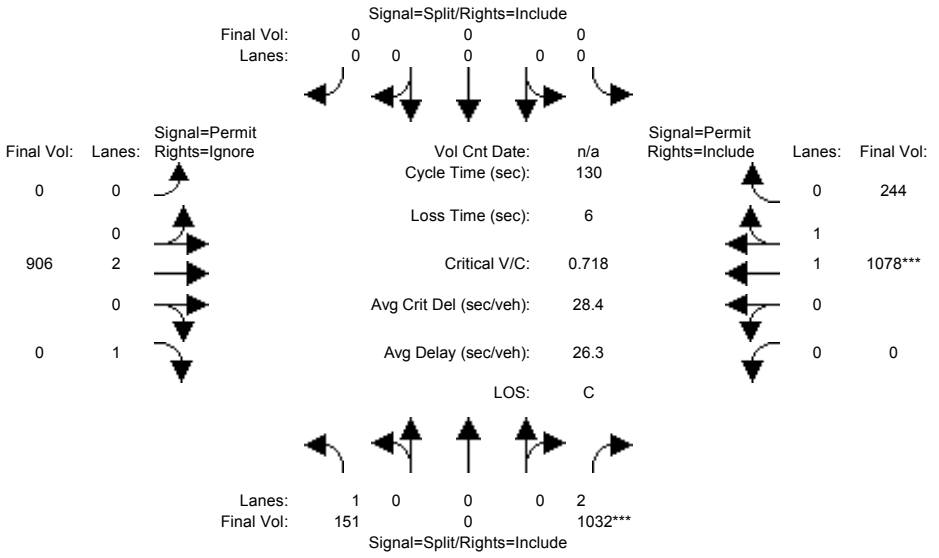
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		0	0	0		0	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	192	0	595		0	0	0		0	606	361		0	1512	666	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	192	0	595		0	0	0		0	606	361		0	1512	666	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	192	0	595		0	0	0		0	606	361		0	1512	666	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	192	0	595		0	0	0		0	606	0		0	1512	666	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	192	0	595		0	0	0		0	606	0		0	1512	666	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	192	0	595		0	0	0		0	606	0		0	1512	666	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.99	0.95	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	1.37	0.63	
Final Sat.:	1750	0	3150		0	0	0		0	3800	1750		0	2568	1131	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.19		0.00	0.00	0.00		0.00	0.16	0.00		0.00	0.59	0.59	
Crit Moves:			****						****					****		
Green Time:	30.1	0.0	30.1		0.0	0.0	0.0		0.0	93.9	0.0		0.0	93.9	93.9	
Volume/Cap:	0.47	0.00	0.82		0.00	0.00	0.00		0.00	0.22	0.00		0.00	0.82	0.82	
Delay/Veh:	44.0	0.0	54.4		0.0	0.0	0.0		0.0	6.0	0.0		0.0	14.2	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.0	0.0	54.4		0.0	0.0	0.0		0.0	6.0	0.0		0.0	14.2	14.2	
LOS by Move:	D		A	D		A	A	A		A	A	A		A	B	B
HCM2k95thQ:	14		0	27		0	0	0		0	8	0		0	50	50

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



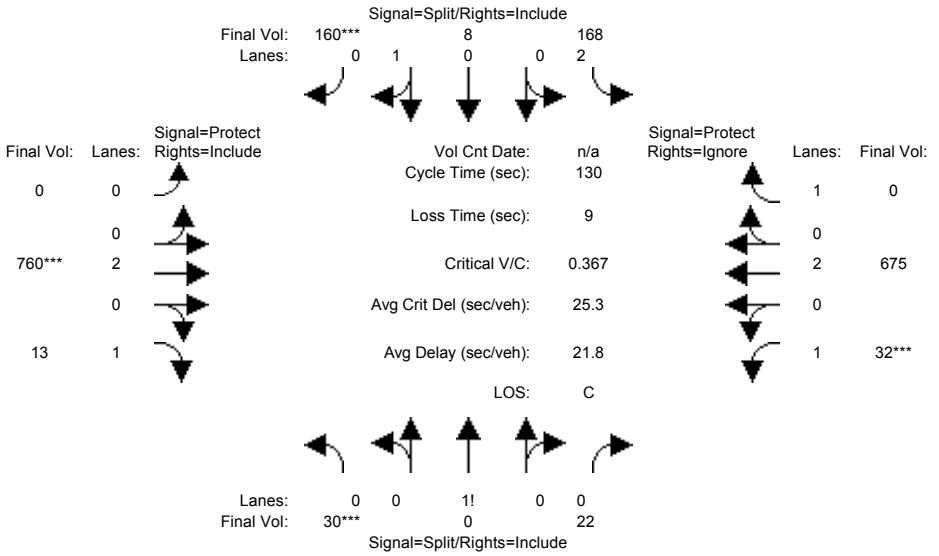
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	151		0	1032	0		0	0	0		906	8	0		1078	244
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	151		0	1032	0		0	0	0		906	8	0		1078	244
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	151		0	1032	0		0	0	0		906	8	0		1078	244
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	151		0	1032	0		0	0	0		906	0	0		1078	244
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	151		0	1032	0		0	0	0		906	0	0		1078	244
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	151		0	1032	0		0	0	0		906	0	0		1078	244
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		1.62	0.38
Final Sat.:	1750		0	3150	0		0	0	0		3800	1750	0		3017	683
Capacity Analysis Module:																
Vol/Sat:	0.09		0.00	0.33	0.00		0.00	0.00	0.00		0.24	0.00	0.00		0.36	0.36
Crit Moves:				****											****	
Green Time:	59.3		0.0	59.3	0.0		0.0	0.0	0.0		64.7	0.0	0.0		64.7	64.7
Volume/Cap:	0.19		0.00	0.72	0.00		0.00	0.00	0.00		0.48	0.00	0.00		0.72	0.72
Delay/Veh:	21.2		0.0	30.4	0.0		0.0	0.0	0.0		21.7	0.0	0.0		26.9	26.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	21.2		0.0	30.4	0.0		0.0	0.0	0.0		21.7	0.0	0.0		26.9	26.9
LOS by Move:	C		A	C	A		A	A	A		C	A	A		C	C
HCM2k95thQ:	7		0	35	0		0	0	0		21	0	0		36	36

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



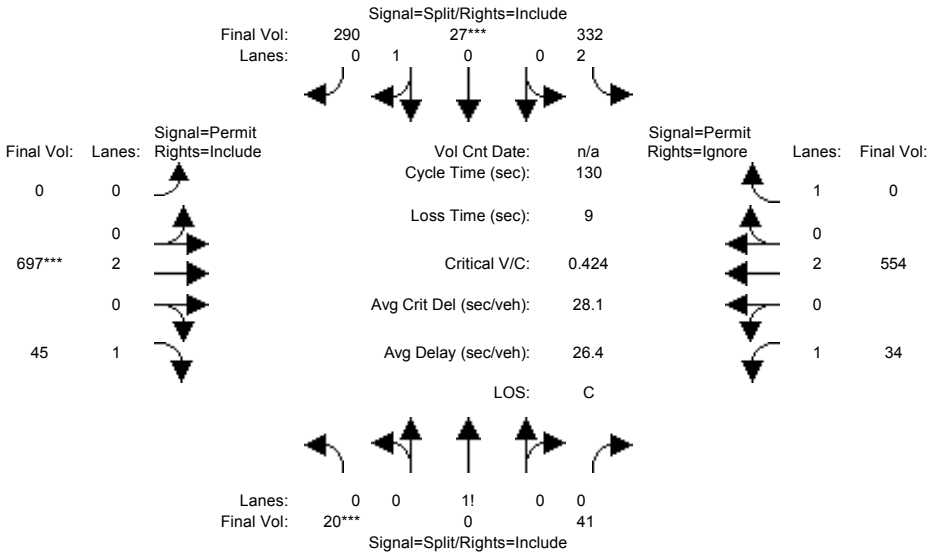
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	0	22	168	8	160	0	760	13	32	675	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	22	168	8	160	0	760	13	32	675	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	22	168	8	160	0	760	13	32	675	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	0	22	168	8	160	0	760	13	32	675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	22	168	8	160	0	760	13	32	675	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:	30	0	22	168	8	160	0	760	13	32	675	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.00	0.42	2.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1010	0	740	3150	86	1714	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.05	0.09	0.09	0.00	0.20	0.01	0.02	0.18	0.00
Crit Moves:	****					****		****			****	
Green Time:	10.2	0.0	10.2	32.1	32.1	32.1	0.0	68.7	68.7	10.0	78.7	0.0
Volume/Cap:	0.38	0.00	0.38	0.22	0.38	0.38	0.00	0.38	0.01	0.24	0.29	0.00
Delay/Veh:	58.6	0.0	58.6	39.1	41.2	41.2	0.0	18.2	14.6	57.3	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	0.0	58.6	39.1	41.2	41.2	0.0	18.2	14.6	57.3	12.4	0.0
LOS by Move:	E	A	E	D	D	D	A	B	B	E	B	A
HCM2k95thQ:	5	0	5	6	11	11	0	16	1	3	12	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



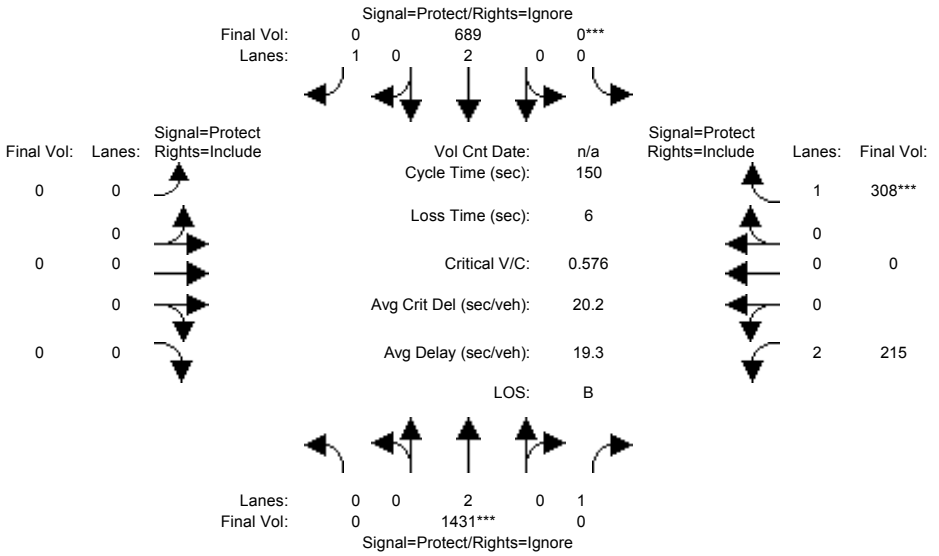
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	20		0	41	332		27	290	0		697	45	34		554	592
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	20		0	41	332		27	290	0		697	45	34		554	592
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	20		0	41	332		27	290	0		697	45	34		554	592
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:	20		0	41	332		27	290	0		697	45	34		554	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	20		0	41	332		27	290	0		697	45	34		554	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:	20		0	41	332		27	290	0		697	45	34		554	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.33		0.00	0.67	2.00		0.09	0.91	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	574		0	1176	3150		153	1647	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.00	0.03	0.11		0.18	0.18	0.00		0.18	0.03	0.02		0.15	0.00
Crit Moves:	****				****						****					
Green Time:	10.7		0.0	10.7	54.0		54.0	54.0	0.0		56.3	56.3	56.3		56.3	0.0
Volume/Cap:	0.42		0.00	0.42	0.25		0.42	0.42	0.00		0.42	0.06	0.04		0.34	0.00
Delay/Veh:	58.7		0.0	58.7	24.9		27.3	27.3	0.0		25.8	21.5	21.3		24.6	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:	58.7		0.0	58.7	24.9		27.3	27.3	0.0		25.8	21.5	21.3		24.6	0.0
LOS by Move:	E		A	E	C		C	C	A		C	C	C		C	A
HCM2k95thQ:	6		0	6	10		17	17	0		17	2	2		14	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



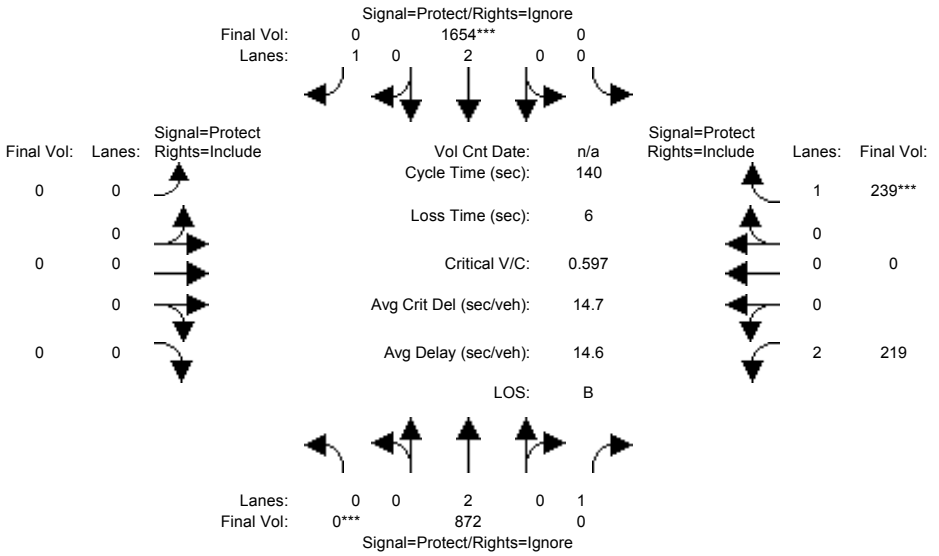
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1431	313	0	689	193	0	0	0	215	0	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1431	313	0	689	193	0	0	0	215	0	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1431	313	0	689	193	0	0	0	215	0	308
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1431	0	0	689	0	0	0	0	215	0	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1431	0	0	689	0	0	0	0	215	0	308
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1431	0	0	689	0	0	0	0	215	0	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****
Green Time:	0.0	98.1	0.0	0.0	98.1	0.0	0.0	0.0	0.0	45.9	0.0	45.9
Volume/Cap:	0.00	0.58	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.58
Delay/Veh:	0.0	14.7	0.0	0.0	11.0	0.0	0.0	0.0	0.0	38.9	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	0.0	0.0	11.0	0.0	0.0	0.0	0.0	38.9	0.0	45.4
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	31	0	0	12	0	0	0	0	9	0	23

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



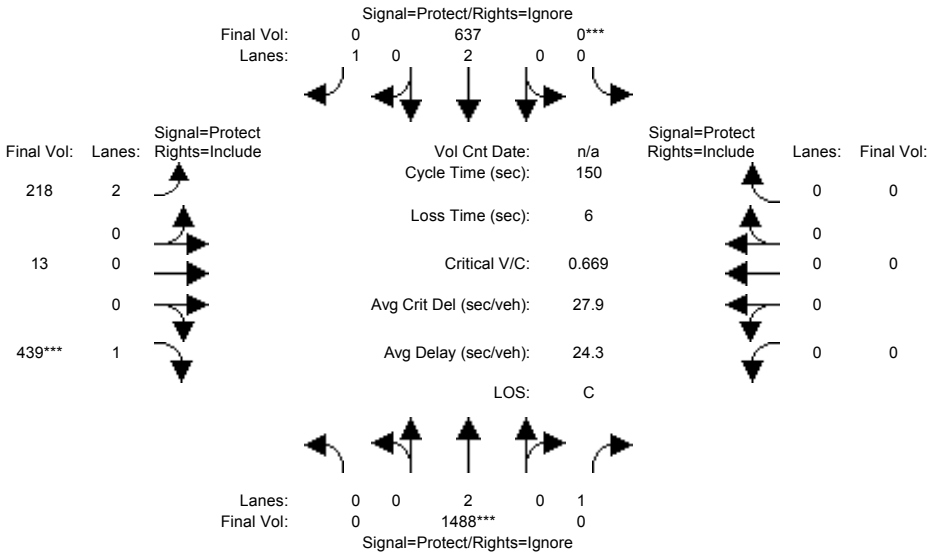
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	872	394	0	1654	362	0	0	0	219	0	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	872	394	0	1654	362	0	0	0	219	0	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	872	394	0	1654	362	0	0	0	219	0	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	872	0	0	1654	0	0	0	0	219	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	872	0	0	1654	0	0	0	0	219	0	239
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	872	0	0	1654	0	0	0	0	219	0	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:	****				****							****
Green Time:	0.0	102	0.0	0.0	102	0.0	0.0	0.0	0.0	32.0	0.0	32.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.30	0.00	0.60
Delay/Veh:	0.0	6.8	0.0	0.0	9.5	0.0	0.0	0.0	0.0	45.0	0.0	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:	0.0	6.8	0.0	0.0	9.5	0.0	0.0	0.0	0.0	45.0	0.0	50.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	12	0	0	29	0	0	0	0	9	0	19

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



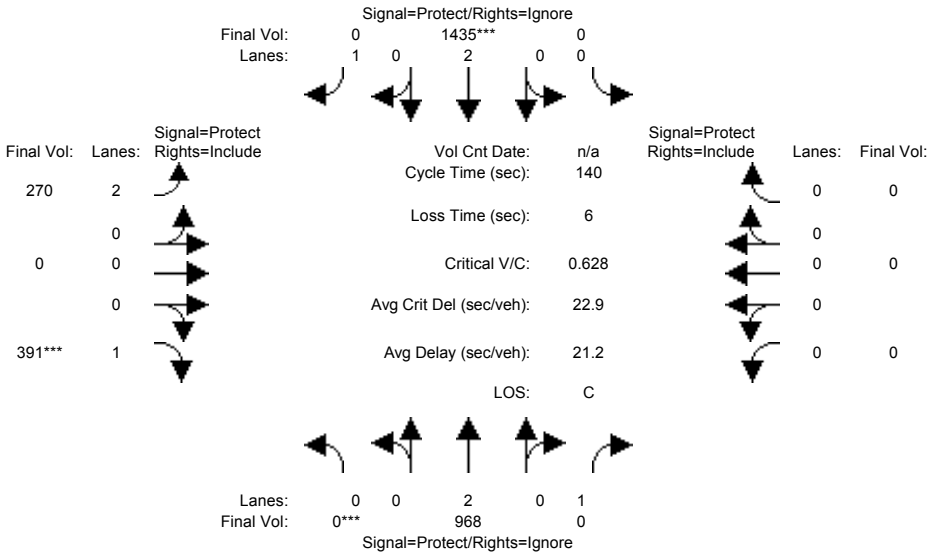
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		1488	469	0		637	269	218		13	439	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1488	469	0		637	269	218		13	439	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1488	469	0		637	269	218		13	439	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1488	0	0		637	0	218		13	439	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1488	0	0		637	0	218		13	439	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1488	0	0		637	0	218		13	439	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	1.90		0.10	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3318		198	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.39	0.00	0.00		0.17	0.00	0.07		0.07	0.25	0.00		0.00	0.00
Crit Moves:			****		****							****				
Green Time:	0.0		87.8	0.0	0.0		87.8	0.0	56.2		56.2	56.2	0.0		0.0	0.0
Volume/Cap:	0.00		0.67	0.00	0.00		0.29	0.00	0.18		0.18	0.67	0.00		0.00	0.00
Delay/Veh:	0.0		22.0	0.0	0.0		15.6	0.0	31.4		31.4	40.9	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		22.0	0.0	0.0		15.6	0.0	31.4		31.4	40.9	0.0		0.0	0.0
LOS by Move:	A		C	A	A		B	A	C		C	D	A		A	A
HCM2k95thQ:	0		38	0	0		13	0	7		7	32	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



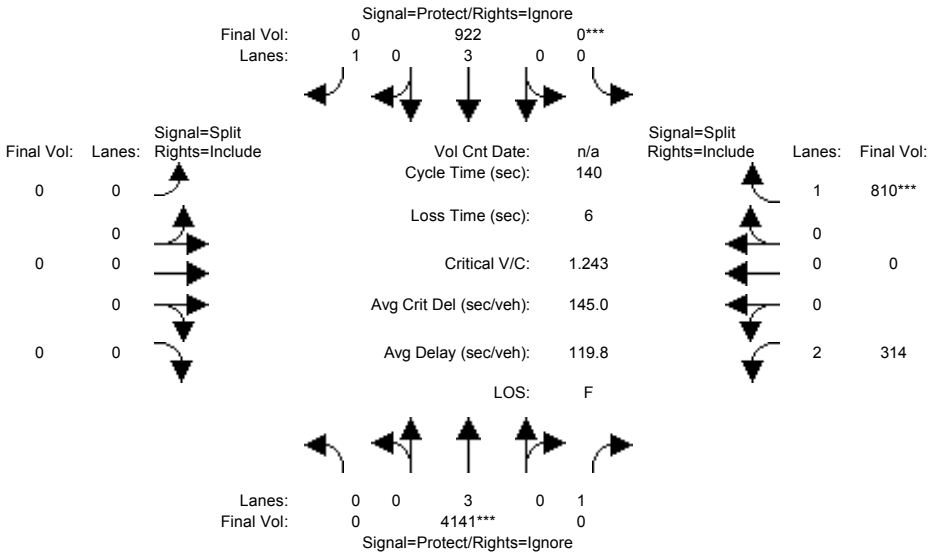
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		968	225	0		1435	466	270		0	391	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		968	225	0		1435	466	270		0	391	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		968	225	0		1435	466	270		0	391	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		968	0	0		1435	0	270		0	391	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		968	0	0		1435	0	270		0	391	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		968	0	0		1435	0	270		0	391	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.25	0.00	0.00		0.38	0.00	0.09		0.00	0.22	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	0.0		84.2	0.0	0.0		84.2	0.0	49.8		0.0	49.8	0.0		0.0	0.0
Volume/Cap:	0.00		0.42	0.00	0.00		0.63	0.00	0.24		0.00	0.63	0.00		0.00	0.00
Delay/Veh:	0.0		15.1	0.0	0.0		18.4	0.0	31.9		0.0	39.5	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:	0.0		15.1	0.0	0.0		18.4	0.0	31.9		0.0	39.5	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	C		A	D	A		A	A
HCM2k95thQ:	0		20	0	0		33	0	9		0	27	0		0	0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



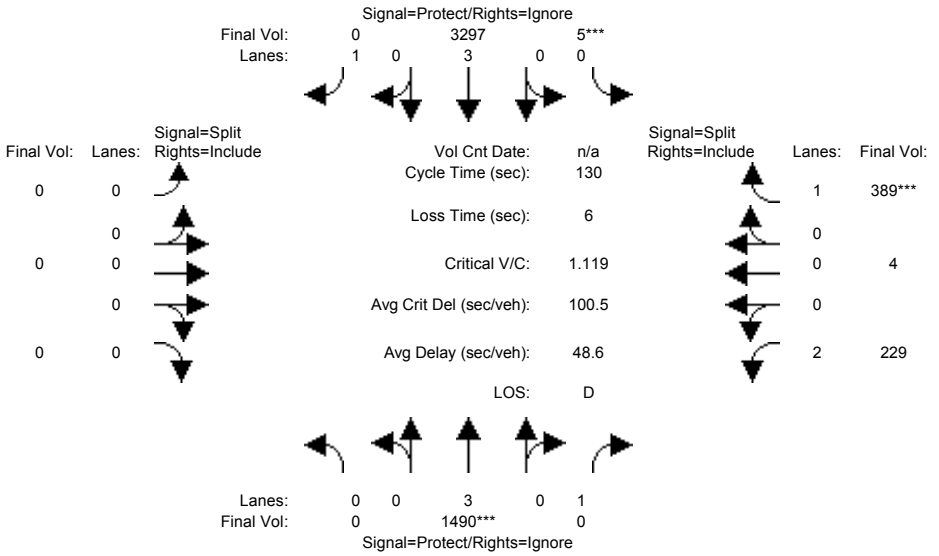
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		4141	179	0		922	193	0		0	0	314		0	810
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		4141	179	0		922	193	0		0	0	314		0	810
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		4141	179	0		922	193	0		0	0	314		0	810
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		4141	0	0		922	0	0		0	0	314		0	810
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		4141	0	0		922	0	0		0	0	314		0	810
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		4141	0	0		922	0	0		0	0	314		0	810
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		3.00	1.00	0.00		3.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		5700	1750	0		5700	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.73	0.00	0.00		0.16	0.00	0.00		0.00	0.00	0.10		0.00	0.46
Crit Moves:			****		****											****
Green Time:	0.0		81.9	0.0	0.0		81.9	0.0	0.0		0.0	0.0	52.1		0.0	52.1
Volume/Cap:	0.00		1.24	0.00	0.00		0.28	0.00	0.00		0.00	0.00	0.27		0.00	1.24
Delay/Veh:	0.0		141	0.0	0.0		14.5	0.0	0.0		0.0	0.0	30.7		0.0	165.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		141	0.0	0.0		14.5	0.0	0.0		0.0	0.0	30.7		0.0	165.8
LOS by Move:	A		F	A	A		B	A	A		A	A	C		A	F
HCM2k95thQ:	0		138	0	0		12	0	0		0	0	11		0	91

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



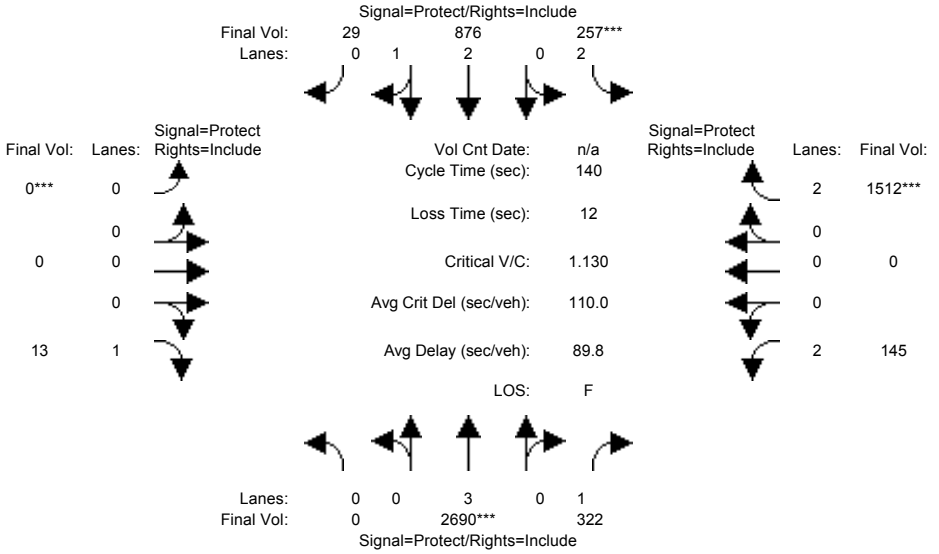
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		1490	301	5		3297	773	0		0	0	229		4	389
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1490	301	5		3297	773	0		0	0	229		4	389
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1490	301	5		3297	773	0		0	0	229		4	389
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1490	0	5		3297	0	0		0	0	229		4	389
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1490	0	5		3297	0	0		0	0	229		4	389
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1490	0	5		3297	0	0		0	0	229		4	389
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.95		0.98	0.92	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	0.00		3.00	1.00	0.01		2.99	1.00	0.00		0.00	0.00	1.97		0.03	1.00
Final Sat.:	0		5700	1750	8		5592	1750	0		0	0	3451		60	1800
Capacity Analysis Module:																
Vol/Sat:	0.00		0.26	0.00	0.59		0.59	0.00	0.00		0.00	0.00	0.07		0.07	0.22
Crit Moves:			****		****											****
Green Time:	0.0		30.4	0.0	68.5		98.9	0.0	0.0		0.0	0.0	25.1		25.1	25.1
Volume/Cap:	0.00		1.12	0.00	1.12		0.78	0.00	0.00		0.00	0.00	0.34		0.34	1.12
Delay/Veh:	0.0		114	0.0	89.4		10.0	0.0	0.0		0.0	0.0	45.4		45.4	127.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		114	0.0	89.4		10.0	0.0	0.0		0.0	0.0	45.4		45.4	127.6
LOS by Move:	A		F	A	F		B	A	A		A	A	D		D	F
HCM2k95thQ:	0		48	0	93		44	0	0		0	0	9		9	42

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



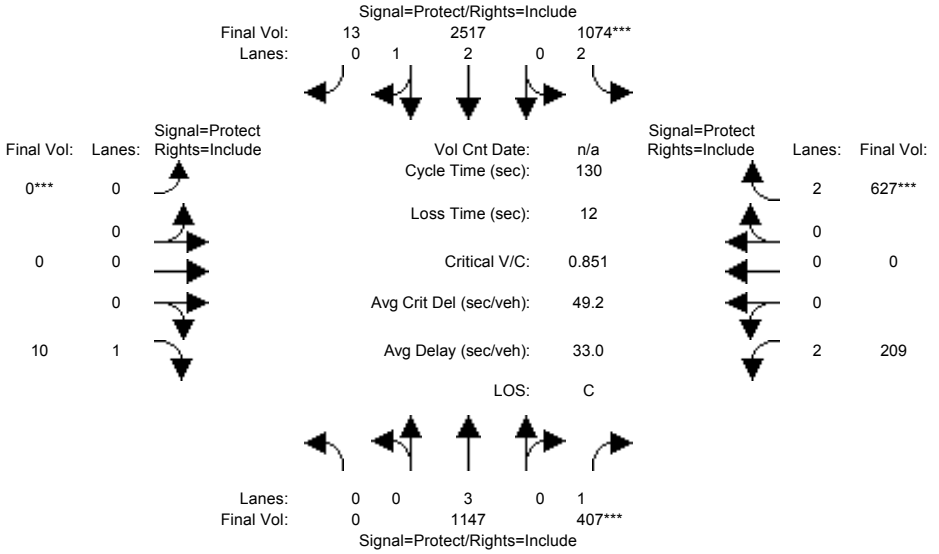
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2690	322	257	876	29	0	0	13	145	0	1512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2690	322	257	876	29	0	0	13	145	0	1512
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2690	322	257	876	29	0	0	13	145	0	1512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2690	322	257	876	29	0	0	13	145	0	1512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2690	322	257	876	29	0	0	13	145	0	1512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2690	322	257	876	29	0	0	13	145	0	1512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.90	0.10	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5420	179	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.18	0.08	0.16	0.16	0.00	0.00	0.01	0.05	0.00	0.48
Crit Moves:		****		****			****					****
Green Time:	0.0	58.4	58.4	10.1	68.6	68.6	0.0	0.0	5.6	53.8	0.0	59.4
Volume/Cap:	0.00	1.13	0.44	1.13	0.33	0.33	0.00	0.00	0.19	0.12	0.00	1.13
Delay/Veh:	0.0	105	29.5	164.2	21.8	21.8	0.0	0.0	66.3	27.8	0.0	108.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	105	29.5	164.2	21.8	21.8	0.0	0.0	66.3	27.8	0.0	108.9
LOS by Move:	A	F	C	F	C	C	A	A	E	C	A	F
HCM2k95thQ:	0	77	18	21	15	15	0	0	2	5	0	83

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



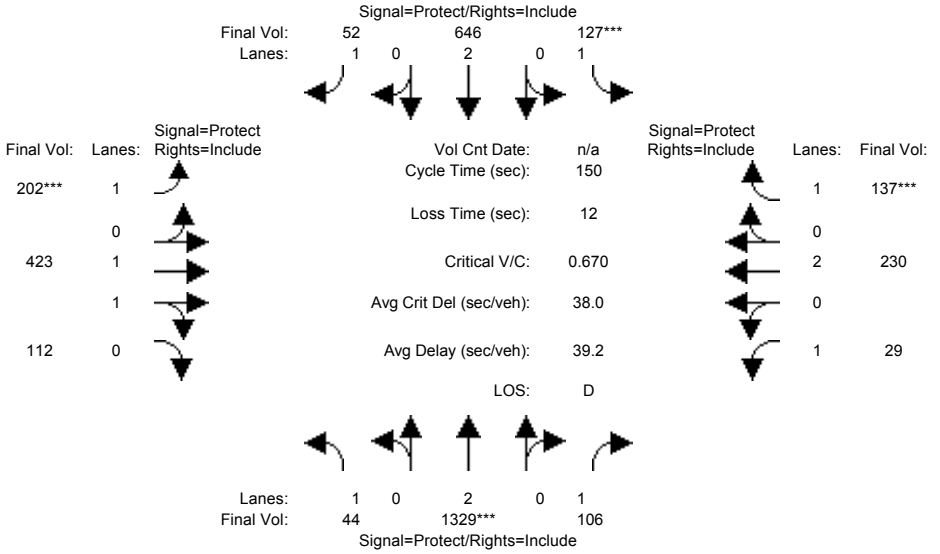
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1147	407	1074	2517	13	0	0	10	209	0	627
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1147	407	1074	2517	13	0	0	10	209	0	627
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.98	0.02	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5571	29	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.23	0.34	0.45	0.45	0.00	0.00	0.01	0.07	0.00	0.20
Crit Moves:			****	****			****					****
Green Time:	0.0	35.5	35.5	52.1	87.6	87.6	0.0	0.0	2.1	28.3	0.0	30.4
Volume/Cap:	0.00	0.74	0.85	0.85	0.67	0.67	0.00	0.00	0.35	0.30	0.00	0.85
Delay/Veh:	0.0	44.9	58.4	41.2	13.1	13.1	0.0	0.0	70.7	42.9	0.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.9	58.4	41.2	13.1	13.1	0.0	0.0	70.7	42.9	0.0	57.0
LOS by Move:	A	D	E	D	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	24	29	42	35	35	0	0	2	8	0	29

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3057: The Alameda/Hedding [Study Int 58]



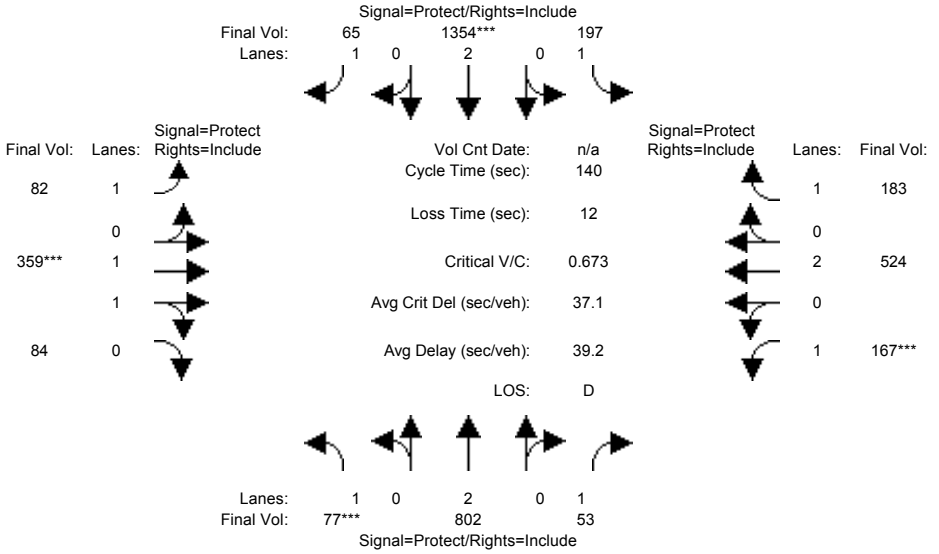
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	1329	106	127	646	52	202	423	112	29	230	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1329	106	127	646	52	202	423	112	29	230	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1329	106	127	646	52	202	423	112	29	230	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1329	106	127	646	52	202	423	112	29	230	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1329	106	127	646	52	202	423	112	29	230	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1329	106	127	646	52	202	423	112	29	230	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2925	774	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.06	0.07	0.17	0.03	0.12	0.14	0.14	0.02	0.06	0.08
Crit Moves:		****		****			****					****
Green Time:	20.4	78.3	78.3	16.3	74.2	74.2	25.9	32.8	32.8	10.6	17.5	17.5
Volume/Cap:	0.19	0.67	0.12	0.67	0.34	0.06	0.67	0.66	0.66	0.23	0.52	0.67
Delay/Veh:	57.8	27.2	18.3	73.2	23.2	19.8	63.8	55.6	55.6	66.9	63.3	71.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	27.2	18.3	73.2	23.2	19.8	63.8	55.6	55.6	66.9	63.3	71.8
LOS by Move:	E	C	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	4	36	5	12	16	3	19	22	22	3	9	12

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3057: The Alameda/Hedding [Study Int 58]



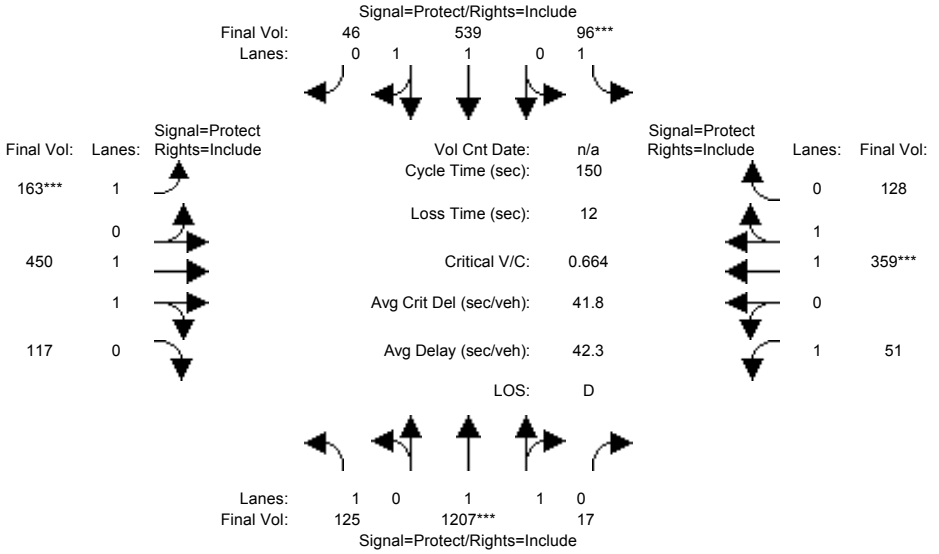
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	802	53	197	1354	65	82	359	84	167	524	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	802	53	197	1354	65	82	359	84	167	524	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	802	53	197	1354	65	82	359	84	167	524	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	802	53	197	1354	65	82	359	84	167	524	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	802	53	197	1354	65	82	359	84	167	524	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:	77	802	53	197	1354	65	82	359	84	167	524	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2998	701	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.03	0.11	0.36	0.04	0.05	0.12	0.12	0.10	0.14	0.10
Crit Moves:	****				****			****			****	
Green Time:	9.2	54.3	54.3	29.0	74.1	74.1	11.9	24.9	24.9	19.8	32.8	32.8
Volume/Cap:	0.67	0.54	0.08	0.54	0.67	0.07	0.55	0.67	0.67	0.67	0.59	0.45
Delay/Veh:	78.6	33.7	27.1	51.3	25.0	16.1	65.9	56.5	56.5	64.1	48.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	33.7	27.1	51.3	25.0	16.1	65.9	56.5	56.5	64.1	48.6	46.6
LOS by Move:	E	C	C	D	C	B	E	E	E	E	D	D
HCM2k95thQ:	7	23	3	15	35	3	9	19	19	14	18	13

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3058: The Alameda/Naglee [Study Int 59]



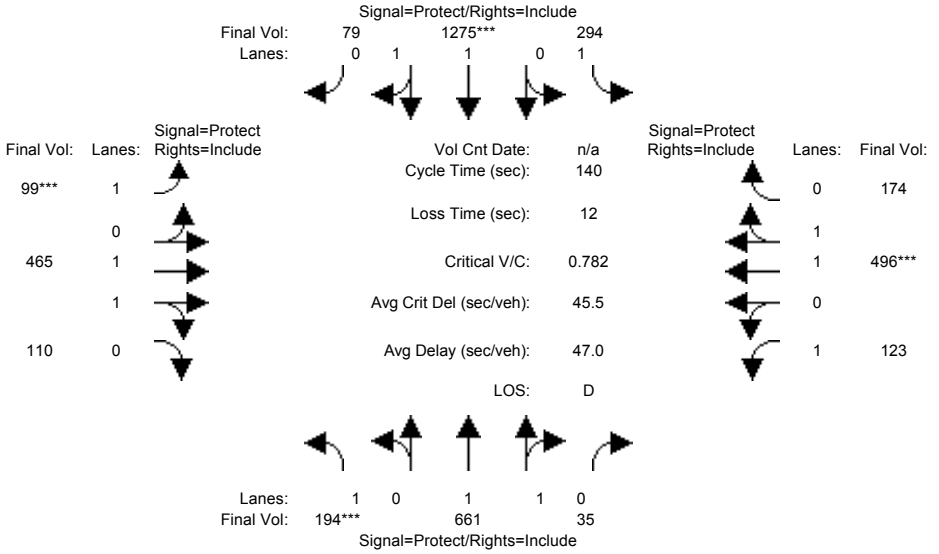
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1207	17	96	539	46	163	450	117	51	359	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1207	17	96	539	46	163	450	117	51	359	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1207	17	96	539	46	163	450	117	51	359	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1207	17	96	539	46	163	450	117	51	359	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1207	17	96	539	46	163	450	117	51	359	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1207	17	96	539	46	163	450	117	51	359	128
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.84	0.16	1.00	1.58	0.42	1.00	1.46	0.54
Final Sat.:	1750	3649	51	1750	3409	291	1750	2936	763	1750	2727	972
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.05	0.16	0.16	0.09	0.15	0.15	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	27.1	74.8	74.8	12.4	60.1	60.1	21.1	39.0	39.0	11.9	29.8	29.8
Volume/Cap:	0.39	0.66	0.66	0.66	0.39	0.39	0.66	0.59	0.59	0.37	0.66	0.66
Delay/Veh:	55.0	29.1	29.1	77.8	32.2	32.2	67.8	49.5	49.5	67.2	57.8	57.8
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:	55.0	29.1	29.1	77.8	32.2	32.2	67.8	49.5	49.5	67.2	57.8	57.8
LOS by Move:	E	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	11	36	36	9	17	17	16	22	22	5	19	19

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3058: The Alameda/Naglee [Study Int 59]



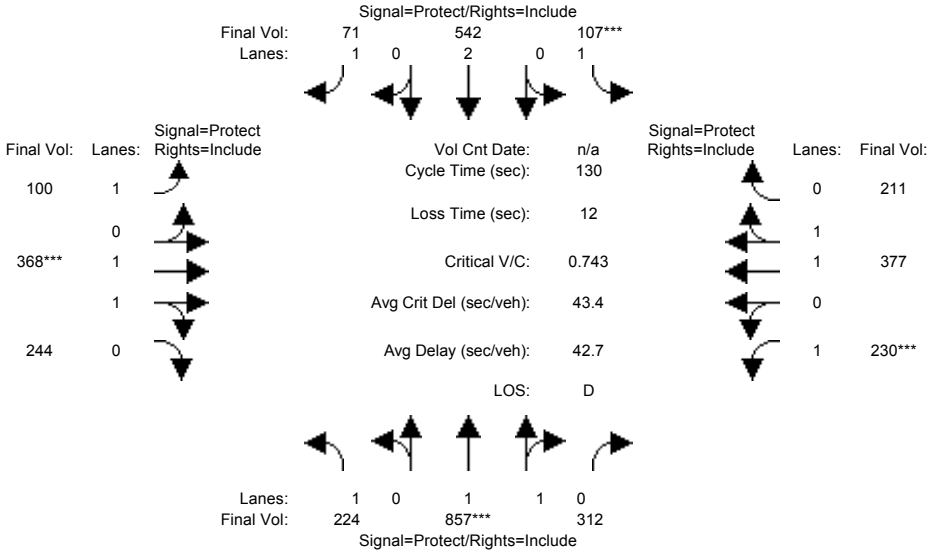
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	194		661	35	294		1275	79	99		465	110	123		496	174
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	194		661	35	294		1275	79	99		465	110	123		496	174
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	194		661	35	294		1275	79	99		465	110	123		496	174
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	194		661	35	294		1275	79	99		465	110	123		496	174
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	194		661	35	294		1275	79	99		465	110	123		496	174
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	194		661	35	294		1275	79	99		465	110	123		496	174
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.90	0.10	1.00		1.88	0.12	1.00		1.61	0.39	1.00		1.47	0.53
Final Sat.:	1750		3514	186	1750		3484	216	1750		2992	708	1750		2738	961
Capacity Analysis Module:																
Vol/Sat:	0.11		0.19	0.19	0.17		0.37	0.37	0.06		0.16	0.16	0.07		0.18	0.18
Crit Moves:	****						****		****						****	
Green Time:	19.9		45.1	45.1	40.3		65.6	65.6	10.1		29.3	29.3	13.3		32.4	32.4
Volume/Cap:	0.78		0.58	0.58	0.58		0.78	0.78	0.78		0.74	0.74	0.74		0.78	0.78
Delay/Veh:	72.7		40.3	40.3	44.4		33.6	33.6	90.1		55.7	55.7	78.1		55.1	55.1
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:	72.7		40.3	40.3	44.4		33.6	33.6	90.1		55.7	55.7	78.1		55.1	55.1
LOS by Move:	E		D	D	D		C	C	F		E	E	E		E	E
HCM2k95thQ:	19		23	23	20		41	41	12		24	24	11		25	25

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



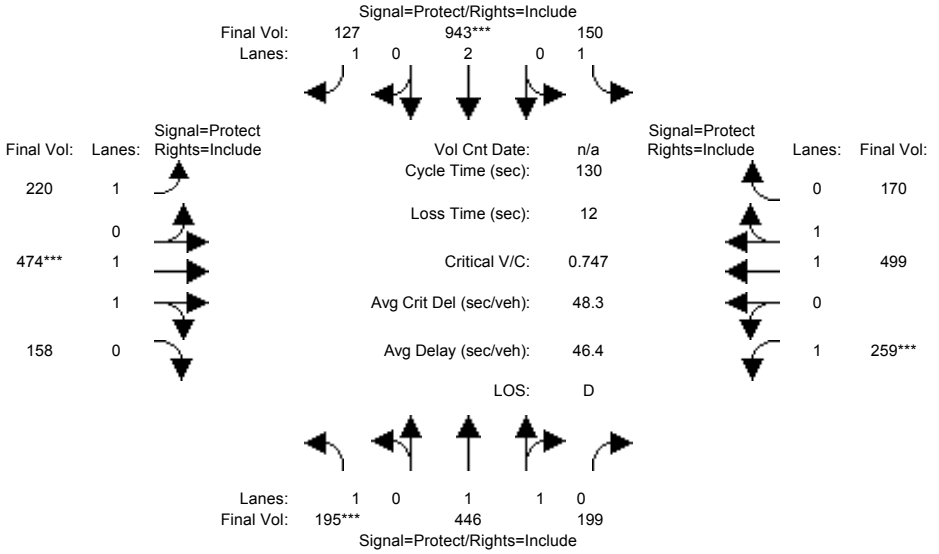
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	224	857	312	107	542	71	100	368	244	230	377	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	857	312	107	542	71	100	368	244	230	377	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	857	312	107	542	71	100	368	244	230	377	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	857	312	107	542	71	100	368	244	230	377	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	857	312	107	542	71	100	368	244	230	377	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:	224	857	312	107	542	71	100	368	244	230	377	211
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.18	0.82	1.00	1.26	0.74
Final Sat.:	1750	2712	987	1750	3800	1750	1750	2224	1474	1750	2371	1327
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.06	0.14	0.04	0.06	0.17	0.17	0.13	0.16	0.16
Crit Moves:		****		****				****			****	
Green Time:	31.2	55.3	55.3	10.7	34.8	34.8	13.7	29.0	29.0	23.0	38.2	38.2
Volume/Cap:	0.53	0.74	0.74	0.74	0.53	0.15	0.54	0.74	0.74	0.74	0.54	0.54
Delay/Veh:	44.4	33.3	33.3	76.9	41.2	36.5	58.3	50.7	50.7	60.0	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	33.3	33.3	76.9	41.2	36.5	58.3	50.7	50.7	60.0	39.1	39.1
LOS by Move:	D	C	C	E	D	D	E	D	D	E	D	D
HCM2k95thQ:	16	35	35	12	18	5	8	22	22	18	18	18

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



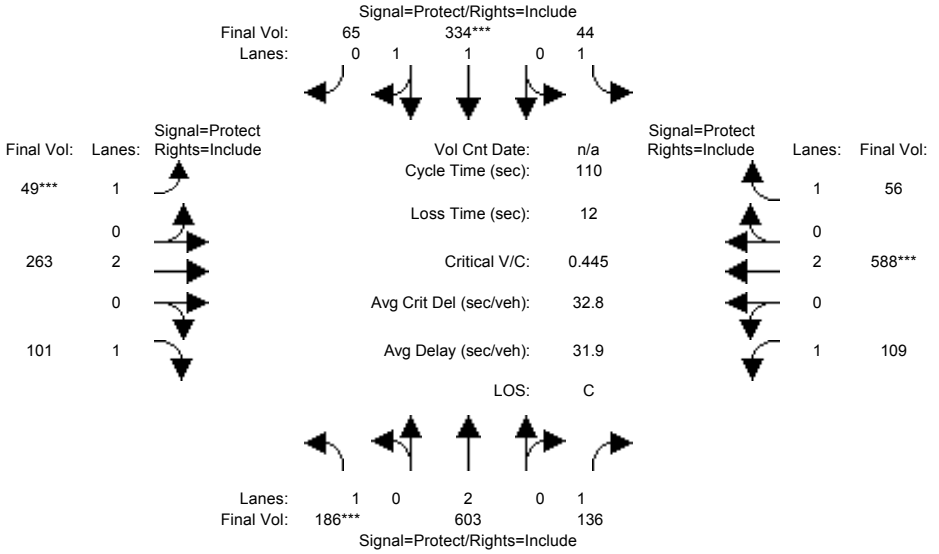
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	446	199	150	943	127	220	474	158	259	499	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	446	199	150	943	127	220	474	158	259	499	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	446	199	150	943	127	220	474	158	259	499	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	446	199	150	943	127	220	474	158	259	499	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	446	199	150	943	127	220	474	158	259	499	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	446	199	150	943	127	220	474	158	259	499	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.37	0.63	1.00	2.00	1.00	1.00	1.49	0.51	1.00	1.48	0.52
Final Sat.:	1750	2558	1141	1750	3800	1750	1750	2774	925	1750	2759	940
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.09	0.25	0.07	0.13	0.17	0.17	0.15	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	19.4	41.9	41.9	20.6	43.2	43.2	22.7	29.7	29.7	25.7	32.7	32.7
Volume/Cap:	0.75	0.54	0.54	0.54	0.75	0.22	0.72	0.75	0.75	0.75	0.72	0.72
Delay/Veh:	64.2	36.6	36.6	52.5	41.1	31.5	58.6	50.4	50.4	57.7	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	36.6	36.6	52.5	41.1	31.5	58.6	50.4	50.4	57.7	47.2	47.2
LOS by Move:	E	D	D	D	D	C	E	D	D	E	D	D
HCM2k95thQ:	18	20	20	13	31	8	17	22	22	20	23	23

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3064: ALUM ROCK/KING [Study Int 17]



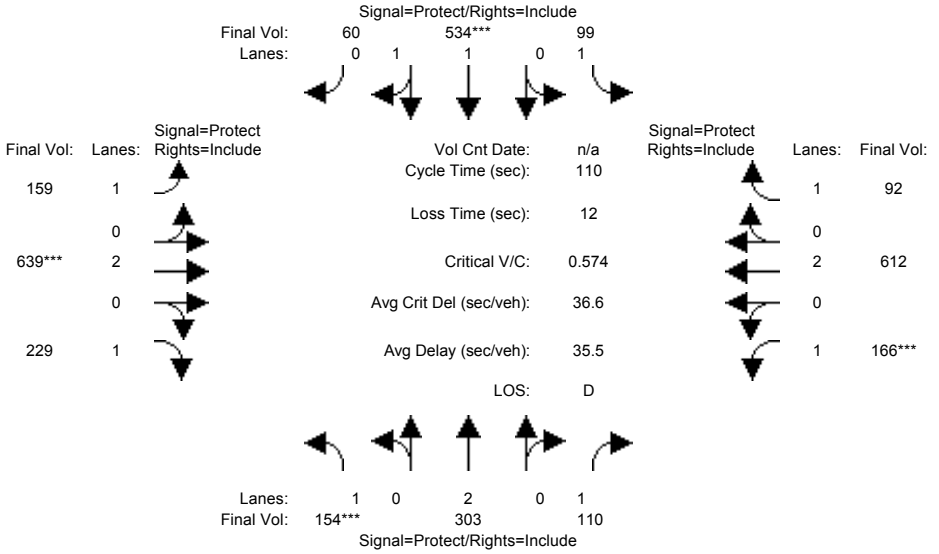
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	603	136	44	334	65	49	263	101	109	588	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	603	136	44	334	65	49	263	101	109	588	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	603	136	44	334	65	49	263	101	109	588	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	603	136	44	334	65	49	263	101	109	588	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	603	136	44	334	65	49	263	101	109	588	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	603	136	44	334	65	49	263	101	109	588	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3097	603	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.08	0.03	0.11	0.11	0.03	0.07	0.06	0.06	0.15	0.03
Crit Moves:	****				****		****				****	
Green Time:	26.2	37.7	37.7	15.1	26.6	26.6	7.0	26.6	26.6	18.6	38.2	38.2
Volume/Cap:	0.45	0.46	0.23	0.18	0.45	0.45	0.44	0.29	0.24	0.37	0.45	0.09
Delay/Veh:	36.5	28.5	26.0	42.3	35.8	35.8	52.4	34.2	33.9	41.3	28.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	28.5	26.0	42.3	35.8	35.8	52.4	34.2	33.9	41.3	28.0	24.3
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	11	15	7	3	11	11	4	7	6	7	15	3

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3064: ALUM ROCK/KING [Study Int 17]



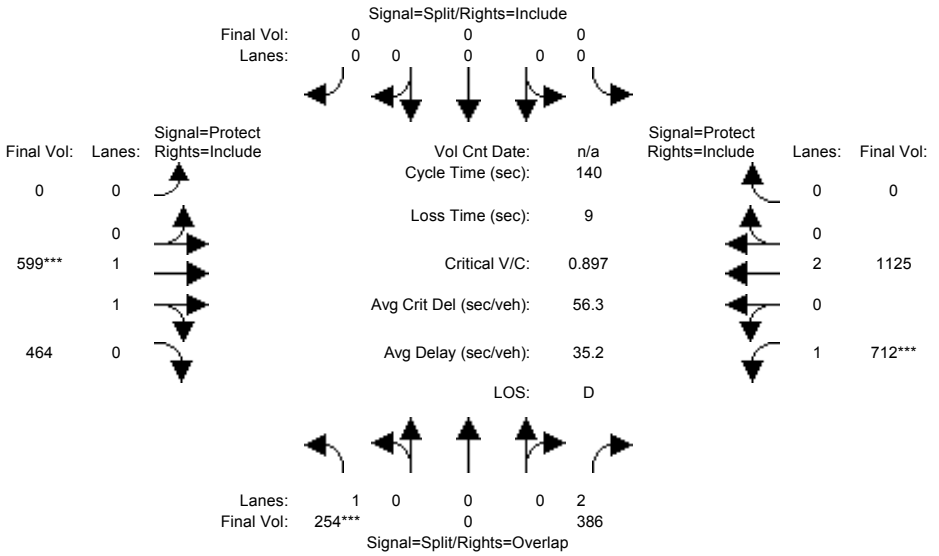
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	303	110	99	534	60	159	639	229	166	612	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	303	110	99	534	60	159	639	229	166	612	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	303	110	99	534	60	159	639	229	166	612	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	303	110	99	534	60	159	639	229	166	612	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	303	110	99	534	60	159	639	229	166	612	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:	154	303	110	99	534	60	159	639	229	166	612	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3326	374	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.06	0.06	0.16	0.16	0.09	0.17	0.13	0.09	0.16	0.05
Crit Moves:	****				****			****			****	
Green Time:	16.9	28.0	28.0	19.6	30.8	30.8	18.2	32.2	32.2	18.2	32.2	32.2
Volume/Cap:	0.57	0.31	0.25	0.32	0.57	0.57	0.55	0.57	0.45	0.57	0.55	0.18
Delay/Veh:	46.3	33.4	32.9	40.0	34.8	34.8	44.4	33.8	32.3	45.1	33.4	29.2
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:	46.3	33.4	32.9	40.0	34.8	34.8	44.4	33.8	32.3	45.1	33.4	29.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	10	8	6	6	16	16	10	17	13	12	17	5

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



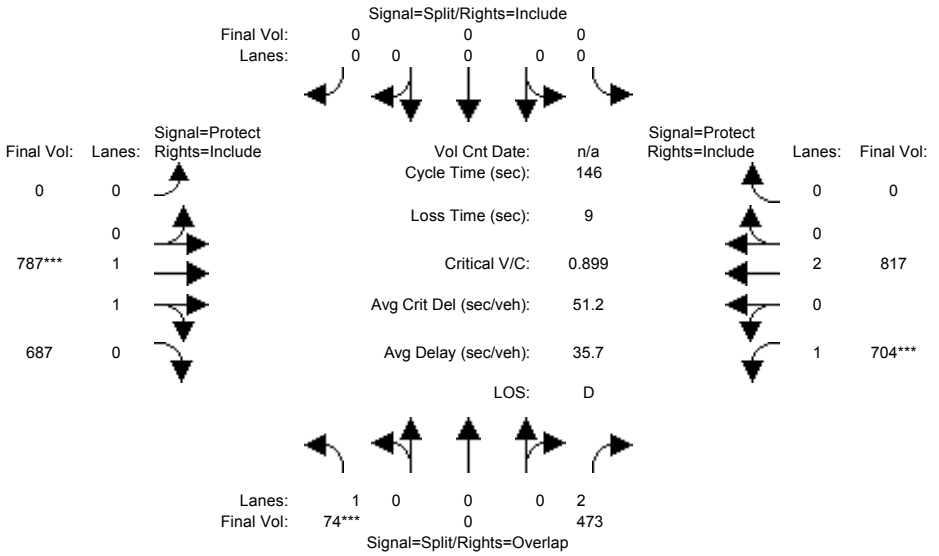
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module:																
Base Vol:	254		0	386	0		0	0	0		599	464	712		1125	0
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:	254		0	386	0		0	0	0		599	464	712		1125	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	254		0	386	0		0	0	0		599	464	712		1125	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	254		0	386	0		0	0	0		599	464	712		1125	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	254		0	386	0		0	0	0		599	464	712		1125	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	254		0	386	0		0	0	0		599	464	712		1125	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.10		0.90	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0		2084	1614	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00		0.12	0.00	0.00		0.00	0.00	0.29		0.29	0.41	0.30		0.00
Crit Moves:	****									****			****			
Green Time:	22.6		0.0	86.1	0.0		0.0	0.0	0.0	44.9		44.9	63.5	108		0.0
Volume/Cap:	0.90	0.00		0.20	0.00	0.00		0.00	0.00	0.90		0.90	0.90	0.38		0.00
Delay/Veh:	86.2		0.0	11.9	0.0		0.0	0.0	0.0	54.6		54.6	48.2	5.2		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:	86.2		0.0	11.9	0.0		0.0	0.0	0.0	54.6		54.6	48.2	5.2		0.0
LOS by Move:	F		A	B	A		A	A	A	D		D	D	A		A
HCM2k95thQ:	26		0	8	0		0	0	0	39		39	53	14		0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



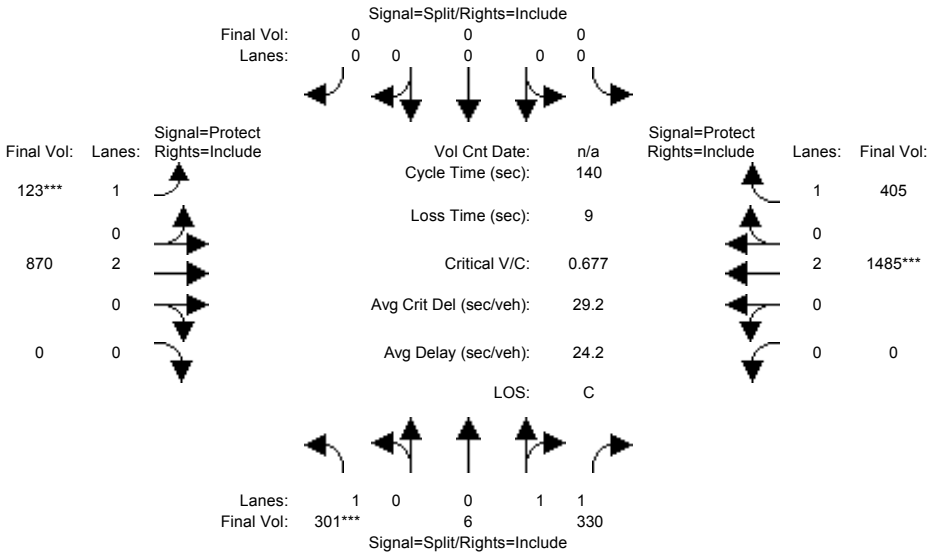
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module:																
Base Vol:	74		0	473	0		0	0	0		787	687	704		817	0
Growth 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:	74		0	473	0		0	0	0		787	687	704		817	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	74		0	473	0		0	0	0		787	687	704		817	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	74		0	473	0		0	0	0		787	687	704		817	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	74		0	473	0		0	0	0		787	687	704		817	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	74		0	473	0		0	0	0		787	687	704		817	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	1.00		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.04		0.96	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0	1974		1723	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00		0.15	0.00	0.00		0.00	0.00	0.40		0.40	0.40	0.22		0.00
Crit Moves:	****									****			****			
Green Time:	10.0		0.0	73.8	0.0		0.0	0.0	0.0	63.2		63.2	63.8	127		0.0
Volume/Cap:	0.62	0.00		0.30	0.00	0.00		0.00	0.00	0.92		0.92	0.92	0.25		0.00
Delay/Veh:	75.5		0.0	21.1	0.0		0.0	0.0	0.0	48.1		48.1	55.1	1.6		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:	75.5		0.0	21.1	0.0		0.0	0.0	0.0	48.1		48.1	55.1	1.6		0.0
LOS by Move:	E		A	C	A		A	A	A	D		D	E	A		A
HCM2k95thQ:	9		0	14	0		0	0	0	54		54	56	6		0

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3211: 101/McKEE(E) [Study Int 5]



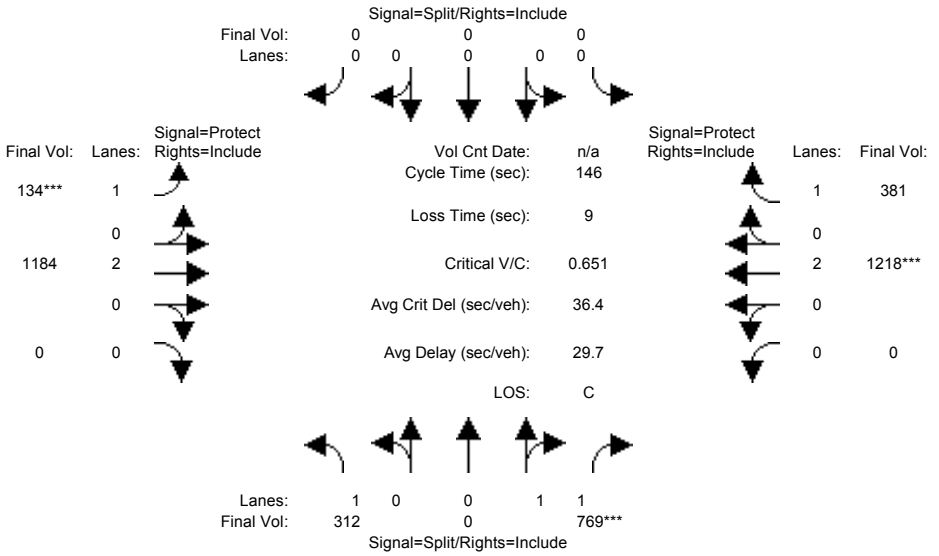
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	301	6	330	0	0	0	123	870	0	0	1485	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	6	330	0	0	0	123	870	0	0	1485	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	6	330	0	0	0	123	870	0	0	1485	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	6	330	0	0	0	123	870	0	0	1485	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	6	330	0	0	0	123	870	0	0	1485	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	6	330	0	0	0	123	870	0	0	1485	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	64	3536	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.39	0.23
Crit Moves:	****						****				****	
Green Time:	35.6	35.6	35.6	0.0	0.0	0.0	14.5	95.4	0.0	0.0	80.9	80.9
Volume/Cap:	0.68	0.37	0.37	0.00	0.00	0.00	0.68	0.34	0.00	0.00	0.68	0.40
Delay/Veh:	51.2	43.2	43.2	0.0	0.0	0.0	70.2	9.3	0.0	0.0	21.4	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	43.2	43.2	0.0	0.0	0.0	70.2	9.3	0.0	0.0	21.4	16.5
LOS by Move:	D	D	D	A	A	A	E	A	A	A	C	B
HCM2k95thQ:	24	12	12	0	0	0	13	14	0	0	36	18

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3211: 101/McKEE(E) [Study Int 5]



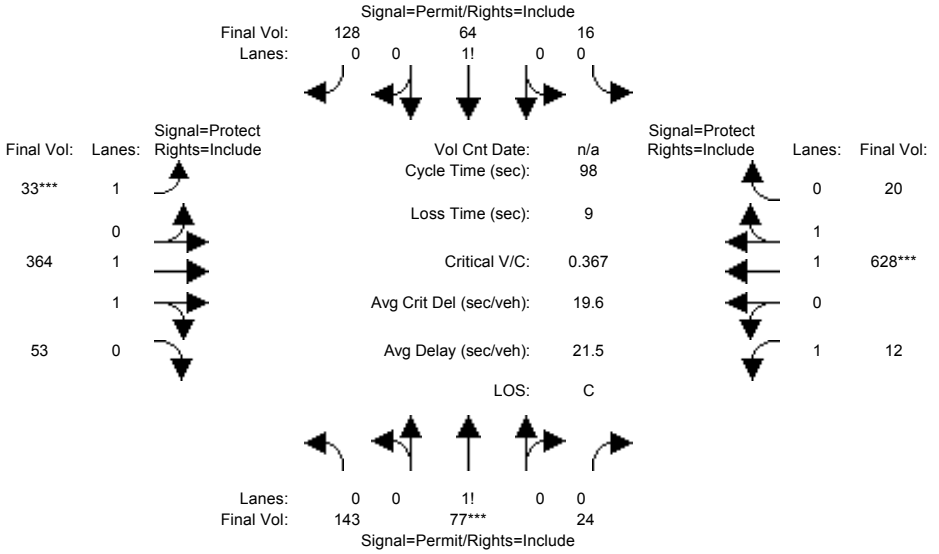
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	312		0	769	0		0	0	134		1184	0	0		1218	381
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	312		0	769	0		0	0	134		1184	0	0		1218	381
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	312		0	769	0		0	0	134		1184	0	0		1218	381
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	312		0	769	0		0	0	134		1184	0	0		1218	381
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	312		0	769	0		0	0	134		1184	0	0		1218	381
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	312		0	769	0		0	0	134		1184	0	0		1218	381
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		0.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	1750		0	3600	0		0	0	1750		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.00	0.21	0.00		0.00	0.00	0.08		0.31	0.00	0.00		0.32	0.22
Crit Moves:				****					****						****	
Green Time:	47.9		0.0	47.9	0.0		0.0	0.0	17.2		89.1	0.0	0.0		71.9	71.9
Volume/Cap:	0.54		0.00	0.65	0.00		0.00	0.00	0.65		0.51	0.00	0.00		0.65	0.44
Delay/Veh:	41.2		0.0	43.2	0.0		0.0	0.0	68.7		16.3	0.0	0.0		28.5	24.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	41.2		0.0	43.2	0.0		0.0	0.0	68.7		16.3	0.0	0.0		28.5	24.4
LOS by Move:	D		A	D	A		A	A	E		B	A	A		C	C
HCM2k95thQ:	22		0	28	0		0	0	14		26	0	0		33	21

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



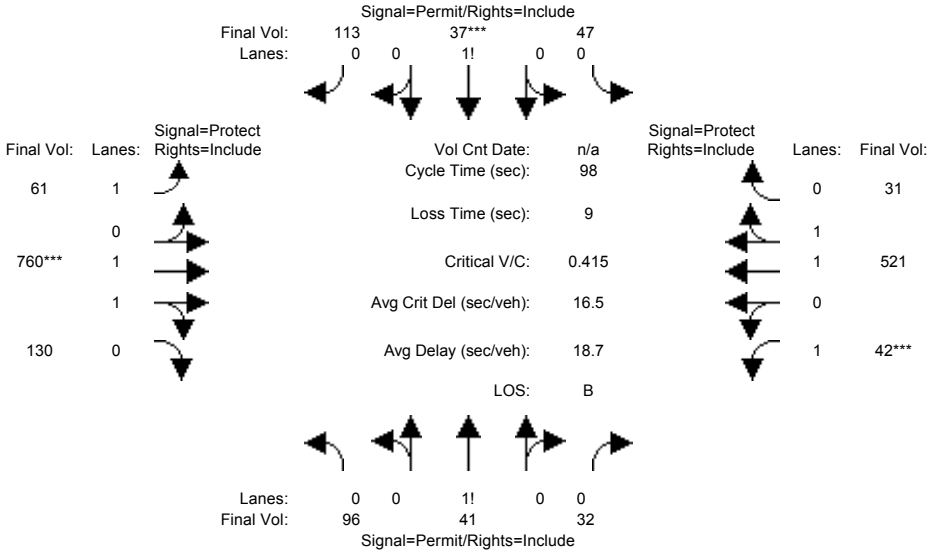
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	77	24	16	64	128	33	364	53	12	628	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	77	24	16	64	128	33	364	53	12	628	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	77	24	16	64	128	33	364	53	12	628	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	77	24	16	64	128	33	364	53	12	628	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	77	24	16	64	128	33	364	53	12	628	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	77	24	16	64	128	33	364	53	12	628	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.59	0.31	0.10	0.08	0.31	0.61	1.00	1.74	0.26	1.00	1.94	0.06
Final Sat.:	1026	552	172	135	538	1077	1750	3229	470	1750	3586	114
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.02	0.11	0.11	0.01	0.18	0.18
Crit Moves:		****					****				****	
Green Time:	36.3	36.3	36.3	36.3	36.3	36.3	7.0	32.2	32.2	20.4	45.7	45.7
Volume/Cap:	0.38	0.38	0.38	0.32	0.32	0.32	0.26	0.34	0.34	0.03	0.38	0.38
Delay/Veh:	22.9	22.9	22.9	22.3	22.3	22.3	44.2	25.0	25.0	31.0	17.1	17.1
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:	22.9	22.9	22.9	22.3	22.3	22.3	44.2	25.0	25.0	31.0	17.1	17.1
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	11	11	11	9	9	9	2	9	9	1	12	12

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



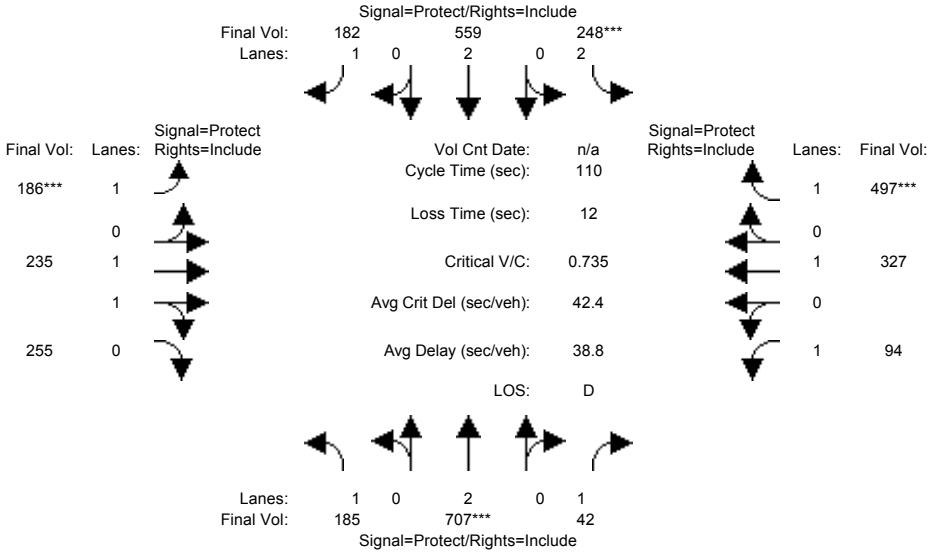
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	41	32	47	37	113	61	760	130	42	521	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	41	32	47	37	113	61	760	130	42	521	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	41	32	47	37	113	61	760	130	42	521	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	41	32	47	37	113	61	760	130	42	521	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	41	32	47	37	113	61	760	130	42	521	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	41	32	47	37	113	61	760	130	42	521	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.57	0.24	0.19	0.24	0.19	0.57	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	994	425	331	418	329	1004	1750	3159	540	1750	3492	208
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.11	0.11	0.11	0.03	0.24	0.24	0.02	0.15	0.15
Crit Moves:					****			****			****	
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	20.4	55.9	55.9	7.0	42.5	42.5
Volume/Cap:	0.36	0.36	0.36	0.42	0.42	0.42	0.17	0.42	0.42	0.34	0.34	0.34
Delay/Veh:	29.6	29.6	29.6	30.3	30.3	30.3	32.1	12.1	12.1	44.9	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	29.6	29.6	30.3	30.3	30.3	32.1	12.1	12.1	44.9	18.6	18.6
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	9	9	9	10	10	10	3	14	14	3	11	11

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



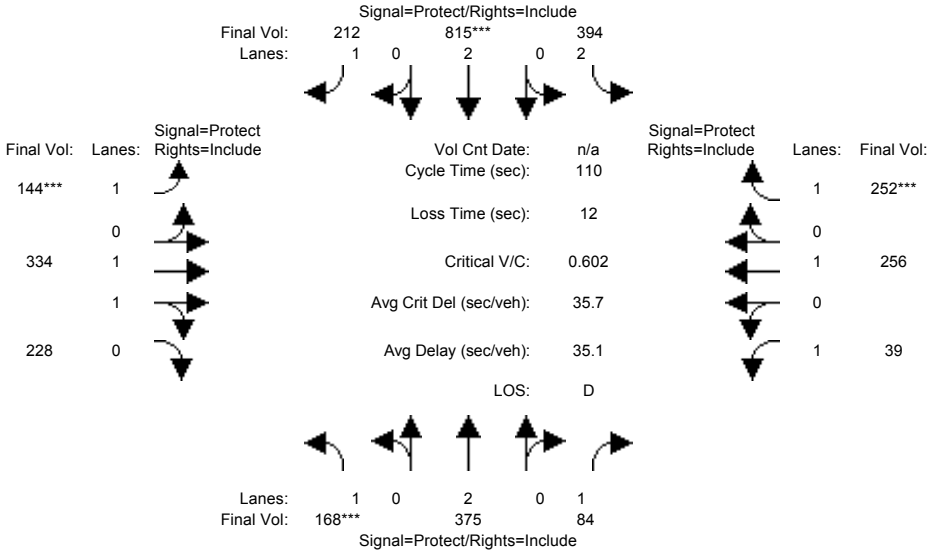
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	185	707	42	248	559	182	186	235	255	94	327	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	707	42	248	559	182	186	235	255	94	327	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	707	42	248	559	182	186	235	255	94	327	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	707	42	248	559	182	186	235	255	94	327	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	707	42	248	559	182	186	235	255	94	327	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	707	42	248	559	182	186	235	255	94	327	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.02	0.08	0.15	0.10	0.11	0.12	0.15	0.05	0.17	0.28
Crit Moves:		****		****			****					****
Green Time:	16.6	27.8	27.8	11.8	23.0	23.0	15.9	40.6	40.6	17.7	42.5	42.5
Volume/Cap:	0.70	0.74	0.09	0.74	0.70	0.50	0.74	0.33	0.39	0.33	0.45	0.74
Delay/Veh:	52.6	40.7	31.5	55.8	43.1	39.4	55.7	25.1	25.8	41.6	25.5	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	40.7	31.5	55.8	43.1	39.4	55.7	25.1	25.8	41.6	25.5	33.1
LOS by Move:	D	D	C	E	D	D	E	C	C	D	C	C
HCM2k95thQ:	13	20	2	13	18	12	13	11	13	7	15	29

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



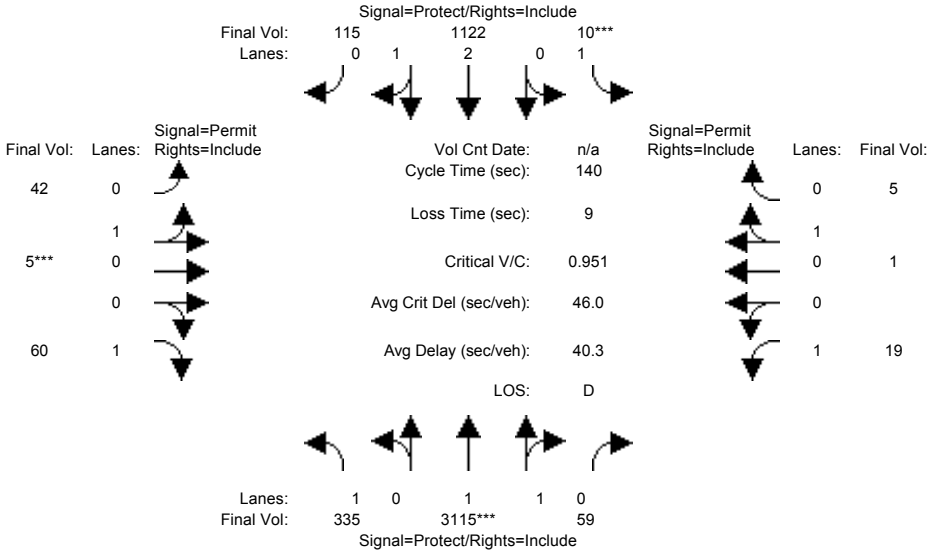
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	375	84	394	815	212	144	334	228	39	256	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	375	84	394	815	212	144	334	228	39	256	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	375	84	394	815	212	144	334	228	39	256	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	375	84	394	815	212	144	334	228	39	256	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	375	84	394	815	212	144	334	228	39	256	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	375	84	394	815	212	144	334	228	39	256	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.17	0.83	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	2198	1500	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.05	0.13	0.21	0.12	0.08	0.15	0.15	0.02	0.13	0.14
Crit Moves:	****				****		****					****
Green Time:	17.5	25.0	25.0	31.7	39.2	39.2	15.0	29.1	29.1	12.2	26.3	26.3
Volume/Cap:	0.60	0.43	0.21	0.43	0.60	0.34	0.60	0.57	0.57	0.20	0.56	0.60
Delay/Veh:	46.7	36.8	34.8	32.2	29.8	26.3	49.0	35.9	35.9	45.0	38.4	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	36.8	34.8	32.2	29.8	26.3	49.0	35.9	35.9	45.0	38.4	39.7
LOS by Move:	D	D	C	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	11	10	5	13	21	11	10	16	16	3	15	17

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



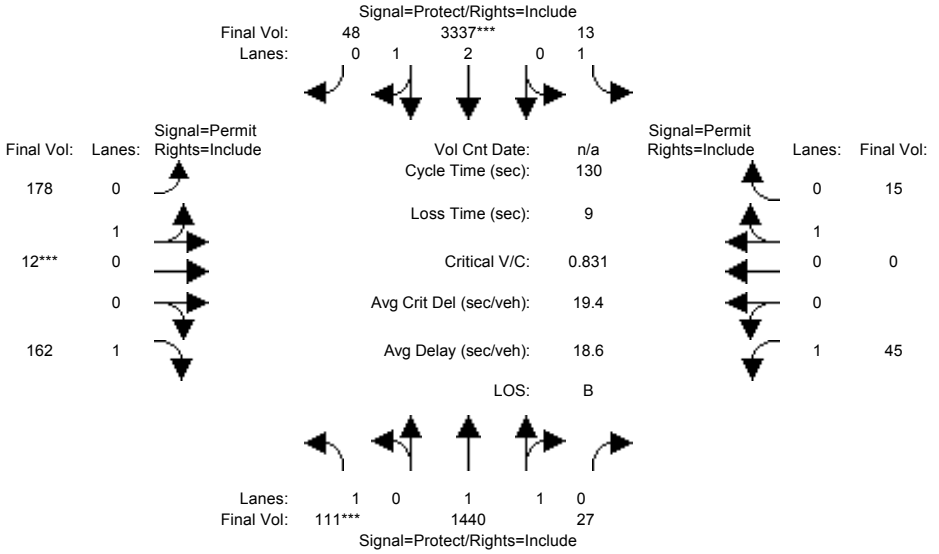
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	335	3115	59	10	1122	115	42	5	60	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	3115	59	10	1122	115	42	5	60	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	3115	59	10	1122	115	42	5	60	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3115	59	10	1122	115	42	5	60	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3115	59	10	1122	115	42	5	60	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	3115	59	10	1122	115	42	5	60	19	1	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.71	0.29	0.89	0.11	1.00	1.00	0.17	0.83
Final Sat.:	1750	3631	69	1750	5079	521	1609	191	1750	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.86	0.86	0.01	0.22	0.22	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	56.2	114	114.0	7.0	64.8	64.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.48	1.05	1.05	0.11	0.48	0.48	0.37	0.37	0.48	0.15	0.05	0.05
Delay/Veh:	31.6	45.7	45.7	64.1	26.0	26.0	63.7	63.7	65.4	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	45.7	45.7	64.1	26.0	26.0	63.7	63.7	65.4	61.6	60.7	60.7
LOS by Move:	C	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	20	121	121	1	21	21	5	5	7	2	1	1

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

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



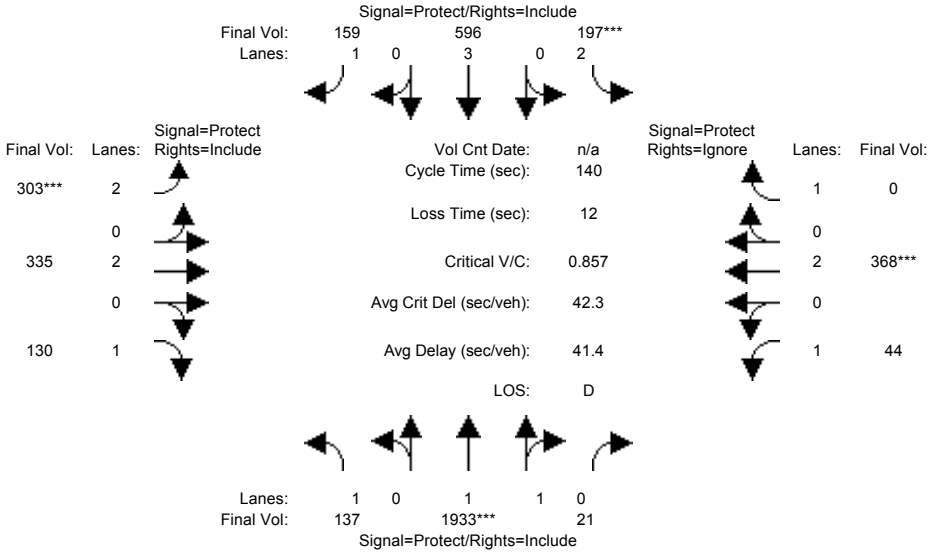
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	1440	27	13	3337	48	178	12	162	45	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1440	27	13	3337	48	178	12	162	45	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1440	27	13	3337	48	178	12	162	45	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1440	27	13	3337	48	178	12	162	45	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1440	27	13	3337	48	178	12	162	45	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1440	27	13	3337	48	178	12	162	45	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.96	0.04	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3632	68	1750	5520	79	1686	114	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.01	0.60	0.60	0.11	0.11	0.09	0.03	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	9.9	92.0	92.0	12.5	94.6	94.6	16.5	16.5	16.5	16.5	0.0	16.5
Volume/Cap:	0.83	0.56	0.56	0.08	0.83	0.83	0.83	0.83	0.73	0.20	0.00	0.07
Delay/Veh:	92.8	9.5	9.5	53.7	13.8	13.8	77.3	77.3	66.1	51.3	0.0	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	9.5	9.5	53.7	13.8	13.8	77.3	77.3	66.1	51.3	0.0	50.1
LOS by Move:	F	A	A	D	B	B	E	E	E	D	A	D
HCM2k95thQ:	10	26	26	1	47	47	19	19	15	4	0	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3413: Coleman/Hedding [Study Int 38]



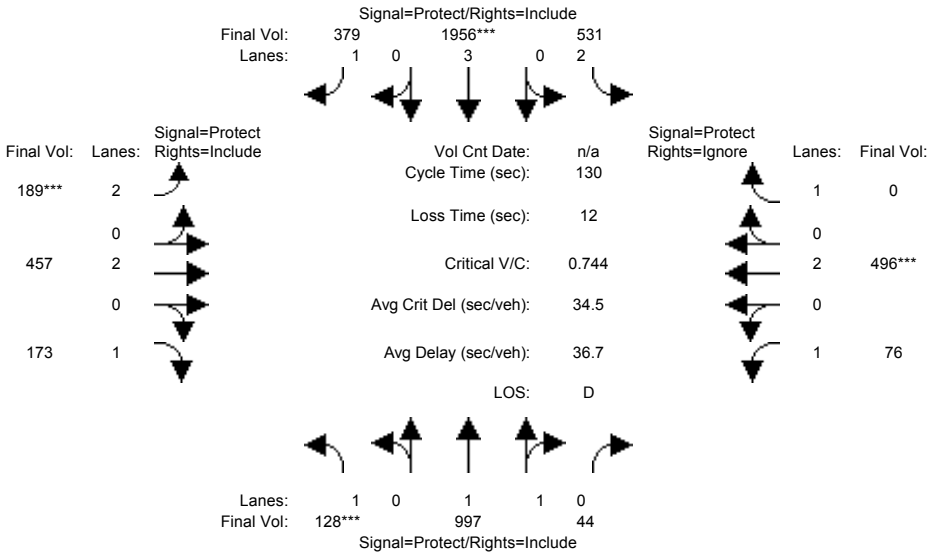
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	137		1933	21	197		596	159	303		335	130	44		368	792
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	137		1933	21	197		596	159	303		335	130	44		368	792
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	137		1933	21	197		596	159	303		335	130	44		368	792
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:	137		1933	21	197		596	159	303		335	130	44		368	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	137		1933	21	197		596	159	303		335	130	44		368	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:	137		1933	21	197		596	159	303		335	130	44		368	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.83		0.83	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.98	0.02	2.00		3.00	1.00	2.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3660	40	3150		4750	1750	3150		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.53	0.53	0.06		0.13	0.09	0.10		0.09	0.07	0.03		0.10	0.00
Crit Moves:			****		****				****						****	
Green Time:	37.1		86.3	86.3	10.2		59.4	59.4	15.7		20.1	20.1	11.4		15.8	0.0
Volume/Cap:	0.30		0.86	0.86	0.86		0.30	0.21	0.86		0.61	0.52	0.31		0.86	0.00
Delay/Veh:	41.4		25.3	25.3	90.0		26.6	25.7	79.4		58.4	57.3	61.8		76.6	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:	41.4		25.3	25.3	90.0		26.6	25.7	79.4		58.4	57.3	61.8		76.6	0.0
LOS by Move:	D		C	C	F		C	C	E		E	E	E		E	A
HCM2k95thQ:	9		52	52	11		10	9	15		13	10	4		19	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3413: Coleman/Hedding [Study Int 38]



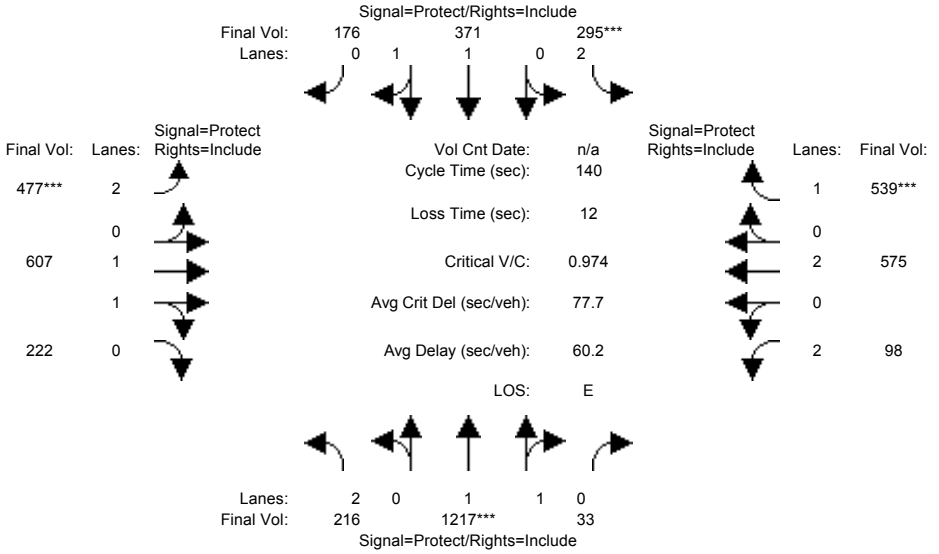
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	997	44	531	1956	379	189	457	173	76	496	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	997	44	531	1956	379	189	457	173	76	496	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	997	44	531	1956	379	189	457	173	76	496	346
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:	128	997	44	531	1956	379	189	457	173	76	496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	997	44	531	1956	379	189	457	173	76	496	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:	128	997	44	531	1956	379	189	457	173	76	496	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3543	156	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.17	0.41	0.22	0.06	0.12	0.10	0.04	0.13	0.00
Crit Moves:	****				****		****				****	
Green Time:	12.8	53.0	53.0	31.7	71.9	71.9	10.5	23.0	23.0	10.3	22.8	0.0
Volume/Cap:	0.74	0.69	0.69	0.69	0.74	0.39	0.74	0.68	0.56	0.55	0.74	0.00
Delay/Veh:	73.1	33.1	33.1	47.4	23.2	16.8	69.7	52.9	51.2	62.2	55.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	33.1	33.1	47.4	23.2	16.8	69.7	52.9	51.2	62.2	55.4	0.0
LOS by Move:	E	C	C	D	C	B	E	D	D	E	E	A
HCM2k95thQ:	10	29	29	21	33	17	9	16	13	8	20	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3417: Coleman/Taylor [Study Int 39]



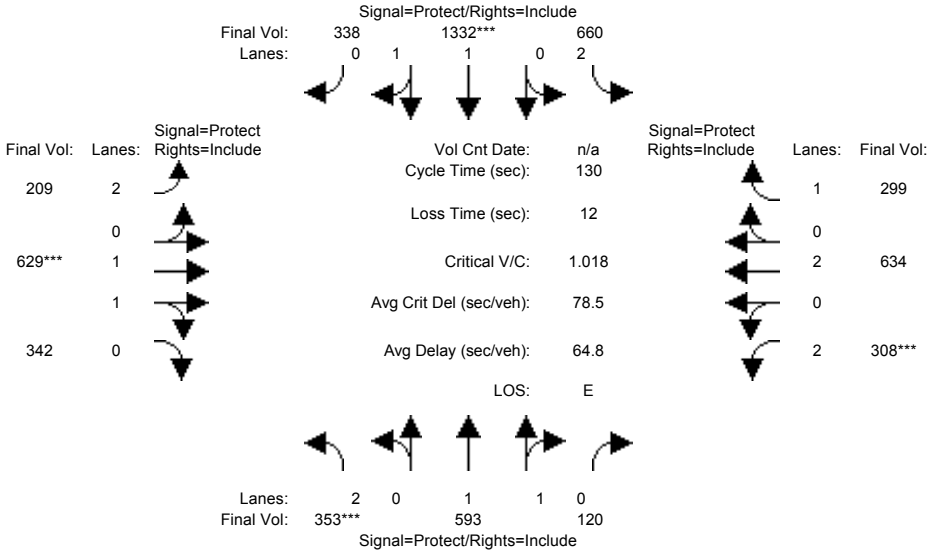
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	216		1217	33	295		371	176	477		607	222	98		575	539
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	216		1217	33	295		371	176	477		607	222	98		575	539
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	216		1217	33	295		371	176	477		607	222	98		575	539
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	216		1217	33	295		371	176	477		607	222	98		575	539
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	216		1217	33	295		371	176	477		607	222	98		575	539
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	216		1217	33	295		371	176	477		607	222	98		575	539
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		0.97	0.95	0.83		0.99	0.95	0.83		0.98	0.95	0.83		1.00	0.92
Lanes:	2.00		1.95	0.05	2.00		1.34	0.66	2.00		1.45	0.55	2.00		2.00	1.00
Final Sat.:	3150		3602	98	3150		2509	1190	3150		2708	991	3150		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.34	0.34	0.09		0.15	0.15	0.15		0.22	0.22	0.03		0.15	0.31
Crit Moves:			****				****				****					****
Green Time:	19.6		48.5	48.5	13.5		42.4	42.4	21.8		54.0	54.0	12.0		44.3	44.3
Volume/Cap:	0.49		0.97	0.97	0.97		0.49	0.49	0.97		0.58	0.58	0.36		0.48	0.97
Delay/Veh:	56.4		64.3	64.3	107.7		40.3	40.3	92.8		34.7	34.7	61.2		38.9	79.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	56.4		64.3	64.3	107.7		40.3	40.3	92.8		34.7	34.7	61.2		38.9	79.0
LOS by Move:	E		E	E	F		D	D	F		C	C	E		D	E
HCM2k95thQ:	11		52	52	17		18	18	25		25	25	5		18	45

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3417: Coleman/Taylor [Study Int 39]



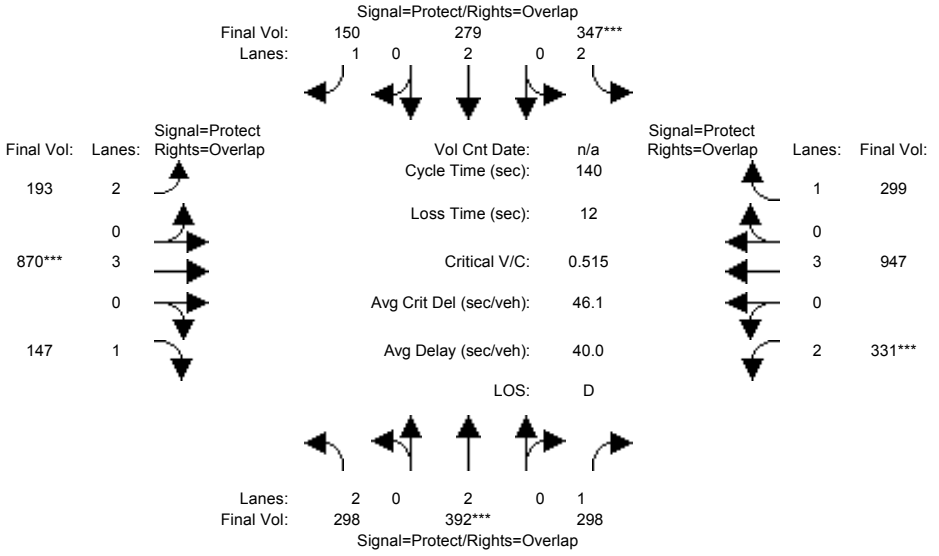
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	593	120	660	1332	338	209	629	342	308	634	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	593	120	660	1332	338	209	629	342	308	634	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	593	120	660	1332	338	209	629	342	308	634	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	593	120	660	1332	338	209	629	342	308	634	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	593	120	660	1332	338	209	629	342	308	634	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	593	120	660	1332	338	209	629	342	308	634	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.65	0.35	2.00	1.58	0.42	2.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	3150	3077	623	3150	2951	749	3150	2396	1303	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.21	0.45	0.45	0.07	0.26	0.26	0.10	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	14.3	34.5	34.5	37.5	57.7	57.7	12.9	33.5	33.5	12.5	33.2	33.2
Volume/Cap:	1.02	0.73	0.73	0.73	1.02	1.02	0.67	1.02	1.02	1.02	0.65	0.67
Delay/Veh:	110.8	46.2	46.2	44.6	62.9	62.9	62.1	81.9	81.9	115.1	44.9	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	46.2	46.2	44.6	62.9	62.9	62.1	81.9	81.9	115.1	44.9	47.4
LOS by Move:	F	D	D	D	E	E	E	F	F	F	D	D
HCM2k95thQ:	23	25	25	25	61	61	9	39	39	18	20	21

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3596: JACKSON/McKEE [Study Int 8]



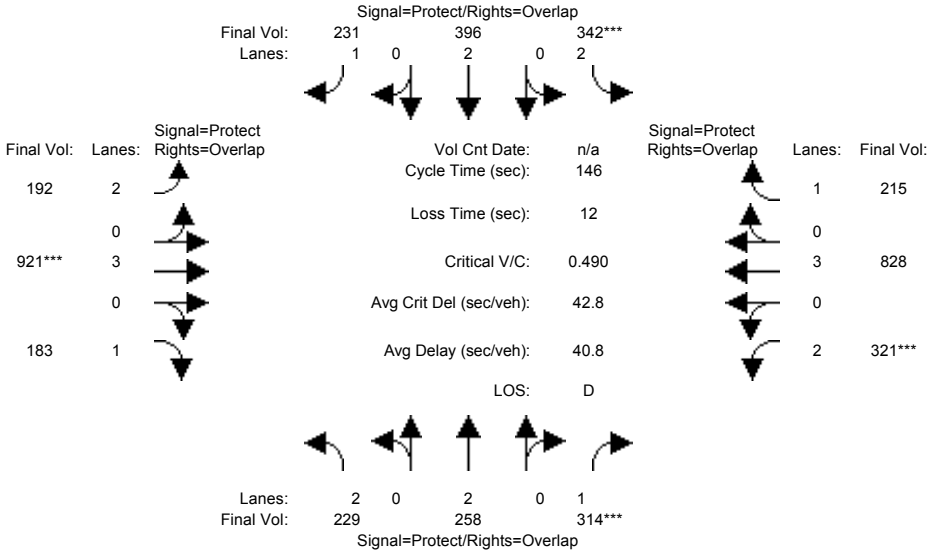
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	298	392	298	347	279	150	193	870	147	331	947	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	392	298	347	279	150	193	870	147	331	947	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	392	298	347	279	150	193	870	147	331	947	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	392	298	347	279	150	193	870	147	331	947	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	392	298	347	279	150	193	870	147	331	947	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	392	298	347	279	150	193	870	147	331	947	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.17	0.11	0.07	0.09	0.06	0.15	0.08	0.11	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	32.6	28.0	56.6	29.9	25.3	44.2	18.9	41.5	74.1	28.6	51.2	81.1
Volume/Cap:	0.41	0.52	0.42	0.52	0.41	0.27	0.45	0.52	0.16	0.52	0.45	0.29
Delay/Veh:	45.8	50.5	30.4	49.3	51.1	36.1	56.6	41.2	17.0	50.3	34.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	50.5	30.4	49.3	51.1	36.1	56.6	41.2	17.0	50.3	34.0	15.1
LOS by Move:	D	D	C	D	D	D	E	D	B	D	C	B
HCM2k95thQ:	13	15	18	15	10	10	9	18	7	15	19	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3596: JACKSON/McKEE [Study Int 8]



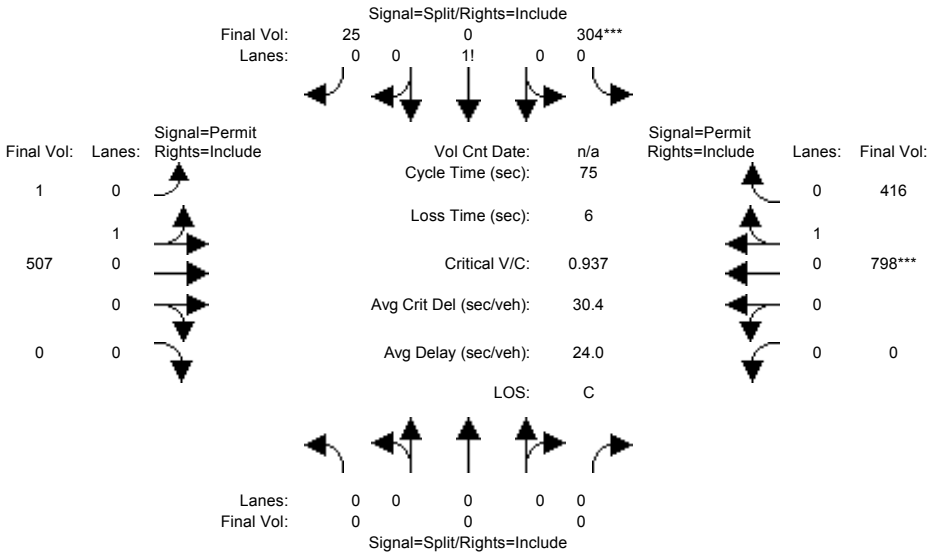
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	229		258	314	342		396	231	192		921	183	321		828	215
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	229		258	314	342		396	231	192		921	183	321		828	215
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	229		258	314	342		396	231	192		921	183	321		828	215
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	229		258	314	342		396	231	192		921	183	321		828	215
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	229		258	314	342		396	231	192		921	183	321		828	215
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	229		258	314	342		396	231	192		921	183	321		828	215
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.07	0.18	0.11		0.10	0.13	0.06		0.16	0.10	0.10		0.15	0.12
Crit Moves:				****	****						****		****			
Green Time:	22.8		23.1	53.5	32.4		32.7	55.9	23.2		48.2	71.0	30.4		55.3	87.7
Volume/Cap:	0.47		0.43	0.49	0.49		0.47	0.34	0.38		0.49	0.22	0.49		0.38	0.20
Delay/Veh:	56.8		56.0	36.3	50.2		49.5	32.4	55.5		39.3	21.7	51.6		33.1	13.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	56.8		56.0	36.3	50.2		49.5	32.4	55.5		39.3	21.7	51.6		33.1	13.4
LOS by Move:	E		E	D	D		D	C	E		D	C	D		C	B
HCM2k95thQ:	11		11	21	15		14	14	9		19	10	15		16	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3612: JULIAN/21ST [Study Int 1]



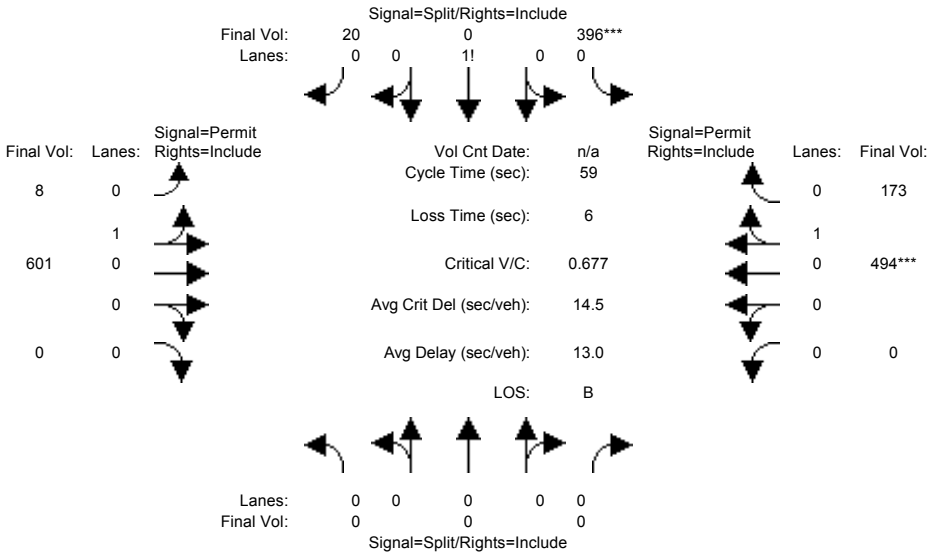
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		0	0	304		0	25	1		507	0	0		798	416
Growth 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:	0		0	0	304		0	25	1		507	0	0		798	416
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	304		0	25	1		507	0	0		798	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:	0		0	0	304		0	25	1		507	0	0		798	416
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	304		0	25	1		507	0	0		798	416
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	304		0	25	1		507	0	0		798	416
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.92		0.00	0.08	0.01		0.99	0.00	0.00		0.66	0.34
Final Sat.:	0		0	0	1617		0	133	4		1796	0	0		1183	617
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.19		0.00	0.19	0.28		0.28	0.00	0.00		0.67	0.67
Crit Moves:					****										****	
Green Time:	0.0		0.0	0.0	15.0		0.0	15.0	54.0		54.0	0.0	0.0		54.0	54.0
Volume/Cap:	0.00		0.00	0.00	0.94		0.00	0.94	0.39		0.39	0.00	0.00		0.94	0.94
Delay/Veh:	0.0		0.0	0.0	61.8		0.0	61.8	4.3		4.3	0.0	0.0		21.9	21.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	61.8		0.0	61.8	4.3		4.3	0.0	0.0		21.9	21.9
LOS by Move:	A		A	A	E		A	E	A		A	A	A		C	C
HCM2k95thQ:	0		0	0	23		0	23	9		9	0	0		48	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3612: JULIAN/21ST [Study Int 1]



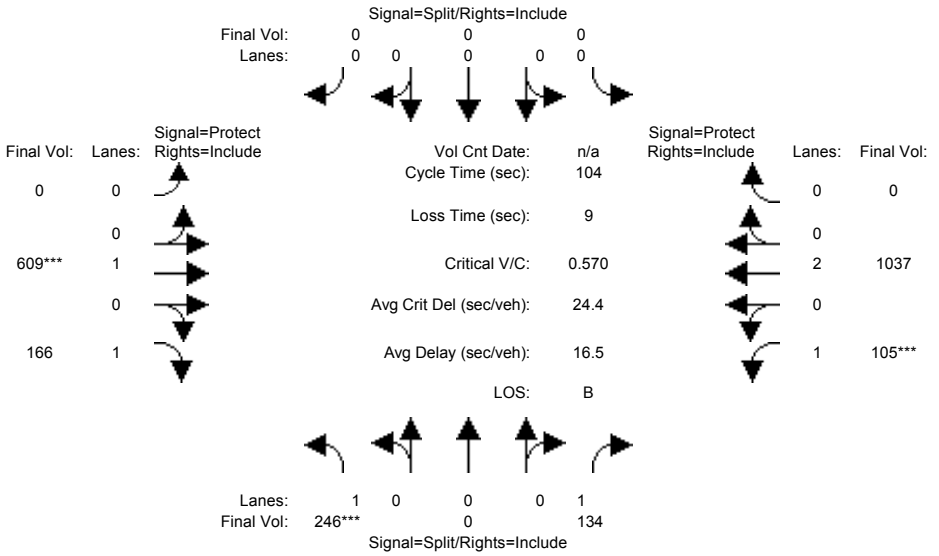
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	396	0	20	8	601	0	0	494	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	396	0	20	8	601	0	0	494	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	396	0	20	8	601	0	0	494	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	396	0	20	8	601	0	0	494	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	396	0	20	8	601	0	0	494	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	396	0	20	8	601	0	0	494	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.01	0.99	0.00	0.00	0.74	0.26
Final Sat.:	0	0	0	1666	0	84	24	1776	0	0	1333	467
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.34	0.34	0.00	0.00	0.37	0.37
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	20.7	0.0	20.7	32.3	32.3	0.0	0.0	32.3	32.3
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.68	0.62	0.62	0.00	0.00	0.68	0.68
Delay/Veh:	0.0	0.0	0.0	19.3	0.0	19.3	10.3	10.3	0.0	0.0	11.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.3	0.0	19.3	10.3	10.3	0.0	0.0	11.5	11.5
LOS by Move:	A	A	A	B	A	B	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	16	0	16	15	15	0	0	17	17

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3613: JULIAN/24TH [Study Int 2]



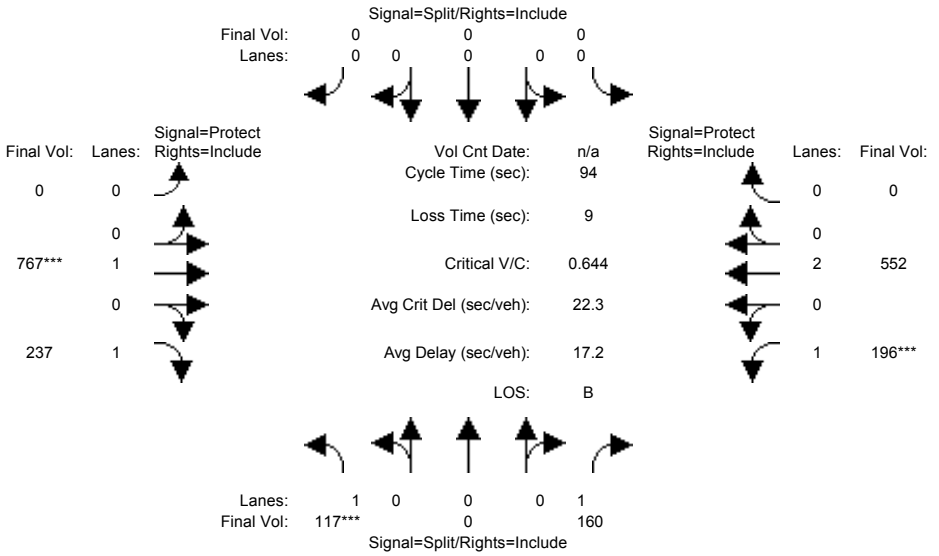
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	0	134	0	0	0	0	609	166	105	1037	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	0	134	0	0	0	0	609	166	105	1037	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	0	134	0	0	0	0	609	166	105	1037	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	0	134	0	0	0	0	609	166	105	1037	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	134	0	0	0	0	609	166	105	1037	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	0	134	0	0	0	0	609	166	105	1037	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.32	0.09	0.06	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	25.6	0.0	25.6	0.0	0.0	0.0	0.0	58.4	58.4	10.9	69.4	0.0
Volume/Cap:	0.57	0.00	0.31	0.00	0.00	0.00	0.00	0.57	0.17	0.57	0.41	0.00
Delay/Veh:	36.2	0.0	32.4	0.0	0.0	0.0	0.0	15.4	11.1	48.5	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	32.4	0.0	0.0	0.0	0.0	15.4	11.1	48.5	8.0	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	15	0	8	0	0	0	0	22	5	9	14	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3613: JULIAN/24TH [Study Int 2]



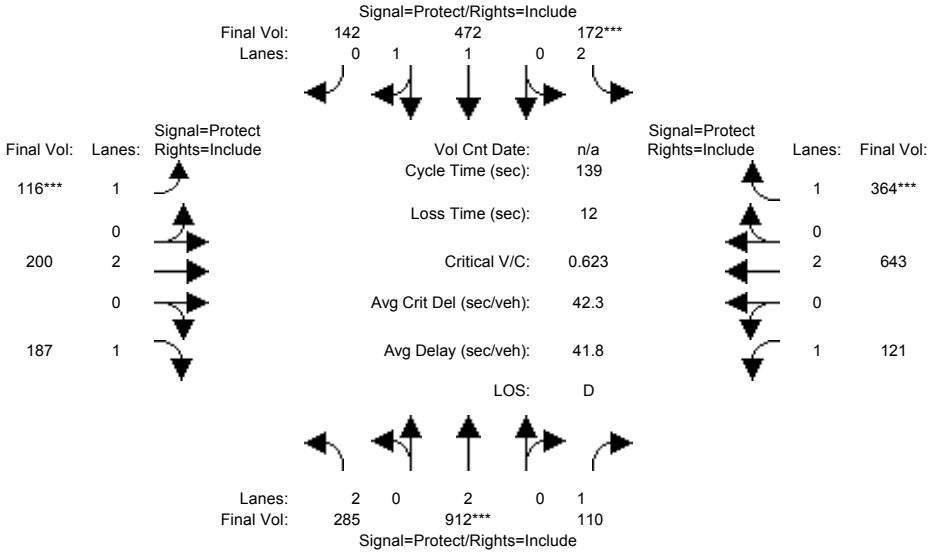
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	0	160	0	0	0	0	767	237	196	552	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	160	0	0	0	0	767	237	196	552	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	160	0	0	0	0	767	237	196	552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	160	0	0	0	0	767	237	196	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	160	0	0	0	0	767	237	196	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	160	0	0	0	0	767	237	196	552	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.11	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	13.3	0.0	13.3	0.0	0.0	0.0	0.0	56.1	56.1	15.6	71.7	0.0
Volume/Cap:	0.47	0.00	0.64	0.00	0.00	0.00	0.00	0.68	0.23	0.68	0.19	0.00
Delay/Veh:	38.5	0.0	43.8	0.0	0.0	0.0	0.0	14.5	9.0	43.1	3.1	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:	38.5	0.0	43.8	0.0	0.0	0.0	0.0	14.5	9.0	43.1	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	8	0	11	0	0	0	0	26	7	13	5	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3623: KING/MABURY [Study Int 27]



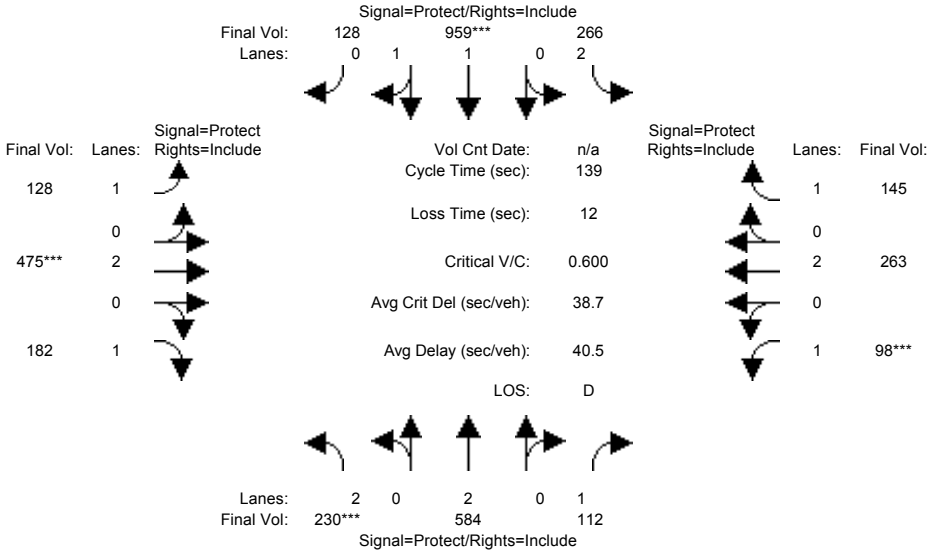
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	285	912	110	172	472	142	116	200	187	121	643	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	912	110	172	472	142	116	200	187	121	643	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	912	110	172	472	142	116	200	187	121	643	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	912	110	172	472	142	116	200	187	121	643	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	912	110	172	472	142	116	200	187	121	643	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	912	110	172	472	142	116	200	187	121	643	364
Saturation Flow 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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2844	856	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.06	0.05	0.17	0.17	0.07	0.05	0.11	0.07	0.17	0.21
Crit Moves:		****			****			****				****
Green Time:	23.2	53.6	53.6	12.2	42.6	42.6	14.8	37.2	37.2	24.1	46.4	46.4
Volume/Cap:	0.54	0.62	0.16	0.62	0.54	0.54	0.62	0.20	0.40	0.40	0.51	0.62
Delay/Veh:	54.2	35.4	28.1	65.5	40.6	40.6	65.8	39.5	42.3	51.9	37.4	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:	54.2	35.4	28.1	65.5	40.6	40.6	65.8	39.5	42.3	51.9	37.4	41.0
LOS by Move:	D	D	C	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	13	27	6	9	20	20	10	6	13	9	19	25

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3623: KING/MABURY [Study Int 27]



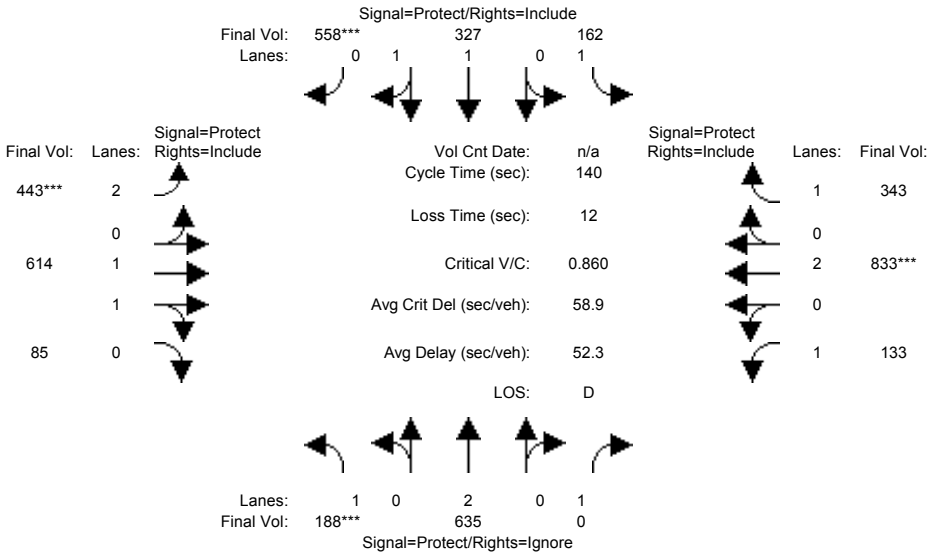
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	584	112	266	959	128	128	475	182	98	263	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	584	112	266	959	128	128	475	182	98	263	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	584	112	266	959	128	128	475	182	98	263	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	584	112	266	959	128	128	475	182	98	263	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	584	112	266	959	128	128	475	182	98	263	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	584	112	266	959	128	128	475	182	98	263	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3264	436	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.06	0.08	0.29	0.29	0.07	0.13	0.10	0.06	0.07	0.08
Crit Moves:	****				****			****			****	
Green Time:	16.9	54.9	54.9	30.2	68.1	68.1	19.7	29.0	29.0	13.0	22.3	22.3
Volume/Cap:	0.60	0.39	0.16	0.39	0.60	0.60	0.52	0.60	0.50	0.60	0.43	0.52
Delay/Veh:	60.5	30.2	27.3	46.9	26.2	26.2	57.2	51.0	49.7	66.6	53.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	30.2	27.3	46.9	26.2	26.2	57.2	51.0	49.7	66.6	53.1	55.1
LOS by Move:	E	C	C	D	C	C	E	D	D	E	D	E
HCM2k95thQ:	11	16	6	11	29	29	10	17	14	9	10	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3625: KING/McKEE [Study Int 7]



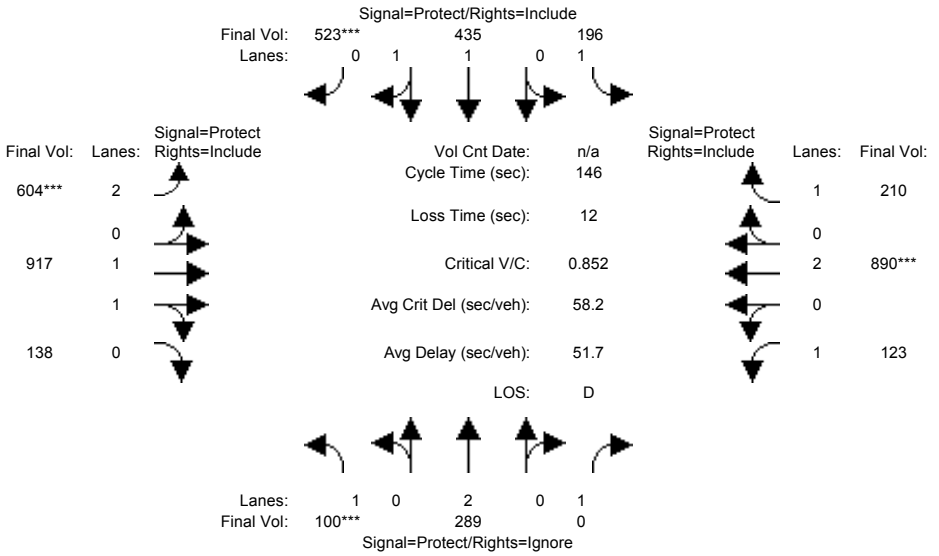
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	188		635	164	162		327	558	443		614	85	133		833	343
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	188		635	164	162		327	558	443		614	85	133		833	343
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	188		635	164	162		327	558	443		614	85	133		833	343
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	188		635	0	162		327	558	443		614	85	133		833	343
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	188		635	0	162		327	558	443		614	85	133		833	343
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	188		635	0	162		327	558	443		614	85	133		833	343
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.00	1.00	2.00		1.75	0.25	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		1900	1750	3150		3250	450	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.17	0.00	0.09		0.17	0.32	0.14		0.19	0.19	0.08		0.22	0.20
Crit Moves:	****							****	****						****	
Green Time:	17.5		44.7	0.0	24.7		51.9	51.9	22.9		41.8	41.8	16.8		35.7	35.7
Volume/Cap:	0.86		0.52	0.00	0.52		0.46	0.86	0.86		0.63	0.63	0.63		0.86	0.77
Delay/Veh:	87.4		39.4	0.0	53.9		33.6	48.1	70.7		43.7	43.7	64.8		57.6	56.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	87.4		39.4	0.0	53.9		33.6	48.1	70.7		43.7	43.7	64.8		57.6	56.3
LOS by Move:	F		D	A	D		C	D	E		D	D	E		E	E
HCM2k95thQ:	18		20	0	13		19	42	21		23	23	11		31	27

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3625: KING/McKEE [Study Int 7]



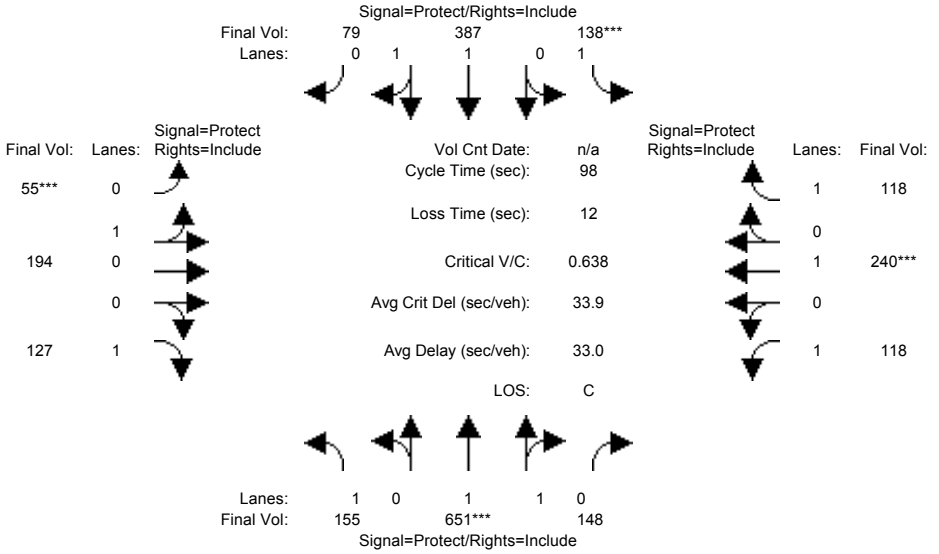
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	100		289	110	196		435	523	604		917	138	123		890	210
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	100		289	110	196		435	523	604		917	138	123		890	210
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	100		289	110	196		435	523	604		917	138	123		890	210
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	100		289	0	196		435	523	604		917	138	123		890	210
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	100		289	0	196		435	523	604		917	138	123		890	210
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	100		289	0	196		435	523	604		917	138	123		890	210
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.00	1.00	2.00		1.73	0.27	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		1900	1750	3150		3216	484	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.08	0.00	0.11		0.23	0.30	0.19		0.29	0.29	0.07		0.23	0.12
Crit Moves:	****							****	****						****	
Green Time:	9.8		24.7	0.0	36.3		51.2	51.2	32.9		58.6	58.6	14.4		40.1	40.1
Volume/Cap:	0.85		0.45	0.00	0.45		0.65	0.85	0.85		0.71	0.71	0.71		0.85	0.44
Delay/Veh:	108.9		55.1	0.0	47.1		41.0	50.3	64.0		38.3	38.3	76.7		57.0	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:	108.9		55.1	0.0	47.1		41.0	50.3	64.0		38.3	38.3	76.7		57.0	44.3
LOS by Move:	F		E	A	D		D	D	E		D	D	E		E	D
HCM2k95thQ:	11		11	0	15		28	41	28		34	34	12		34	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



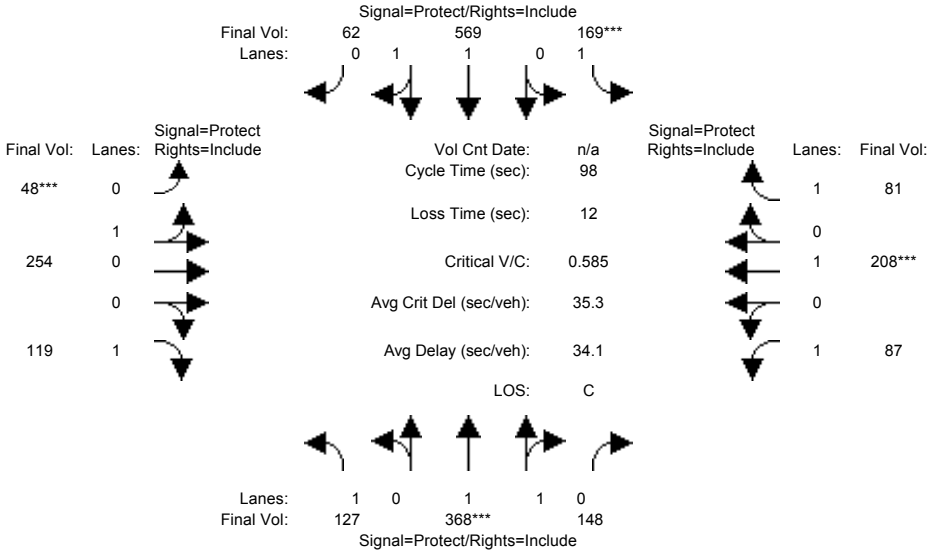
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	651	148	138	387	79	55	194	127	118	240	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	651	148	138	387	79	55	194	127	118	240	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	651	148	138	387	79	55	194	127	118	240	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	651	148	138	387	79	55	194	127	118	240	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	651	148	138	387	79	55	194	127	118	240	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:	155	651	148	138	387	79	55	194	127	118	240	118
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	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.65	0.35	0.22	0.78	1.00	1.00	1.00	1.00
Final Sat.:	1750	3014	685	1750	3072	627	398	1402	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.08	0.13	0.13	0.14	0.14	0.07	0.07	0.13	0.07
Crit Moves:		****		****			****				****	
Green Time:	18.7	33.2	33.2	12.1	26.6	26.6	21.3	23.4	23.4	17.3	19.4	19.4
Volume/Cap:	0.46	0.64	0.64	0.64	0.46	0.46	0.64	0.58	0.30	0.38	0.64	0.34
Delay/Veh:	36.2	28.4	28.4	47.1	30.1	30.1	38.4	34.9	31.0	36.5	39.7	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	28.4	28.4	47.1	30.1	30.1	38.4	34.9	31.0	36.5	39.7	34.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	C
HCM2k95thQ:	9	19	19	9	11	11	15	14	7	7	14	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



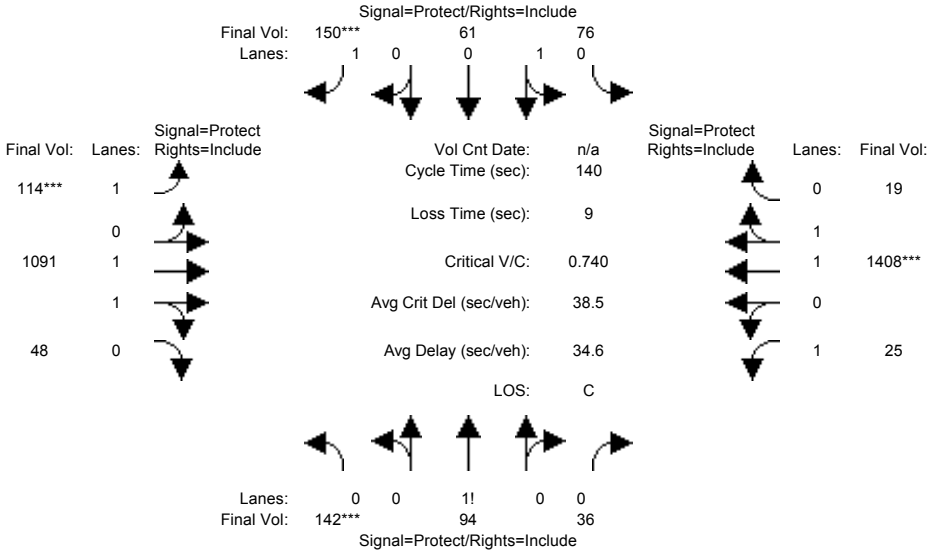
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	368	148	169	569	62	48	254	119	87	208	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	368	148	169	569	62	48	254	119	87	208	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	368	148	169	569	62	48	254	119	87	208	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	368	148	169	569	62	48	254	119	87	208	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	368	148	169	569	62	48	254	119	87	208	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	368	148	169	569	62	48	254	119	87	208	81
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	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.41	0.59	1.00	1.80	0.20	0.16	0.84	1.00	1.00	1.00	1.00
Final Sat.:	1750	2638	1061	1750	3336	364	286	1514	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.10	0.17	0.17	0.17	0.17	0.07	0.05	0.11	0.05
Crit Moves:		****		****			****				****	
Green Time:	11.8	23.4	23.4	16.2	27.7	27.7	28.1	28.9	28.9	17.6	18.3	18.3
Volume/Cap:	0.60	0.58	0.58	0.58	0.60	0.60	0.58	0.57	0.23	0.28	0.58	0.25
Delay/Veh:	45.7	34.0	34.0	40.9	31.4	31.4	31.7	30.8	26.4	35.2	38.9	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	34.0	34.0	40.9	31.4	31.4	31.7	30.8	26.4	35.2	38.9	34.3
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	C
HCM2k95thQ:	8	13	13	10	16	16	16	16	6	5	12	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3678: MCKEE/33RD [Study Int 6]



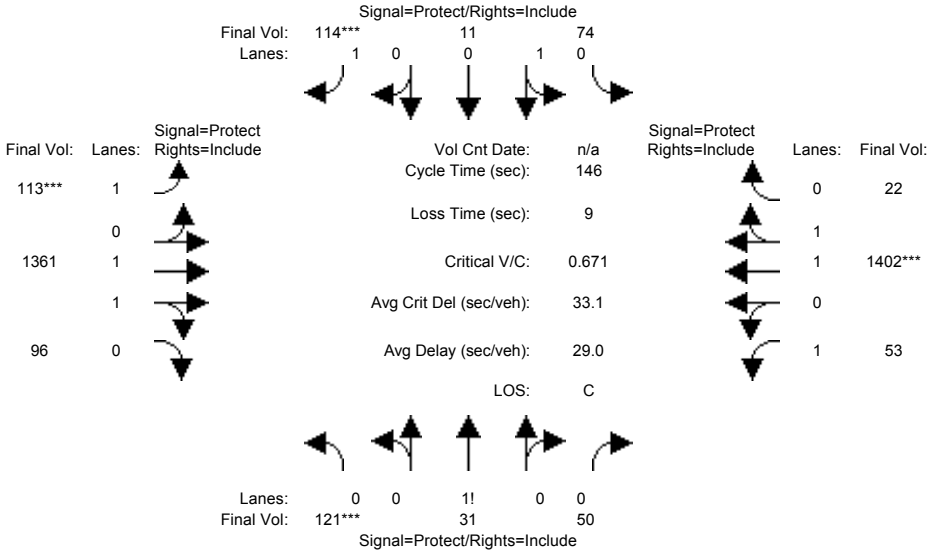
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	94	36	76	61	150	114	1091	48	25	1408	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	94	36	76	61	150	114	1091	48	25	1408	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	94	36	76	61	150	114	1091	48	25	1408	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	94	36	76	61	150	114	1091	48	25	1408	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	94	36	76	61	150	114	1091	48	25	1408	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:	142	94	36	76	61	150	114	1091	48	25	1408	19
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:	0.52	0.35	0.13	0.55	0.45	1.00	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	914	605	232	999	801	1750	1750	3544	156	1750	3651	49
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.09	0.07	0.31	0.31	0.01	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	29.4	30.6	30.6	15.0	16.2	16.2	12.3	73.4	73.4	11.9	73.0	73.0
Volume/Cap:	0.74	0.71	0.71	0.71	0.66	0.74	0.74	0.59	0.59	0.17	0.74	0.74
Delay/Veh:	59.5	56.7	56.7	72.0	66.6	73.3	79.5	23.3	23.3	60.0	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	56.7	56.7	72.0	66.6	73.3	79.5	23.3	23.3	60.0	27.6	27.6
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	22	21	21	14	13	16	11	29	29	2	39	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3678: MCKEE/33RD [Study Int 6]



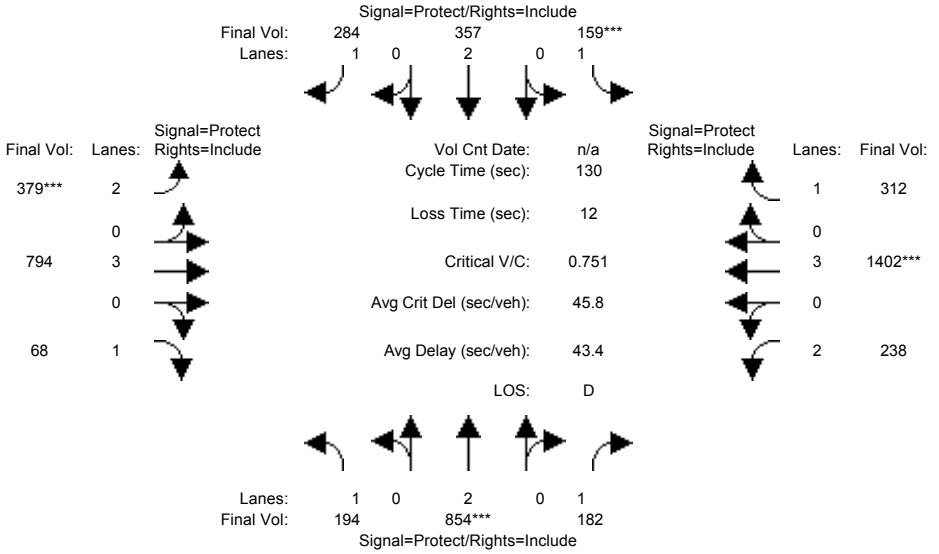
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	31	50	74	11	114	113	1361	96	53	1402	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	31	50	74	11	114	113	1361	96	53	1402	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	31	50	74	11	114	113	1361	96	53	1402	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	31	50	74	11	114	113	1361	96	53	1402	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	31	50	74	11	114	113	1361	96	53	1402	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	31	50	74	11	114	113	1361	96	53	1402	22
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	0.97	0.95
Lanes:	0.60	0.15	0.25	0.87	0.13	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	1048	269	433	1567	233	1750	1750	3456	244	1750	3643	57
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.05	0.05	0.07	0.06	0.39	0.39	0.03	0.38	0.38
Crit Moves:	****					****	****				****	
Green Time:	25.1	24.6	24.6	14.6	14.2	14.2	14.0	87.1	87.1	10.6	83.7	83.7
Volume/Cap:	0.67	0.68	0.68	0.47	0.49	0.67	0.67	0.66	0.66	0.42	0.67	0.67
Delay/Veh:	62.4	63.5	63.5	64.0	64.6	73.7	73.9	20.3	20.3	66.9	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	63.5	63.5	64.0	64.6	73.7	73.9	20.3	20.3	66.9	22.5	22.5
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	17	17	17	8	9	13	10	37	37	5	36	36

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



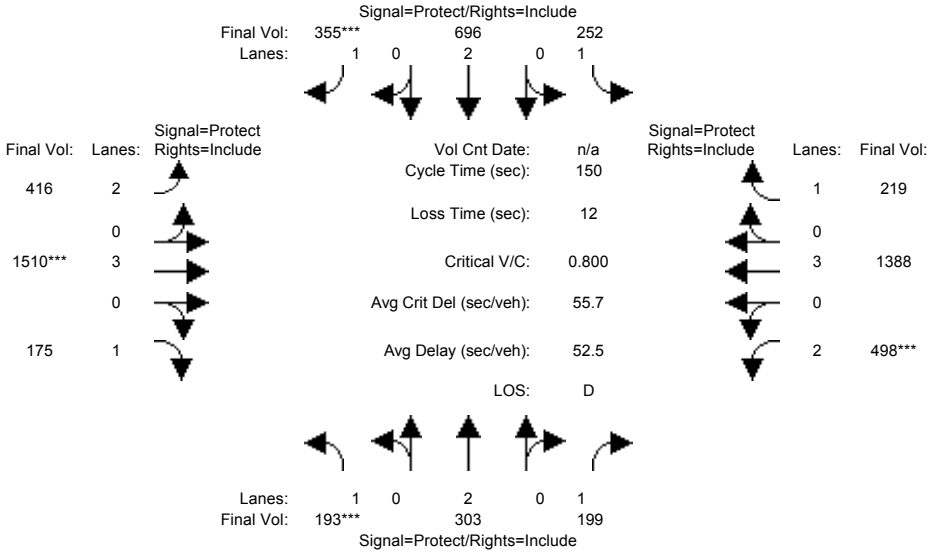
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	854	182	159	357	284	379	794	68	238	1402	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	854	182	159	357	284	379	794	68	238	1402	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	854	182	159	357	284	379	794	68	238	1402	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	854	182	159	357	284	379	794	68	238	1402	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	854	182	159	357	284	379	794	68	238	1402	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	854	182	159	357	284	379	794	68	238	1402	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.10	0.09	0.09	0.16	0.12	0.14	0.04	0.08	0.25	0.18
Crit Moves:		****			****			****			****	
Green Time:	22.2	38.9	38.9	15.7	32.4	32.4	20.8	41.1	41.1	22.3	42.6	42.6
Volume/Cap:	0.65	0.75	0.35	0.75	0.38	0.65	0.75	0.44	0.12	0.44	0.75	0.54
Delay/Veh:	55.3	44.0	36.0	69.2	40.6	47.1	58.4	35.5	31.7	48.8	40.7	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	44.0	36.0	69.2	40.6	47.1	58.4	35.5	31.7	48.8	40.7	36.9
LOS by Move:	E	D	D	E	D	D	E	D	C	D	D	D
HCM2k95thQ:	16	29	12	13	11	20	19	16	4	10	29	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



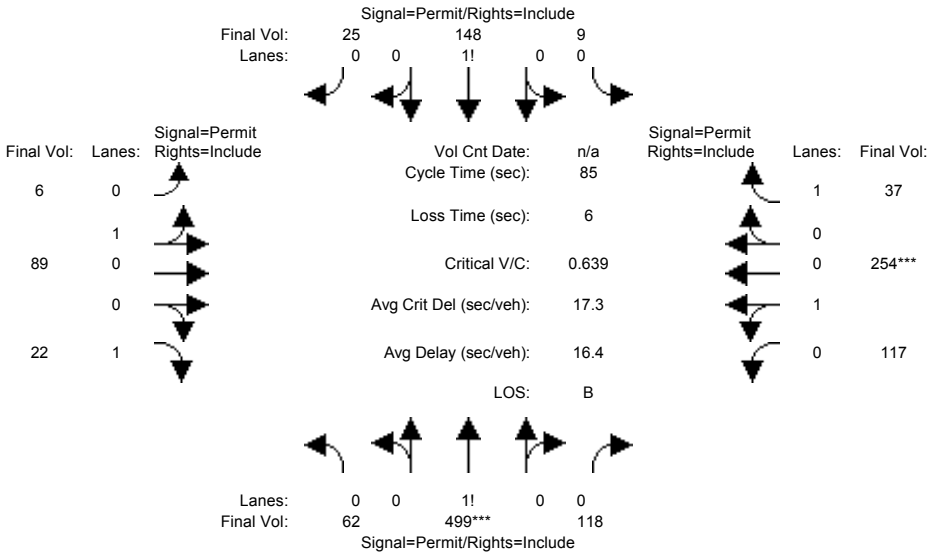
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	303	199	252	696	355	416	1510	175	498	1388	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	303	199	252	696	355	416	1510	175	498	1388	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	303	199	252	696	355	416	1510	175	498	1388	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	303	199	252	696	355	416	1510	175	498	1388	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	303	199	252	696	355	416	1510	175	498	1388	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	303	199	252	696	355	416	1510	175	498	1388	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.11	0.14	0.18	0.20	0.13	0.26	0.10	0.16	0.24	0.13
Crit Moves:	****					****		****		****		
Green Time:	20.7	25.9	25.9	32.8	38.0	38.0	27.9	49.7	49.7	29.6	51.4	51.4
Volume/Cap:	0.80	0.46	0.66	0.66	0.72	0.80	0.71	0.80	0.30	0.80	0.71	0.37
Delay/Veh:	79.7	56.3	63.2	57.7	53.9	62.4	61.3	48.2	37.6	64.6	44.1	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:	79.7	56.3	63.2	57.7	53.9	62.4	61.3	48.2	37.6	64.6	44.1	37.4
LOS by Move:	E	E	E	E	D	E	E	D	D	E	D	D
HCM2k95thQ:	21	12	19	21	26	30	22	37	12	24	32	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



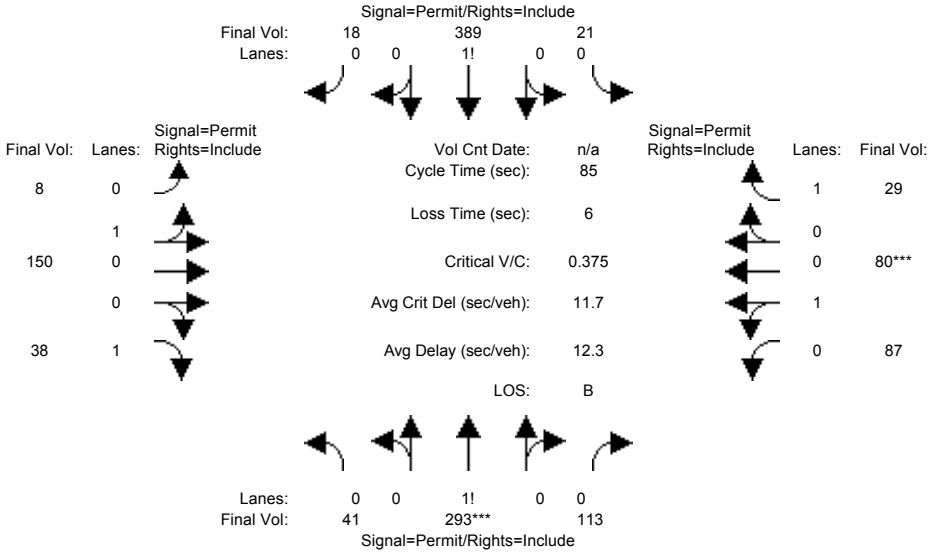
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	499	118	9	148	25	6	89	22	117	254	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	499	118	9	148	25	6	89	22	117	254	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	499	118	9	148	25	6	89	22	117	254	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	499	118	9	148	25	6	89	22	117	254	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	499	118	9	148	25	6	89	22	117	254	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	499	118	9	148	25	6	89	22	117	254	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.74	0.17	0.05	0.81	0.14	0.06	0.94	1.00	0.32	0.68	1.00
Final Sat.:	160	1286	304	87	1423	240	114	1686	1750	568	1232	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.10	0.10	0.10	0.05	0.05	0.01	0.21	0.21	0.02
Crit Moves:		****									****	
Green Time:	51.6	51.6	51.6	51.6	51.6	51.6	27.4	27.4	27.4	27.4	27.4	27.4
Volume/Cap:	0.64	0.64	0.64	0.17	0.17	0.17	0.16	0.16	0.04	0.64	0.64	0.07
Delay/Veh:	12.0	12.0	12.0	7.4	7.4	7.4	20.7	20.7	19.8	27.0	27.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	7.4	7.4	7.4	20.7	20.7	19.8	27.0	27.0	20.0
LOS by Move:	B	B	B	A	A	A	C	C	B	C	C	B
HCM2k95thQ:	22	22	22	5	5	5	4	4	1	16	16	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



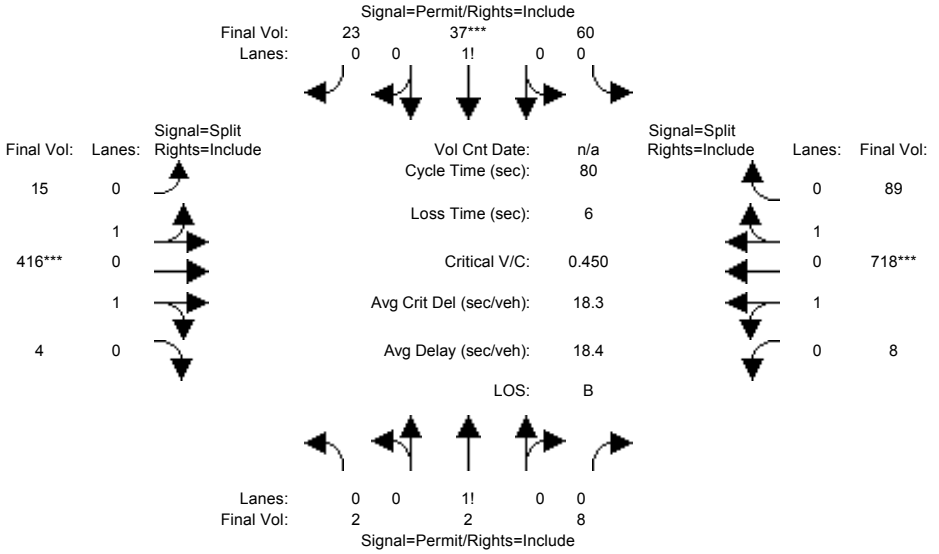
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	293	113	21	389	18	8	150	38	87	80	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	293	113	21	389	18	8	150	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	293	113	21	389	18	8	150	38	87	80	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	293	113	21	389	18	8	150	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	293	113	21	389	18	8	150	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	293	113	21	389	18	8	150	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.66	0.25	0.05	0.91	0.04	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	161	1147	442	86	1591	74	91	1709	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.24	0.24	0.24	0.09	0.09	0.02	0.09	0.09	0.02
Crit Moves:		****									****	
Green Time:	58.0	58.0	58.0	58.0	58.0	58.0	21.0	21.0	21.0	21.0	21.0	21.0
Volume/Cap:	0.37	0.37	0.37	0.36	0.36	0.36	0.35	0.35	0.09	0.37	0.37	0.07
Delay/Veh:	6.0	6.0	6.0	5.9	5.9	5.9	26.9	26.9	24.7	27.0	27.0	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	5.9	5.9	5.9	26.9	26.9	24.7	27.0	27.0	24.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	10	10	10	8	8	2	7	7	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



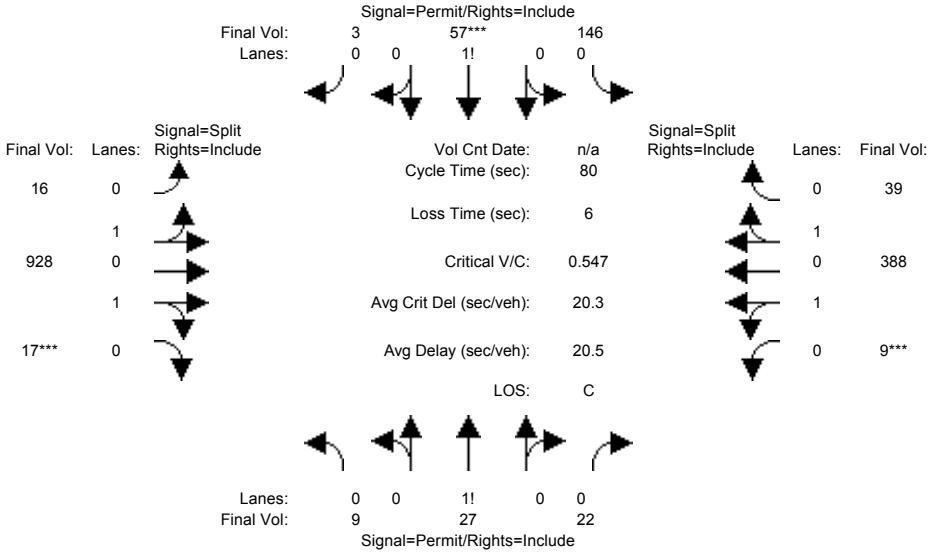
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	2	8	60	37	23	15	416	4	8	718	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	8	60	37	23	15	416	4	8	718	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	8	60	37	23	15	416	4	8	718	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	2	8	60	37	23	15	416	4	8	718	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	8	60	37	23	15	416	4	8	718	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	8	60	37	23	15	416	4	8	718	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.16	0.17	0.67	0.50	0.31	0.19	0.07	1.91	0.02	0.02	1.76	0.22
Final Sat.:	292	292	1167	875	540	335	124	3443	33	35	3172	393
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.12	0.12	0.12	0.23	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	12.2	12.2	12.2	12.2	12.2	12.2	21.5	21.5	21.5	40.3	40.3	40.3
Volume/Cap:	0.04	0.04	0.04	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Delay/Veh:	29.0	29.0	29.0	32.0	32.0	32.0	24.7	24.7	24.7	12.9	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	29.0	32.0	32.0	32.0	24.7	24.7	24.7	12.9	12.9	12.9
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2k95thQ:	1	1	1	7	7	7	10	10	10	13	13	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



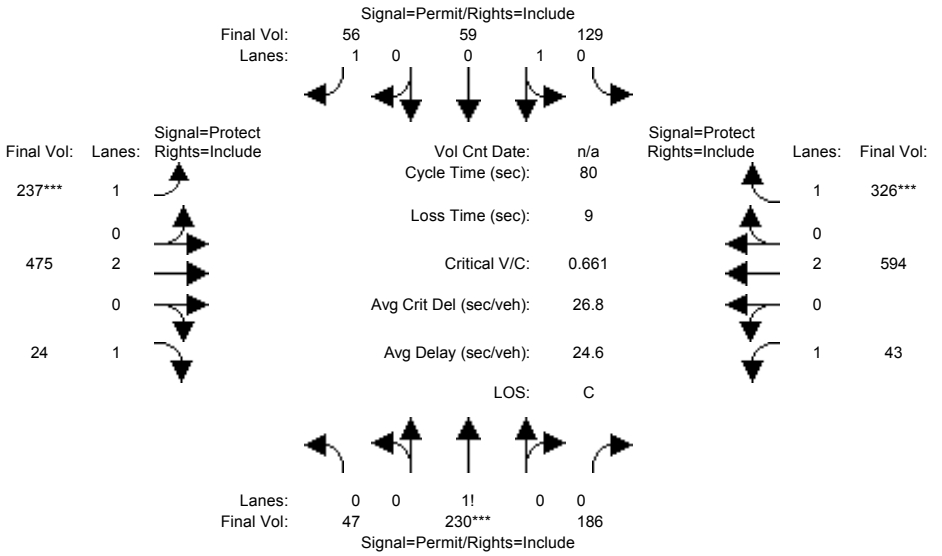
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	27	22	146	57	3	16	928	17	9	388	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	22	146	57	3	16	928	17	9	388	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	22	146	57	3	16	928	17	9	388	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	22	146	57	3	16	928	17	9	388	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	22	146	57	3	16	928	17	9	388	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	22	146	57	3	16	928	17	9	388	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.15	0.47	0.38	0.71	0.28	0.01	0.03	1.93	0.04	0.04	1.78	0.18
Final Sat.:	272	815	664	1240	484	25	60	3476	64	74	3204	322
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.12	0.27	0.27	0.27	0.12	0.12	0.12
Crit Moves:					****				****	****		
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	39.1	39.1	39.1	17.7	17.7	17.7
Volume/Cap:	0.15	0.15	0.15	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Delay/Veh:	25.7	25.7	25.7	29.6	29.6	29.6	14.7	14.7	14.7	28.4	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:	25.7	25.7	25.7	29.6	29.6	29.6	14.7	14.7	14.7	28.4	28.4	28.4
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
HCM2k95thQ:	3	3	3	11	11	11	17	17	17	10	10	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



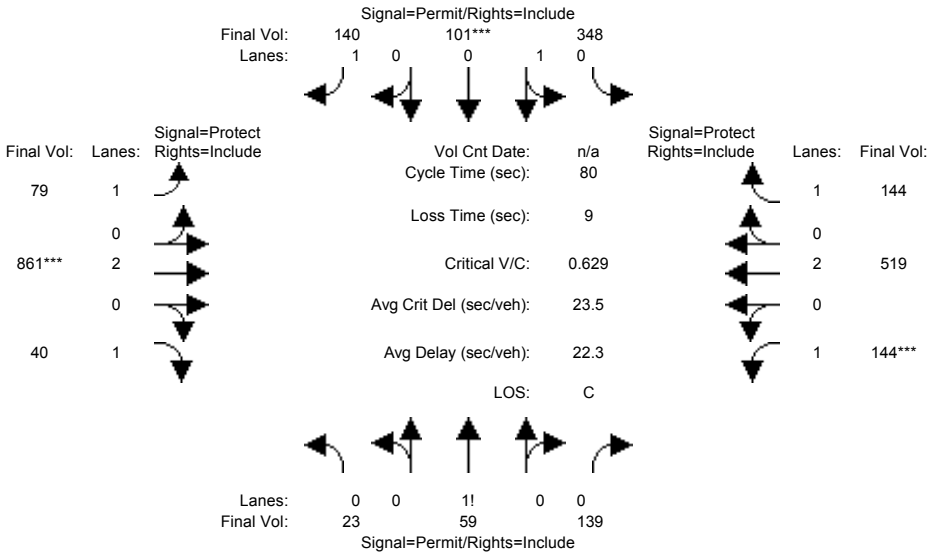
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	230	186	129	59	56	237	475	24	43	594	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	230	186	129	59	56	237	475	24	43	594	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	230	186	129	59	56	237	475	24	43	594	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	230	186	129	59	56	237	475	24	43	594	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	230	186	129	59	56	237	475	24	43	594	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	230	186	129	59	56	237	475	24	43	594	326
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.50	0.40	0.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	178	869	703	1235	565	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.10	0.10	0.03	0.14	0.13	0.01	0.02	0.16	0.19
Crit Moves:		****					****					****
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	16.4	22.9	22.9	16.0	22.6	22.6
Volume/Cap:	0.66	0.66	0.66	0.26	0.26	0.08	0.66	0.44	0.05	0.12	0.55	0.66
Delay/Veh:	21.9	21.9	21.9	16.2	16.2	14.9	33.8	23.6	20.7	26.4	25.1	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	21.9	16.2	16.2	14.9	33.8	23.6	20.7	26.4	25.1	28.7
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	19	19	19	6	6	2	11	9	1	2	12	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



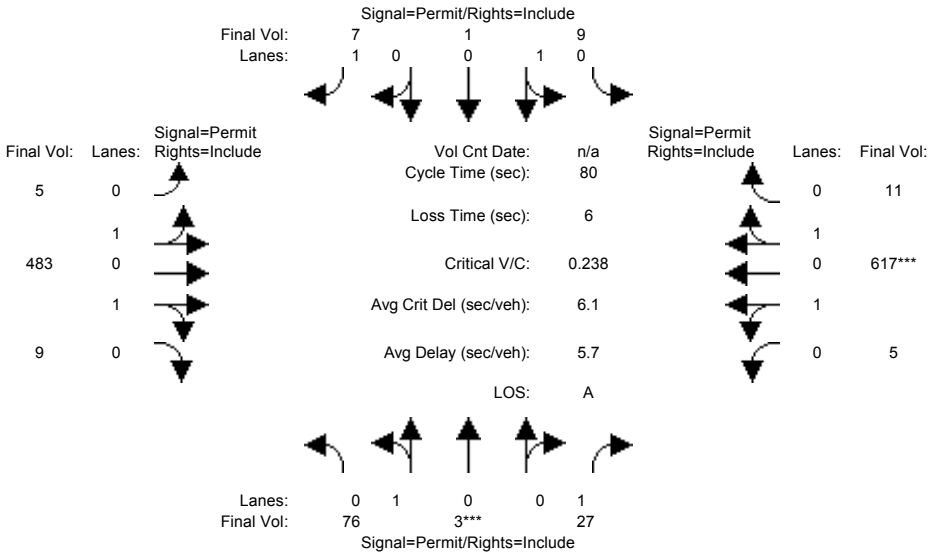
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	59	139	348	101	140	79	861	40	144	519	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	59	139	348	101	140	79	861	40	144	519	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	59	139	348	101	140	79	861	40	144	519	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:	23	59	139	348	101	140	79	861	40	144	519	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	59	139	348	101	140	79	861	40	144	519	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	59	139	348	101	140	79	861	40	144	519	144
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.27	0.63	0.78	0.22	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	182	467	1101	1395	405	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.25	0.25	0.08	0.05	0.23	0.02	0.08	0.14	0.08
Crit Moves:				****				****		****		
Green Time:	31.7	31.7	31.7	31.7	31.7	31.7	15.3	28.8	28.8	10.5	23.9	23.9
Volume/Cap:	0.32	0.32	0.32	0.63	0.63	0.20	0.24	0.63	0.06	0.63	0.46	0.27
Delay/Veh:	16.9	16.9	16.9	21.2	21.2	16.0	27.7	22.1	16.8	38.4	23.0	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:	16.9	16.9	16.9	21.2	21.2	16.0	27.7	22.1	16.8	38.4	23.0	21.7
LOS by Move:	B	B	B	C	C	B	C	C	B	D	C	C
HCM2k95thQ:	8	8	8	17	17	5	4	16	1	7	10	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



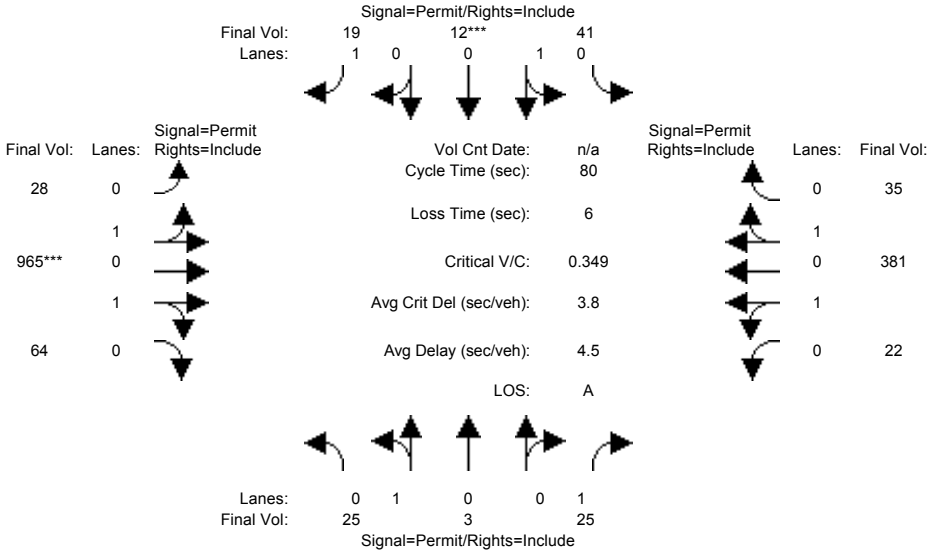
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	76		3	27	9		1	7	5		483	9	5		617	11
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76		3	27	9		1	7	5		483	9	5		617	11
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	76		3	27	9		1	7	5		483	9	5		617	11
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76		3	27	9		1	7	5		483	9	5		617	11
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	76		3	27	9		1	7	5		483	9	5		617	11
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76		3	27	9		1	7	5		483	9	5		617	11
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.96	0.04	1.00		0.90	0.10	1.00		0.02	1.94	0.04		0.02	1.95	0.03	
Final Sat.:	1732		68	1750	1620		180	1750	36		3499	65	28		3509	63
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.02		0.01	0.01	0.00		0.14	0.14	0.14		0.18	0.18	0.18	
Crit Moves:		****												****		
Green Time:	14.8	14.8	14.8		14.8	14.8	14.8		59.2	59.2	59.2		59.2	59.2	59.2	
Volume/Cap:	0.24	0.24	0.08		0.03	0.03	0.02		0.19	0.19	0.19		0.24	0.24	0.24	
Delay/Veh:	28.2	28.2	27.1		26.8	26.8	26.7		3.2	3.2	3.2		3.3	3.3	3.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.2	28.2	27.1		26.8	26.8	26.7		3.2	3.2	3.2		3.3	3.3	3.3	
LOS by Move:	C		C	C	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	4		4	1	0		0	0	4		4	4	5		5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



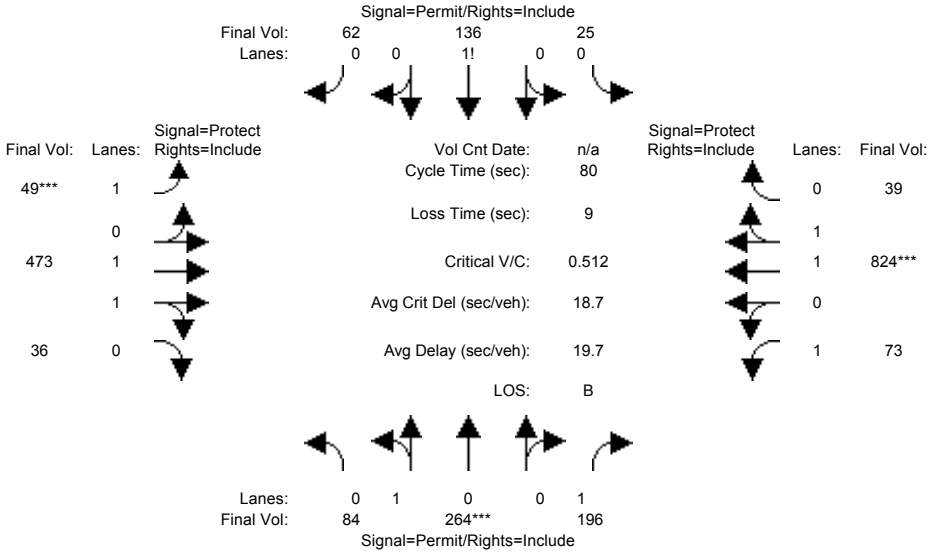
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	3	25	41	12	19	28	965	64	22	381	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	25	41	12	19	28	965	64	22	381	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	25	41	12	19	28	965	64	22	381	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	25	41	12	19	28	965	64	22	381	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	25	41	12	19	28	965	64	22	381	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	3	25	41	12	19	28	965	64	22	381	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.77	0.23	1.00	0.05	1.83	0.12	0.10	1.74	0.16
Final Sat.:	1607	193	1750	1392	408	1750	95	3287	218	181	3132	288
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.29	0.29	0.29	0.12	0.12	0.12
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.12	0.12	0.11	0.24	0.24	0.09	0.37	0.37	0.37	0.15	0.15	0.15
Delay/Veh:	31.4	31.4	31.3	32.1	32.1	31.1	2.3	2.3	2.3	1.8	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.3	32.1	32.1	31.1	2.3	2.3	2.3	1.8	1.8	1.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	1	8	8	8	3	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



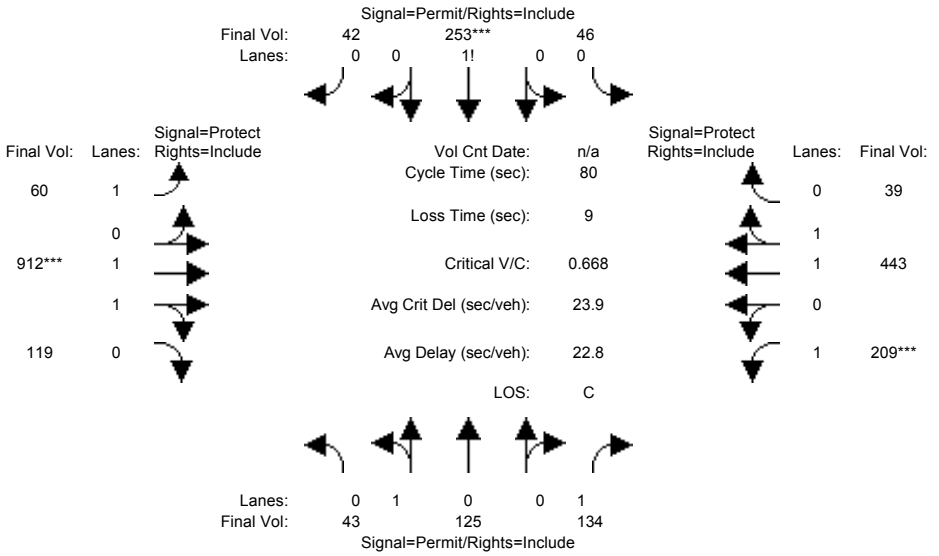
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	264	196	25	136	62	49	473	36	73	824	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	264	196	25	136	62	49	473	36	73	824	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	264	196	25	136	62	49	473	36	73	824	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	264	196	25	136	62	49	473	36	73	824	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	264	196	25	136	62	49	473	36	73	824	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	264	196	25	136	62	49	473	36	73	824	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.24	0.76	1.00	0.11	0.61	0.28	1.00	1.85	0.15	1.00	1.91	0.09
Final Sat.:	434	1366	1750	196	1067	487	1750	3438	262	1750	3533	167
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.11	0.13	0.13	0.13	0.03	0.14	0.14	0.04	0.23	0.23
Crit Moves:		****					****				****	
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	7.0	25.7	25.7	16.3	35.0	35.0
Volume/Cap:	0.53	0.53	0.31	0.35	0.35	0.35	0.32	0.43	0.43	0.20	0.53	0.53
Delay/Veh:	21.0	21.0	18.6	19.0	19.0	19.0	35.5	21.6	21.6	26.7	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	18.6	19.0	19.0	19.0	35.5	21.6	21.6	26.7	16.9	16.9
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	13	13	7	9	9	9	2	10	10	3	15	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



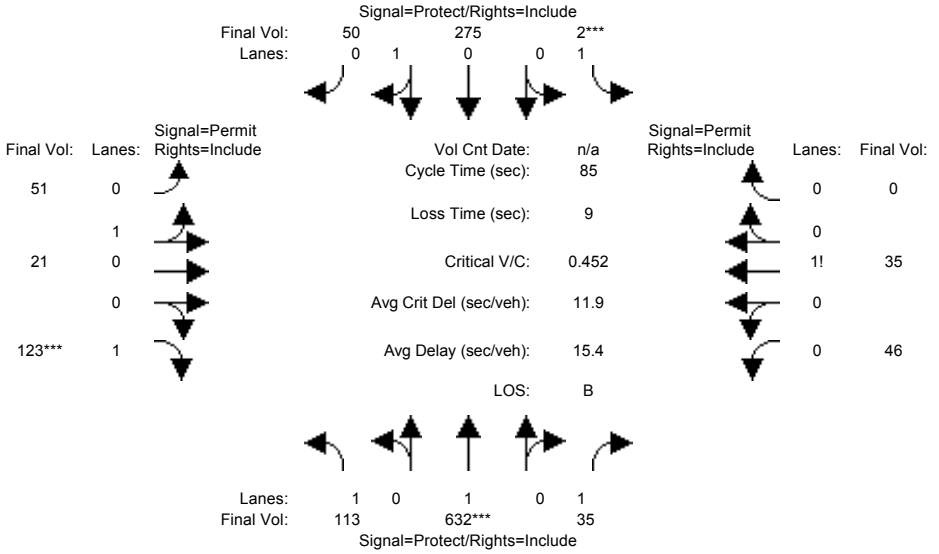
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	125	134	46	253	42	60	912	119	209	443	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	125	134	46	253	42	60	912	119	209	443	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	125	134	46	253	42	60	912	119	209	443	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	125	134	46	253	42	60	912	119	209	443	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	125	134	46	253	42	60	912	119	209	443	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	125	134	46	253	42	60	912	119	209	443	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.13	0.75	0.12	1.00	1.76	0.24	1.00	1.83	0.17
Final Sat.:	461	1339	1750	236	1298	216	1750	3273	427	1750	3400	299
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.19	0.19	0.19	0.03	0.28	0.28	0.12	0.13	0.13
Crit Moves:					****			****			****	
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	19.2	33.4	33.4	14.3	28.5	28.5
Volume/Cap:	0.32	0.32	0.26	0.67	0.67	0.67	0.14	0.67	0.67	0.67	0.37	0.37
Delay/Veh:	22.5	22.5	22.0	28.3	28.3	28.3	24.1	20.0	20.0	36.1	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	22.5	22.0	28.3	28.3	28.3	24.1	20.0	20.0	36.1	19.2	19.2
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	7	7	5	17	17	17	2	19	19	10	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #3832: 24TH/WILLIAM [Study Int 24]



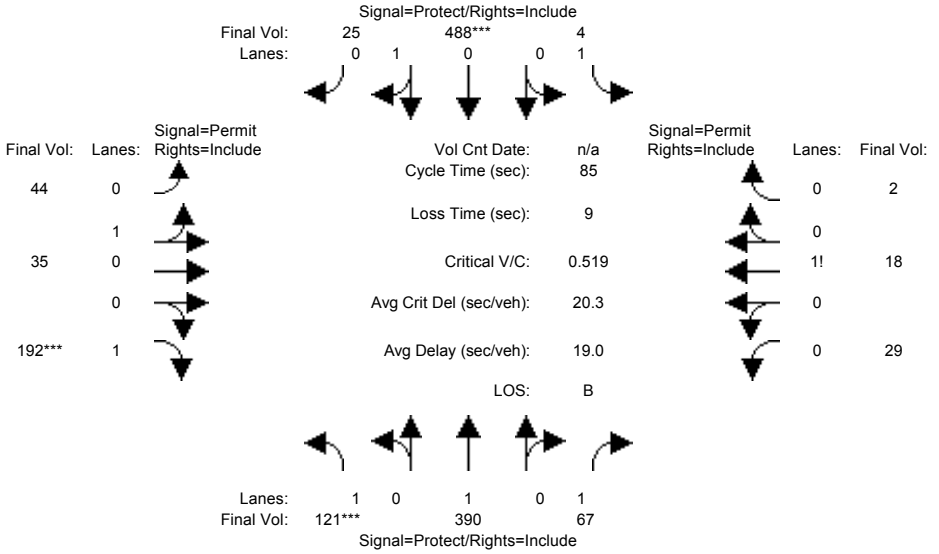
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	113		632	35	2		275	50	51		21	123	46		35	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:	113		632	35	2		275	50	51		21	123	46		35	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	113		632	35	2		275	50	51		21	123	46		35	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	113		632	35	2		275	50	51		21	123	46		35	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	113		632	35	2		275	50	51		21	123	46		35	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	113		632	35	2		275	50	51		21	123	46		35	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.95	0.95	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00		1.00	1.00	1.00		0.85	0.15	0.71		0.29	1.00	0.57		0.43	0.00
Final Sat.:	1750		1900	1750	1750		1523	277	1275		525	1750	1022		778	0
Capacity Analysis Module:																
Vol/Sat:	0.06		0.33	0.02	0.00		0.18	0.18	0.04		0.04	0.07	0.05		0.05	0.00
Crit Moves:			****		****							****				
Green Time:	20.0		57.0	57.0	7.0		43.9	43.9	12.0		12.0	12.0	12.0		12.0	0.0
Volume/Cap:	0.27		0.50	0.03	0.01		0.35	0.35	0.28		0.28	0.50	0.32		0.32	0.00
Delay/Veh:	26.9		7.2	4.7	35.9		12.3	12.3	33.2		33.2	35.2	33.5		33.5	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:	26.9		7.2	4.7	35.9		12.3	12.3	33.2		33.2	35.2	33.5		33.5	0.0
LOS by Move:	C		A	A	D		B	B	C		C	D	C		C	A
HCM2k95thQ:	5		15	1	0		10	10	4		4	8	5		5	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #3832: 24TH/WILLIAM [Study Int 24]



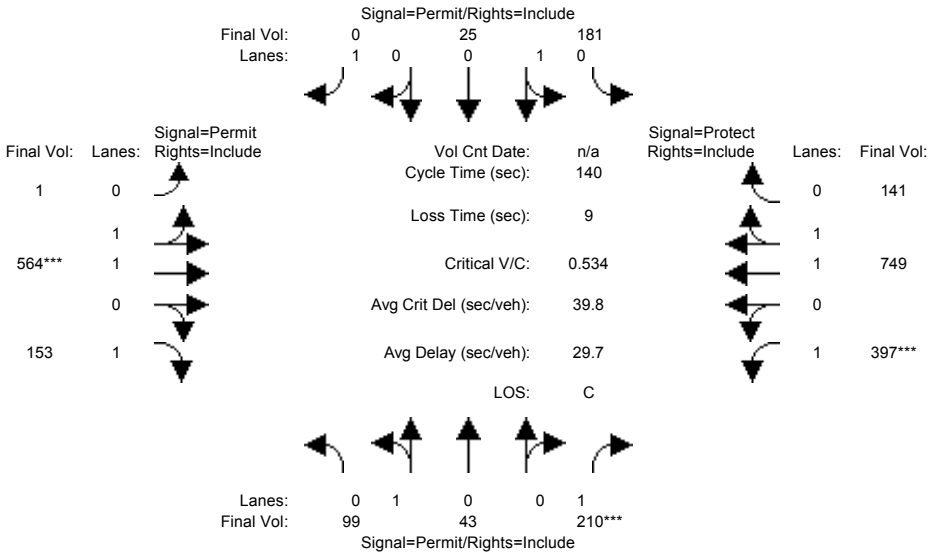
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	390	67	4	488	25	44	35	192	29	18	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	390	67	4	488	25	44	35	192	29	18	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	390	67	4	488	25	44	35	192	29	18	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:	1.00	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	390	67	4	488	25	44	35	192	29	18	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	390	67	4	488	25	44	35	192	29	18	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	390	67	4	488	25	44	35	192	29	18	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.56	0.44	1.00	0.59	0.37	0.04
Final Sat.:	1750	1900	1750	1750	1712	88	1003	797	1750	1036	643	71
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.04	0.00	0.29	0.29	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	11.3	41.4	41.4	16.6	46.7	46.7	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.52	0.42	0.08	0.01	0.52	0.52	0.21	0.21	0.52	0.13	0.13	0.13
Delay/Veh:	36.4	14.4	11.7	27.6	12.6	12.6	27.9	27.9	31.0	27.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	14.4	11.7	27.6	12.6	12.6	27.9	27.9	31.0	27.3	27.3	27.3
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	16	16	4	4	10	2	2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #4005: JULIAN/28TH [Study Int 3]



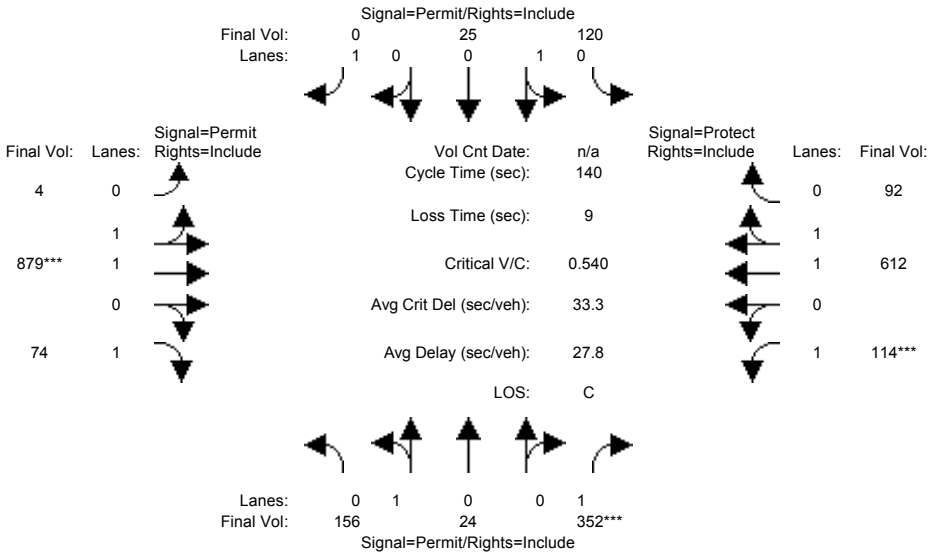
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	43	210	181	25	0	1	564	153	397	749	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	43	210	181	25	0	1	564	153	397	749	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	43	210	181	25	0	1	564	153	397	749	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	43	210	181	25	0	1	564	153	397	749	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	43	210	181	25	0	1	564	153	397	749	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	43	210	181	25	0	1	564	153	397	749	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.70	0.30	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.67	0.33
Final Sat.:	1255	545	1750	1582	218	1750	7	3693	1750	1750	3113	586
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.12	0.11	0.11	0.00	0.15	0.15	0.09	0.23	0.24	0.24
Crit Moves:			****					****		****		
Green Time:	31.5	31.5	31.5	31.5	31.5	0.0	40.0	40.0	40.0	59.5	99.5	99.5
Volume/Cap:	0.35	0.35	0.53	0.51	0.51	0.00	0.53	0.53	0.31	0.53	0.34	0.34
Delay/Veh:	46.2	46.2	49.2	48.6	48.6	0.0	42.6	42.6	39.4	30.7	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	46.2	49.2	48.6	48.6	0.0	42.6	42.6	39.4	30.7	7.8	7.8
LOS by Move:	D	D	D	D	D	A	D	D	D	C	A	A
HCM2k95thQ:	10	10	16	16	16	0	19	19	10	24	14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #4005: JULIAN/28TH [Study Int 3]



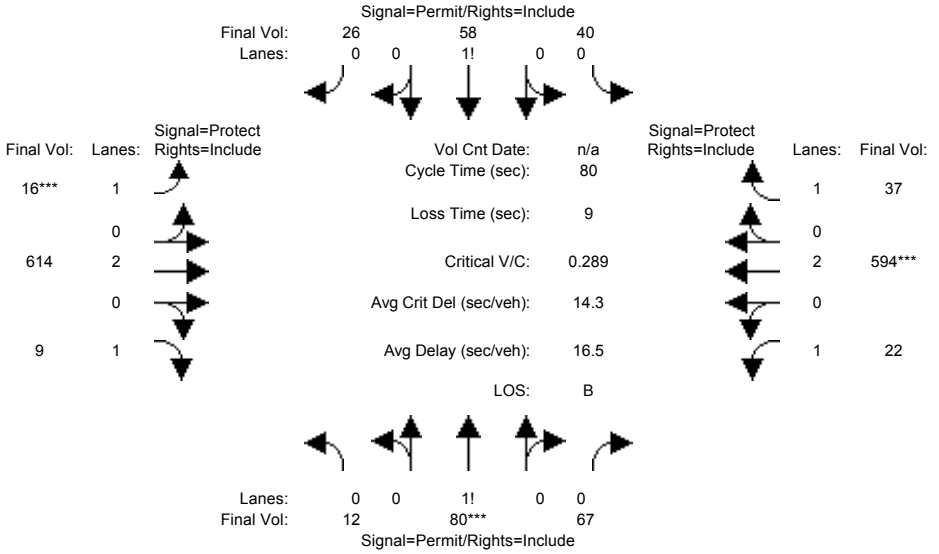
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	156	24	352	120	25	-1	4	879	74	114	612	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	24	352	120	25	-1	4	879	74	114	612	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	24	352	120	25	-1	4	879	74	114	612	92
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	24	352	120	25	0	4	879	74	114	612	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	24	352	120	25	0	4	879	74	114	612	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	24	352	120	25	0	4	879	74	114	612	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.87	0.13	1.00	0.83	0.17	1.00	0.01	1.99	1.00	1.00	1.73	0.27
Final Sat.:	1560	240	1750	1490	310	1750	17	3683	1750	1750	3216	483
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.20	0.08	0.08	0.00	0.24	0.24	0.04	0.07	0.19	0.19
Crit Moves:			****					****			****	
Green Time:	52.2	52.2	52.2	52.2	52.2	0.0	61.9	61.9	61.9	16.9	78.8	78.8
Volume/Cap:	0.27	0.27	0.54	0.22	0.22	0.00	0.54	0.54	0.10	0.54	0.34	0.34
Delay/Veh:	30.8	30.8	35.4	30.1	30.1	0.0	29.0	29.0	22.8	60.7	16.6	16.6
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:	30.8	30.8	35.4	30.1	30.1	0.0	29.0	29.0	22.8	60.7	16.6	16.6
LOS by Move:	C	C	D	C	C	A	C	C	C	E	B	B
HCM2k95thQ:	10	10	22	9	9	0	25	25	4	10	15	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



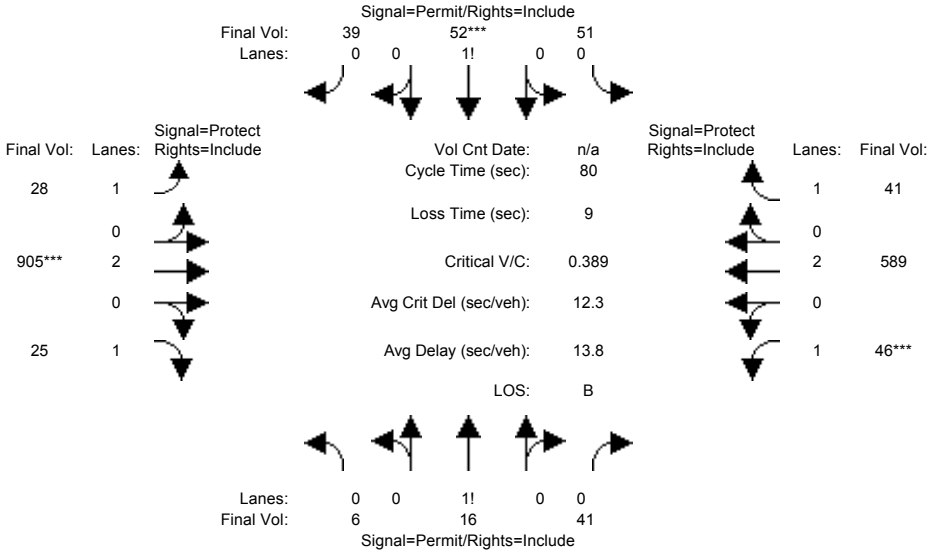
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	80	67	40	58	26	16	614	9	22	594	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	614	9	22	594	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	614	9	22	594	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	614	9	22	594	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	614	9	22	594	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	80	67	40	58	26	16	614	9	22	594	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.16	0.01	0.01	0.16	0.02
Crit Moves:		****					****				****	
Green Time:	23.5	23.5	23.5	23.5	23.5	23.5	7.0	30.8	30.8	16.7	40.5	40.5
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.42	0.01	0.06	0.31	0.04
Delay/Veh:	22.3	22.3	22.3	21.7	21.7	21.7	33.9	18.2	15.2	25.4	11.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	21.7	21.7	21.7	33.9	18.2	15.2	25.4	11.7	10.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	A
HCM2k95thQ:	7	7	7	5	5	5	1	10	0	1	8	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



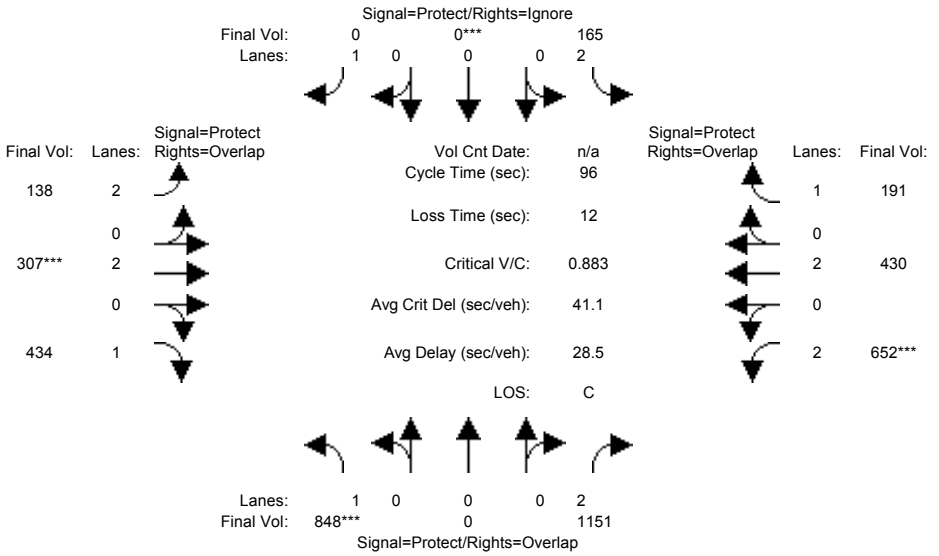
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	6		16	41	51		52	39	28		905	25	46		589	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:	6		16	41	51		52	39	28		905	25	46		589	41
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	6		16	41	51		52	39	28		905	25	46		589	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	6		16	41	51		52	39	28		905	25	46		589	41
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	6		16	41	51		52	39	28		905	25	46		589	41
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	6		16	41	51		52	39	28		905	25	46		589	41
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.10		0.25	0.65	0.36		0.37	0.27	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	167		444	1139	629		641	481	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.04	0.04	0.08		0.08	0.08	0.02		0.24	0.01	0.03		0.16	0.02
Crit Moves:					****				****				****			
Green Time:	16.3		16.3	16.3	16.3		16.3	16.3	19.8		47.7	47.7	7.0		35.0	35.0
Volume/Cap:	0.18		0.18	0.18	0.40		0.40	0.40	0.06		0.40	0.02	0.30		0.35	0.05
Delay/Veh:	26.6		26.6	26.6	28.4		28.4	28.4	23.1		8.7	6.6	35.3		15.1	13.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	26.6		26.6	26.6	28.4		28.4	28.4	23.1		8.7	6.6	35.3		15.1	13.0
LOS by Move:	C		C	C	C		C	C	C		A	A	D		B	B
HCM2k95thQ:	3		3	3	7		7	7	1		11	1	2		9	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #4038: 87/Taylor [Study Int 40]



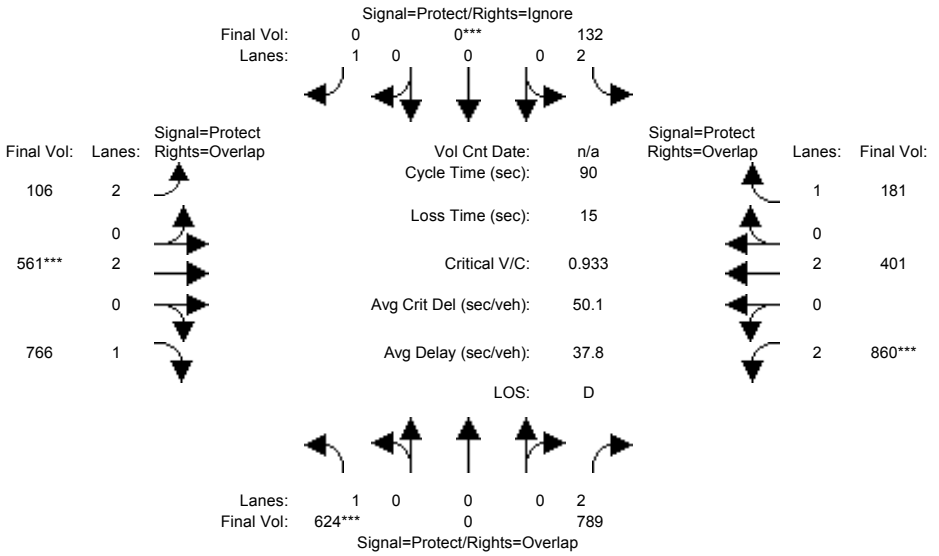
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	848	0	1151	165	0	143	138	307	434	652	430	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	848	0	1151	165	0	143	138	307	434	652	430	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	848	0	1151	165	0	143	138	307	434	652	430	191
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	848	0	1151	165	0	0	138	307	434	652	430	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	848	0	1151	165	0	0	138	307	434	652	430	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	848	0	1151	165	0	0	138	307	434	652	430	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.00	0.37	0.05	0.00	0.00	0.04	0.08	0.25	0.21	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	51.9	0.0	57.7	16.3	0.0	0.0	12.6	10.0	61.9	22.1	19.6	35.9
Volume/Cap:	0.90	0.00	0.61	0.31	0.00	0.00	0.33	0.78	0.38	0.90	0.56	0.29
Delay/Veh:	30.9	0.0	12.6	35.2	0.0	0.0	38.4	51.2	8.3	49.7	35.2	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	0.0	12.6	35.2	0.0	0.0	38.4	51.2	8.3	49.7	35.2	21.4
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	45	0	24	6	0	0	4	9	12	26	12	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #4038: 87/Taylor [Study Int 40]



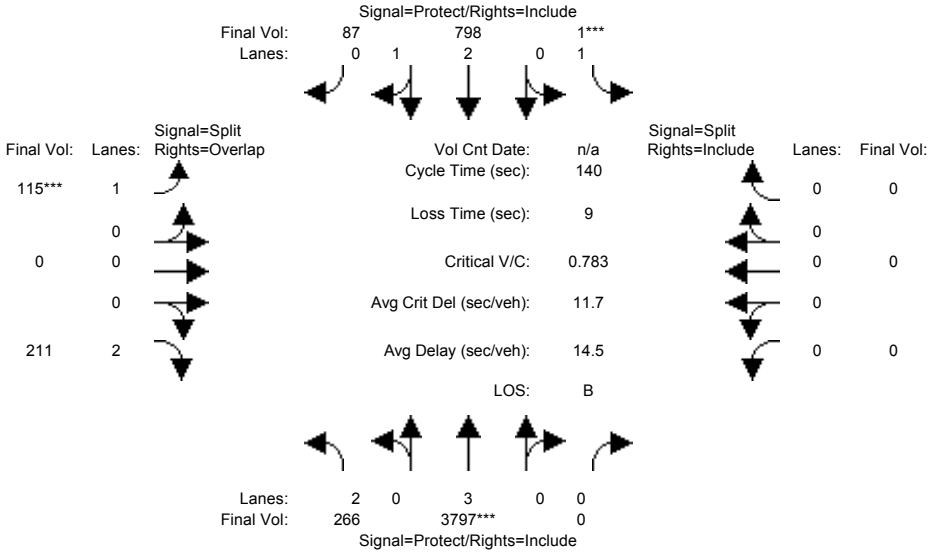
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	624	0	789		132	0	151		106	561	766		860	401	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	624	0	789		132	0	151		106	561	766		860	401	181	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	624	0	789		132	0	151		106	561	766		860	401	181	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	624	0	789		132	0	0		106	561	766		860	401	181	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	624	0	789		132	0	0		106	561	766		860	401	181	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	624	0	789		132	0	0		106	561	766		860	401	181	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.00	0.25		0.04	0.00	0.00		0.03	0.15	0.44		0.27	0.11	0.10	
Crit Moves:	****					****				****				****		
Green Time:	34.4	0.0	26.3		34.4	0.0	0.0		16.7	14.2	48.7		26.3	23.9	58.3	
Volume/Cap:	0.93	0.00	0.86		0.11	0.00	0.00		0.18	0.93	0.81		0.93	0.40	0.16	
Delay/Veh:	46.7	0.0	38.0		18.0	0.0	0.0		31.0	59.0	22.2		46.8	27.4	6.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.7	0.0	38.0		18.0	0.0	0.0		31.0	59.0	22.2		46.8	27.4	6.3	
LOS by Move:	D		A	D	B		A	A	C		E	C	D		C	A
HCM2k95thQ:	38		0	27	3		0	0	3		14	30	32		9	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



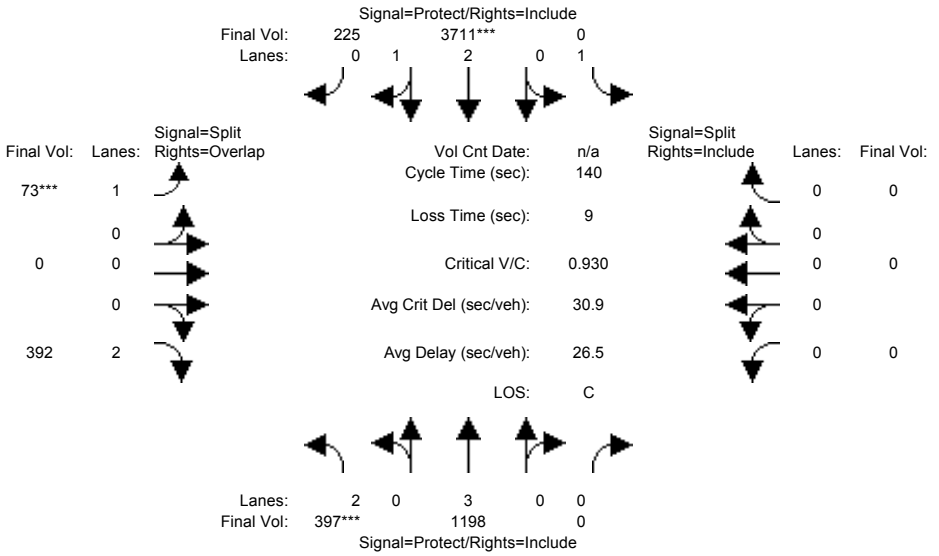
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	266		3797	0	1		798	87	115		0	211	0		0	0
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:	266		3797	0	1		798	87	115		0	211	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	266		3797	0	1		798	87	115		0	211	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	266		3797	0	1		798	87	115		0	211	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	266		3797	0	1		798	87	115		0	211	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	266		3797	0	1		798	87	115		0	211	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.69	0.31	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5049	550	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.08		0.67	0.00	0.00		0.16	0.16	0.07		0.00	0.07	0.00		0.00	0.00
Crit Moves:			****				****		****							
Green Time:	41.7		113	0.0	7.0		78.1	78.1	11.1		0.0	52.9	0.0		0.0	0.0
Volume/Cap:	0.28		0.83	0.00	0.01		0.28	0.28	0.83		0.00	0.18	0.00		0.00	0.00
Delay/Veh:	37.8		9.2	0.0	63.3		16.3	16.3	95.1		0.0	29.1	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.8		9.2	0.0	63.3		16.3	16.3	95.1		0.0	29.1	0.0		0.0	0.0
LOS by Move:	D		A	A	E		B	B	F		A	C	A		A	A
HCM2k95thQ:	10		52	0	0		12	12	14		0	7	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



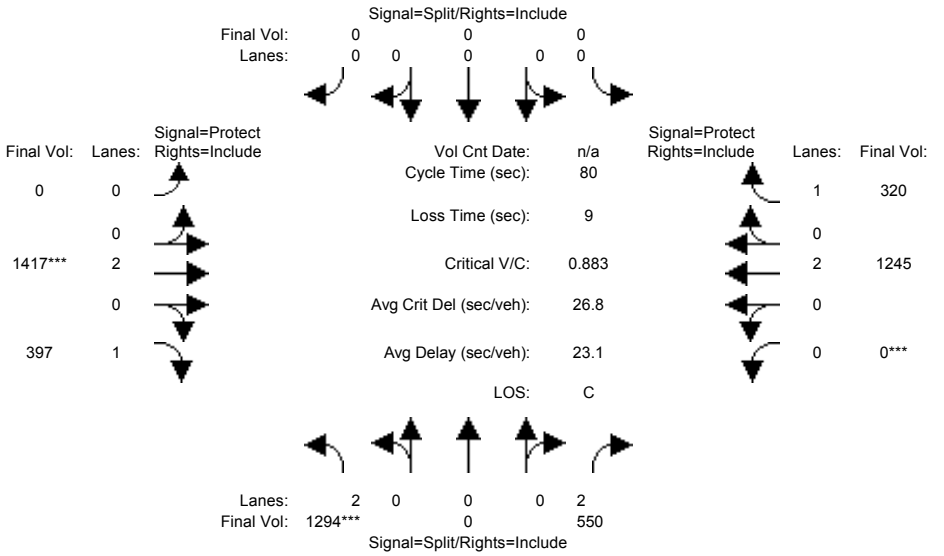
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	397		1198	0	0		3711	225	73		0	392	0		0	0
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:	397		1198	0	0		3711	225	73		0	392	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	397		1198	0	0		3711	225	73		0	392	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	397		1198	0	0		3711	225	73		0	392	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	397		1198	0	0		3711	225	73		0	392	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	397		1198	0	0		3711	225	73		0	392	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.82	0.18	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5279	320	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.13		0.21	0.00	0.00		0.70	0.70	0.04		0.00	0.12	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	18.4		121	0.0	0.0		103	102.6	10.0		0.0	28.4	0.0		0.0	0.0
Volume/Cap:	0.96		0.24	0.00	0.00		0.96	0.96	0.58		0.00	0.61	0.00		0.00	0.00
Delay/Veh:	94.1		1.7	0.0	0.0		23.8	23.8	69.9		0.0	52.6	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	94.1		1.7	0.0	0.0		23.8	23.8	69.9		0.0	52.6	0.0		0.0	0.0
LOS by Move:	F		A	A	A		C	C	E		A	D	A		A	A
HCM2k95thQ:	25		6	0	0		81	81	8		0	18	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #4069: 101/Trimble [Study Int 62]



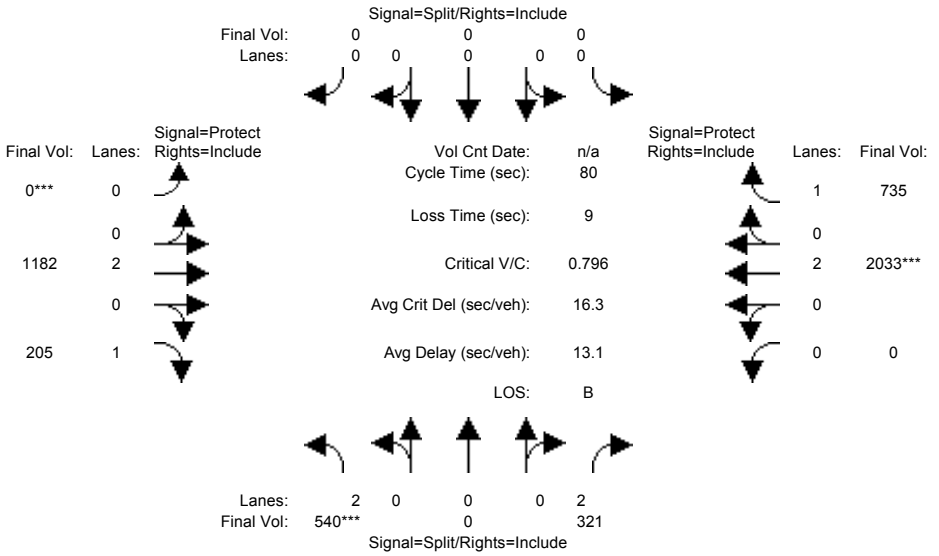
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1294	0	550	0	0	0	0	1417	397	0	1245	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1294	0	550	0	0	0	0	1417	397	0	1245	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.17	0.00	0.00	0.00	0.00	0.37	0.23	0.00	0.33	0.18
Crit Moves:	****							****			****	
Green Time:	37.2	0.0	37.2	0.0	0.0	0.0	0.0	33.8	33.8	0.0	33.8	33.8
Volume/Cap:	0.88	0.00	0.38	0.00	0.00	0.00	0.00	0.88	0.54	0.00	0.78	0.43
Delay/Veh:	26.1	0.0	14.0	0.0	0.0	0.0	0.0	27.4	18.1	0.0	22.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	0.0	14.0	0.0	0.0	0.0	0.0	27.4	18.1	0.0	22.3	16.7
LOS by Move:	C	A	B	A	A	A	A	C	B	A	C	B
HCM2k95thQ:	36	0	10	0	0	0	0	31	15	0	26	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #4069: 101/Trimble [Study Int 62]



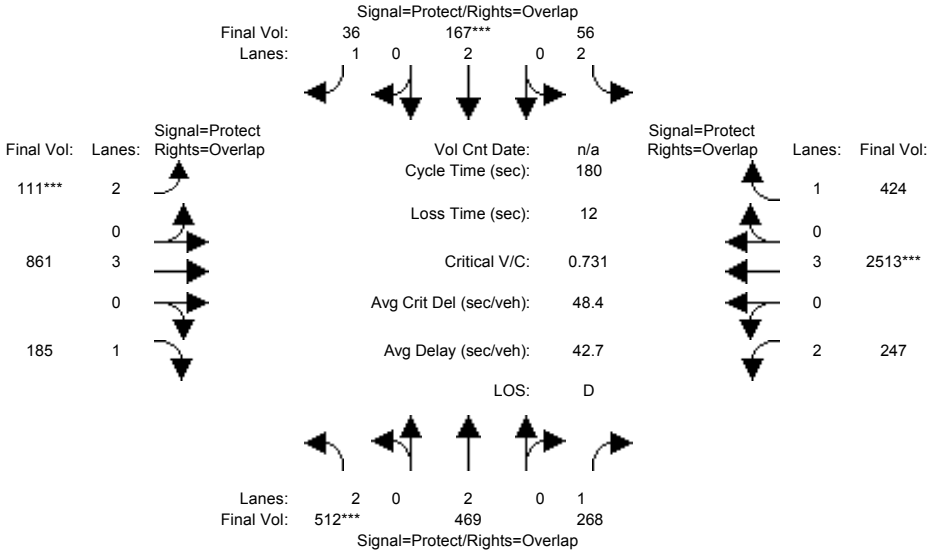
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	0	321	0	0	0	0	1182	205	0	2033	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	0	321	0	0	0	0	1182	205	0	2033	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	0	321	0	0	0	0	1182	205	0	2033	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	0	321	0	0	0	0	1182	205	0	2033	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	0	321	0	0	0	0	1182	205	0	2033	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	0	321	0	0	0	0	1182	205	0	2033	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.12	0.00	0.54	0.42
Crit Moves:	****						****				****	
Green Time:	17.2	0.0	17.2	0.0	0.0	0.0	0.0	53.8	53.8	0.0	53.8	53.8
Volume/Cap:	0.80	0.00	0.47	0.00	0.00	0.00	0.00	0.46	0.17	0.00	0.80	0.62
Delay/Veh:	36.2	0.0	27.9	0.0	0.0	0.0	0.0	6.4	4.9	0.0	11.1	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	27.9	0.0	0.0	0.0	0.0	6.4	4.9	0.0	11.1	8.5
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	18	0	9	0	0	0	0	13	4	0	33	21

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



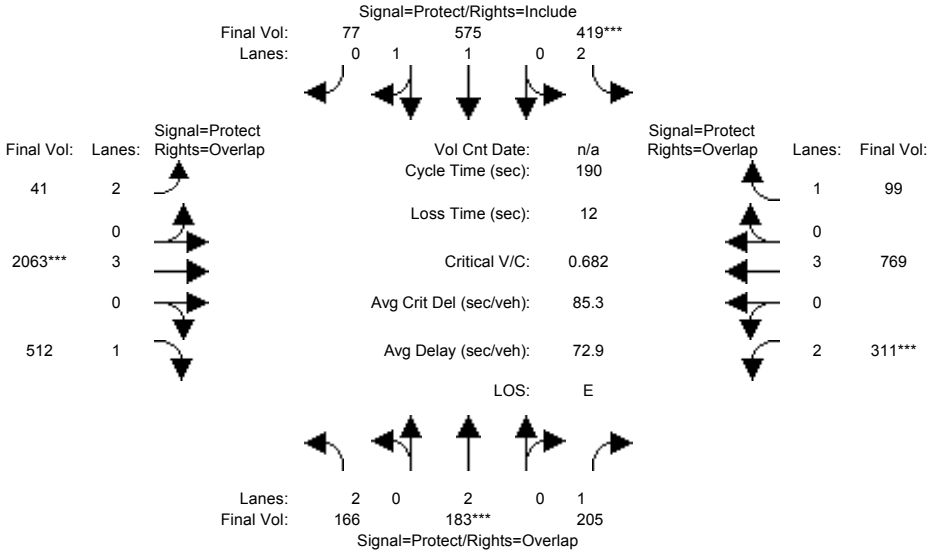
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	512	469	268	56	167	36	111	861	185	247	2513	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	469	268	56	167	36	111	861	185	247	2513	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	469	268	56	167	36	111	861	185	247	2513	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	469	268	56	167	36	111	861	185	247	2513	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	469	268	56	167	36	111	861	185	247	2513	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	469	268	56	167	36	111	861	185	247	2513	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.15	0.02	0.04	0.02	0.04	0.15	0.11	0.08	0.44	0.24
Crit Moves:	****				****		****				****	
Green Time:	38.7	30.1	70.8	19.0	10.5	24.5	14.0	78.3	116.9	40.6	105	123.9
Volume/Cap:	0.76	0.74	0.39	0.17	0.76	0.15	0.45	0.35	0.16	0.35	0.76	0.35
Delay/Veh:	71.2	75.7	39.5	73.6	97.5	68.9	76.2	16.6	0.1	60.0	39.2	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	75.7	39.5	73.6	97.5	68.9	76.2	16.6	0.1	60.0	39.2	18.8
LOS by Move:	E	E	D	E	F	E	E	B	A	E	D	B
HCM2k95thQ:	29	23	23	3	9	4	8	11	0	13	60	27

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



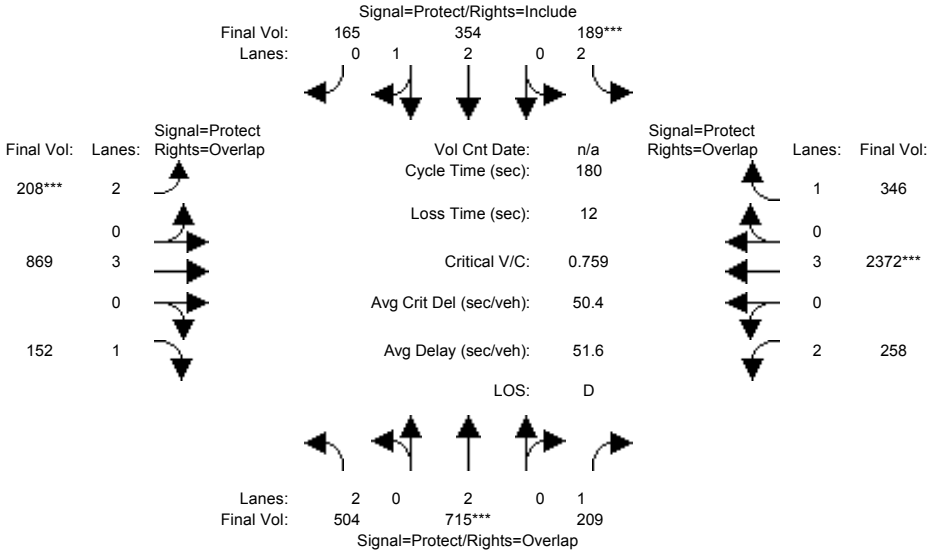
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	183	205	419	575	77	41	2063	512	311	769	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	183	205	419	575	77	41	2063	512	311	769	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	183	205	419	575	77	41	2063	512	311	769	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	183	205	419	575	77	41	2063	512	311	769	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	183	205	419	575	77	41	2063	512	311	769	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	183	205	419	575	77	41	2063	512	311	769	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.76	0.24	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3263	437	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.12	0.13	0.18	0.18	0.01	0.36	0.29	0.10	0.13	0.06
Crit Moves:		****		****				****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.38	0.23	0.36	1.34	1.05	1.05	0.14	0.70	0.44	0.87	0.25	0.09
Delay/Veh:	79.7	66.7	53.0	265.5	133	133.0	84.2	46.9	25.7	107.5	17.4	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:	79.7	66.7	53.0	265.5	133	133.0	84.2	46.9	25.7	107.5	17.4	6.6
LOS by Move:	E	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	11	9	19	39	41	41	3	56	38	22	10	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



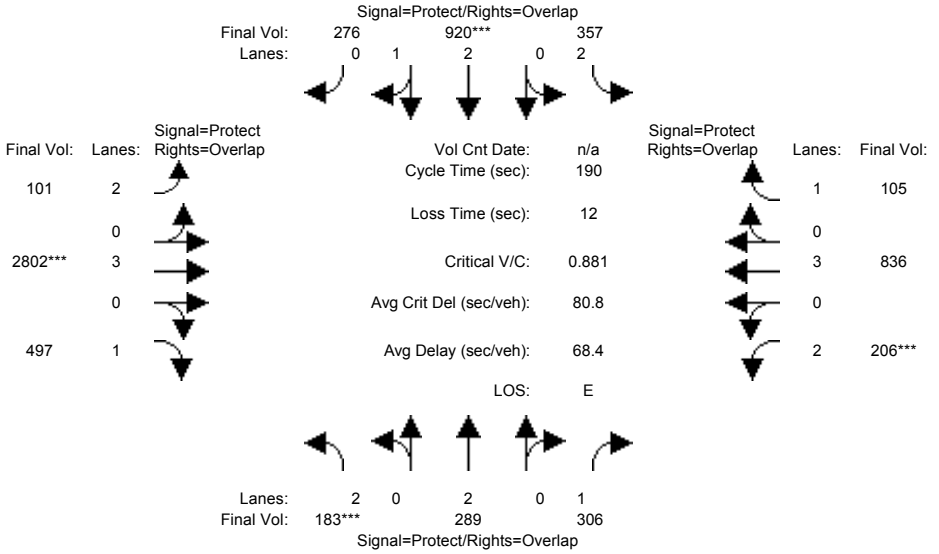
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	504	715	209	189	354	165	208	869	152	258	2372	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	715	209	189	354	165	208	869	152	258	2372	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	715	209	189	354	165	208	869	152	258	2372	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	715	209	189	354	165	208	869	152	258	2372	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	715	209	189	354	165	208	869	152	258	2372	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
FinalVolume:	504	715	209	189	354	165	208	869	152	258	2372	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.05	0.95	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	3800	1900	3800	3888	1812	3800	4845	1900	3800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.11	0.05	0.09	0.09	0.05	0.18	0.08	0.07	0.42	0.18
Crit Moves:		****		****			****				****	
Green Time:	34.1	43.6	77.0	14.0	23.4	23.4	14.0	77.0	111.2	33.4	96.4	110.4
Volume/Cap:	0.70	0.78	0.26	0.64	0.70	0.70	0.70	0.42	0.13	0.37	0.78	0.30
Delay/Veh:	81.8	81.5	49.8	89.7	85.4	85.4	88.4	36.0	14.4	64.4	34.6	16.6
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:	81.8	81.5	49.8	89.7	85.4	85.4	88.4	36.0	14.4	64.4	34.6	16.6
LOS by Move:	F	F	D	F	F	F	F	D	B	E	C	B
HCM2k95thQ:	24	33	18	10	18	18	11	20	7	12	60	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



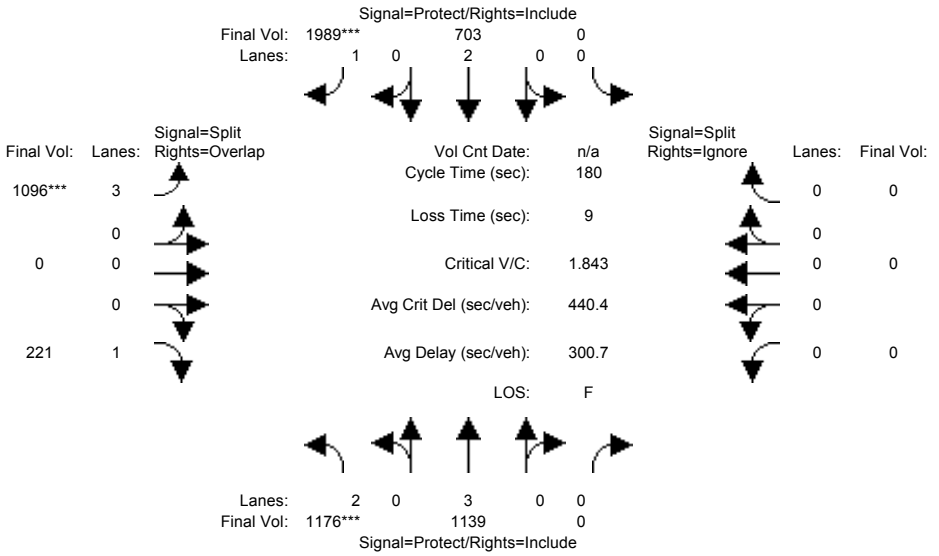
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	289	306	357	920	276	101	2802	497	206	836	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	289	306	357	920	276	101	2802	497	206	836	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	289	306	357	920	276	101	2802	497	206	836	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	289	306	357	920	276	101	2802	497	206	836	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	289	306	357	920	276	101	2802	497	206	836	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	289	306	357	920	276	101	2802	497	206	836	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4306	1292	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.17	0.11	0.21	0.21	0.03	0.49	0.28	0.07	0.15	0.06
Crit Moves:	****				****			****			****	
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.66	0.44	0.63	1.00	1.08	0.73	0.34	0.89	0.44	0.63	0.26	0.09
Delay/Veh:	95.0	75.7	67.3	137.7	134	66.6	86.7	56.2	27.5	91.3	23.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	75.7	67.3	137.7	134	66.6	86.7	56.2	27.5	91.3	23.0	11.5
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	13	15	31	27	50	38	7	83	37	14	16	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



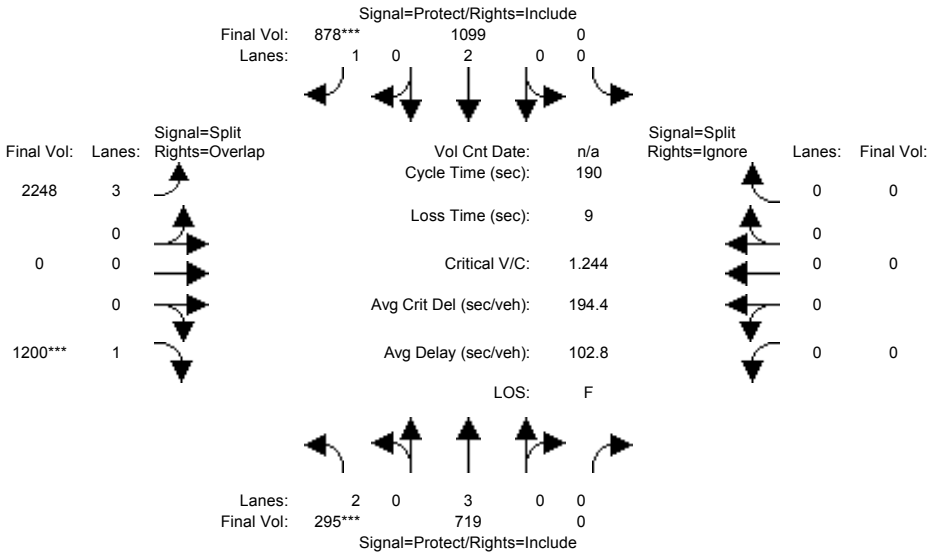
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	1176		1139	0	0		703	1989	1096		0	221	0		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:	1176		1139	0	0		703	1989	1096		0	221	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	1176		1139	0	0		703	1989	1096		0	221	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	1176		1139	0	0		703	1989	1096		0	221	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	1176		1139	0	0		703	1989	1096		0	221	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	1176		1139	0	0		703	1989	1096		0	221	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	0.80		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	0.00		2.00	1.00	3.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	0		3800	1750	4551		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.37		0.20	0.00	0.00		0.19	1.14	0.24		0.00	0.13	0.00		0.00	0.00
Crit Moves:	****							****	****							
Green Time:	36.5		147	0.0	0.0		111	111.0	23.5		0.0	60.0	0.0		0.0	0.0
Volume/Cap:	1.84		0.24	0.00	0.00		0.30	1.84	1.84		0.00	0.38	0.00		0.00	0.00
Delay/Veh:	457.1		3.7	0.0	0.0		16.3	417.4	464.0		0.0	44.3	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	457.1		3.7	0.0	0.0		16.3	417.4	464.0		0.0	44.3	0.0		0.0	0.0
LOS by Move:	F		A	A	A		B	F	F		A	D	A		A	A
HCM2k95thQ:	117		9	0	0		16	351	77		0	16	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



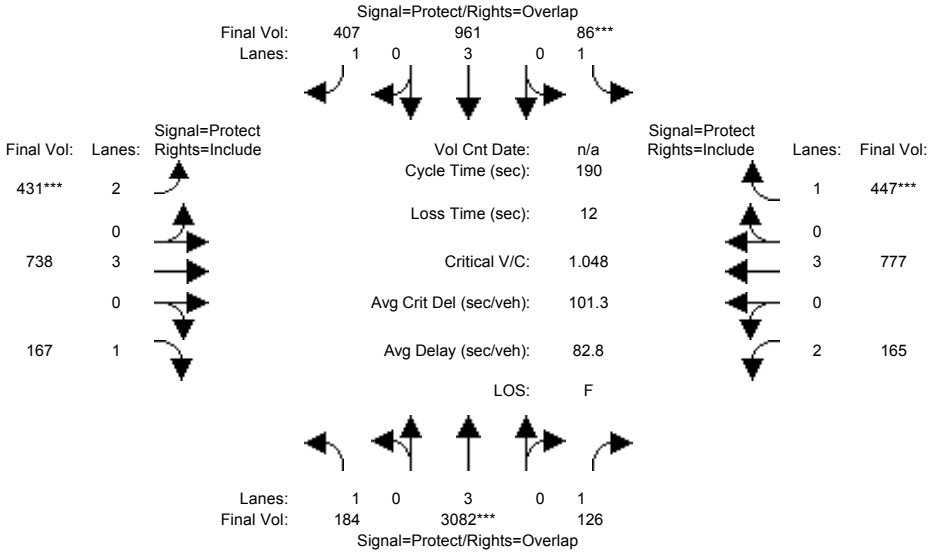
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module:																
Base Vol:	295		719	0	0		1099	878	2248		0	1200	0		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:	295		719	0	0		1099	878	2248		0	1200	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	295		719	0	0		1099	878	2248		0	1200	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	295		719	0	0		1099	878	2248		0	1200	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	295		719	0	0		1099	878	2248		0	1200	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	295		719	0	0		1099	878	2248		0	1200	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	0.80	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	0.00	2.00		1.00	3.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	3150	5700		0	0	3800		1750	4551	0		1750	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.09	0.13		0.00	0.00	0.29		0.50	0.49	0.00		0.69	0.00	0.00		0.00
Crit Moves:	****							****				****				
Green Time:	18.1		72.6	0.0	0.0		54.4	54.4	108.8		0.0	127.0	0.0		0.0	0.0
Volume/Cap:	0.98	0.33		0.00	0.00	1.01		1.75	0.86	0.00		1.03	0.00	0.00		0.00
Delay/Veh:	136.3		43.6	0.0	0.0		101	417.4	26.0		0.0	45.6	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	136.3		43.6	0.0	0.0		101	417.4	26.0		0.0	45.6	0.0		0.0	0.0
LOS by Move:	F		D	A	A		F	F	C		A	D	A		A	A
HCM2k95thQ:	23		18	0	0		60	159	60		0	124	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



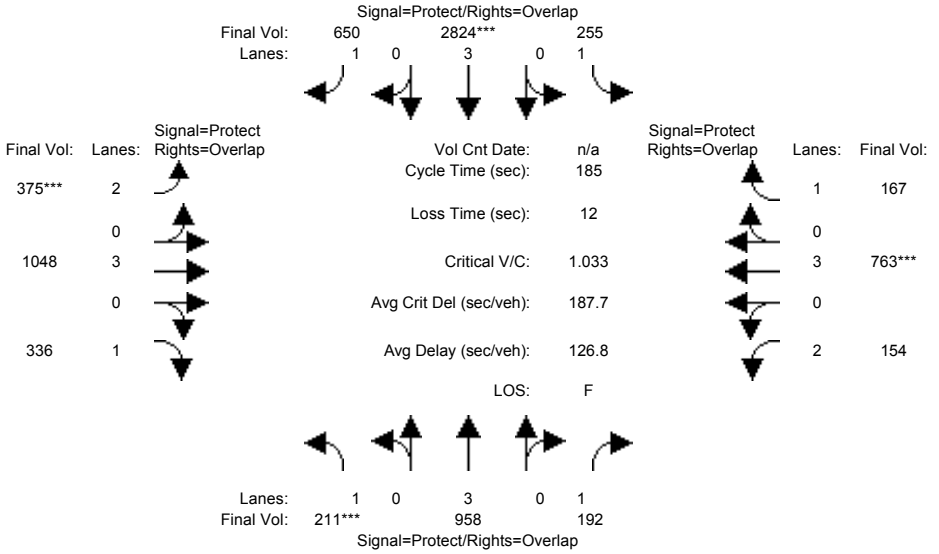
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	3669	126	86	1144	407	431	738	167	165	777	447
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	3669	126	86	1144	407	431	738	167	165	777	447
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	3669	126	86	1144	407	431	738	167	165	777	447
User Adj:	1.00	0.84	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	3082	126	86	961	407	431	738	167	165	777	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	3082	126	86	961	407	431	738	167	165	777	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	3082	126	86	961	407	431	738	167	165	777	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.07	0.05	0.17	0.23	0.14	0.13	0.10	0.05	0.14	0.26
Crit Moves:		****		****			****					****
Green Time:	41.1	98.0	118.5	8.9	65.8	90.6	24.8	50.6	50.6	20.5	46.3	46.3
Volume/Cap:	0.49	1.05	0.12	1.05	0.49	0.49	1.05	0.49	0.36	0.49	0.56	1.05
Delay/Veh:	67.2	89.0	21.0	206.7	66.2	54.9	140.2	59.0	57.0	80.9	63.4	128.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	89.0	21.0	206.7	66.2	54.9	140.2	59.0	57.0	80.9	63.4	128.6
LOS by Move:	E	F	C	F	E	D	F	E	E	F	E	F
HCM2k95thQ:	19	105	9	13	29	37	34	21	16	10	23	53

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



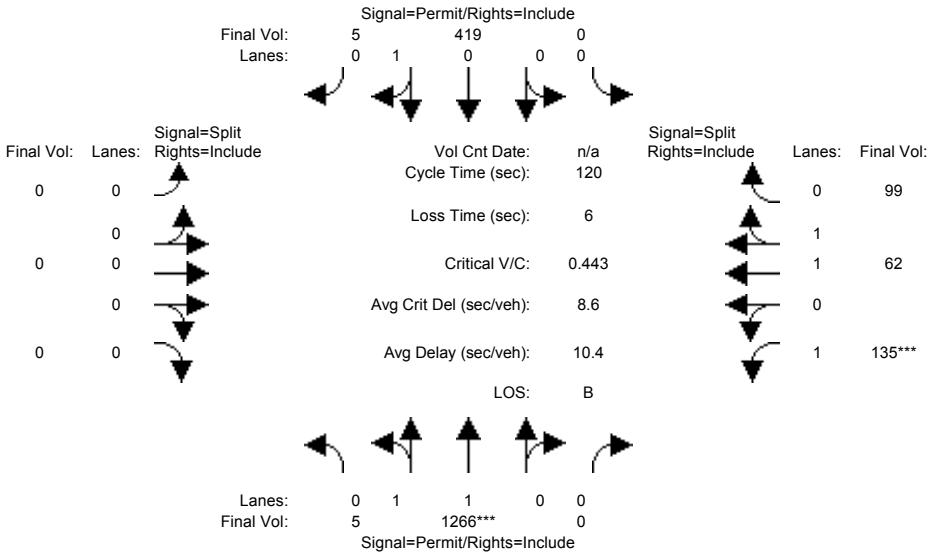
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	12		72	72	33		93	93	39		50	50	29		41	41
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module:																
Base Vol:	211		1261	192	255		3668	650	375		1048	336	154		763	167
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	211		1261	192	255		3668	650	375		1048	336	154		763	167
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	211		1261	192	255		3668	650	375		1048	336	154		763	167
User Adj:	1.00		0.76	1.00	1.00		0.77	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	211		958	192	255		2824	650	375		1048	336	154		763	167
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	211		958	192	255		2824	650	375		1048	336	154		763	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:	211		958	192	255		2824	650	375		1048	336	154		763	167
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.83	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		5700	1750	1750		4731	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.12		0.17	0.11	0.15		0.60	0.37	0.12		0.18	0.19	0.05		0.13	0.10
Crit Moves:	****				****				****				****			
Green Time:	11.3		67.6	95.2	31.0		87.3	124.0	36.6		47.5	58.8	27.6		38.5	69.5
Volume/Cap:	1.98		0.46	0.21	0.87		1.26	0.55	0.60		0.72	0.60	0.33		0.64	0.25
Delay/Veh:	565.0		53.0	32.9	113.9		206	40.7	73.6		68.3	58.6	75.4		72.5	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:	565.0		53.0	32.9	113.9		206	40.7	73.6		68.3	58.6	75.4		72.5	42.7
LOS by Move:	F		D	C	F		F	D	E		E	E	E		E	D
HCM2k95thQ:	45		27	16	30		121	57	23		33	31	9		25	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Bkgrd + Proj Conditions

Intersection #5444: Lafayette/Lewis [Study Int 47]



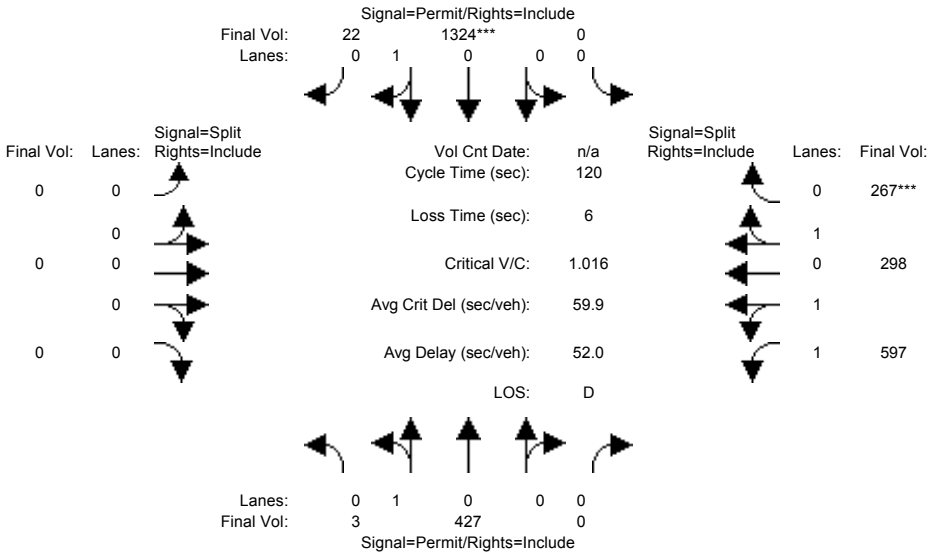
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	5		1266	0	0		419	5	0		0	0	135		62	99
Growth 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:	5		1266	0	0		419	5	0		0	0	135		62	99
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		1266	0	0		419	5	0		0	0	135		62	99
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		1266	0	0		419	5	0		0	0	135		62	99
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		1266	0	0		419	5	0		0	0	135		62	99
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	5		1266	0	0		419	5	0		0	0	135		62	99
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.97	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.01		1.99	0.00	0.00		0.99	0.01	0.00		0.00	0.00	1.00		1.00	1.00
Final Sat.:	15		3685	0	0		1779	21	0		0	0	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.34		0.34	0.00	0.00		0.24	0.24	0.00		0.00	0.00	0.08		0.03	0.06
Crit Moves:			****										****			
Green Time:	93.1		93.1	0.0	0.0		93.1	93.1	0.0		0.0	0.0	20.9		20.9	20.9
Volume/Cap:	0.44		0.44	0.00	0.00		0.30	0.30	0.00		0.00	0.00	0.44		0.19	0.32
Delay/Veh:	4.7		4.7	0.0	0.0		4.1	4.1	0.0		0.0	0.0	45.4		42.4	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:	4.7		4.7	0.0	0.0		4.1	4.1	0.0		0.0	0.0	45.4		42.4	43.8
LOS by Move:	A		A	A	A		A	A	A		A	A	D		D	D
HCM2k95thQ:	15		15	0	0		9	9	0		0	0	10		4	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Bkgrd + Proj Conditions

Intersection #5444: Lafayette/Lewis [Study Int 47]



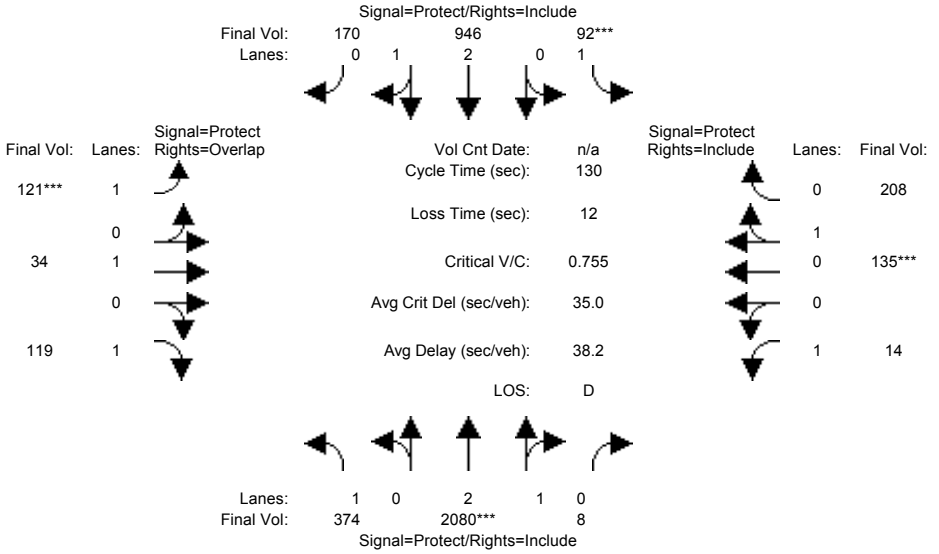
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	3		427	0	0		1324	22	0		0	0	597		298	267
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	3		427	0	0		1324	22	0		0	0	597		298	267
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	3		427	0	0		1324	22	0		0	0	597		298	267
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	3		427	0	0		1324	22	0		0	0	597		298	267
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	3		427	0	0		1324	22	0		0	0	597		298	267
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	3		427	0	0		1324	22	0		0	0	597		298	267
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.56		0.76	0.68
Final Sat.:	13		1787	0	0		1771	29	0		0	0	2748		1372	1229
Capacity Analysis Module:																
Vol/Sat:	0.24		0.24	0.00	0.00		0.75	0.75	0.00		0.00	0.00	0.22		0.22	0.22
Crit Moves:							****									****
Green Time:	88.3		88.3	0.0	0.0		88.3	88.3	0.0		0.0	0.0	25.7		25.7	25.7
Volume/Cap:	0.32		0.32	0.00	0.00		1.02	1.02	0.00		0.00	0.00	1.02		1.02	1.02
Delay/Veh:	5.6		5.6	0.0	0.0		44.6	44.6	0.0		0.0	0.0	77.8		77.8	77.8
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:	5.6		5.6	0.0	0.0		44.6	44.6	0.0		0.0	0.0	77.8		77.8	77.8
LOS by Move:	A		A	A	A		D	D	A		A	A	E		E	E
HCM2k95thQ:	11		11	0	0		89	89	0		0	0	36		36	36

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



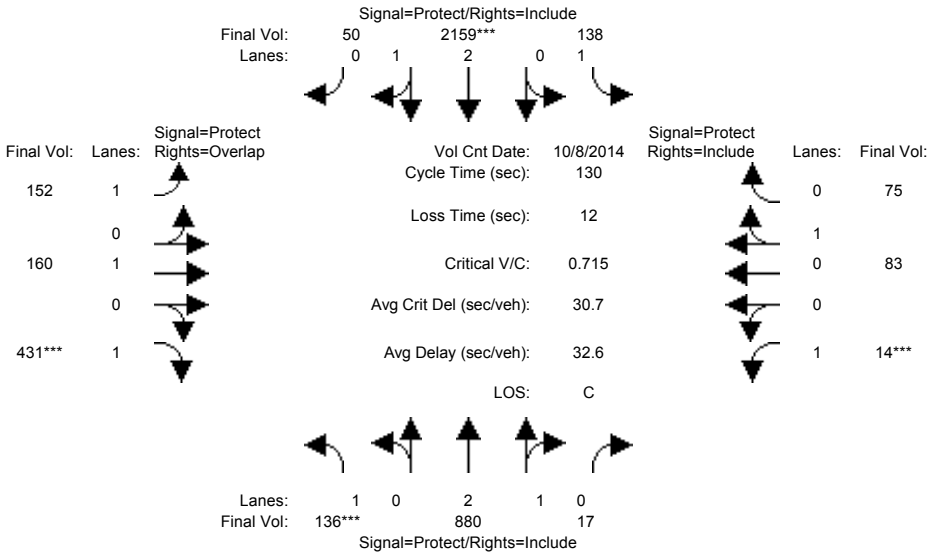
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	374	2080	8	92	946	170	121	34	119	14	135	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2080	8	92	946	170	121	34	119	14	135	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2080	8	92	946	170	121	34	119	14	135	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2080	8	92	946	170	121	34	119	14	135	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2080	8	92	946	170	121	34	119	14	135	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	2080	8	92	946	170	121	34	119	14	135	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.53	0.47	1.00	1.00	1.00	1.00	0.39	0.61
Final Sat.:	1750	5579	21	1750	4746	853	1750	1900	1750	1750	708	1092
Capacity Analysis Module:												
Vol/Sat:	0.21	0.37	0.37	0.05	0.20	0.20	0.07	0.02	0.07	0.01	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	37.9	64.2	64.2	9.1	35.4	35.4	11.9	26.3	64.2	18.4	32.8	32.8
Volume/Cap:	0.73	0.75	0.75	0.75	0.73	0.73	0.75	0.09	0.14	0.06	0.75	0.75
Delay/Veh:	46.9	27.8	27.8	82.6	44.9	44.9	75.9	42.2	17.9	48.4	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:	46.9	27.8	27.8	82.6	44.9	44.9	75.9	42.2	17.9	48.4	51.9	51.9
LOS by Move:	D	C	C	F	D	D	E	D	B	D	D	D
HCM2k95thQ:	26	38	38	8	25	25	11	2	5	1	26	26

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



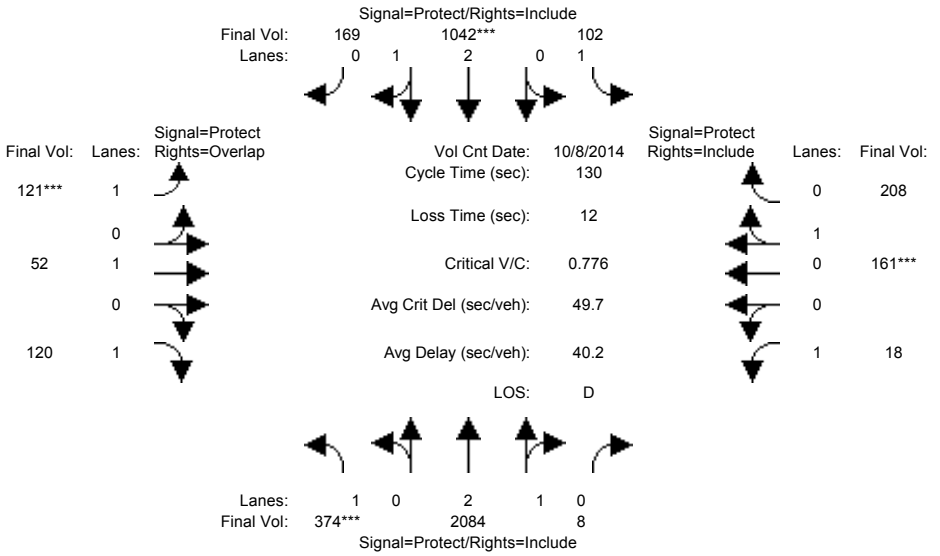
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	136		880	17	138		2159	50	152		160	431	14		83	75
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	136		880	17	138		2159	50	152		160	431	14		83	75
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	136		880	17	138		2159	50	152		160	431	14		83	75
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		880	17	138		2159	50	152		160	431	14		83	75
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	136		880	17	138		2159	50	152		160	431	14		83	75
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	136		880	17	138		2159	50	152		160	431	14		83	75
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.94	0.06	1.00		2.93	0.07	1.00		1.00	1.00	1.00		0.53	0.47
Final Sat.:	1750		5494	106	1750		5473	127	1750		1900	1750	1750		946	854
Capacity Analysis Module:																
Vol/Sat:	0.08		0.16	0.16	0.08		0.39	0.39	0.09		0.08	0.25	0.01		0.09	0.09
Crit Moves:	****				****							****	****			
Green Time:	13.5		54.8	54.8	27.0		68.3	68.3	18.0		29.2	42.7	7.0		18.2	18.2
Volume/Cap:	0.75		0.38	0.38	0.38		0.75	0.75	0.63		0.37	0.75	0.15		0.63	0.63
Delay/Veh:	72.6		26.0	26.0	45.0		25.3	25.3	58.0		43.2	44.4	59.4		57.6	57.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	72.6		26.0	26.0	45.0		25.3	25.3	58.0		43.2	44.4	59.4		57.6	57.6
LOS by Move:	E		C	C	D		C	C	E		D	D	E		E	E
HCM2k95thQ:	12		15	15	10		39	39	12		10	29	1		14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



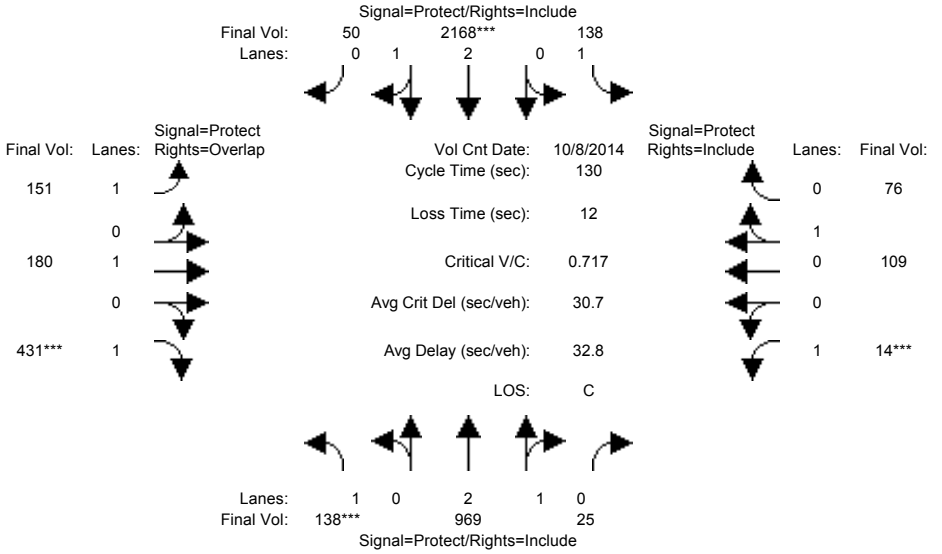
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	374	2084		8	102	1042		169	121		52	120	18		161	208
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	374	2084		8	102	1042		169	121		52	120	18		161	208
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	374	2084		8	102	1042		169	121		52	120	18		161	208
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	374	2084		8	102	1042		169	121		52	120	18		161	208
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	374	2084		8	102	1042		169	121		52	120	18		161	208
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	374	2084		8	102	1042		169	121		52	120	18		161	208
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00	2.99		0.01	1.00	2.57		0.43	1.00		1.00	1.00	1.00		0.44	0.56
Final Sat.:	1750	5579		21	1750	4817		781	1750		1900	1750	1750		785	1015
Capacity Analysis Module:																
Vol/Sat:	0.21	0.37		0.37	0.06	0.22		0.22	0.07		0.03	0.07	0.01		0.21	0.21
Crit Moves:	****					****			****						****	
Green Time:	35.8	62.3		62.3	9.7	36.2		36.2	11.6		27.0	62.8	18.9		34.4	34.4
Volume/Cap:	0.78	0.78		0.78	0.78	0.78		0.78	0.78		0.13	0.14	0.07		0.78	0.78
Delay/Veh:	51.1	29.6		29.6	84.3	45.7		45.7	79.2		42.1	18.7	48.1		52.1	52.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	51.1	29.6		29.6	84.3	45.7		45.7	79.2		42.1	18.7	48.1		52.1	52.1
LOS by Move:	D		C	C	F		D	D	E		D	B	D		D	D
HCM2k95thQ:	27		40	40	9		27	27	11		3	6	1		28	28

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



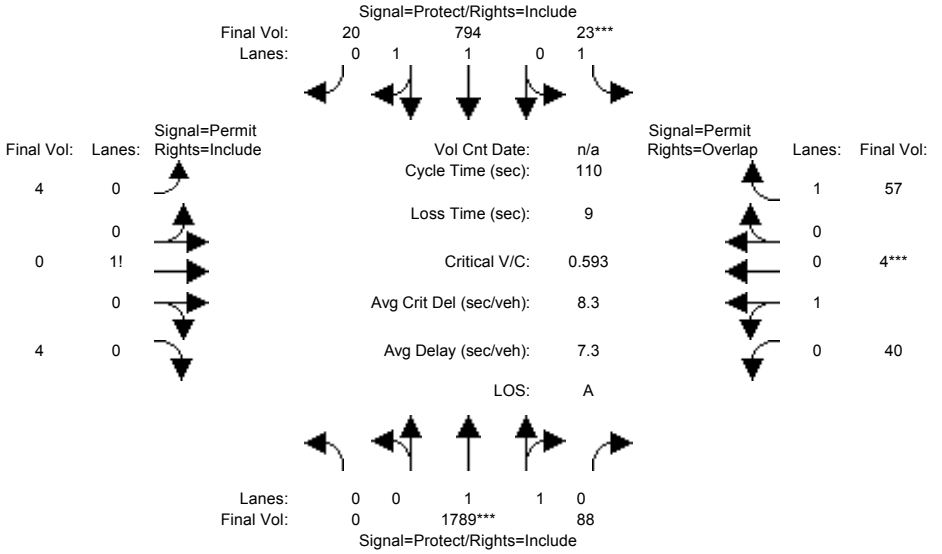
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	138		969	25	138		2168	50	151		180	431	14		109	76
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	138		969	25	138		2168	50	151		180	431	14		109	76
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	138		969	25	138		2168	50	151		180	431	14		109	76
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	138		969	25	138		2168	50	151		180	431	14		109	76
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	138		969	25	138		2168	50	151		180	431	14		109	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:	138		969	25	138		2168	50	151		180	431	14		109	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		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.92	0.08	1.00		2.93	0.07	1.00		1.00	1.00	1.00		0.59	0.41
Final Sat.:	1750		5459	141	1750		5474	126	1750		1900	1750	1750		1061	739
Capacity Analysis Module:																
Vol/Sat:	0.08		0.18	0.18	0.08		0.40	0.40	0.09		0.09	0.25	0.01		0.10	0.10
Crit Moves:	****				****							****	****			
Green Time:	13.6		56.8	56.8	25.2		68.4	68.4	16.4		28.9	42.6	7.0		19.5	19.5
Volume/Cap:	0.75		0.41	0.41	0.41		0.75	0.75	0.68		0.43	0.75	0.15		0.68	0.68
Delay/Veh:	72.5		25.2	25.2	46.6		25.3	25.3	62.9		44.1	44.6	59.4		59.4	59.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	72.5		25.2	25.2	46.6		25.3	25.3	62.9		44.1	44.6	59.4		59.4	59.4
LOS by Move:	E		C	C	D		C	C	E		D	D	E		E	E
HCM2k95thQ:	12		17	17	10		39	39	12		12	29	1		16	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



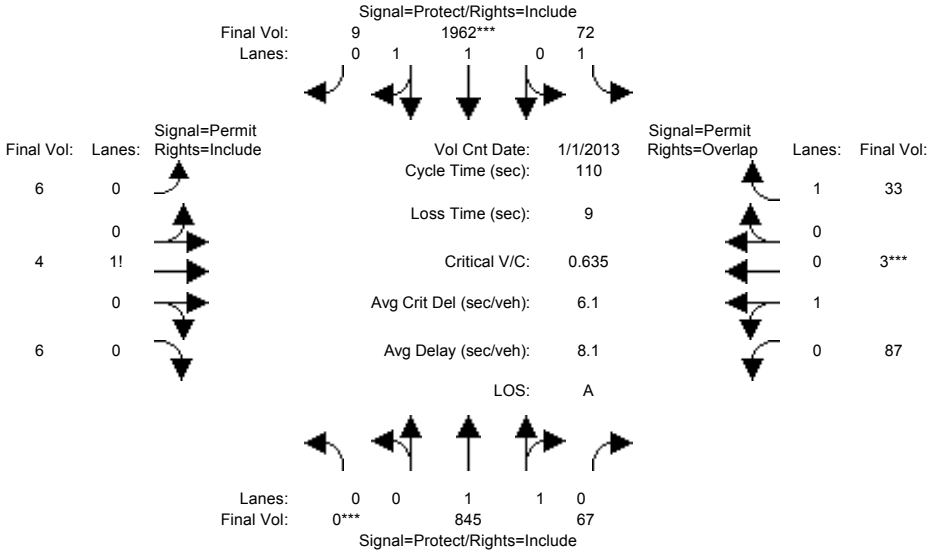
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1789	88	23	794	20	4	0	4	40	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1789	88	23	794	20	4	0	4	40	4	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1789	88	23	794	20	4	0	4	40	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1789	88	23	794	20	4	0	4	40	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1789	88	23	794	20	4	0	4	40	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1789	88	23	794	20	4	0	4	40	4	57
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	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.90	0.10	1.00	1.95	0.05	0.50	0.00	0.50	0.91	0.09	1.00
Final Sat.:	0	3526	173	1750	3609	91	875	0	875	1636	164	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.01	0.22	0.22	0.00	0.00	0.00	0.02	0.02	0.03
Crit Moves:		****		****							****	
Green Time:	0.0	84.0	84.0	7.0	91.0	91.0	10.0	0.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.00	0.66	0.66	0.21	0.27	0.27	0.05	0.00	0.05	0.27	0.27	0.21
Delay/Veh:	0.0	6.8	6.8	49.8	2.2	2.2	45.8	0.0	45.8	47.5	47.5	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:	0.0	6.8	6.8	49.8	2.2	2.2	45.8	0.0	45.8	47.5	47.5	41.0
LOS by Move:	A	A	A	D	A	A	D	A	D	D	D	D
HCM2k95thQ:	0	28	28	2	6	6	1	0	1	3	3	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



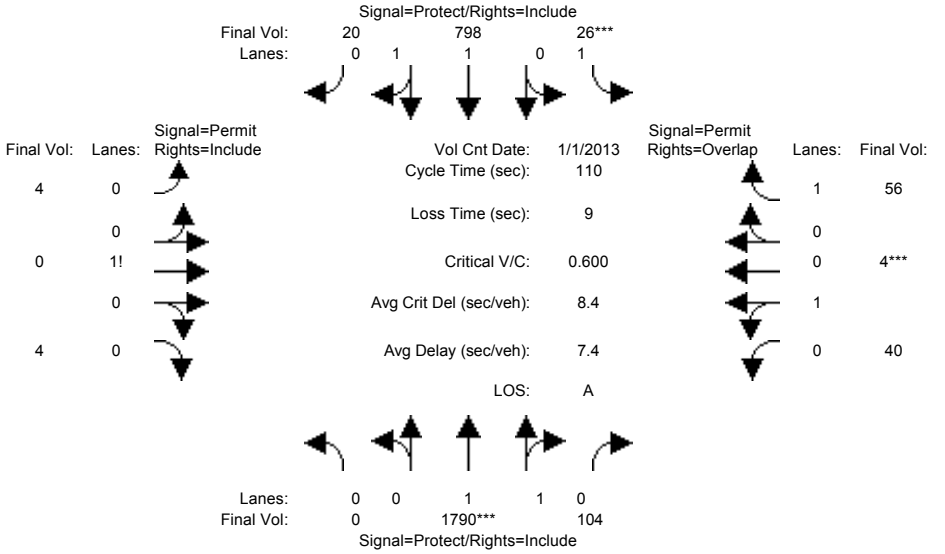
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	845	67	72	1962	9	6	4	6	87	3	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	845	67	72	1962	9	6	4	6	87	3	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	845	67	72	1962	9	6	4	6	87	3	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	845	67	72	1962	9	6	4	6	87	3	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	67	72	1962	9	6	4	6	87	3	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	845	67	72	1962	9	6	4	6	87	3	33
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	0.95	0.95	0.92
Lanes:	0.00	1.85	0.15	1.00	1.99	0.01	0.37	0.25	0.38	0.97	0.03	1.00
Final Sat.:	0	3428	272	1750	3683	17	656	438	656	1740	60	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.53	0.53	0.01	0.01	0.01	0.05	0.05	0.02
Crit Moves:	****				****						****	
Green Time:	0.0	72.3	72.3	18.7	91.0	91.0	10.0	10.0	10.0	10.0	10.0	28.7
Volume/Cap:	0.00	0.37	0.37	0.24	0.64	0.64	0.10	0.10	0.10	0.55	0.55	0.07
Delay/Veh:	0.0	8.7	8.7	40.0	4.0	4.0	46.2	46.2	46.2	51.8	51.8	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:	0.0	8.7	8.7	40.0	4.0	4.0	46.2	46.2	46.2	51.8	51.8	30.7
LOS by Move:	A	A	A	D	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	13	13	4	24	24	1	1	1	6	6	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



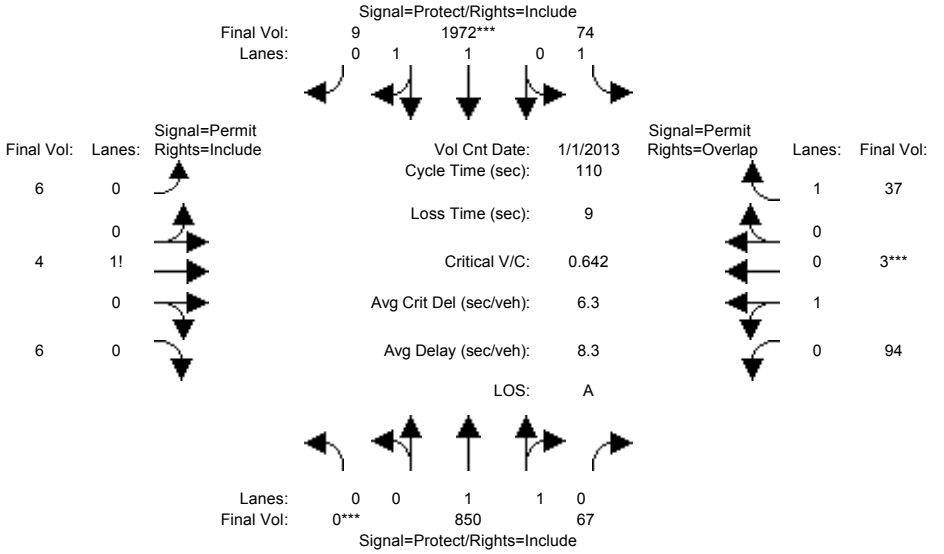
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<																
Base Vol:	0		1790	104	26		798	20	4		0	4	40		4	56
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1790	104	26		798	20	4		0	4	40		4	56
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1790	104	26		798	20	4		0	4	40		4	56
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1790	104	26		798	20	4		0	4	40		4	56
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1790	104	26		798	20	4		0	4	40		4	56
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1790	104	26		798	20	4		0	4	40		4	56
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	0.95		0.95	0.92
Lanes:	0.00		1.89	0.11	1.00		1.95	0.05	0.50		0.00	0.50	0.91		0.09	1.00
Final Sat.:	0		3497	203	1750		3609	90	875		0	875	1636		164	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.51	0.51	0.01		0.22	0.22	0.00		0.00	0.00	0.02		0.02	0.03
Crit Moves:			****		****										****	
Green Time:	0.0		84.0	84.0	7.0		91.0	91.0	10.0		0.0	10.0	10.0		10.0	17.0
Volume/Cap:	0.00		0.67	0.67	0.23		0.27	0.27	0.05		0.00	0.05	0.27		0.27	0.21
Delay/Veh:	0.0		6.9	6.9	50.0		2.2	2.2	45.8		0.0	45.8	47.5		47.5	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:	0.0		6.9	6.9	50.0		2.2	2.2	45.8		0.0	45.8	47.5		47.5	41.0
LOS by Move:	A		A	A	D		A	A	D		A	D	D		D	D
HCM2k95thQ:	0		28	28	2		6	6	1		0	1	3		3	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



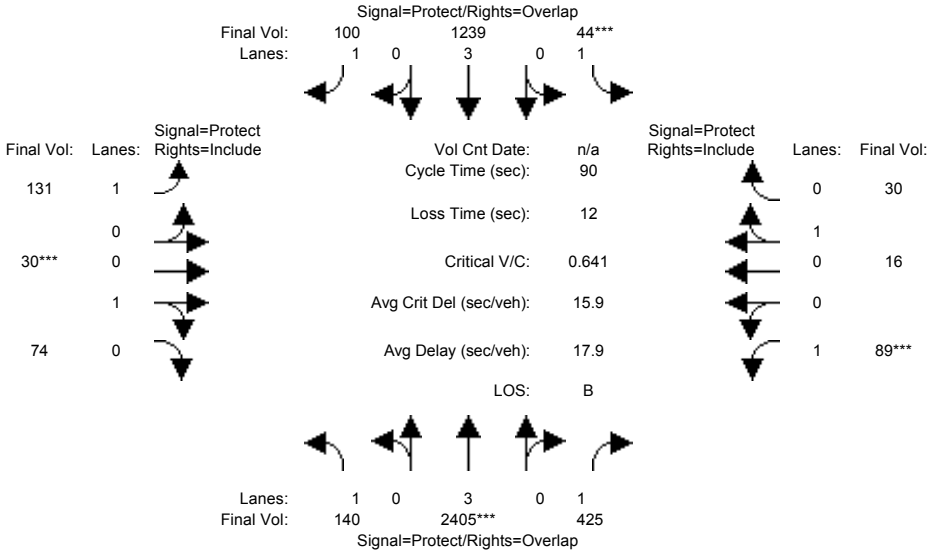
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	850	67	74	1972	9	6	4	6	94	3	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	850	67	74	1972	9	6	4	6	94	3	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	850	67	74	1972	9	6	4	6	94	3	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	850	67	74	1972	9	6	4	6	94	3	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	850	67	74	1972	9	6	4	6	94	3	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	850	67	74	1972	9	6	4	6	94	3	37
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	0.95	0.95	0.92
Lanes:	0.00	1.85	0.15	1.00	1.99	0.01	0.37	0.25	0.38	0.97	0.03	1.00
Final Sat.:	0	3429	270	1750	3683	17	656	438	656	1744	56	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.54	0.54	0.01	0.01	0.01	0.05	0.05	0.02
Crit Moves:	****				****						****	
Green Time:	0.0	72.4	72.4	18.6	91.0	91.0	10.0	10.0	10.0	10.0	10.0	28.6
Volume/Cap:	0.00	0.38	0.38	0.25	0.65	0.65	0.10	0.10	0.10	0.59	0.59	0.08
Delay/Veh:	0.0	8.6	8.6	40.1	4.0	4.0	46.2	46.2	46.2	53.8	53.8	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:	0.0	8.6	8.6	40.1	4.0	4.0	46.2	46.2	46.2	53.8	53.8	30.9
LOS by Move:	A	A	A	D	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	13	13	5	24	24	1	1	1	7	7	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #9: Coleman/Brokaw [Study Int 33]



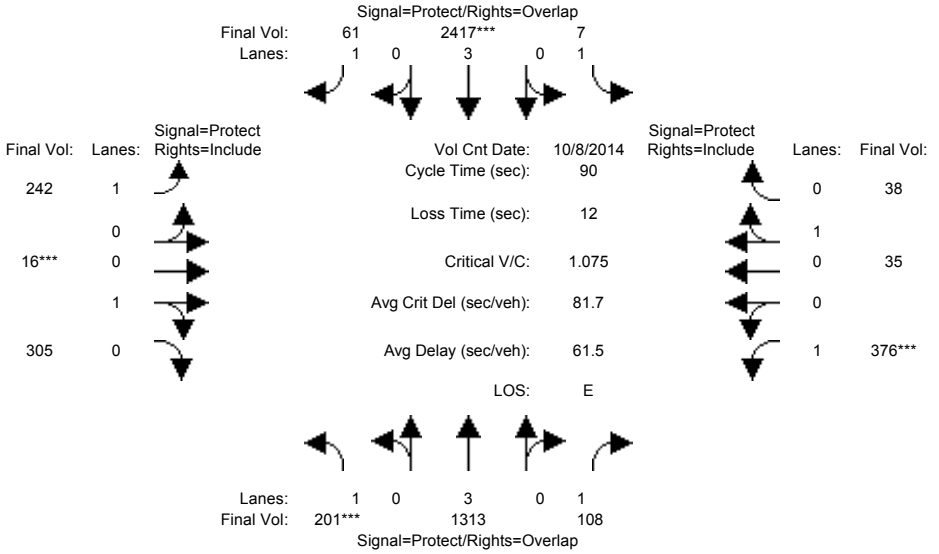
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	140		2405	425	44		1239	100	131		30	74	89		16	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	140		2405	425	44		1239	100	131		30	74	89		16	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	140		2405	425	44		1239	100	131		30	74	89		16	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	140		2405	425	44		1239	100	131		30	74	89		16	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	140		2405	425	44		1239	100	131		30	74	89		16	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	140		2405	425	44		1239	100	131		30	74	89		16	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.29	0.71	1.00		0.35	0.65
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		519	1281	1750		626	1174
Capacity Analysis Module:																
Vol/Sat:	0.08		0.42	0.24	0.03		0.22	0.06	0.07		0.06	0.06	0.05		0.03	0.03
Crit Moves:			****		****						****		****			
Green Time:	16.4		54.0	61.0	7.0		44.6	51.6	7.0		10.0	10.0	7.0		10.0	10.0
Volume/Cap:	0.44		0.70	0.36	0.32		0.44	0.10	0.96		0.52	0.52	0.65		0.23	0.23
Delay/Veh:	33.7		13.1	6.4	40.6		14.7	8.7	106.8		40.2	40.2	51.2		37.1	37.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	33.7		13.1	6.4	40.6		14.7	8.7	106.8		40.2	40.2	51.2		37.1	37.1
LOS by Move:	C		B	A	D		B	A	F		D	D	D		D	D
HCM2k95thQ:	7		25	10	3		14	3	14		7	7	6		2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #9: Coleman/Brokaw [Study Int 33]



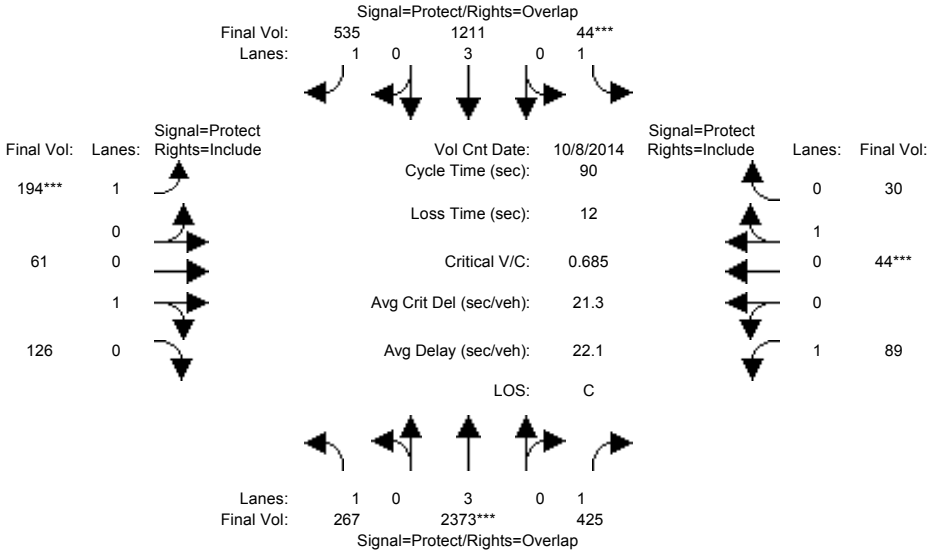
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	201	1313	108		7	2417	61		242	16	305		376	35	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	201	1313	108		7	2417	61		242	16	305		376	35	38	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	201	1313	108		7	2417	61		242	16	305		376	35	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	201	1313	108		7	2417	61		242	16	305		376	35	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	1313	108		7	2417	61		242	16	305		376	35	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	201	1313	108		7	2417	61		242	16	305		376	35	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.95	0.95		0.92	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.05	0.95		1.00	0.48	0.52	
Final Sat.:	1750	5700	1750		1750	5700	1750		1750	90	1710		1750	863	937	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.23	0.06		0.00	0.42	0.03		0.14	0.18	0.18		0.21	0.04	0.04	
Crit Moves:	****					****				****			****			
Green Time:	9.6	33.7	51.7		11.4	35.5	53.7		18.2	14.9	14.9		18.0	14.7	14.7	
Volume/Cap:	1.08	0.61	0.11		0.03	1.08	0.06		0.68	1.08	1.08		1.08	0.25	0.25	
Delay/Veh:	127.5	23.4	8.7		34.5	70.2	7.6		38.6	111	111.2		105.7	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:	127.5	23.4	8.7		34.5	70.2	7.6		38.6	111	111.2		105.7	33.3	33.3	
LOS by Move:	F	C	A		C	E	A		D	F	F		F	C	C	
HCM2k95thQ:	17	18	3		0	51	2		15	29	29		29	4	4	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #9: Coleman/Brokaw [Study Int 33]



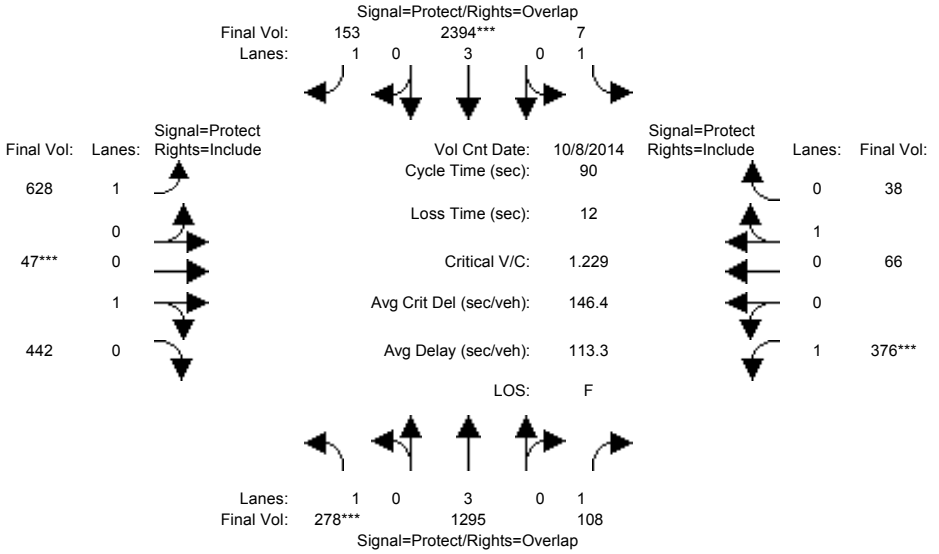
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	267		2373	425	44		1211	535	194		61	126	89		44	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	267		2373	425	44		1211	535	194		61	126	89		44	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	267		2373	425	44		1211	535	194		61	126	89		44	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	267		2373	425	44		1211	535	194		61	126	89		44	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	267		2373	425	44		1211	535	194		61	126	89		44	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	267		2373	425	44		1211	535	194		61	126	89		44	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.33	0.67	1.00		0.59	0.41
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		587	1213	1750		1070	730
Capacity Analysis Module:																
Vol/Sat:	0.15		0.42	0.24	0.03		0.21	0.31	0.11		0.10	0.10	0.05		0.04	0.04
Crit Moves:			****				****				****				****	
Green Time:	23.1		48.2	57.6	7.0		32.1	44.9	12.8		13.4	13.4	9.4		10.0	10.0
Volume/Cap:	0.60		0.78	0.38	0.32		0.60	0.61	0.78		0.70	0.70	0.49		0.37	0.37
Delay/Veh:	31.6		18.0	7.9	40.6		24.1	17.5	51.5		44.1	44.1	40.1		38.2	38.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	31.6		18.0	7.9	40.6		24.1	17.5	51.5		44.1	44.1	40.1		38.2	38.2
LOS by Move:	C		B	A	D		C	B	D		D	D	D		D	D
HCM2k95thQ:	12		28	11	3		17	21	15		13	13	5		4	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #9: Coleman/Brokaw [Study Int 33]



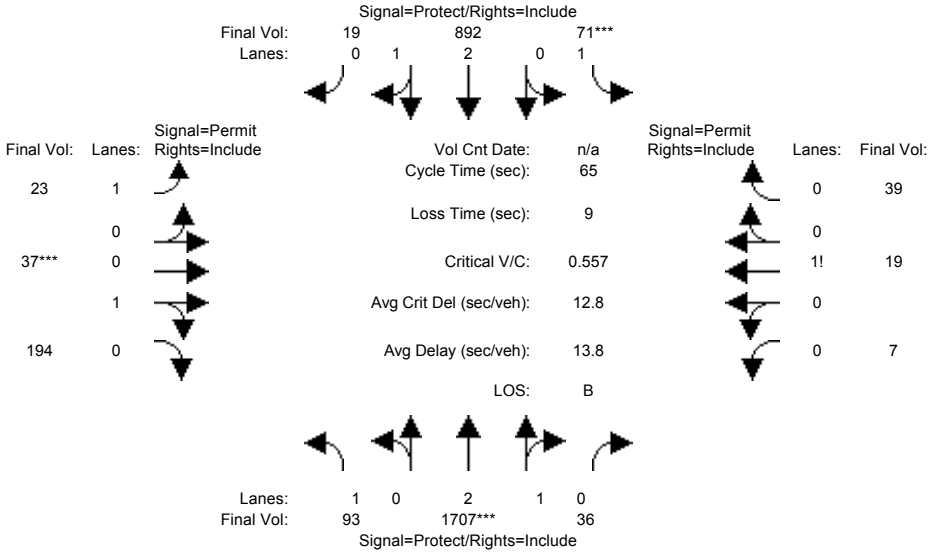
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	278		1295	108	7		2394	153	628		47	442	376		66	38
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	278		1295	108	7		2394	153	628		47	442	376		66	38
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	278		1295	108	7		2394	153	628		47	442	376		66	38
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	278		1295	108	7		2394	153	628		47	442	376		66	38
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	278		1295	108	7		2394	153	628		47	442	376		66	38
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	278		1295	108	7		2394	153	628		47	442	376		66	38
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.10	0.90	1.00		0.63	0.37
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		173	1627	1750		1142	658
Capacity Analysis Module:																
Vol/Sat:	0.16		0.23	0.06	0.00		0.42	0.09	0.36		0.27	0.27	0.21		0.06	0.06
Crit Moves:	****						****					****			****	
Green Time:	11.6		31.6	47.3	10.8		30.7	56.4	25.6		19.9	19.9	15.7		10.0	10.0
Volume/Cap:	1.23		0.65	0.12	0.03		1.23	0.14	1.26		1.23	1.23	1.23		0.52	0.52
Delay/Veh:	174.8		25.3	10.9	35.0		138	6.9	164.9		159	158.5	165.6		40.2	40.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	174.8		25.3	10.9	35.0		138	6.9	164.9		159	158.5	165.6		40.2	40.2
LOS by Move:	F		C	B	D		F	A	F		F	F	F		D	D
HCM2k95thQ:	27		18	3	0		64	4	61		47	47	36		6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #106: Benton/El Camino Real [Study Int 52]



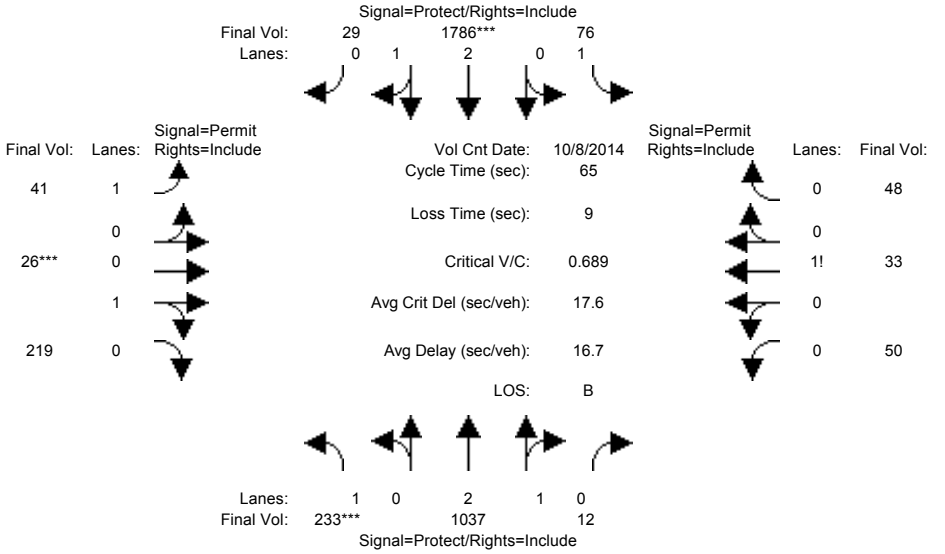
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	1707	36	71	892	19	23	37	194	7	19	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1707	36	71	892	19	23	37	194	7	19	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1707	36	71	892	19	23	37	194	7	19	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1707	36	71	892	19	23	37	194	7	19	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1707	36	71	892	19	23	37	194	7	19	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1707	36	71	892	19	23	37	194	7	19	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	1.00	0.16	0.84	0.11	0.29	0.60
Final Sat.:	1750	5484	116	1750	5483	117	1750	288	1512	188	512	1050
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.04	0.16	0.16	0.01	0.13	0.13	0.04	0.04	0.04
Crit Moves:		****			****			****				
Green Time:	16.6	34.7	34.7	7.0	25.1	25.1	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.21	0.58	0.58	0.38	0.42	0.42	0.06	0.58	0.58	0.17	0.17	0.17
Delay/Veh:	19.3	10.6	10.6	28.2	14.8	14.8	20.1	24.9	24.9	20.7	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	10.6	10.6	28.2	14.8	14.8	20.1	24.9	24.9	20.7	20.7	20.7
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	15	15	3	9	9	1	9	9	3	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #106: Benton/El Camino Real [Study Int 52]



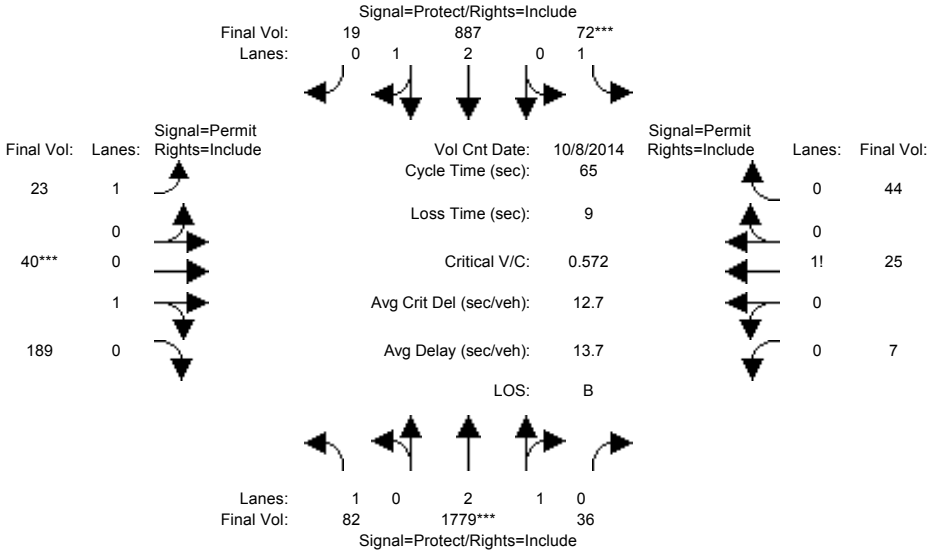
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	233		1037	12	76		1786	29	41		26	219	50		33	48
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	233		1037	12	76		1786	29	41		26	219	50		33	48
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	233		1037	12	76		1786	29	41		26	219	50		33	48
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	233		1037	12	76		1786	29	41		26	219	50		33	48
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	233		1037	12	76		1786	29	41		26	219	50		33	48
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	233		1037	12	76		1786	29	41		26	219	50		33	48
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.92	0.92
Lanes:	1.00		2.96	0.04	1.00		2.95	0.05	1.00		0.11	0.89	0.38		0.25	0.37
Final Sat.:	1750		5536	64	1750		5510	89	1750		191	1609	668		441	641
Capacity Analysis Module:																
Vol/Sat:	0.13		0.19	0.19	0.04		0.32	0.32	0.02		0.14	0.14	0.07		0.07	0.07
Crit Moves:	****				****				****							
Green Time:	12.6		27.4	27.4	15.8		30.6	30.6	12.8		12.8	12.8	12.8		12.8	12.8
Volume/Cap:	0.69		0.44	0.44	0.18		0.69	0.69	0.12		0.69	0.69	0.38		0.38	0.38
Delay/Veh:	30.3		13.5	13.5	19.7		14.3	14.3	21.6		29.8	29.8	23.3		23.3	23.3
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		13.5	13.5	19.7		14.3	14.3	21.6		29.8	29.8	23.3		23.3	23.3
LOS by Move:	C		B	B	B		B	B	C		C	C	C		C	C
HCM2k95thQ:	9		10	10	3		18	18	1		10	10	6		6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #106: Benton/El Camino Real [Study Int 52]



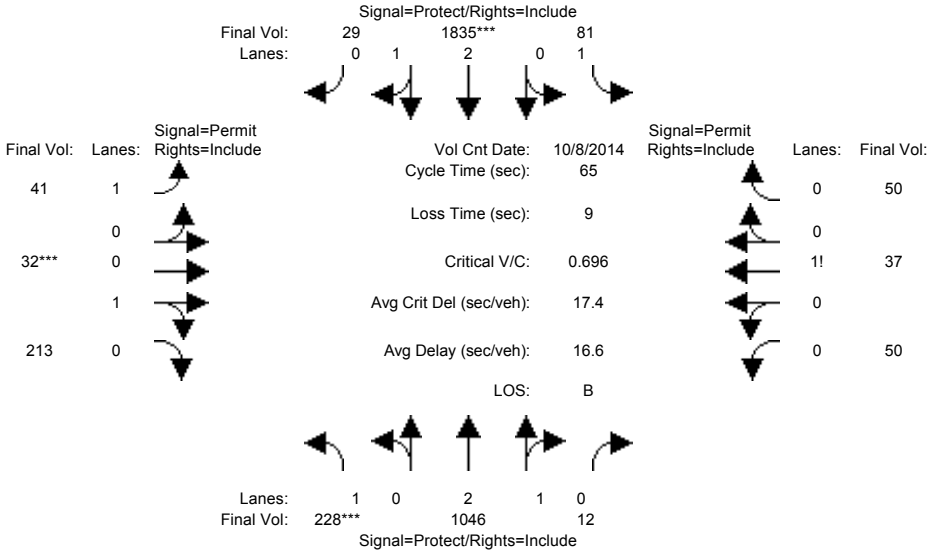
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	82		1779	36	72		887	19	23		40	189	7		25	44
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	82		1779	36	72		887	19	23		40	189	7		25	44
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	82		1779	36	72		887	19	23		40	189	7		25	44
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	82		1779	36	72		887	19	23		40	189	7		25	44
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	82		1779	36	72		887	19	23		40	189	7		25	44
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	82		1779	36	72		887	19	23		40	189	7		25	44
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.92	0.92
Lanes:	1.00		2.94	0.06	1.00		2.93	0.07	1.00		0.17	0.83	0.09		0.33	0.58
Final Sat.:	1750		5489	111	1750		5482	117	1750		314	1486	161		576	1013
Capacity Analysis Module:																
Vol/Sat:	0.05		0.32	0.32	0.04		0.16	0.16	0.01		0.13	0.13	0.04		0.04	0.04
Crit Moves:			****				****				****					
Green Time:	16.9		35.2	35.2	7.0		25.3	25.3	13.8		13.8	13.8	13.8		13.8	13.8
Volume/Cap:	0.18		0.60	0.60	0.38		0.42	0.42	0.06		0.60	0.60	0.20		0.20	0.20
Delay/Veh:	18.9		10.4	10.4	28.3		14.6	14.6	20.5		25.7	25.7	21.3		21.3	21.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.9		10.4	10.4	28.3		14.6	14.6	20.5		25.7	25.7	21.3		21.3	21.3
LOS by Move:	B		B	B	C		B	B	C		C	C	C		C	C
HCM2k95thQ:	3		15	15	3		9	9	1		9	9	3		3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #106: Benton/El Camino Real [Study Int 52]



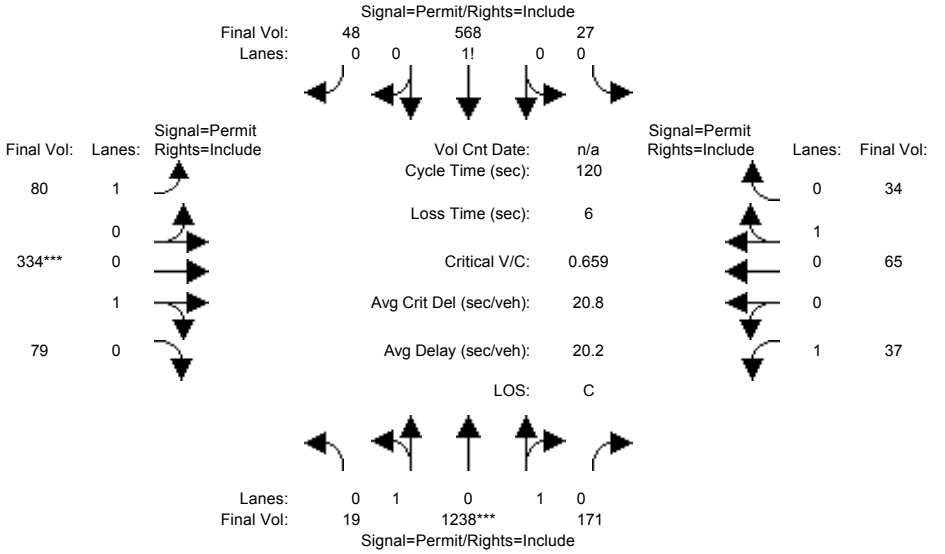
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	228		1046	12	81		1835	29	41		32	213	50		37	50
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	228		1046	12	81		1835	29	41		32	213	50		37	50
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	228		1046	12	81		1835	29	41		32	213	50		37	50
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	228		1046	12	81		1835	29	41		32	213	50		37	50
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	228		1046	12	81		1835	29	41		32	213	50		37	50
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	228		1046	12	81		1835	29	41		32	213	50		37	50
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.92	0.92
Lanes:	1.00		2.96	0.04	1.00		2.95	0.05	1.00		0.13	0.87	0.37		0.27	0.36
Final Sat.:	1750		5536	64	1750		5513	87	1750		235	1565	639		473	639
Capacity Analysis Module:																
Vol/Sat:	0.13		0.19	0.19	0.05		0.33	0.33	0.02		0.14	0.14	0.08		0.08	0.08
Crit Moves:	****						****				****					
Green Time:	12.2		27.6	27.6	15.7		31.1	31.1	12.7		12.7	12.7	12.7		12.7	12.7
Volume/Cap:	0.70		0.45	0.45	0.19		0.70	0.70	0.12		0.70	0.70	0.40		0.40	0.40
Delay/Veh:	31.1		13.4	13.4	19.8		14.1	14.1	21.7		30.3	30.3	23.6		23.6	23.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	31.1		13.4	13.4	19.8		14.1	14.1	21.7		30.3	30.3	23.6		23.6	23.6
LOS by Move:	C		B	B	B		B	B	C		C	C	C		C	C
HCM2k95thQ:	9		10	10	3		19	19	1		10	10	6		6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #107: Lafayette/Benton [Study Int 49]



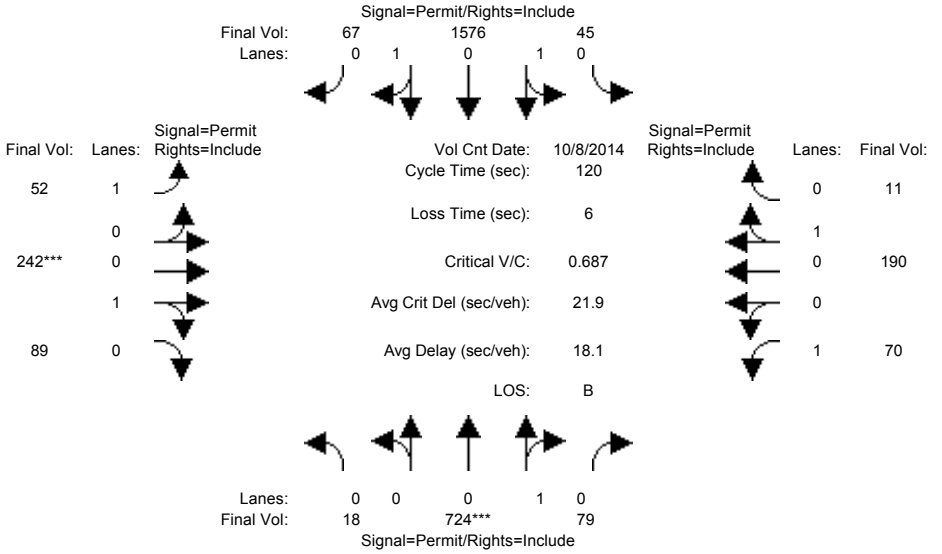
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	1238	171	27	568	48	80	334	79	37	65	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1238	171	27	568	48	80	334	79	37	65	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1238	171	27	568	48	80	334	79	37	65	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1238	171	27	568	48	80	334	79	37	65	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1238	171	27	568	48	80	334	79	37	65	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1238	171	27	568	48	80	334	79	37	65	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.73	0.24	0.04	0.89	0.07	1.00	0.81	0.19	1.00	0.66	0.34
Final Sat.:	48	3121	431	73	1546	131	1750	1456	344	1750	1182	618
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.37	0.37	0.37	0.05	0.23	0.23	0.02	0.06	0.06
Crit Moves:		****						****				
Green Time:	72.2	72.2	72.2	72.2	72.2	72.2	41.8	41.8	41.8	41.8	41.8	41.8
Volume/Cap:	0.66	0.66	0.66	0.61	0.61	0.61	0.13	0.66	0.66	0.06	0.16	0.16
Delay/Veh:	16.5	16.5	16.5	16.1	16.1	16.1	26.8	35.7	35.7	26.1	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	16.5	16.1	16.1	16.1	26.8	35.7	35.7	26.1	27.1	27.1
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	29	29	29	28	28	28	4	24	24	2	5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #107: Lafayette/Benton [Study Int 49]



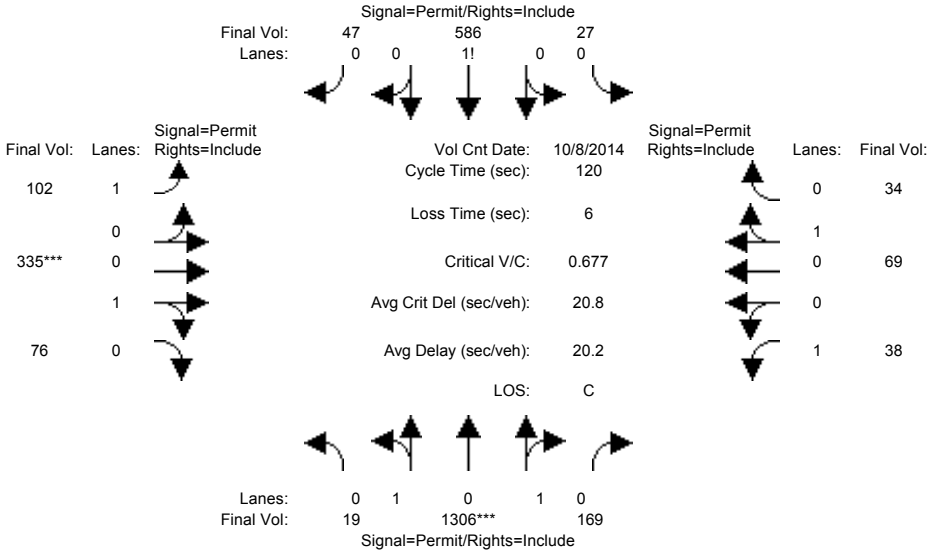
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	18	724	79	45	1576	67	52	242	89	70	190	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	724	79	45	1576	67	52	242	89	70	190	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	724	79	45	1576	67	52	242	89	70	190	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	724	79	45	1576	67	52	242	89	70	190	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	724	79	45	1576	67	52	242	89	70	190	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	724	79	45	1576	67	52	242	89	70	190	11
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	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	0.88	0.10	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	38	1543	168	96	3361	143	1750	1316	484	1750	1701	99
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.47	0.47	0.47	0.03	0.18	0.18	0.04	0.11	0.11
Crit Moves:		****						****				
Green Time:	81.9	81.9	81.9	81.9	81.9	81.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.69	0.69	0.69	0.69	0.69	0.69	0.11	0.69	0.69	0.15	0.42	0.42
Delay/Veh:	13.1	13.1	13.1	12.2	12.2	12.2	33.3	43.6	43.6	33.7	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	12.2	12.2	12.2	33.3	43.6	43.6	33.7	36.8	36.8
LOS by Move:	B	B	B	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	33	33	33	31	31	31	3	21	21	4	13	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #107: Lafayette/Benton [Study Int 49]



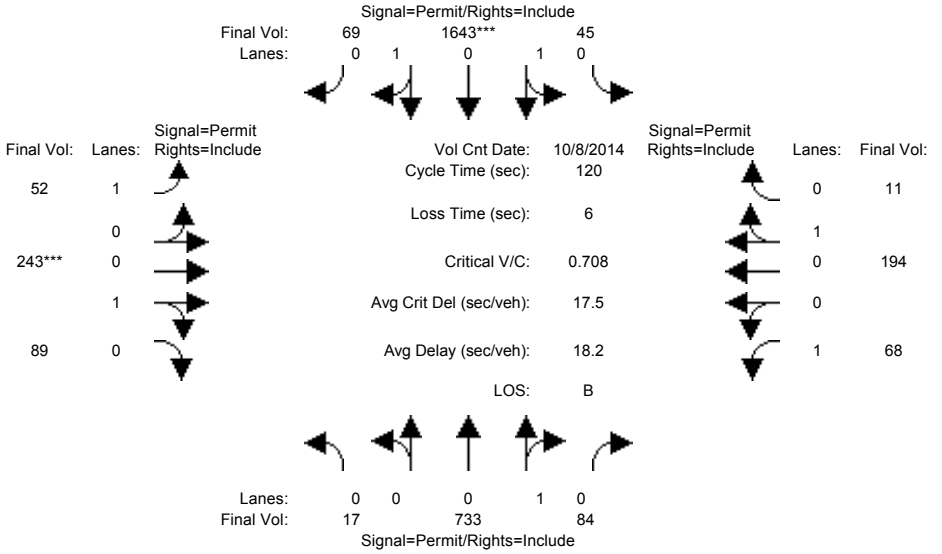
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	19		1306	169	27		586	47	102		335	76	38		69	34
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	19		1306	169	27		586	47	102		335	76	38		69	34
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	19		1306	169	27		586	47	102		335	76	38		69	34
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	19		1306	169	27		586	47	102		335	76	38		69	34
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	19		1306	169	27		586	47	102		335	76	38		69	34
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	19		1306	169	27		586	47	102		335	76	38		69	34
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.95	0.92		0.92	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	0.02		1.75	0.23	0.04		0.89	0.07	1.00		0.82	0.18	1.00		0.67	0.33
Final Sat.:	46		3147	407	72		1554	125	1750		1467	333	1750		1206	594
Capacity Analysis Module:																
Vol/Sat:	0.42		0.42	0.42	0.38		0.38	0.38	0.06		0.23	0.23	0.02		0.06	0.06
Crit Moves:			****								****					
Green Time:	73.5		73.5	73.5	73.5		73.5	73.5	40.5		40.5	40.5	40.5		40.5	40.5
Volume/Cap:	0.68		0.68	0.68	0.62		0.62	0.62	0.17		0.68	0.68	0.06		0.17	0.17
Delay/Veh:	16.2		16.2	16.2	15.5		15.5	15.5	28.1		37.2	37.2	27.0		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:	16.2		16.2	16.2	15.5		15.5	15.5	28.1		37.2	37.2	27.0		28.1	28.1
LOS by Move:	B		B	B	B		B	B	C		D	D	C		C	C
HCM2k95thQ:	30		30	30	28		28	28	6		24	24	2		6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #107: Lafayette/Benton [Study Int 49]



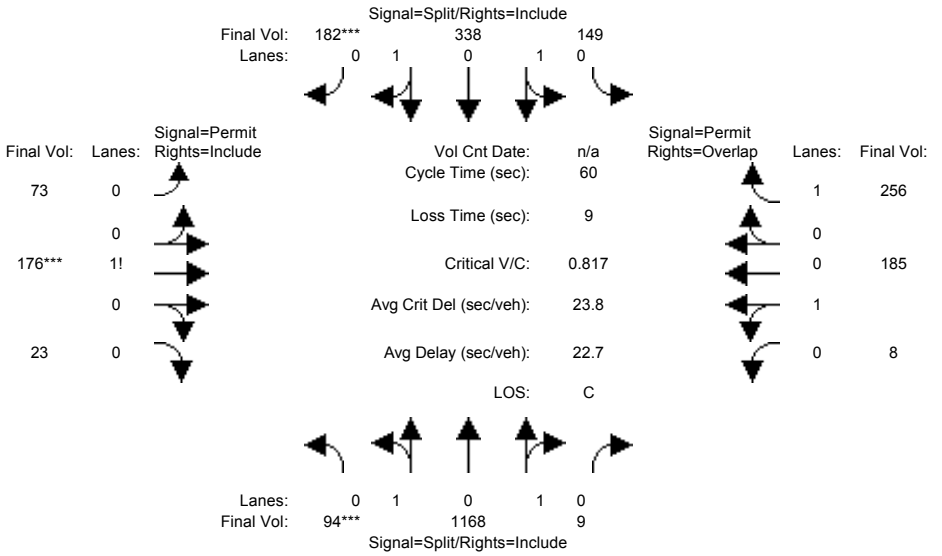
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	17	733	84	45	1643	69	52	243	89	68	194	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	733	84	45	1643	69	52	243	89	68	194	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	733	84	45	1643	69	52	243	89	68	194	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	733	84	45	1643	69	52	243	89	68	194	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	733	84	45	1643	69	52	243	89	68	194	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	733	84	45	1643	69	52	243	89	68	194	11
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	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	0.88	0.10	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	36	1538	176	92	3366	141	1750	1317	483	1750	1703	97
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.49	0.49	0.49	0.03	0.18	0.18	0.04	0.11	0.11
Crit Moves:					****			****				
Green Time:	82.7	82.7	82.7	82.7	82.7	82.7	31.3	31.3	31.3	31.3	31.3	31.3
Volume/Cap:	0.69	0.69	0.69	0.71	0.71	0.71	0.11	0.71	0.71	0.15	0.44	0.44
Delay/Veh:	12.8	12.8	12.8	12.3	12.3	12.3	33.9	45.2	45.2	34.3	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	12.3	12.3	12.3	33.9	45.2	45.2	34.3	37.7	37.7
LOS by Move:	B	B	B	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	33	33	33	32	32	32	3	21	21	4	13	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #121: Market/Lafayette [Study Int 51]



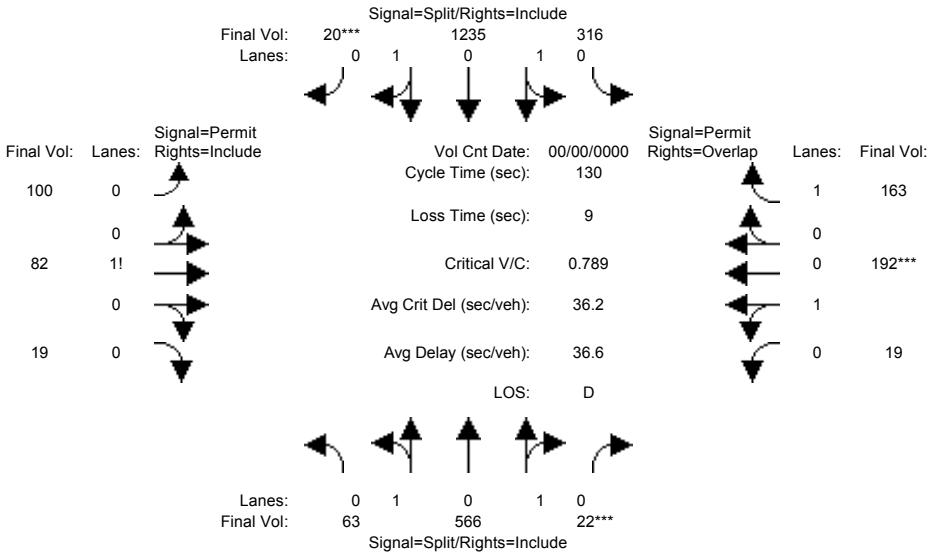
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	94		1168	9	149		338	182	73		176	23	8		185	256
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	94		1168	9	149		338	182	73		176	23	8		185	256
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	94		1168	9	149		338	182	73		176	23	8		185	256
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	94		1168	9	149		338	182	73		176	23	8		185	256
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	94		1168	9	149		338	182	73		176	23	8		185	256
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	94		1168	9	149		338	182	73		176	23	8		185	256
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		0.92	0.92	0.95		0.95	0.92
Lanes:	0.15		1.84	0.01	0.45		1.01	0.54	0.27		0.65	0.08	0.04		0.96	1.00
Final Sat.:	266		3308	25	802		1819	979	470		1132	148	75		1725	1750
Capacity Analysis Module:																
Vol/Sat:	0.35		0.35	0.19	0.19		0.19	0.16	0.16		0.16	0.11	0.11		0.11	0.15
Crit Moves:	****						****				****					
Green Time:	25.9		25.9	13.7	13.7		13.7	11.4	11.4		11.4	11.4	11.4		11.4	25.1
Volume/Cap:	0.82		0.82	0.82	0.82		0.82	0.82	0.82		0.82	0.82	0.56		0.56	0.35
Delay/Veh:	18.4		18.4	18.4	28.4		28.4	37.8	37.8		37.8	24.2	24.2		24.2	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:	18.4		18.4	18.4	28.4		28.4	37.8	37.8		37.8	24.2	24.2		24.2	12.2
LOS by Move:	B		B	B	C		C	C	D		D	D	C		C	B
HCM2k95thQ:	21		21	21	13		13	13	11		11	11	8		8	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #121: Market/Lafayette [Study Int 51]



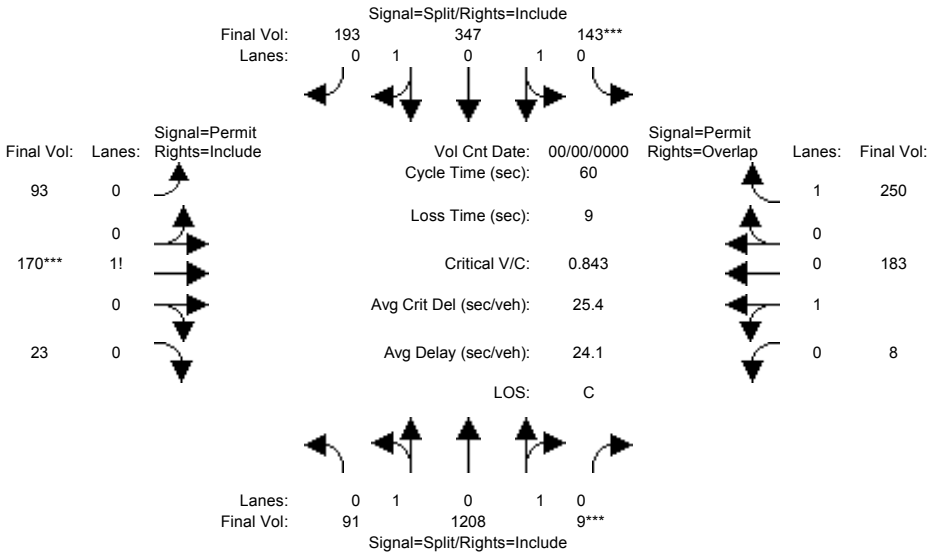
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	63		566	22	316		1235	20	100		82	19	19		192	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:	63		566	22	316		1235	20	100		82	19	19		192	163
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	63		566	22	316		1235	20	100		82	19	19		192	163
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	63		566	22	316		1235	20	100		82	19	19		192	163
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	63		566	22	316		1235	20	100		82	19	19		192	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:	63		566	22	316		1235	20	100		82	19	19		192	163
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		0.92	0.92	0.95		0.95	0.92
Lanes:	0.19		1.74	0.07	0.40		1.57	0.03	0.50		0.41	0.09	0.09		0.91	1.00
Final Sat.:	348		3130	122	724		2830	46	871		714	165	162		1638	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.18	0.18	0.44		0.44	0.44	0.11		0.11	0.11	0.12		0.12	0.09
Crit Moves:				****				****							****	
Green Time:	29.8		29.8	29.8	71.9		71.9	71.9	19.3		19.3	19.3	19.3		19.3	91.2
Volume/Cap:	0.79		0.79	0.79	0.79		0.79	0.79	0.77		0.77	0.77	0.79		0.79	0.13
Delay/Veh:	52.3		52.3	52.3	25.2		25.2	25.2	66.6		66.6	66.6	67.9		67.9	6.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	52.3		52.3	52.3	25.2		25.2	25.2	66.6		66.6	66.6	67.9		67.9	6.4
LOS by Move:	D		D	D	C		C	C	E		E	E	E		E	A
HCM2k95thQ:	24		24	24	44		44	44	16		16	16	19		19	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #121: Market/Lafayette [Study Int 51]



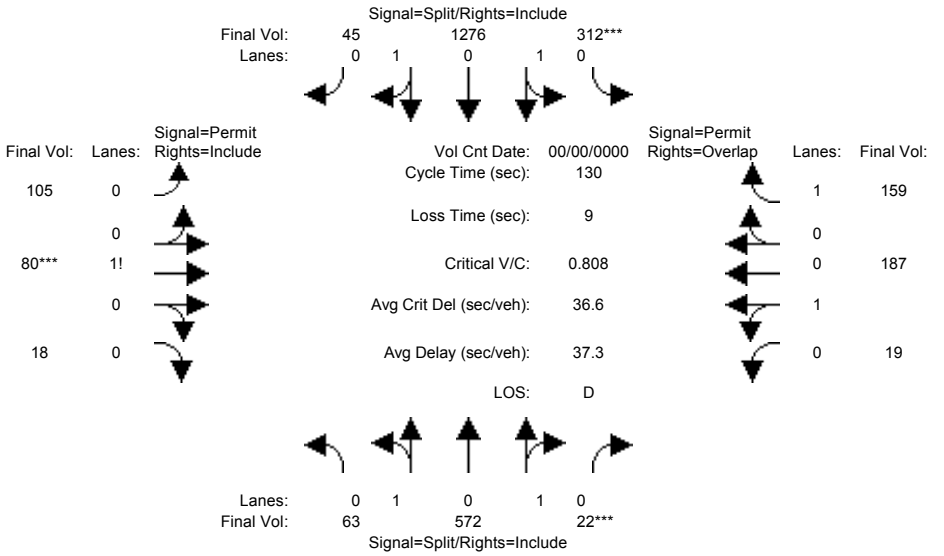
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	91	1208	9		143	347	193		93	170	23		8	183	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	91	1208	9		143	347	193		93	170	23		8	183	250	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	1208	9		143	347	193		93	170	23		8	183	250	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	91	1208	9		143	347	193		93	170	23		8	183	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	1208	9		143	347	193		93	170	23		8	183	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	91	1208	9		143	347	193		93	170	23		8	183	250	
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	0.92	0.92		0.95	0.95	0.92	
Lanes:	0.14	1.85	0.01		0.42	1.02	0.56		0.33	0.59	0.08		0.04	0.96	1.00	
Final Sat.:	250	3325	25		754	1829	1017		569	1040	141		75	1725	1750	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.36	0.36		0.19	0.19	0.19		0.16	0.16	0.16		0.11	0.11	0.14	
Crit Moves:			****		****					****						
Green Time:	25.9	25.9	25.9		13.5	13.5	13.5		11.6	11.6	11.6		11.6	11.6	25.1	
Volume/Cap:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.55	0.55	0.34	
Delay/Veh:	19.6	19.6	19.6		30.2	30.2	30.2		40.5	40.5	40.5		23.6	23.6	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:	19.6	19.6	19.6		30.2	30.2	30.2		40.5	40.5	40.5		23.6	23.6	12.1	
LOS by Move:	B	B	B		C	C	C		D	D	D		C	C	B	
HCM2k95thQ:	23	23	23		14	14	14		12	12	12		8	8	7	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #121: Market/Lafayette [Study Int 51]



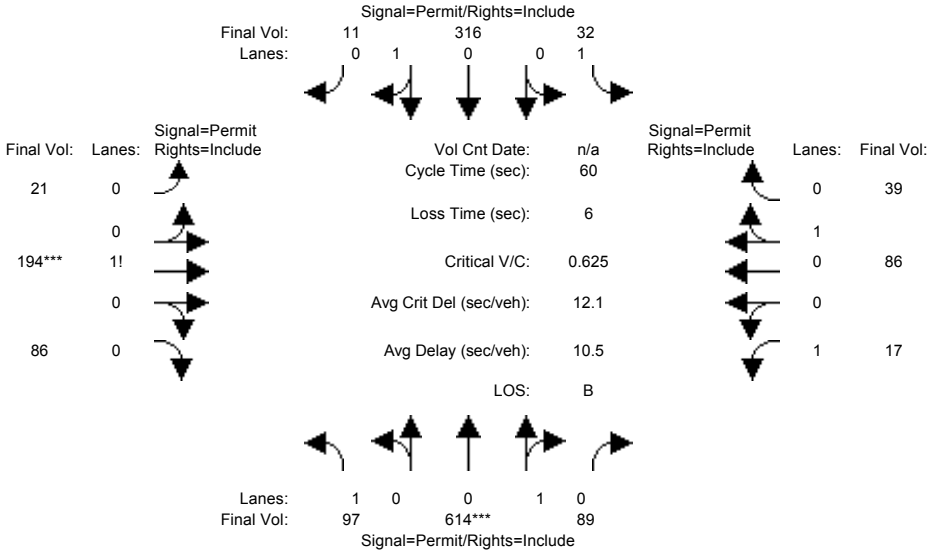
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	63	572	22		312	1276	45		105	80	18		19	187	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:	63	572	22		312	1276	45		105	80	18		19	187	159	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	572	22		312	1276	45		105	80	18		19	187	159	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	572	22		312	1276	45		105	80	18		19	187	159	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	572	22		312	1276	45		105	80	18		19	187	159	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	63	572	22		312	1276	45		105	80	18		19	187	159	
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	0.92	0.92		0.95	0.95	0.92	
Lanes:	0.19	1.74	0.07		0.38	1.56	0.06		0.52	0.39	0.09		0.09	0.91	1.00	
Final Sat.:	345	3134	121		688	2813	99		905	690	155		166	1634	1750	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.45	0.45	0.45		0.12	0.12	0.12		0.11	0.11	0.09	
Crit Moves:			****		****					****						
Green Time:	29.4	29.4	29.4		73.0	73.0	73.0		18.7	18.7	18.7		18.7	18.7	91.6	
Volume/Cap:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.80	0.80	0.13	
Delay/Veh:	53.7	53.7	53.7		25.4	25.4	25.4		71.3	71.3	71.3		69.6	69.6	6.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.7	53.7	53.7		25.4	25.4	25.4		71.3	71.3	71.3		69.6	69.6	6.3	
LOS by Move:	D	D	D		C	C	C		E	E	E		E	E	A	
HCM2k95thQ:	24	24	24		46	46	46		17	17	17		19	19	4	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #123: Homestead/Monroe [Study Int 61]



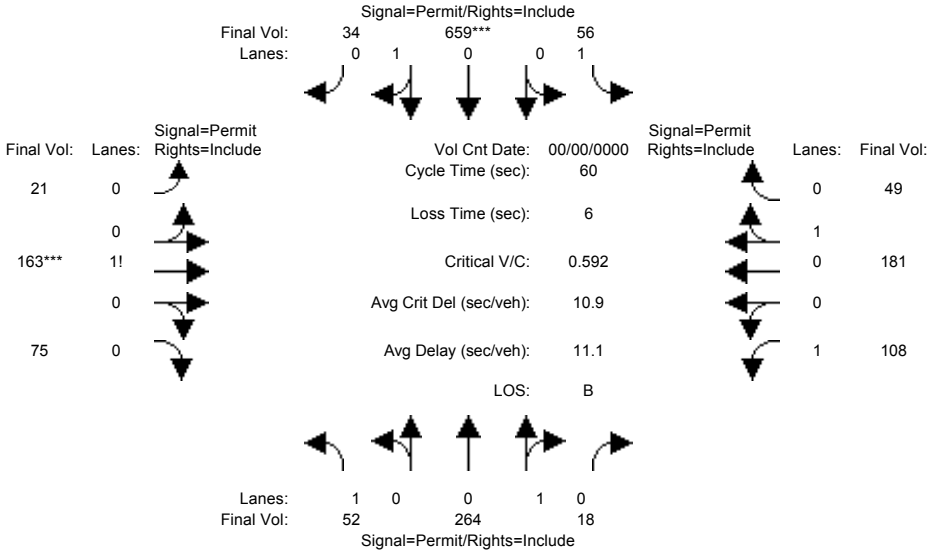
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	97	614	89	32	316	11	21	194	86	17	86	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	614	89	32	316	11	21	194	86	17	86	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	614	89	32	316	11	21	194	86	17	86	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	614	89	32	316	11	21	194	86	17	86	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	614	89	32	316	11	21	194	86	17	86	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	614	89	32	316	11	21	194	86	17	86	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.97	0.03	0.07	0.64	0.29	1.00	0.69	0.31
Final Sat.:	1750	1572	228	1750	1739	61	122	1128	500	1750	1238	562
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.02	0.18	0.18	0.17	0.17	0.17	0.01	0.07	0.07
Crit Moves:		****						****				
Green Time:	37.5	37.5	37.5	37.5	37.5	37.5	16.5	16.5	16.5	16.5	16.5	16.5
Volume/Cap:	0.09	0.63	0.63	0.03	0.29	0.29	0.63	0.63	0.63	0.04	0.25	0.25
Delay/Veh:	4.5	8.0	8.0	4.3	5.3	5.3	21.6	21.6	21.6	15.9	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:	4.5	8.0	8.0	4.3	5.3	5.3	21.6	21.6	21.6	15.9	17.2	17.2
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
HCM2k95thQ:	2	16	16	1	6	6	10	10	10	0	4	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #123: Homestead/Monroe [Study Int 61]



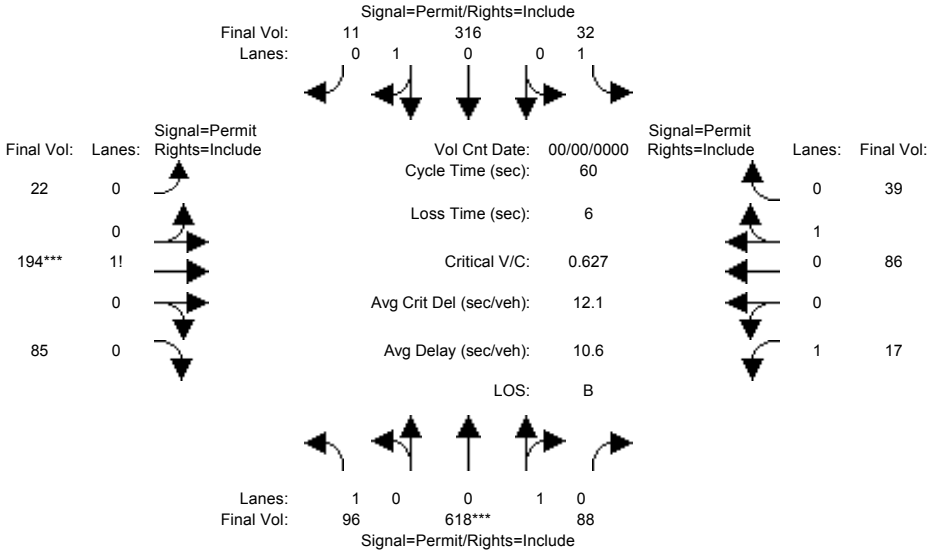
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	52	264	18	56	659	34	21	163	75	108	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	264	18	56	659	34	21	163	75	108	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	264	18	56	659	34	21	163	75	108	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	264	18	56	659	34	21	163	75	108	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	264	18	56	659	34	21	163	75	108	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	264	18	56	659	34	21	163	75	108	181	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.63	0.29	1.00	0.79	0.21
Final Sat.:	1750	1685	115	1750	1712	88	142	1101	507	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.03	0.39	0.39	0.15	0.15	0.15	0.06	0.13	0.13
Crit Moves:					****			****				
Green Time:	39.0	39.0	39.0	39.0	39.0	39.0	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.05	0.24	0.24	0.05	0.59	0.59	0.59	0.59	0.59	0.25	0.51	0.51
Delay/Veh:	3.8	4.5	4.5	3.8	6.8	6.8	22.0	22.0	22.0	18.3	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	4.5	4.5	3.8	6.8	6.8	22.0	22.0	22.0	18.3	20.3	20.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	1	5	5	1	15	15	9	9	9	3	8	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #123: Homestead/Monroe [Study Int 61]



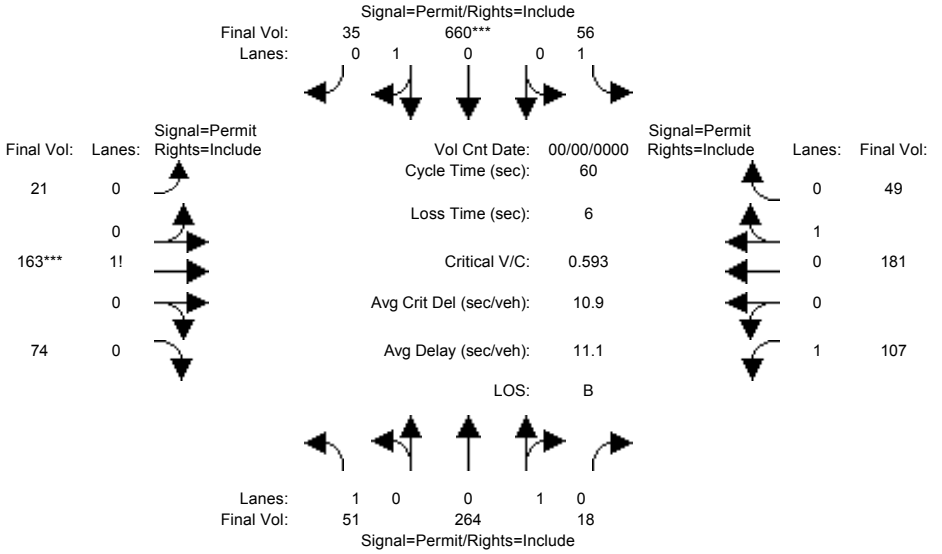
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	96	618	88	32	316	11	22	194	85	17	86	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	618	88	32	316	11	22	194	85	17	86	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	618	88	32	316	11	22	194	85	17	86	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	618	88	32	316	11	22	194	85	17	86	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	618	88	32	316	11	22	194	85	17	86	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	618	88	32	316	11	22	194	85	17	86	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.97	0.03	0.07	0.65	0.28	1.00	0.69	0.31
Final Sat.:	1750	1576	224	1750	1739	61	128	1128	494	1750	1238	562
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.02	0.18	0.18	0.17	0.17	0.17	0.01	0.07	0.07
Crit Moves:		****						****				
Green Time:	37.5	37.5	37.5	37.5	37.5	37.5	16.5	16.5	16.5	16.5	16.5	16.5
Volume/Cap:	0.09	0.63	0.63	0.03	0.29	0.29	0.63	0.63	0.63	0.04	0.25	0.25
Delay/Veh:	4.5	8.0	8.0	4.3	5.3	5.3	21.7	21.7	21.7	16.0	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:	4.5	8.0	8.0	4.3	5.3	5.3	21.7	21.7	21.7	16.0	17.2	17.2
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
HCM2k95thQ:	2	16	16	0	6	6	10	10	10	0	4	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #123: Homestead/Monroe [Study Int 61]



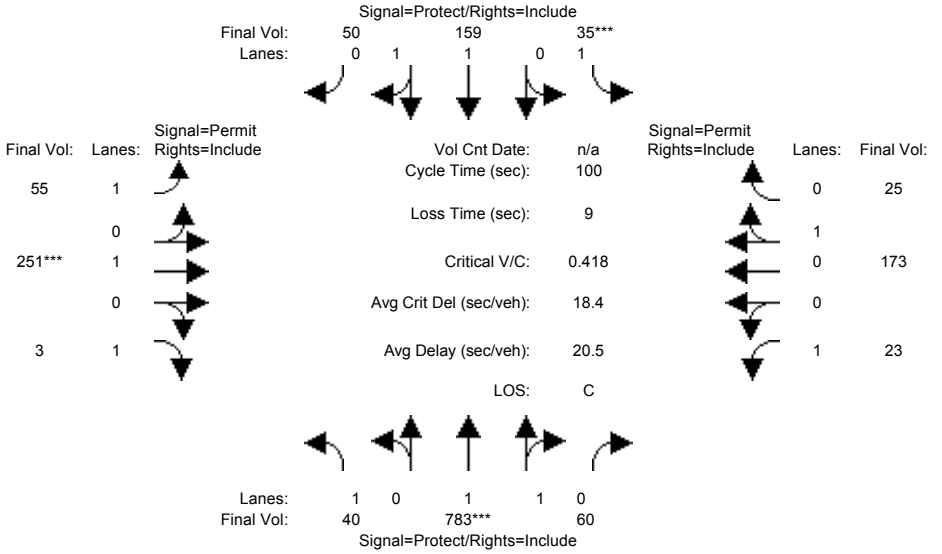
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	51		264	18	56		660	35	21		163	74	107		181	49
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	51		264	18	56		660	35	21		163	74	107		181	49
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	51		264	18	56		660	35	21		163	74	107		181	49
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	51		264	18	56		660	35	21		163	74	107		181	49
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	51		264	18	56		660	35	21		163	74	107		181	49
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	51		264	18	56		660	35	21		163	74	107		181	49
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.92	0.92		0.95	0.95
Lanes:	1.00		0.94	0.06	1.00		0.95	0.05	0.08		0.63	0.29	1.00		0.79	0.21
Final Sat.:	1750		1685	115	1750		1709	91	142		1106	502	1750		1417	383
Capacity Analysis Module:																
Vol/Sat:	0.03		0.16	0.16	0.03		0.39	0.39	0.15		0.15	0.15	0.06		0.13	0.13
Crit Moves:							****				****					
Green Time:	39.1		39.1	39.1	39.1		39.1	39.1	14.9		14.9	14.9	14.9		14.9	14.9
Volume/Cap:	0.04		0.24	0.24	0.05		0.59	0.59	0.59		0.59	0.59	0.25		0.51	0.51
Delay/Veh:	3.8		4.4	4.4	3.8		6.8	6.8	22.1		22.1	22.1	18.3		20.4	20.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	3.8		4.4	4.4	3.8		6.8	6.8	22.1		22.1	22.1	18.3		20.4	20.4
LOS by Move:	A		A	A	A		A	A	C		C	C	B		C	C
HCM2k95thQ:	1		5	5	1		15	15	9		9	9	3		8	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #127: Lincoln/Homestead [Study Int 60]



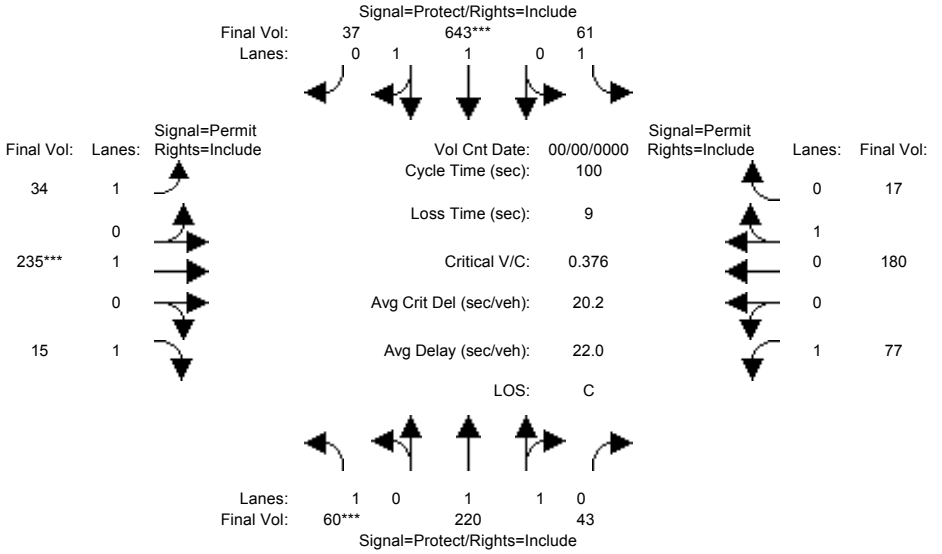
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	783	60	35	159	50	55	251	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	783	60	35	159	50	55	251	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	783	60	35	159	50	55	251	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	783	60	35	159	50	55	251	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	783	60	35	159	50	55	251	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	783	60	35	159	50	55	251	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.85	0.15	1.00	1.51	0.49	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3436	263	1750	2814	885	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.02	0.06	0.06	0.03	0.13	0.00	0.01	0.11	0.11
Crit Moves:		****		****				****				
Green Time:	24.8	53.2	53.2	7.0	35.4	35.4	30.8	30.8	30.8	30.8	30.8	30.8
Volume/Cap:	0.09	0.43	0.43	0.29	0.16	0.16	0.10	0.43	0.01	0.04	0.36	0.36
Delay/Veh:	29.0	14.4	14.4	45.4	22.2	22.2	24.8	28.1	24.0	24.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	14.4	14.4	45.4	22.2	22.2	24.8	28.1	24.0	24.3	27.3	27.3
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2k95thQ:	2	15	15	2	4	4	3	11	0	1	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #127: Lincoln/Homestead [Study Int 60]



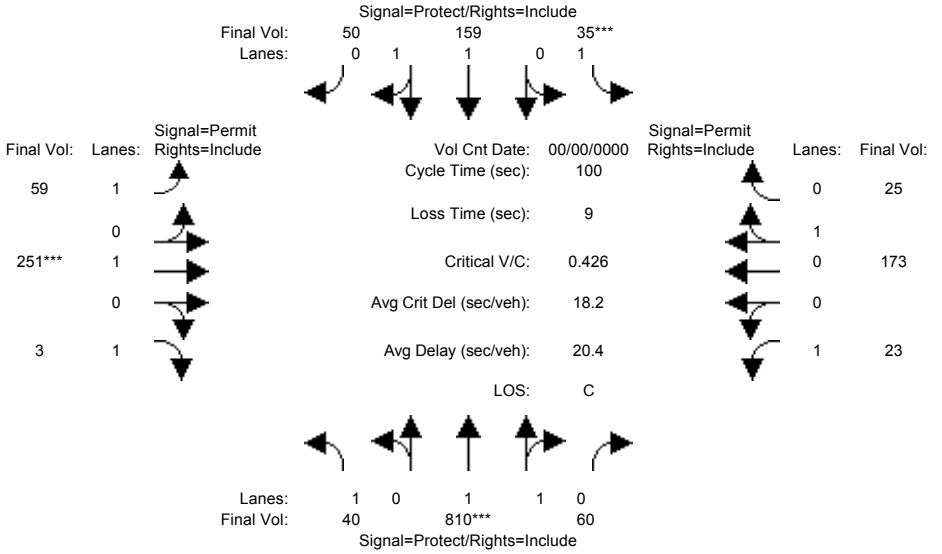
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	60		220	43	61		643	37	34		235	15	77		180	17
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	60		220	43	61		643	37	34		235	15	77		180	17
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	60		220	43	61		643	37	34		235	15	77		180	17
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	60		220	43	61		643	37	34		235	15	77		180	17
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	60		220	43	61		643	37	34		235	15	77		180	17
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	60		220	43	61		643	37	34		235	15	77		180	17
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		1.66	0.34	1.00		1.89	0.11	1.00		1.00	1.00	1.00		0.91	0.09
Final Sat.:	1750		3095	605	1750		3499	201	1750		1900	1750	1750		1645	155
Capacity Analysis Module:																
Vol/Sat:	0.03		0.07	0.07	0.03		0.18	0.18	0.02		0.12	0.01	0.04		0.11	0.11
Crit Moves:	****						****				****					
Green Time:	9.1		34.2	34.2	23.9		48.9	48.9	32.9		32.9	32.9	32.9		32.9	32.9
Volume/Cap:	0.38		0.21	0.21	0.15		0.38	0.38	0.06		0.38	0.03	0.13		0.33	0.33
Delay/Veh:	44.2		23.4	23.4	30.2		16.1	16.1	23.0		26.0	22.7	23.6		25.6	25.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.2		23.4	23.4	30.2		16.1	16.1	23.0		26.0	22.7	23.6		25.6	25.6
LOS by Move:	D		C	C	C		B	B	C		C	C	C		C	C
HCM2k95thQ:	4		6	6	3		12	12	2		10	1	3		9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #127: Lincoln/Homestead [Study Int 60]



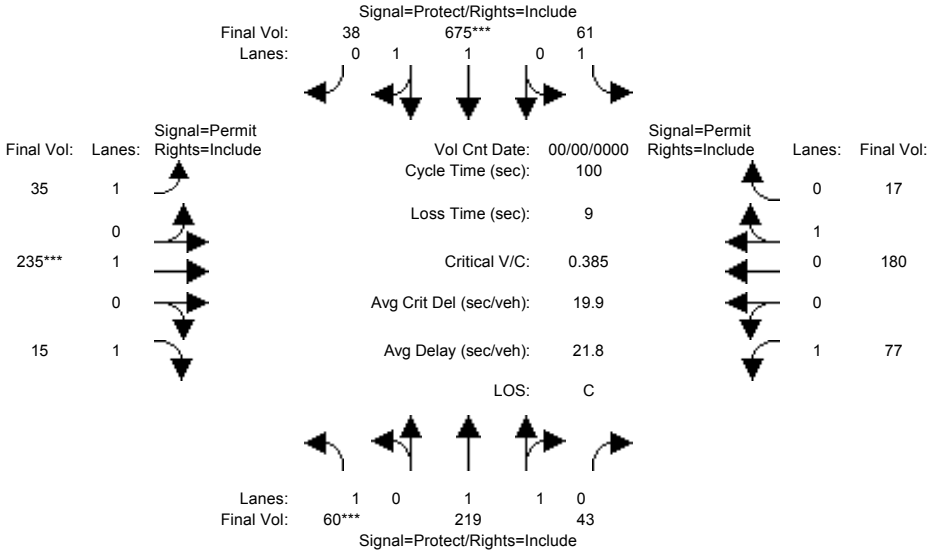
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	40	810	60	35	159	50	59	251	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	810	60	35	159	50	59	251	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	810	60	35	159	50	59	251	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	810	60	35	159	50	59	251	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	810	60	35	159	50	59	251	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	810	60	35	159	50	59	251	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.86	0.14	1.00	1.51	0.49	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3445	255	1750	2814	885	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.02	0.06	0.06	0.03	0.13	0.00	0.01	0.11	0.11
Crit Moves:		****		****				****				
Green Time:	25.0	53.8	53.8	7.0	35.8	35.8	30.2	30.2	30.2	30.2	30.2	30.2
Volume/Cap:	0.09	0.44	0.44	0.29	0.16	0.16	0.11	0.44	0.01	0.04	0.36	0.36
Delay/Veh:	28.9	14.1	14.1	45.4	21.9	21.9	25.3	28.6	24.4	24.7	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	14.1	14.1	45.4	21.9	21.9	25.3	28.6	24.4	24.7	27.8	27.8
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2k95thQ:	2	15	15	2	4	4	3	12	0	1	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #127: Lincoln/Homestead [Study Int 60]



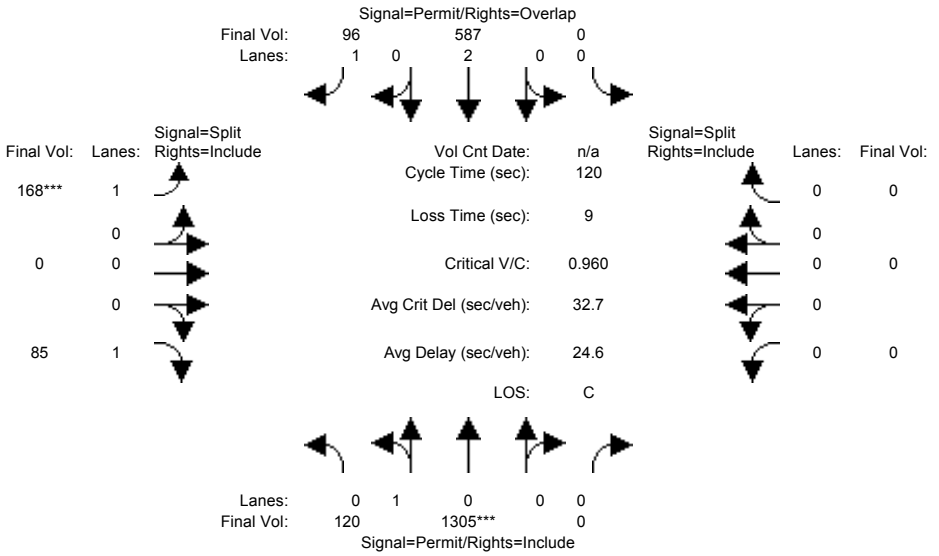
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	60	219	43	61	675	38	35	235	15	77	180	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	219	43	61	675	38	35	235	15	77	180	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	219	43	61	675	38	35	235	15	77	180	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	219	43	61	675	38	35	235	15	77	180	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	219	43	61	675	38	35	235	15	77	180	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	219	43	61	675	38	35	235	15	77	180	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.66	0.34	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	3092	607	1750	3503	197	1750	1900	1750	1750	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.19	0.19	0.02	0.12	0.01	0.04	0.11	0.11
Crit Moves:	****				****			****				
Green Time:	8.9	34.6	34.6	24.3	50.0	50.0	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.39	0.20	0.20	0.14	0.39	0.39	0.06	0.39	0.03	0.14	0.34	0.34
Delay/Veh:	44.6	23.1	23.1	29.9	15.6	15.6	23.6	26.7	23.3	24.2	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	23.1	23.1	29.9	15.6	15.6	23.6	26.7	23.3	24.2	26.2	26.2
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	6	6	3	13	13	2	10	1	4	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #128: Homestead/Lafayette [Study Int 50]



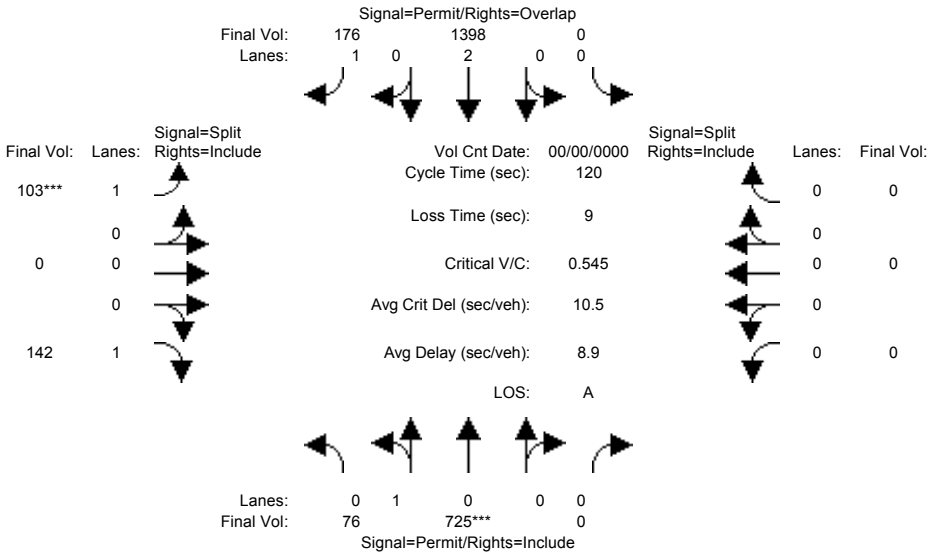
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	120	1305	0		0	587	96		168	0	85		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	120	1305	0		0	587	96		168	0	85		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	120	1305	0		0	587	96		168	0	85		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	1305	0		0	587	96		168	0	85		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	1305	0		0	587	96		168	0	85		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	120	1305	0		0	587	96		168	0	85		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.08	0.92	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	152	1648	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.79	0.79	0.00		0.00	0.15	0.05		0.10	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	99.0	99.0	0.0		0.0	99.0	111.0		12.0	0.0	12.0		0.0	0.0	0.0	
Volume/Cap:	0.96	0.96	0.00		0.00	0.19	0.06		0.96	0.00	0.49		0.00	0.00	0.00	
Delay/Veh:	23.7	23.7	0.0		0.0	2.2	0.4		109.8	0.0	53.2		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:	23.7	23.7	0.0		0.0	2.2	0.4		109.8	0.0	53.2		0.0	0.0	0.0	
LOS by Move:	C	C	A		A	A	A		F	A	D		A	A	A	
HCM2k95thQ:	81	81	0		0	4	1		15	0	6		0	0	0	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #128: Homestead/Lafayette [Study Int 50]



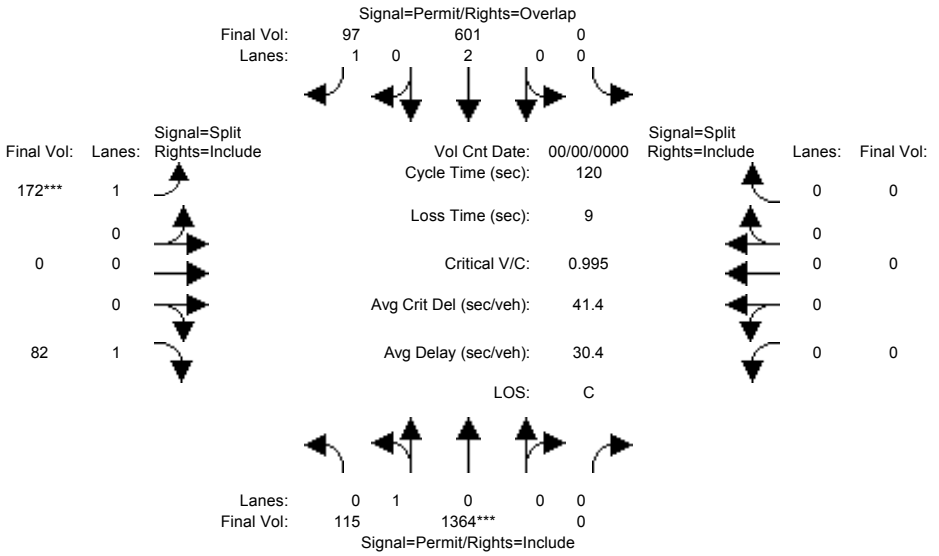
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	76	725	0	0	1398	176	103	0	142	0	0	0
Growth 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:	76	725	0	0	1398	176	103	0	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	725	0	0	1398	176	103	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	725	0	0	1398	176	103	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	725	0	0	1398	176	103	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	725	0	0	1398	176	103	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	171	1629	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.37	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	93.9	93.9	0.0	0.0	93.9	111.0	17.1	0.0	17.1	0.0	0.0	0.0
Volume/Cap:	0.57	0.57	0.00	0.00	0.47	0.11	0.41	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	5.7	5.7	0.0	0.0	4.6	0.4	48.0	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	0.0	0.0	4.6	0.4	48.0	0.0	51.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	22	22	0	0	16	1	7	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #128: Homestead/Lafayette [Study Int 50]



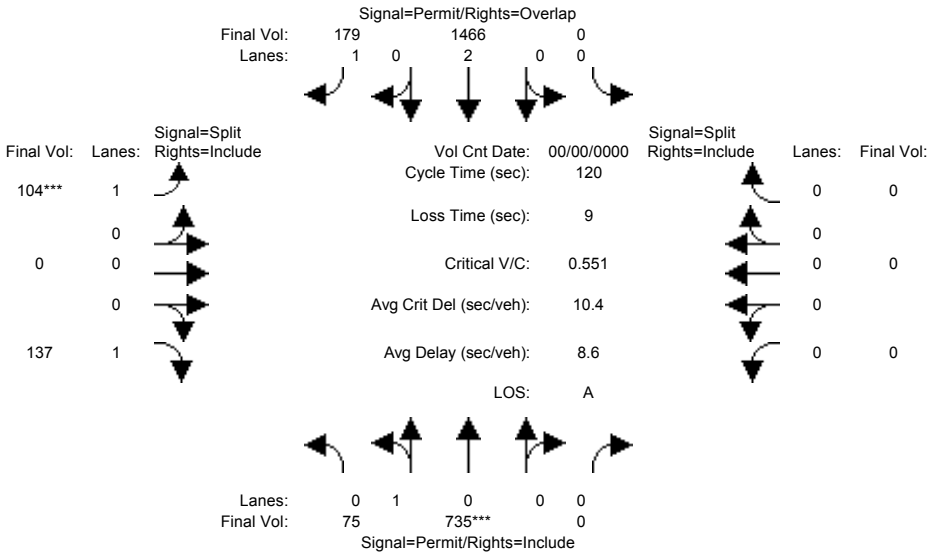
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	115	1364	0		0	601	97		172	0	82		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:	115	1364	0		0	601	97		172	0	82		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	115	1364	0		0	601	97		172	0	82		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	115	1364	0		0	601	97		172	0	82		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	1364	0		0	601	97		172	0	82		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	115	1364	0		0	601	97		172	0	82		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.08	0.92	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	140	1660	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.82	0.82	0.00	0.00	0.16	0.06	0.10	0.00	0.05	0.00	0.00					
Crit Moves:	****						****									
Green Time:	99.1	99.1	0.0	0.0	99.1	111.0	11.9	0.0	11.9	0.0	0.0					
Volume/Cap:	0.99	0.99	0.00	0.00	0.19	0.06	0.99	0.00	0.47	0.00	0.00					
Delay/Veh:	32.1	32.1	0.0	0.0	2.2	0.4	120.8	0.0	53.2	0.0	0.0					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	32.1	32.1	0.0	0.0	2.2	0.4	120.8	0.0	53.2	0.0	0.0					
LOS by Move:	C	C	A	A	A	A	F	A	D	A	A					
HCM2k95thQ:	98	98	0	0	5	1	16	0	6	0	0					

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #128: Homestead/Lafayette [Study Int 50]



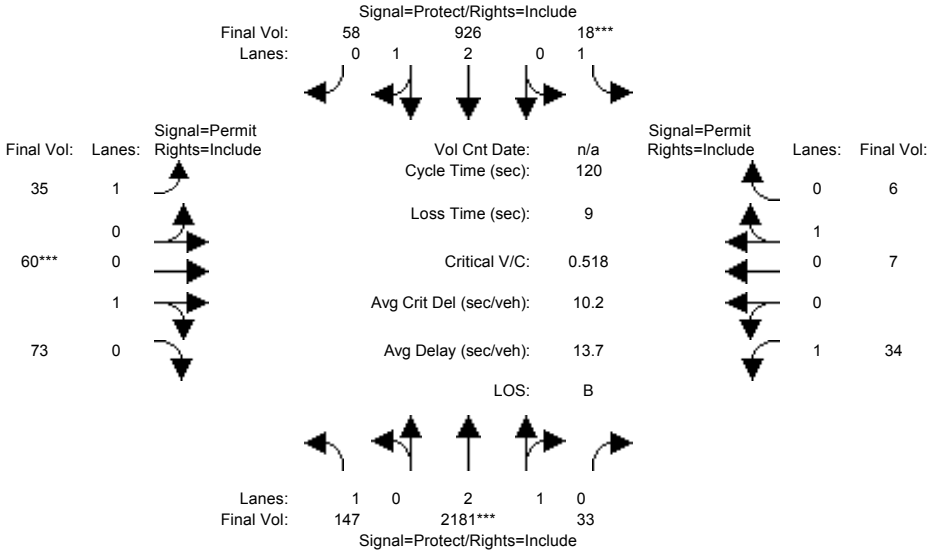
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	75	735	0		0	1466	179		104	0	137		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:	75	735	0		0	1466	179		104	0	137		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	75	735	0		0	1466	179		104	0	137		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	75	735	0		0	1466	179		104	0	137		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	735	0		0	1466	179		104	0	137		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	735	0		0	1466	179		104	0	137		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.09	0.91	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	167	1633	0		0	3800	1750		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.45	0.45	0.00		0.00	0.39	0.10		0.06	0.00	0.08		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	94.6	94.6	0.0		0.0	94.6	111.0		16.4	0.0	16.4		0.0	0.0	0.0	
Volume/Cap:	0.57	0.57	0.00		0.00	0.49	0.11		0.43	0.00	0.57		0.00	0.00	0.00	
Delay/Veh:	5.5	5.5	0.0		0.0	4.5	0.4		48.8	0.0	51.8		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:	5.5	5.5	0.0		0.0	4.5	0.4		48.8	0.0	51.8		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
HCM2k95thQ:	22	22	0		0	17	1		7	0	10		0	0	0	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #175: Reed/De La Cruz [Study Int 32]



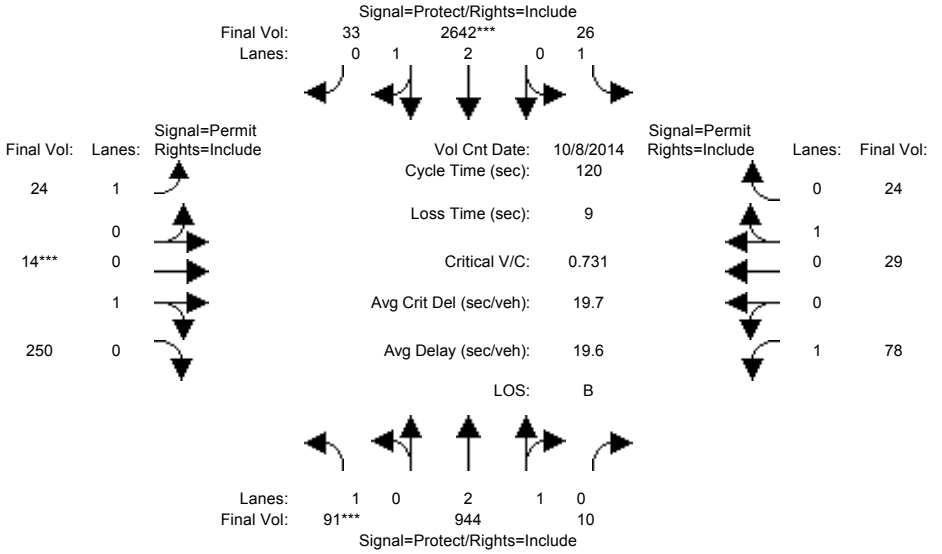
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	147		2181	33	18		926	58	35		60	73	34		7	6
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	147		2181	33	18		926	58	35		60	73	34		7	6
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	147		2181	33	18		926	58	35		60	73	34		7	6
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	147		2181	33	18		926	58	35		60	73	34		7	6
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	147		2181	33	18		926	58	35		60	73	34		7	6
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	147		2181	33	18		926	58	35		60	73	34		7	6
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		2.95	0.05	1.00		2.82	0.18	1.00		0.45	0.55	1.00		0.54	0.46
Final Sat.:	1750		5516	83	1750		5269	330	1750		812	988	1750		969	831
Capacity Analysis Module:																
Vol/Sat:	0.08		0.40	0.40	0.01		0.18	0.18	0.02		0.07	0.07	0.02		0.01	0.01
Crit Moves:			****				****				****					
Green Time:	30.6		87.6	87.6	7.0		64.0	64.0	16.4		16.4	16.4	16.4		16.4	16.4
Volume/Cap:	0.33		0.54	0.54	0.18		0.33	0.33	0.15		0.54	0.54	0.14		0.05	0.05
Delay/Veh:	36.8		7.4	7.4	54.6		15.9	15.9	45.9		50.8	50.8	45.9		45.2	45.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.8		7.4	7.4	54.6		15.9	15.9	45.9		50.8	50.8	45.9		45.2	45.2
LOS by Move:	D		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	9		22	22	1		13	13	2		9	9	3		1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #175: Reed/De La Cruz [Study Int 32]



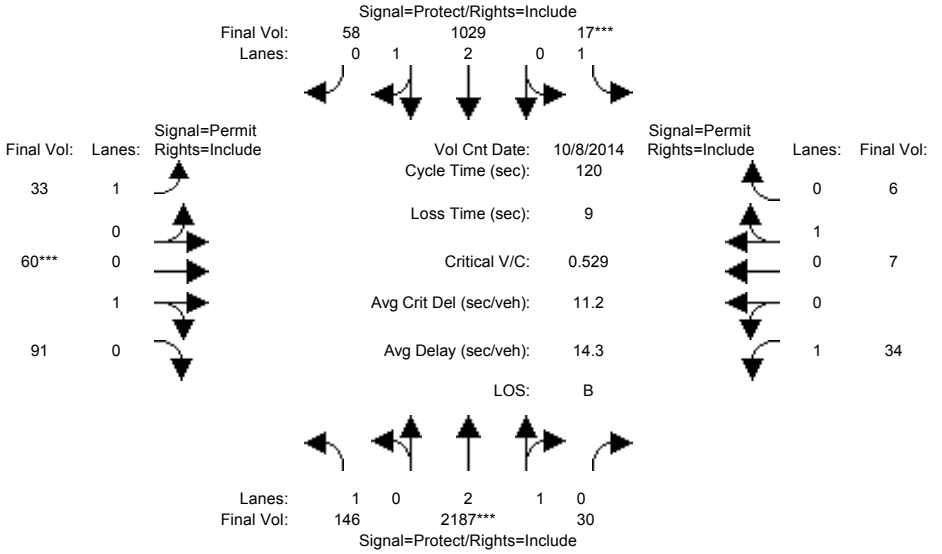
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	91	944	10	26	2642	33	24	14	250	78	29	24
Growth Adj:	1.00	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	944	10	26	2642	33	24	14	250	78	29	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	944	10	26	2642	33	24	14	250	78	29	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	944	10	26	2642	33	24	14	250	78	29	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	944	10	26	2642	33	24	14	250	78	29	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	944	10	26	2642	33	24	14	250	78	29	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.96	0.04	1.00	0.05	0.95	1.00	0.55	0.45
Final Sat.:	1750	5541	59	1750	5531	69	1750	95	1705	1750	985	815
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.48	0.48	0.01	0.15	0.15	0.04	0.03	0.03
Crit Moves:	****				****			****				
Green Time:	8.5	64.8	64.8	22.2	78.4	78.4	24.1	24.1	24.1	24.1	24.1	24.1
Volume/Cap:	0.73	0.32	0.32	0.08	0.73	0.73	0.07	0.73	0.73	0.22	0.15	0.15
Delay/Veh:	74.4	15.4	15.4	40.6	14.6	14.6	39.0	52.4	52.4	40.5	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	15.4	15.4	40.6	14.6	14.6	39.0	52.4	52.4	40.5	39.7	39.7
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	10	12	12	2	38	38	2	18	18	5	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #175: Reed/De La Cruz [Study Int 32]



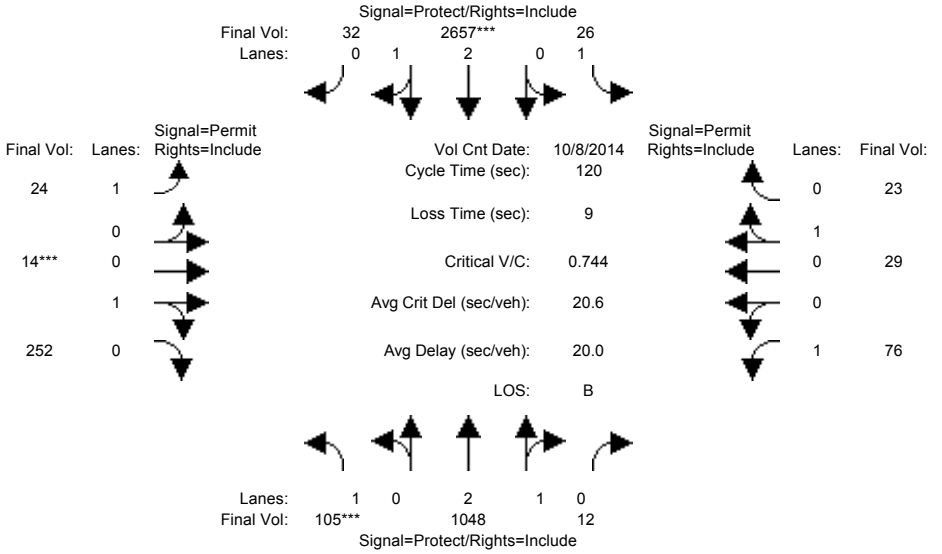
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	146		2187	30	17		1029	58	33		60	91	34		7	6
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	146		2187	30	17		1029	58	33		60	91	34		7	6
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	146		2187	30	17		1029	58	33		60	91	34		7	6
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		2187	30	17		1029	58	33		60	91	34		7	6
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	146		2187	30	17		1029	58	33		60	91	34		7	6
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	146		2187	30	17		1029	58	33		60	91	34		7	6
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		2.96	0.04	1.00		2.83	0.17	1.00		0.40	0.60	1.00		0.54	0.46
Final Sat.:	1750		5524	76	1750		5301	299	1750		715	1085	1750		969	831
Capacity Analysis Module:																
Vol/Sat:	0.08		0.40	0.40	0.01		0.19	0.19	0.02		0.08	0.08	0.02		0.01	0.01
Crit Moves:			****				****				****					
Green Time:	27.9		85.8	85.8	7.0		64.9	64.9	18.2		18.2	18.2	18.2		18.2	18.2
Volume/Cap:	0.36		0.55	0.55	0.17		0.36	0.36	0.12		0.55	0.55	0.13		0.05	0.05
Delay/Veh:	39.1		8.2	8.2	54.5		15.8	15.8	44.2		49.6	49.6	44.3		43.6	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:	39.1		8.2	8.2	54.5		15.8	15.8	44.2		49.6	49.6	44.3		43.6	43.6
LOS by Move:	D		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	10		23	23	1		14	14	2		10	10	2		1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #175: Reed/De La Cruz [Study Int 32]



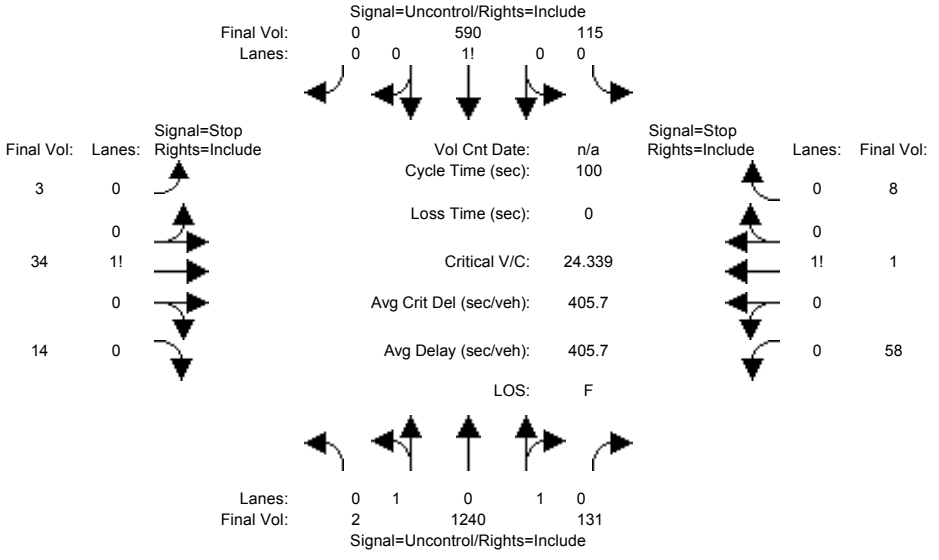
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	105		1048	12	26		2657	32	24		14	252	76		29	23
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	105		1048	12	26		2657	32	24		14	252	76		29	23
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	105		1048	12	26		2657	32	24		14	252	76		29	23
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	105		1048	12	26		2657	32	24		14	252	76		29	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	105		1048	12	26		2657	32	24		14	252	76		29	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	105		1048	12	26		2657	32	24		14	252	76		29	23
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		2.96	0.04	1.00		2.96	0.04	1.00		0.05	0.95	1.00		0.56	0.44
Final Sat.:	1750		5537	63	1750		5533	67	1750		95	1705	1750		1004	796
Capacity Analysis Module:																
Vol/Sat:	0.06		0.19	0.19	0.01		0.48	0.48	0.01		0.15	0.15	0.04		0.03	0.03
Crit Moves:	****						****				****					
Green Time:	9.7		66.6	66.6	20.5		77.5	77.5	23.8		23.8	23.8	23.8		23.8	23.8
Volume/Cap:	0.74		0.34	0.34	0.09		0.74	0.74	0.07		0.74	0.74	0.22		0.15	0.15
Delay/Veh:	73.0		14.7	14.7	42.0		15.4	15.4	39.1		53.4	53.4	40.6		39.9	39.9
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:	73.0		14.7	14.7	42.0		15.4	15.4	39.1		53.4	53.4	40.6		39.9	39.9
LOS by Move:	E		B	B	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	11		14	14	2		39	39	2		18	18	5		3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]



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:	2	1240	131		115	590	0		3	34	14		58	1	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	1240	131		115	590	0		3	34	14		58	1	8	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	1240	131		115	590	0		3	34	14		58	1	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1240	131		115	590	0		3	34	14		58	1	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	1240	131		115	590	0		3	34	14		58	1	8	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	590	xxxx	xxxxx		1371	xxxx	xxxxx		1445	2195	590		2154	2130	686	
Potent Cap.:	995	xxxx	xxxxx		507	xxxx	xxxxx		111	46	511		35	50	451	
Move Cap.:	995	xxxx	xxxxx		507	xxxx	xxxxx		87	35	511		2	38	451	
Volume/Cap:	0.00	xxxx	xxxx		0.23	xxxx	xxxx		0.03	0.98	0.03		24.34	0.03	0.02	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.9	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.6	xxxx	xxxxx		14.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	49	xxxxx		xxxx	3	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		0.9	xxxx	xxxxx		xxxxx	4.5	xxxxx		xxxxx	10.4	xxxxx	
Shrd ConDel:	8.6	xxxx	xxxxx		14.2	xxxx	xxxxx		xxxxx	276	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		B	*	*		*	F	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				275.9				xxxxxx			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Upstream Signals:

Link Index:	#718		#974					
Dist(miles):	0.000		0.000					
Speed (mph):	0.00		0.00					
SignalIndex:	#107		#5444					
Cycle Time:	0 secs		0 secs					
InitVolume:	0	0	0	0				
Saturation:	0	0	0	0				
ArrivalType:	0	0	0	0				
G/C:	0.00	0.00	0.00	0.00				

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P:	0.000	0.000	0.000	0.000
gq1:	0.00	0.00	0.00	0.00
gq2:	0.00	0.00	0.00	0.00
gq:	0.00	0.00	0.00	0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha:	0.000		0.000	
beta:	0.000		0.000	
ta (secs):	0.000		0.000	
F:	0.000		0.000	
f:	0.000	0.000	0.000	0.000
vcmax:	0	0	0	0
vcg:	0	0	0	0
vcmin:	0	0	0	0
tp:	0.0	0.0	0.0	0.0
p:	0.000		0.000	

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol:	590	xxxxx	xxxxx	1371	xxxxx	xxxxx	1445	2195	590	2154	2130	686
AdjCnflVol:	590	xxxxx	xxxxx	1371	xxxxx	xxxxx	1445	2195	590	2154	2130	686
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000


```
ConflictVol: 590 xxxxx xxxxx 1371 xxxxx xxxxx 1445  2195   590 2154  2130   686
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  995 xxxxx xxxxx  507 xxxxx xxxxx  111    46   511   35    50   451
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 995 xxxxx xxxxx  507 xxxxx xxxxx  111    46   511   35    50   451
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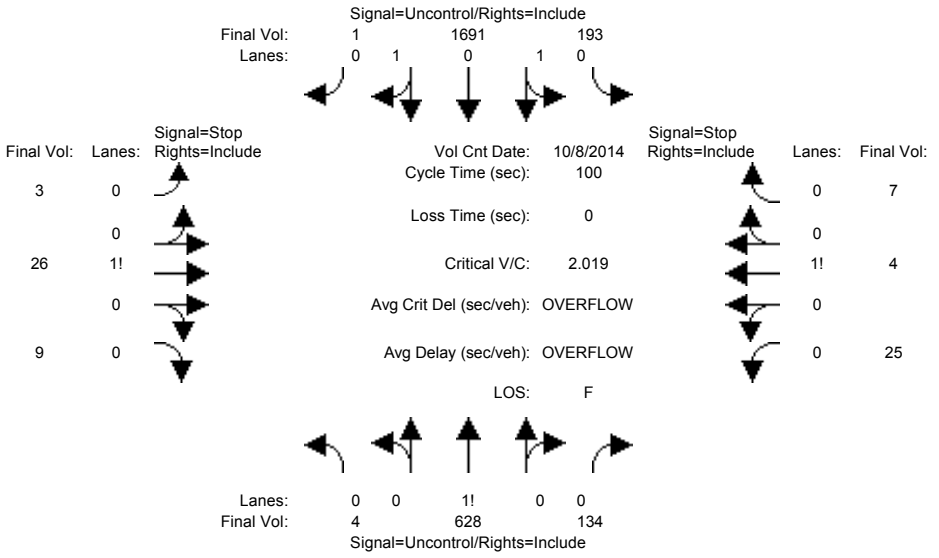
BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]



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: 8 Oct 2014 <<																
Base Vol:	4		628	134	193		1691	1	3		26	9	25		4	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:	4		628	134	193		1691	1	3		26	9	25		4	7
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	4		628	134	193		1691	1	3		26	9	25		4	7
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	4		628	134	193		1691	1	3		26	9	25		4	7
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	4		628	134	193		1691	1	3		26	9	25		4	7
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	7.1	6.5		6.2	7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	4.0		3.3	3.5	4.0		3.3	
Capacity Module:																
Cnflict Vol:	1692	xxxx	xxxxx		762	xxxx	xxxxx	2786	2848		846	1948	2781		695	
Potent Cap.:	382	xxxx	xxxxx		859	xxxx	xxxxx	12	17		365	49	19		446	
Move Cap.:	382	xxxx	xxxxx		859	xxxx	xxxxx	8	13		365	0	14		446	
Volume/Cap:	0.01	xxxx	xxxx		0.22	xxxx	xxxx	0.39	2.02		0.02	xxxx	0.28		0.02	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Control Del:	14.5	xxxx	xxxxx		10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	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	16	xxxxx		xxxx	0	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		0.9	xxxx	xxxxx	xxxxx	5.4	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		10.4	xxxx	xxxxx	xxxxx	1157	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*	B	*		*	*		F	*	*		*	
ApproachDel:	xxxxxx				xxxxxx			1156.7				xxxxxx				
ApproachLOS:	*				*			F				F				

Note: Queue reported is the number of cars per lane.

HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Upstream Signals:

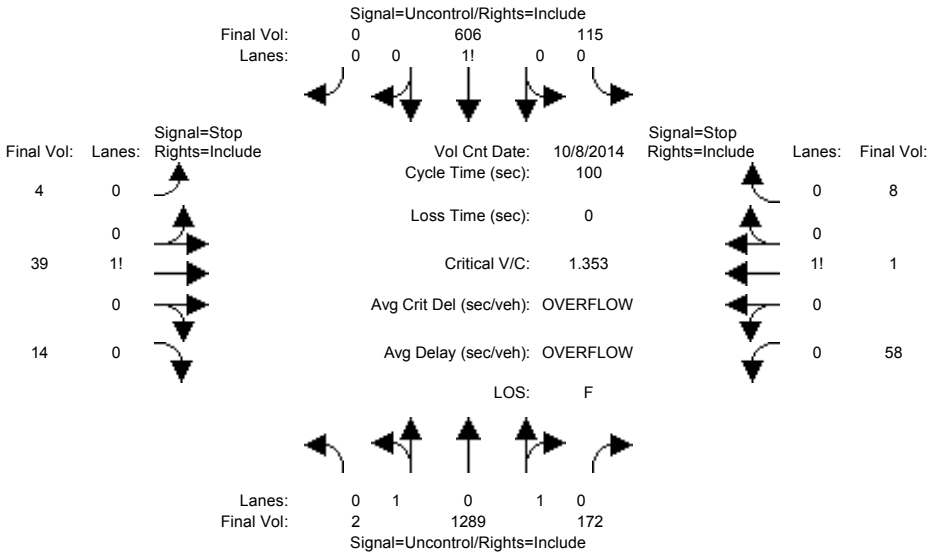
Link Index:	#718				#974											
Dist(miles):	0.000				0.000											
Speed (mph):	0.00				0.00											
SignalIndex:	#107				#5444											
Cycle Time:	0 secs				0 secs											
InitVolume:	0		0		0		0									
Saturation:	0		0		0		0									
ArrivalType:	0		0		0		0									
G/C:	0.00		0.00		0.00		0.00									
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																
P:	0.000		0.000		0.000		0.000									
gq1:	0.00		0.00		0.00		0.00									
gq2:	0.00		0.00		0.00		0.00									
gq:	0.00		0.00		0.00		0.00									
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																
alpha:	0.000				0.000											
beta:	0.000				0.000											
ta (secs):	0.000				0.000											
F:	0.000				0.000											
f:	0.000		0.000		0.000		0.000									
vcmax:	0		0		0		0									
vcg:	0		0		0		0									
vcmin:	0		0		0		0									
tp:	0.0		0.0		0.0		0.0									
p:	0.000				0.000											
*** Computation 3: Platoon Event Periods																
pdom/psubo:	0.000/0.000/Unconstrained															
*** Computation 4: Conflicting Flows During Each Unblocked Period																
InitCnflVol:	1692	xxxxx	xxxxx		762	xxxxx	xxxxx	2786	2848		846	1948	2781		695	
AdjCnflVol:	1692	xxxxx	xxxxx		762	xxxxx	xxxxx	2786	2848		846	1948	2781		695	
UpstreamAdj:	1.00	x.xxx	x.xxx		1.00	x.xxx	x.xxx	1.00	1.000	1.000		1.00	1.000	1.000		


```
ConflictVol:1692 xxxxx xxxxx  762 xxxxx xxxxx 2786  2848   846 1948  2781   695
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  382 xxxxx xxxxx  859 xxxxx xxxxx   12    17   365   49    19   446
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 382 xxxxx xxxxx  859 xxxxx xxxxx   12    17   365   49    19   446
```

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]



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: 8 Oct 2014 <<																
Base Vol:	2	1289	172		115	606	0		4	39	14		58	1	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	1289	172		115	606	0		4	39	14		58	1	8	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	1289	172		115	606	0		4	39	14		58	1	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1289	172		115	606	0		4	39	14		58	1	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	1289	172		115	606	0		4	39	14		58	1	8	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	606	xxxx	xxxxx		1461	xxxx	xxxxx		1485	2301	606		2242	2215	731	
Potent Cap.:	982	xxxx	xxxxx		469	xxxx	xxxxx		104	39	501		30	44	425	
Move Cap.:	982	xxxx	xxxxx		469	xxxx	xxxxx		79	29	501		0	33	425	
Volume/Cap:	0.00	xxxx	xxxx		0.25	xxxx	xxxx		0.05	1.35	0.03		xxxx	0.03	0.02	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		1.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.7	xxxx	xxxxx		15.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		C	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	40	xxxxx		xxxx	0	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		1.0	xxxx	xxxxx		xxxxx	5.8	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.7	xxxx	xxxxx		15.2	xxxx	xxxxx		xxxxx	453	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		C	*	*		*	F	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				452.7				xxxxxx			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour
Upstream Signals:

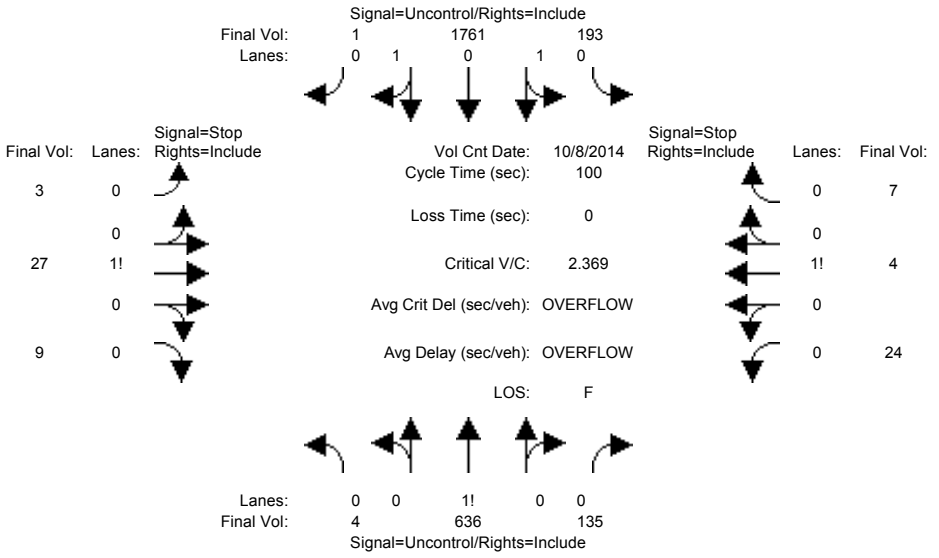
Link Index:	#718				#974											
Dist(miles):	0.000				0.000											
Speed (mph):	0.00				0.00											
SignalIndex:	#107				#5444											
Cycle Time:	0 secs				0 secs											
InitVolume:	0	0			0	0										
Saturation:	0	0			0	0										
ArrivalType:	0	0			0	0										
G/C:	0.00	0.00			0.00	0.00										
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection																
P:	0.000	0.000			0.000	0.000										
gq1:	0.00	0.00			0.00	0.00										
gq2:	0.00	0.00			0.00	0.00										
gq:	0.00	0.00			0.00	0.00										
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons																
alpha:	0.000				0.000											
beta:	0.000				0.000											
ta (secs):	0.000				0.000											
F:	0.000				0.000											
f:	0.000	0.000			0.000	0.000										
vcmax:	0	0			0	0										
vcg:	0	0			0	0										
vcmin:	0	0			0	0										
tp:	0.0	0.0			0.0	0.0										
p:	0.000				0.000											
*** Computation 3: Platoon Event Periods																
pdom/psubo:	0.000/0.000/Unconstrained															
*** Computation 4: Conflicting Flows During Each Unblocked Period																
InitCnflVol:	606	xxxxx	xxxxx		1461	xxxxx	xxxxx		1485	2301	606		2242	2215	731	
AdjCnflVol:	606	xxxxx	xxxxx		1461	xxxxx	xxxxx		1485	2301	606		2242	2215	731	
UpstreamAdj:	1.00	x.xxx	x.xxx		1.00	x.xxx	x.xxx		1.00	1.000	1.000		1.00	1.000	1.000	


```
ConflictVol: 606 xxxxx xxxxx 1461 xxxxx xxxxx 1485  2301   606 2242  2215   731
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  982 xxxxx xxxxx  469 xxxxx xxxxx  104    39   501   30    44   425
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 982 xxxxx xxxxx  469 xxxxx xxxxx  104    39   501   30    44   425
```


BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1008: Lafayette/Harrison (unsigalized) [Study Int 48]



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: 8 Oct 2014 <<																
Base Vol:	4	636	135		193	1761	1		3	27	9		24	4	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:	4	636	135		193	1761	1		3	27	9		24	4	7	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	636	135		193	1761	1		3	27	9		24	4	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	636	135		193	1761	1		3	27	9		24	4	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	4	636	135		193	1761	1		3	27	9		24	4	7	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	1762	xxxx	xxxxx		771	xxxx	xxxxx		2865	2927	881		1992	2860	704	
Potent Cap.:	359	xxxx	xxxxx		853	xxxx	xxxxx		11	15	349		46	17	441	
Move Cap.:	359	xxxx	xxxxx		853	xxxx	xxxxx		6	11	349		0	13	441	
Volume/Cap:	0.01	xxxx	xxxx		0.23	xxxx	xxxx		0.47	2.37	0.03		xxxx	0.32	0.02	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.9	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	15.1	xxxx	xxxxx		10.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	14	xxxxx		xxxx	0	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.9	xxxx	xxxxx		xxxxx	5.7	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		10.5	xxxx	xxxxx		xxxxx	1405	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		B	*	*		*	F	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				1405.3				xxxxxx			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Upstream Signals:

Link Index:	#718	#974		
Dist(miles):	0.000	0.000		
Speed (mph):	0.00	0.00		
SignalIndex:	#107	#5444		
Cycle Time:	0 secs	0 secs		
InitVolume:	0 0	0 0		
Saturation:	0 0	0 0		
ArrivalType:	0 0	0 0		
G/C:	0.00 0.00	0.00 0.00		

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P:	0.000 0.000	0.000 0.000		
gq1:	0.00 0.00	0.00 0.00		
gq2:	0.00 0.00	0.00 0.00		
gq:	0.00 0.00	0.00 0.00		

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha:	0.000	0.000		
beta:	0.000	0.000		
ta (secs):	0.000	0.000		
F:	0.000	0.000		
f:	0.000 0.000	0.000 0.000		
vcmax:	0 0	0 0		
vcg:	0 0	0 0		
vcmin:	0 0	0 0		
tp:	0.0 0.0	0.0 0.0		
p:	0.000	0.000		

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

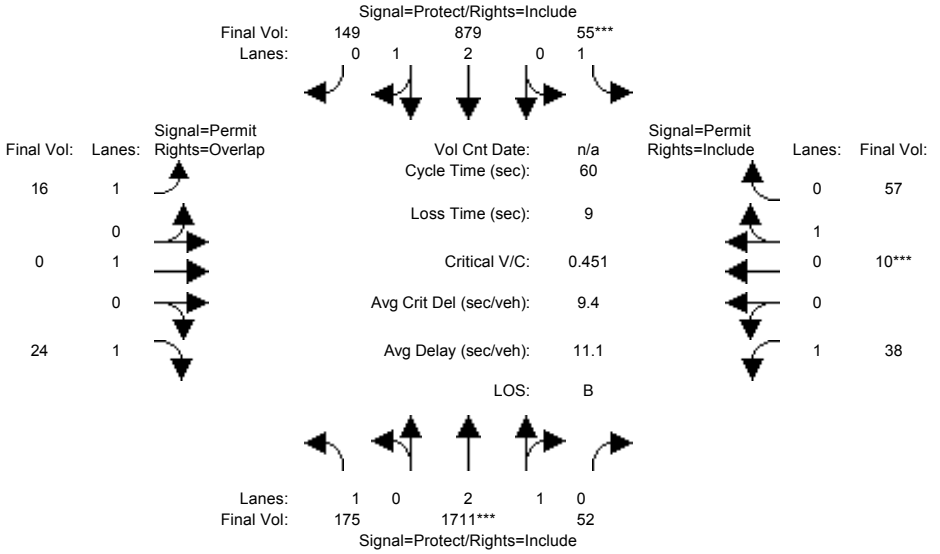
InitCnflVol:	1762	xxxxx	xxxxx	771	xxxxx	xxxxx	2865	2927	881	1992	2860	704
AdjCnflVol:	1762	xxxxx	xxxxx	771	xxxxx	xxxxx	2865	2927	881	1992	2860	704
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000


```
ConflictVol:1762 xxxxx xxxxx  771 xxxxx xxxxx 2865  2927   881 1992  2860   704
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  359 xxxxx xxxxx  853 xxxxx xxxxx   11    15   349   46    17   441
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 359 xxxxx xxxxx  853 xxxxx xxxxx   11    15   349   46    17   441
```

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



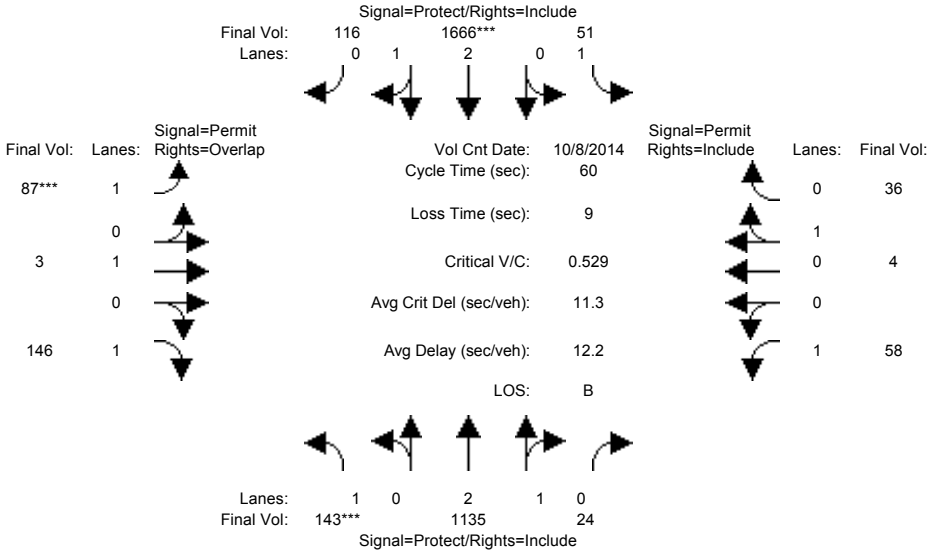
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	175		1711	52	55		879	149	16		0	24	38		10	57
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	175		1711	52	55		879	149	16		0	24	38		10	57
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	175		1711	52	55		879	149	16		0	24	38		10	57
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	175		1711	52	55		879	149	16		0	24	38		10	57
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	175		1711	52	55		879	149	16		0	24	38		10	57
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	175		1711	52	55		879	149	16		0	24	38		10	57
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.91	0.09	1.00		2.55	0.45	1.00		1.00	1.00	1.00		0.15	0.85
Final Sat.:	1750		5435	165	1750		4787	811	1750		1900	1750	1750		269	1531
Capacity Analysis Module:																
Vol/Sat:	0.10		0.31	0.31	0.03		0.18	0.18	0.01		0.00	0.01	0.02		0.04	0.04
Crit Moves:			****				****								****	
Green Time:	15.9		34.0	34.0	7.0		25.1	25.1	10.0		0.0	25.9	10.0		10.0	10.0
Volume/Cap:	0.38		0.56	0.56	0.27		0.44	0.44	0.05		0.00	0.03	0.13		0.22	0.22
Delay/Veh:	18.5		8.4	8.4	24.9		12.6	12.6	21.1		0.0	9.8	21.5		22.0	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:	18.5		8.4	8.4	24.9		12.6	12.6	21.1		0.0	9.8	21.5		22.0	22.0
LOS by Move:	B		A	A	C		B	B	C		A	A	C		C	C
HCM2k95thQ:	6		14	14	2		9	9	1		0	1	2		3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



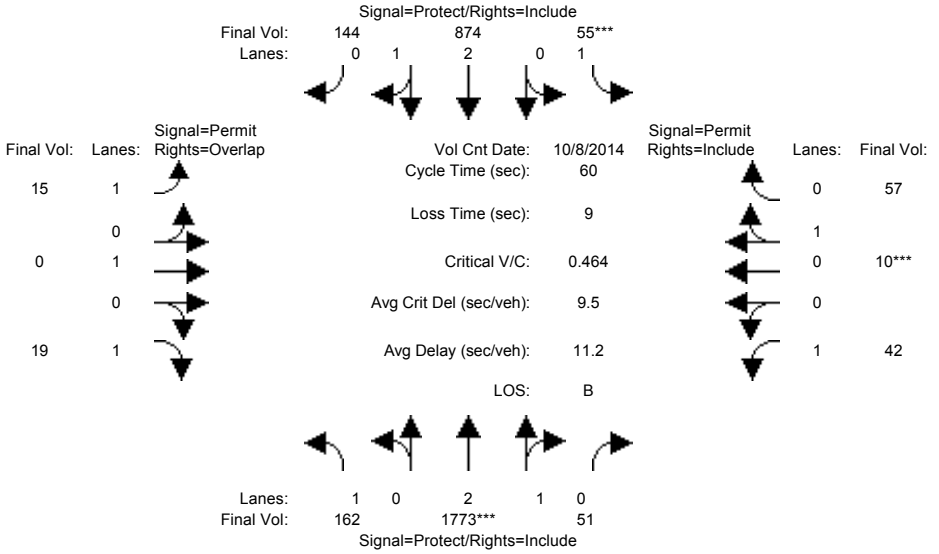
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	143		1135	24	51		1666	116	87		3	146	58		4	36
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	143		1135	24	51		1666	116	87		3	146	58		4	36
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	143		1135	24	51		1666	116	87		3	146	58		4	36
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1135	24	51		1666	116	87		3	146	58		4	36
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	143		1135	24	51		1666	116	87		3	146	58		4	36
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	143		1135	24	51		1666	116	87		3	146	58		4	36
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.94	0.06	1.00		2.80	0.20	1.00		1.00	1.00	1.00		0.10	0.90
Final Sat.:	1750		5484	116	1750		5235	365	1750		1900	1750	1750		180	1620
Capacity Analysis Module:																
Vol/Sat:	0.08		0.21	0.21	0.03		0.32	0.32	0.05		0.00	0.08	0.03		0.02	0.02
Crit Moves:	****						****		****							
Green Time:	8.4		26.2	26.2	14.8		32.6	32.6	10.0		10.0	18.4	10.0		10.0	10.0
Volume/Cap:	0.59		0.47	0.47	0.12		0.59	0.59	0.30		0.01	0.27	0.20		0.13	0.13
Delay/Veh:	27.8		12.1	12.1	17.7		9.5	9.5	22.5		20.9	16.0	21.9		21.5	21.5
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:	27.8		12.1	12.1	17.7		9.5	9.5	22.5		20.9	16.0	21.9		21.5	21.5
LOS by Move:	C		B	B	B		A	A	C		C	B	C		C	C
HCM2k95thQ:	7		11	11	2		14	14	4		0	5	2		2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



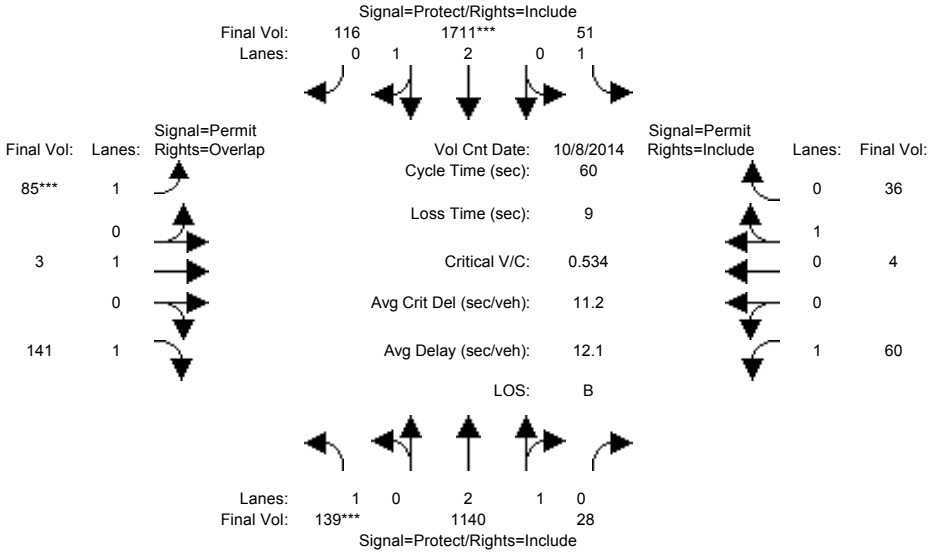
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	162		1773	51	55		874	144	15		0	19	42		10	57
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	162		1773	51	55		874	144	15		0	19	42		10	57
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	162		1773	51	55		874	144	15		0	19	42		10	57
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	162		1773	51	55		874	144	15		0	19	42		10	57
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	162		1773	51	55		874	144	15		0	19	42		10	57
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	162		1773	51	55		874	144	15		0	19	42		10	57
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.99	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.91	0.09	1.00		2.56	0.44	1.00		1.00	1.00	1.00		0.15	0.85
Final Sat.:	1750		5443	157	1750		4807	792	1750		1900	1750	1750		269	1531
Capacity Analysis Module:																
Vol/Sat:	0.09		0.33	0.33	0.03		0.18	0.18	0.01		0.00	0.01	0.02		0.04	0.04
Crit Moves:			****				****								****	
Green Time:	16.0		34.0	34.0	7.0		25.0	25.0	10.0		0.0	26.0	10.0		10.0	10.0
Volume/Cap:	0.35		0.57	0.57	0.27		0.44	0.44	0.05		0.00	0.03	0.14		0.22	0.22
Delay/Veh:	18.2		8.6	8.6	24.9		12.6	12.6	21.1		0.0	9.7	21.6		22.0	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:	18.2		8.6	8.6	24.9		12.6	12.6	21.1		0.0	9.7	21.6		22.0	22.0
LOS by Move:	B		A	A	C		B	B	C		A	A	C		C	C
HCM2k95thQ:	6		15	15	2		9	9	1		0	0	2		3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



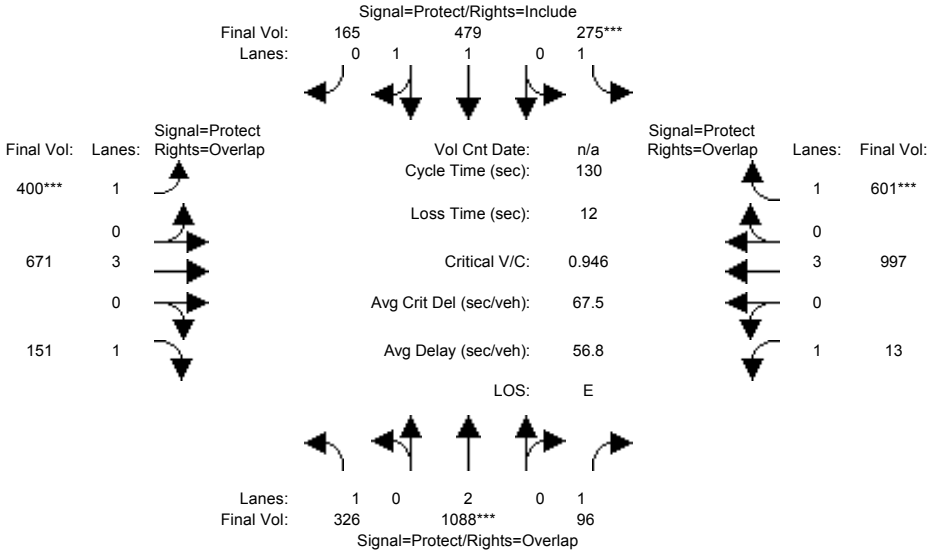
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	139		1140	28	51		1711	116	85		3	141	60		4	36
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	139		1140	28	51		1711	116	85		3	141	60		4	36
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	139		1140	28	51		1711	116	85		3	141	60		4	36
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1140	28	51		1711	116	85		3	141	60		4	36
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	139		1140	28	51		1711	116	85		3	141	60		4	36
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	139		1140	28	51		1711	116	85		3	141	60		4	36
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.92		0.95	0.95
Lanes:	1.00		2.93	0.07	1.00		2.80	0.20	1.00		1.00	1.00	1.00		0.10	0.90
Final Sat.:	1750		5466	134	1750		5244	356	1750		1900	1750	1750		180	1620
Capacity Analysis Module:																
Vol/Sat:	0.08		0.21	0.21	0.03		0.33	0.33	0.05		0.00	0.08	0.03		0.02	0.02
Crit Moves:	****						****		****							
Green Time:	8.0		26.3	26.3	14.7		33.0	33.0	10.0		10.0	18.0	10.0		10.0	10.0
Volume/Cap:	0.59		0.48	0.48	0.12		0.59	0.59	0.29		0.01	0.27	0.21		0.13	0.13
Delay/Veh:	28.5		12.1	12.1	17.7		9.4	9.4	22.5		20.9	16.2	21.9		21.5	21.5
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:	28.5		12.1	12.1	17.7		9.4	9.4	22.5		20.9	16.2	21.9		21.5	21.5
LOS by Move:	C		B	B	B		A	A	C		C	B	C		C	C
HCM2k95thQ:	7		11	11	2		14	14	4		0	5	2		2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



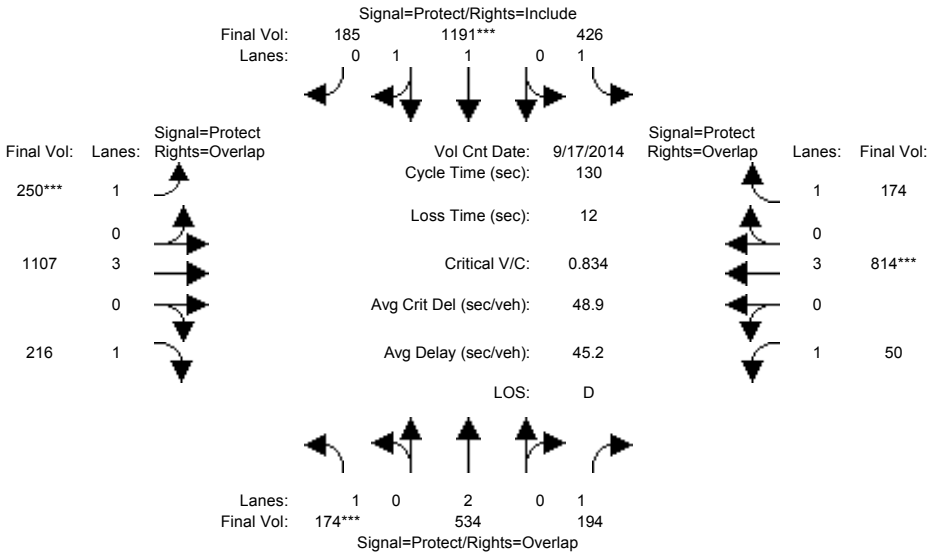
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	326		1088	96	275		479	165	400		671	151	13		997	601
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	326		1088	96	275		479	165	400		671	151	13		997	601
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	326		1088	96	275		479	165	400		671	151	13		997	601
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	326		1088	96	275		479	165	400		671	151	13		997	601
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	326		1088	96	275		479	165	400		671	151	13		997	601
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	326		1088	96	275		479	165	400		671	151	13		997	601
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.47	0.53	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		2751	948	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.19		0.29	0.05	0.16		0.17	0.17	0.23		0.12	0.09	0.01		0.17	0.34
Crit Moves:			****		****				****							****
Green Time:	31.5		39.4	57.3	21.6		29.5	29.5	31.4		39.1	70.6	17.9		25.6	47.2
Volume/Cap:	0.77		0.95	0.12	0.95		0.77	0.77	0.95		0.39	0.16	0.05		0.89	0.95
Delay/Veh:	54.1		59.6	21.6	91.9		51.4	51.4	78.7		36.1	14.9	48.8		59.7	63.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	54.1		59.6	21.6	91.9		51.4	51.4	78.7		36.1	14.9	48.8		59.7	63.3
LOS by Move:	D		E	C	F		D	D	E		D	B	D		E	E
HCM2k95thQ:	24		39	5	24		23	23	32		13	6	1		28	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



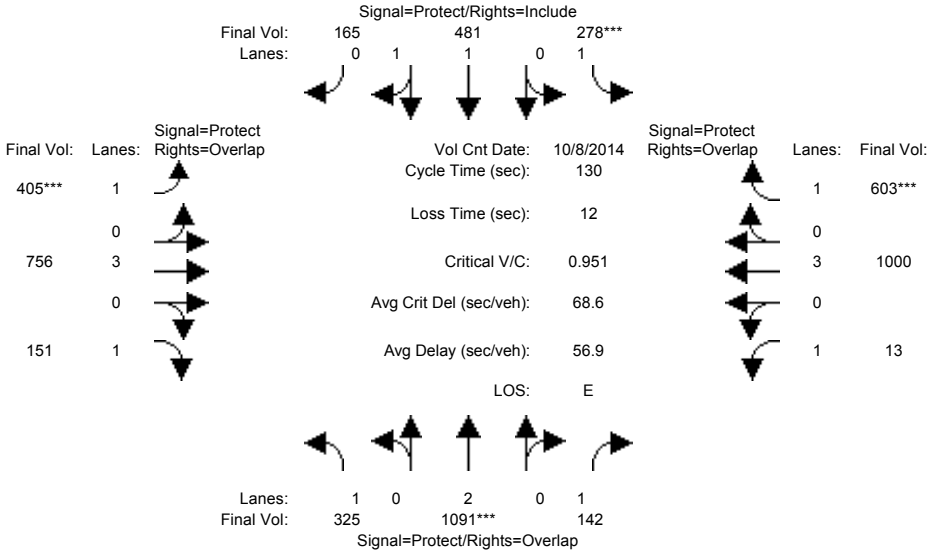
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	174		534	194	426		1191	185	250		1107	216	50		814	174
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	174		534	194	426		1191	185	250		1107	216	50		814	174
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	174		534	194	426		1191	185	250		1107	216	50		814	174
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	174		534	194	426		1191	185	250		1107	216	50		814	174
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	174		534	194	426		1191	185	250		1107	216	50		814	174
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	174		534	194	426		1191	185	250		1107	216	50		814	174
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.72	0.28	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3202	497	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.14	0.11	0.24		0.37	0.37	0.14		0.19	0.12	0.03		0.14	0.10
Crit Moves:	****				****				****				****			
Green Time:	15.5		26.9	36.6	46.6		58.0	58.0	22.3		34.9	50.4	9.7		22.3	68.8
Volume/Cap:	0.83		0.68	0.39	0.68		0.83	0.83	0.83		0.72	0.32	0.38		0.83	0.19
Delay/Veh:	80.1		50.0	38.3	38.4		35.6	35.6	70.0		45.0	28.1	59.2		58.4	16.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	80.1		50.0	38.3	38.4		35.6	35.6	70.0		45.0	28.1	59.2		58.4	16.1
LOS by Move:	F		D	D	D		D	D	E		D	C	E		E	B
HCM2k95thQ:	15		18	12	27		42	42	20		24	12	5		23	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



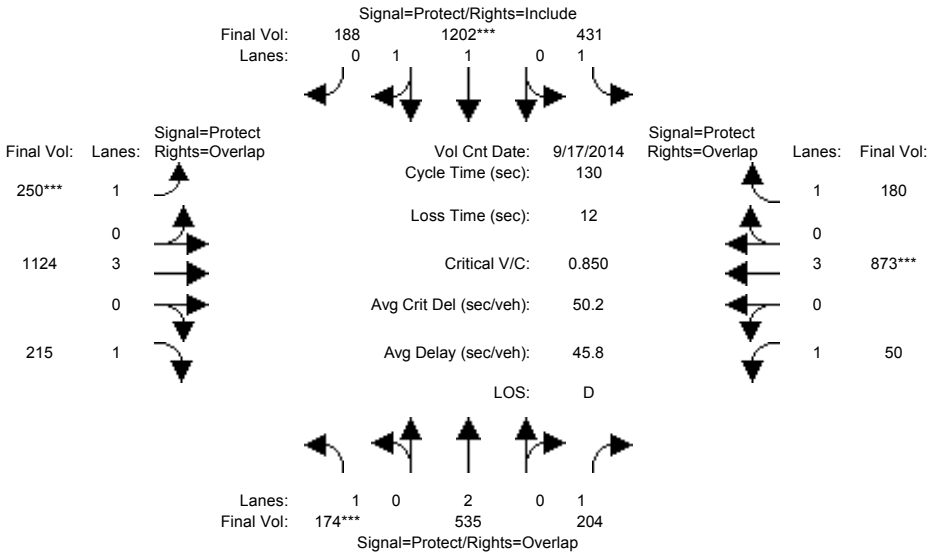
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	325		1091	142	278		481	165	405		756	151	13		1000	603
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	325		1091	142	278		481	165	405		756	151	13		1000	603
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	325		1091	142	278		481	165	405		756	151	13		1000	603
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	325		1091	142	278		481	165	405		756	151	13		1000	603
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	325		1091	142	278		481	165	405		756	151	13		1000	603
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	325		1091	142	278		481	165	405		756	151	13		1000	603
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.48	0.52	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		2754	945	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.19		0.29	0.08	0.16		0.17	0.17	0.23		0.13	0.09	0.01		0.18	0.34
Crit Moves:			****				****				****					****
Green Time:	31.4		39.3	55.7	21.7		29.5	29.5	31.6		40.6	72.0	16.5		25.4	47.1
Volume/Cap:	0.77		0.95	0.19	0.95		0.77	0.77	0.95		0.43	0.16	0.06		0.90	0.95
Delay/Veh:	54.2		60.6	23.2	93.1		51.4	51.4	79.7		35.6	14.2	50.1		60.9	64.5
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:	54.2		60.6	23.2	93.1		51.4	51.4	79.7		35.6	14.2	50.1		60.9	64.5
LOS by Move:	D		E	C	F		D	D	E		D	B	D		E	E
HCM2k95thQ:	24		40	7	25		23	23	32		14	6	1		28	49

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



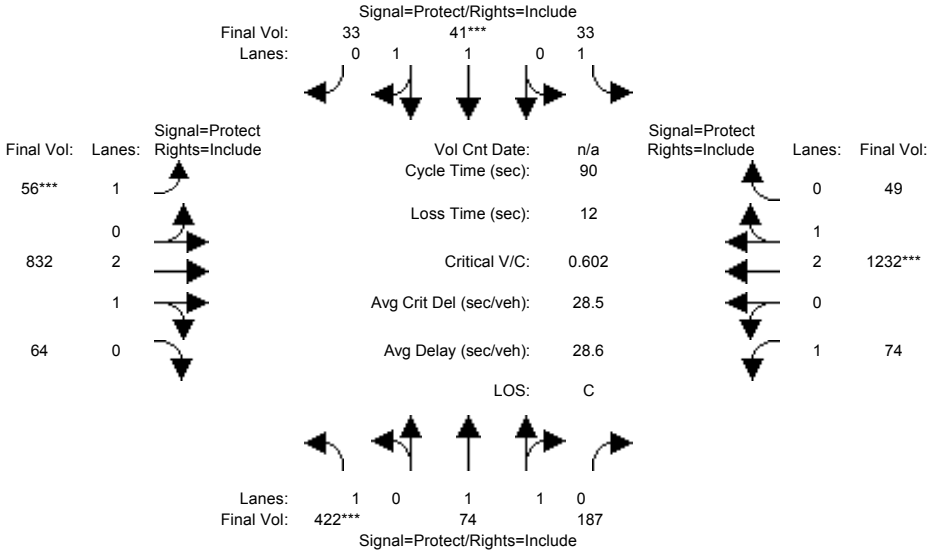
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	174	535	204		431	1202	188		250	1124	215		50	873	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	174	535	204		431	1202	188		250	1124	215		50	873	180	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	174	535	204		431	1202	188		250	1124	215		50	873	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	174	535	204		431	1202	188		250	1124	215		50	873	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	174	535	204		431	1202	188		250	1124	215		50	873	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	174	535	204		431	1202	188		250	1124	215		50	873	180	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	1.72	0.28		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1750	3800	1750		1750	3199	500		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.14	0.12		0.25	0.38	0.38		0.14	0.20	0.12		0.03	0.15	0.10	
Crit Moves:	****					****			****					****		
Green Time:	15.2	26.4	36.2		46.3	57.5	57.5		21.9	35.6	50.8		9.7	23.4	69.7	
Volume/Cap:	0.85	0.69	0.42		0.69	0.85	0.85		0.85	0.72	0.31		0.38	0.85	0.19	
Delay/Veh:	83.2	50.7	38.9		39.1	36.8	36.8		72.7	44.4	27.8		59.1	58.4	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:	83.2	50.7	38.9		39.1	36.8	36.8		72.7	44.4	27.8		59.1	58.4	15.7	
LOS by Move:	F		D	D		D	D		E	D		C	E		E	B
HCM2k95thQ:	15		18	13		28	44		44	20	24		12	5	25	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



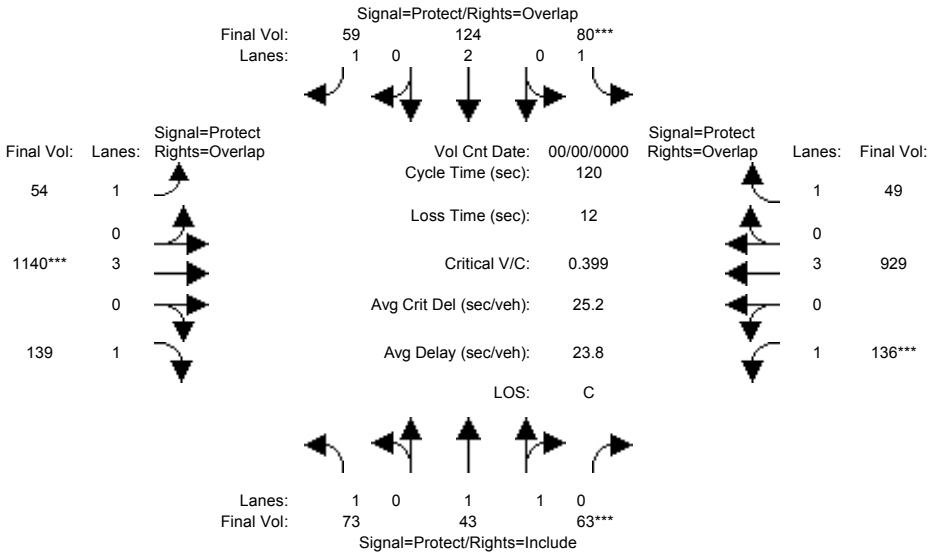
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	422	74	187		33	41	33		56	832	64		74	1232	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	422	74	187		33	41	33		56	832	64		74	1232	49	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	422	74	187		33	41	33		56	832	64		74	1232	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	422	74	187		33	41	33		56	832	64		74	1232	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	422	74	187		33	41	33		56	832	64		74	1232	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	422	74	187		33	41	33		56	832	64		74	1232	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.99	0.95		0.92	0.99	0.95		0.92	0.98	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.08	0.92		1.00	2.78	0.22		1.00	2.88	0.12	
Final Sat.:	1750	1900	1750		1750	2049	1649		1750	5199	400		1750	5386	214	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.04	0.11		0.02	0.02	0.02		0.03	0.16	0.16		0.04	0.23	0.23	
Crit Moves:	****					****			****					****		
Green Time:	31.3	24.3	24.3		17.0	10.0	10.0		7.0	24.7	24.7		12.0	29.7	29.7	
Volume/Cap:	0.69	0.14	0.40		0.10	0.18	0.18		0.41	0.58	0.58		0.32	0.69	0.69	
Delay/Veh:	28.7	25.0	27.2		30.3	36.5	36.5		41.6	28.8	28.8		36.1	27.4	27.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.7	25.0	27.2		30.3	36.5	36.5		41.6	28.8	28.8		36.1	27.4	27.4	
LOS by Move:	C	C	C		C	D	D		D	C	C		D	C	C	
HCM2k95thQ:	20	3	9		2	2	2		3	13	13		4	19	19	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



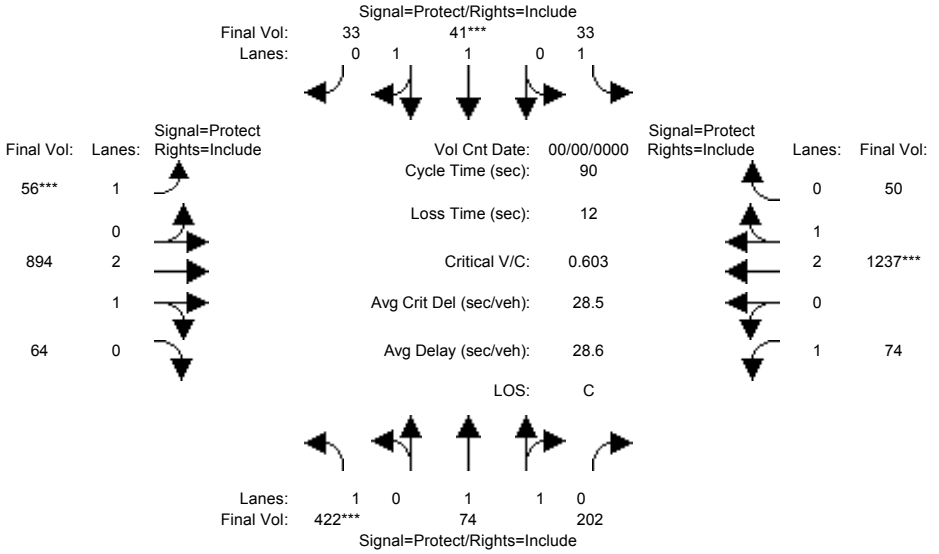
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00 - 6:00 PM																
Base Vol:	73		43	63	80		124	59	54		1140	139	136		929	49
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	73		43	63	80		124	59	54		1140	139	136		929	49
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	73		43	63	80		124	59	54		1140	139	136		929	49
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	73		43	63	80		124	59	54		1140	139	136		929	49
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	73		43	63	80		124	59	54		1140	139	136		929	49
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	73		43	63	80		124	59	54		1140	139	136		929	49
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1900	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.02	0.04	0.05		0.03	0.03	0.03		0.20	0.08	0.08		0.16	0.03
Crit Moves:				****	****						****		****			
Green Time:	10.1		10.8	10.8	13.7		14.4	36.4	22.0		60.1	70.2	23.4		61.5	75.2
Volume/Cap:	0.50		0.25	0.40	0.40		0.27	0.11	0.17		0.40	0.14	0.40		0.32	0.04
Delay/Veh:	55.1		51.1	52.5	50.6		48.3	30.2	41.5		18.8	11.3	43.0		17.1	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:	55.1		51.1	52.5	50.6		48.3	30.2	41.5		18.8	11.3	43.0		17.1	8.6
LOS by Move:	E		D	D	D		D	C	D		B	B	D		B	A
HCM2k95thQ:	6		3	5	7		5	3	3		15	5	9		12	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



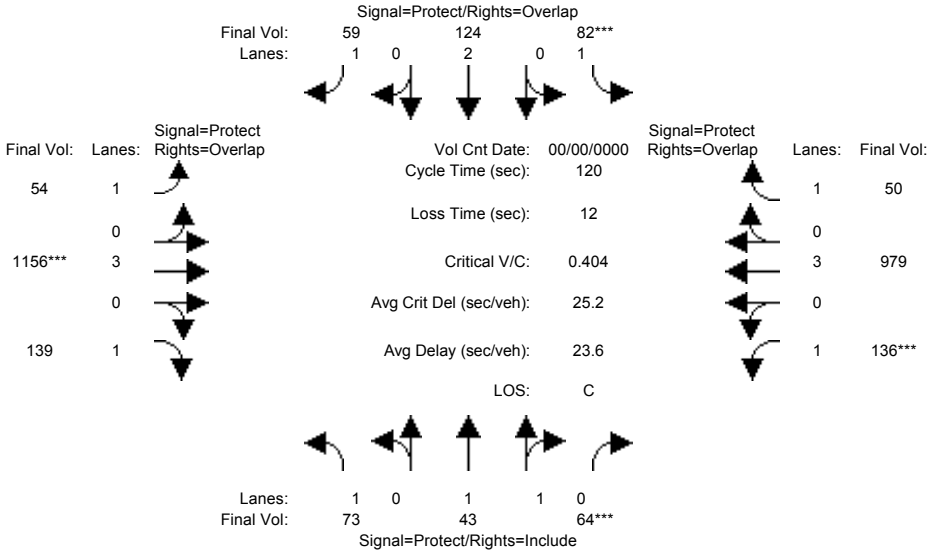
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00 - 6:00 PM												
Base Vol:	422	74	202	33	41	33	56	894	64	74	1237	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	74	202	33	41	33	56	894	64	74	1237	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	74	202	33	41	33	56	894	64	74	1237	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	74	202	33	41	33	56	894	64	74	1237	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	74	202	33	41	33	56	894	64	74	1237	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	74	202	33	41	33	56	894	64	74	1237	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.08	0.92	1.00	2.79	0.21	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	2049	1649	1750	5225	374	1750	5382	218
Capacity Analysis Module:												
Vol/Sat:	0.24	0.04	0.12	0.02	0.02	0.02	0.03	0.17	0.17	0.04	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	31.2	24.6	24.6	16.6	10.0	10.0	7.0	25.3	25.3	11.5	29.8	29.8
Volume/Cap:	0.69	0.14	0.42	0.10	0.18	0.18	0.41	0.61	0.61	0.33	0.69	0.69
Delay/Veh:	28.8	24.7	27.3	30.6	36.5	36.5	41.6	28.8	28.8	36.6	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	24.7	27.3	30.6	36.5	36.5	41.6	28.8	28.8	36.6	27.3	27.3
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	C
HCM2k95thQ:	20	3	9	2	2	2	3	14	14	4	19	19

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



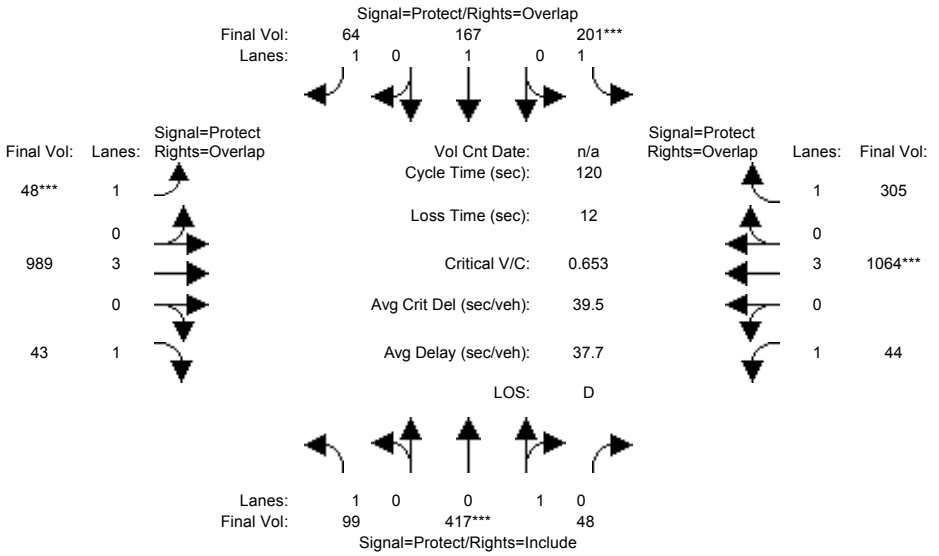
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 << 5:00 - 6:00 PM																
Base Vol:	73	43	64		82	124	59		54	1156	139		136	979	50	
Growth Adj:	1.00	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	43	64		82	124	59		54	1156	139		136	979	50	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	73	43	64		82	124	59		54	1156	139		136	979	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	43	64		82	124	59		54	1156	139		136	979	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	43	64		82	124	59		54	1156	139		136	979	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	73	43	64		82	124	59		54	1156	139		136	979	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	1.00		1.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1750	1900	1750		1750	3800	1750		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.04		0.05	0.03	0.03		0.03	0.20	0.08		0.08	0.17	0.03	
Crit Moves:			****		****					****				****		
Green Time:	10.2	10.9	10.9		13.9	14.6	35.7		21.1	60.2	70.4		23.1	62.1	76.0	
Volume/Cap:	0.49	0.25	0.40		0.40	0.27	0.11		0.18	0.40	0.14		0.40	0.33	0.05	
Delay/Veh:	55.0	51.1	52.5		50.5	48.2	30.8		42.3	18.8	11.2		43.3	16.9	8.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.0	51.1	52.5		50.5	48.2	30.8		42.3	18.8	11.2		43.3	16.9	8.3	
LOS by Move:	D	D	D		D	D	C		D	B	B		D	B	A	
HCM2k95thQ:	6	3	5		7	5	3		3	16	5		9	13	2	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



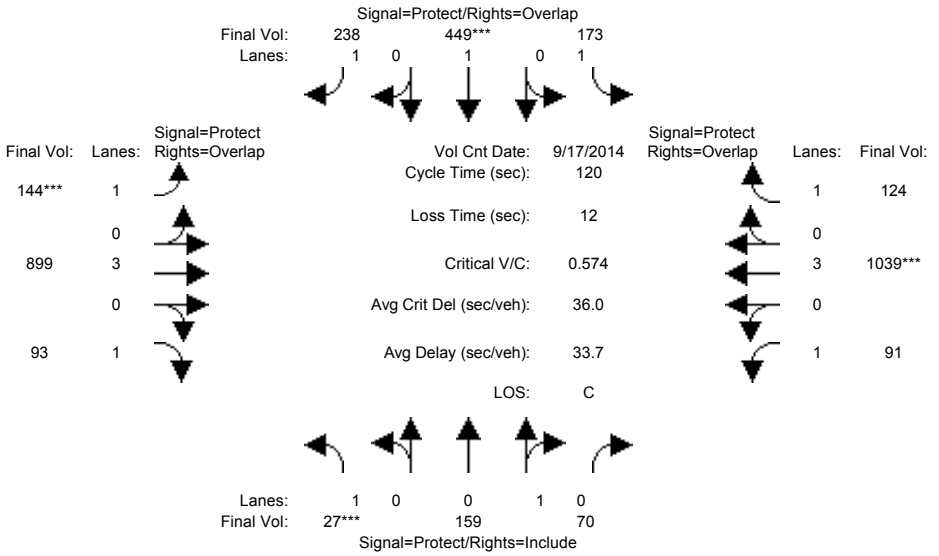
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	99		417	48	201		167	64	48		989	43	44		1064	305
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	99		417	48	201		167	64	48		989	43	44		1064	305
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	99		417	48	201		167	64	48		989	43	44		1064	305
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	99		417	48	201		167	64	48		989	43	44		1064	305
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	99		417	48	201		167	64	48		989	43	44		1064	305
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	99		417	48	201		167	64	48		989	43	44		1064	305
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.90	0.10	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1614	186	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.26	0.26	0.11		0.09	0.04	0.03		0.17	0.02	0.03		0.19	0.17
Crit Moves:			****				****				****				****	
Green Time:	26.9		46.6	46.6	20.7		40.5	47.5	7.0		30.4	57.3	10.2		33.7	54.4
Volume/Cap:	0.25		0.67	0.67	0.67		0.26	0.09	0.47		0.68	0.05	0.29		0.67	0.38
Delay/Veh:	38.7		32.7	32.7	51.9		29.1	22.8	58.1		41.8	16.8	52.6		39.3	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:	38.7		32.7	32.7	51.9		29.1	22.8	58.1		41.8	16.8	52.6		39.3	22.0
LOS by Move:	D		C	C	D		C	C	E		D	B	D		D	C
HCM2k95thQ:	7		27	27	14		8	3	4		20	2	3		20	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



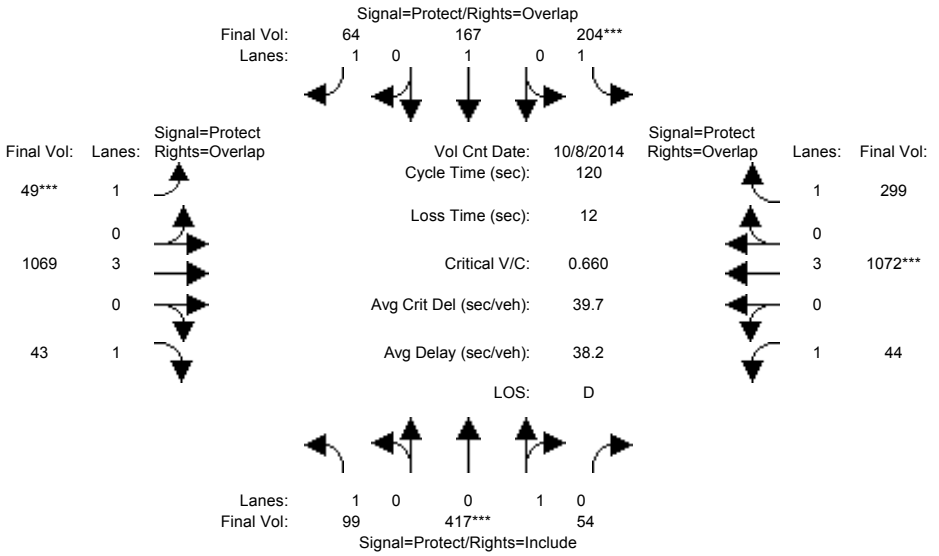
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	27		159	70	173		449	238	144		899	93	91		1039	124
Growth Adj:	1.00		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		159	70	173		449	238	144		899	93	91		1039	124
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	27		159	70	173		449	238	144		899	93	91		1039	124
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	27		159	70	173		449	238	144		899	93	91		1039	124
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	27		159	70	173		449	238	144		899	93	91		1039	124
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	27		159	70	173		449	238	144		899	93	91		1039	124
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.69	0.31	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1250	550	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.02		0.13	0.13	0.10		0.24	0.14	0.08		0.16	0.05	0.05		0.18	0.07
Crit Moves:	****						****		****						****	
Green Time:	7.0		30.8	30.8	23.9		47.7	64.2	16.6		38.9	45.9	14.4		36.8	60.7
Volume/Cap:	0.26		0.50	0.50	0.50		0.60	0.25	0.60		0.49	0.14	0.43		0.60	0.14
Delay/Veh:	55.4		38.9	38.9	43.8		29.9	15.1	52.5		32.7	24.2	50.4		35.9	15.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	55.4		38.9	38.9	43.8		29.9	15.1	52.5		32.7	24.2	50.4		35.9	15.9
LOS by Move:	E		D	D	D		C	B	D		C	C	D		D	B
HCM2k95thQ:	3		15	15	12		23	10	11		16	5	6		19	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



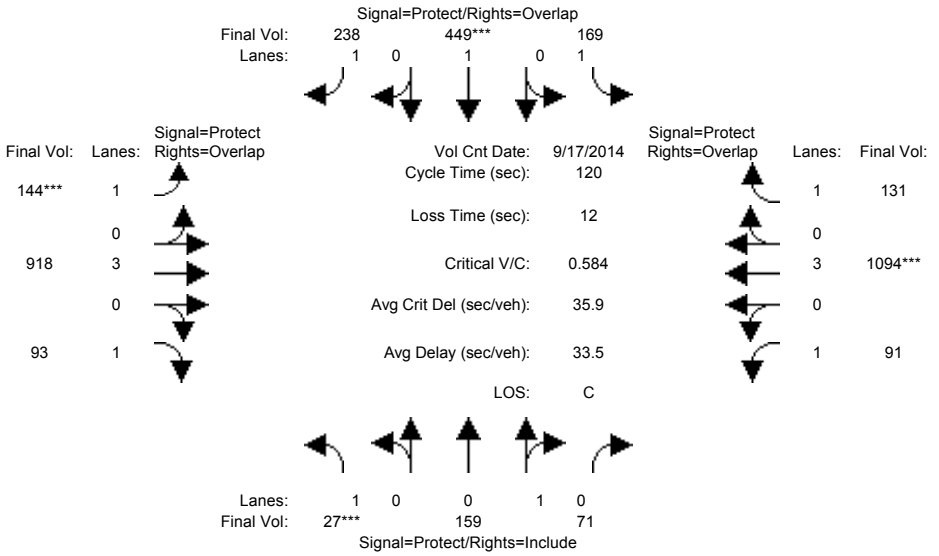
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	99		417	54	204		167	64	49		1069	43	44		1072	299
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	99		417	54	204		167	64	49		1069	43	44		1072	299
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	99		417	54	204		167	64	49		1069	43	44		1072	299
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	99		417	54	204		167	64	49		1069	43	44		1072	299
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	99		417	54	204		167	64	49		1069	43	44		1072	299
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	99		417	54	204		167	64	49		1069	43	44		1072	299
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.89	0.11	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1594	206	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.26	0.26	0.12		0.09	0.04	0.03		0.19	0.02	0.03		0.19	0.17
Crit Moves:			****				****		****						****	
Green Time:	26.9		46.7	46.7	20.8		40.5	47.5	7.0		30.9	57.8	9.6		33.5	54.3
Volume/Cap:	0.25		0.67	0.67	0.67		0.26	0.09	0.48		0.73	0.05	0.31		0.67	0.38
Delay/Veh:	38.6		32.9	32.9	52.3		29.1	22.8	58.3		42.6	16.5	53.4		39.5	22.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	38.6		32.9	32.9	52.3		29.1	22.8	58.3		42.6	16.5	53.4		39.5	22.0
LOS by Move:	D		C	C	D		C	C	E		D	B	D		D	C
HCM2k95thQ:	7		27	27	15		8	3	4		22	2	3		20	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



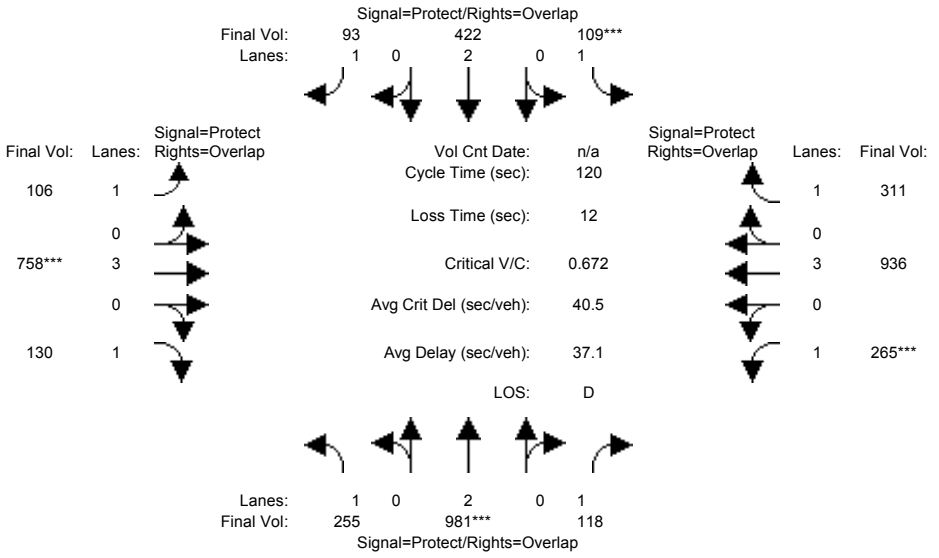
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	27		159	71	169		449	238	144		918	93	91		1094	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:	27		159	71	169		449	238	144		918	93	91		1094	131
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	27		159	71	169		449	238	144		918	93	91		1094	131
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		159	71	169		449	238	144		918	93	91		1094	131
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	27		159	71	169		449	238	144		918	93	91		1094	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:	27		159	71	169		449	238	144		918	93	91		1094	131
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		0.69	0.31	1.00		1.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		1244	556	1750		1900	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.02		0.13	0.13	0.10		0.24	0.14	0.08		0.16	0.05	0.05		0.19	0.07
Crit Moves:	****						****		****						****	
Green Time:	7.0		30.6	30.6	23.1		46.8	63.0	16.3		39.8	46.8	14.4		38.0	61.1
Volume/Cap:	0.26		0.50	0.50	0.50		0.61	0.26	0.61		0.49	0.14	0.43		0.61	0.15
Delay/Veh:	55.4		39.0	39.0	44.5		30.7	15.8	53.3		32.1	23.7	50.4		35.3	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:	55.4		39.0	39.0	44.5		30.7	15.8	53.3		32.1	23.7	50.4		35.3	15.7
LOS by Move:	E		D	D	D		C	B	D		C	C	D		D	B
HCM2k95thQ:	3		15	15	11		23	10	11		16	5	6		20	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



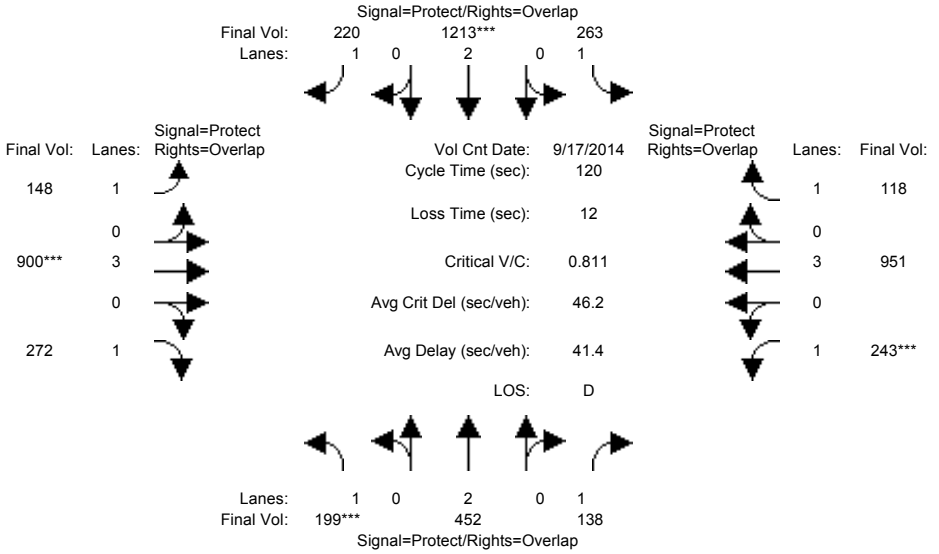
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	255	981	118	109	422	93	106	758	130	265	936	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	981	118	109	422	93	106	758	130	265	936	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	981	118	109	422	93	106	758	130	265	936	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	981	118	109	422	93	106	758	130	265	936	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	981	118	109	422	93	106	758	130	265	936	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	981	118	109	422	93	106	758	130	265	936	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.07	0.06	0.11	0.05	0.06	0.13	0.07	0.15	0.16	0.18
Crit Moves:		****		****				****			****	
Green Time:	32.5	46.1	73.1	11.1	24.7	38.4	13.7	23.7	56.2	27.0	37.1	48.2
Volume/Cap:	0.54	0.67	0.11	0.67	0.54	0.17	0.53	0.67	0.16	0.67	0.53	0.44
Delay/Veh:	38.6	31.9	9.9	63.2	43.3	29.4	52.9	46.1	18.4	46.9	34.6	26.6
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:	38.6	31.9	9.9	63.2	43.3	29.4	52.9	46.1	18.4	46.9	34.6	26.6
LOS by Move:	D	C	A	E	D	C	D	D	B	D	C	C
HCM2k95thQ:	16	26	4	9	13	5	8	16	6	17	17	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



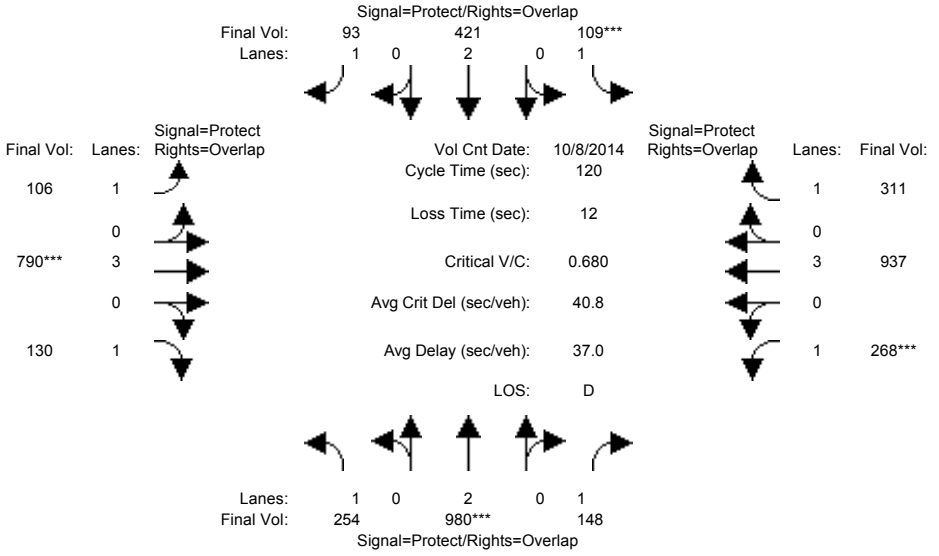
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	199		452	138	263		1213	220	148		900	272	243		951	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:	199		452	138	263		1213	220	148		900	272	243		951	118
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	199		452	138	263		1213	220	148		900	272	243		951	118
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	199		452	138	263		1213	220	148		900	272	243		951	118
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	199		452	138	263		1213	220	148		900	272	243		951	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:	199		452	138	263		1213	220	148		900	272	243		951	118
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.12	0.08	0.15		0.32	0.13	0.08		0.16	0.16	0.14		0.17	0.07
Crit Moves:	****				****				****				****			
Green Time:	16.8		28.3	48.9	35.8		47.2	62.0	14.8		23.4	40.2	20.6		29.1	64.9
Volume/Cap:	0.81		0.50	0.19	0.50		0.81	0.24	0.69		0.81	0.46	0.81		0.69	0.12
Delay/Veh:	68.1		40.2	23.0	35.6		35.8	16.2	59.3		50.8	32.0	63.1		42.7	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:	68.1		40.2	23.0	35.6		35.8	16.2	59.3		50.8	32.0	63.1		42.7	13.6
LOS by Move:	E		D	C	D		D	B	E		D	C	E		D	B
HCM2k95thQ:	16		13	7	16		35	9	11		20	16	18		19	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



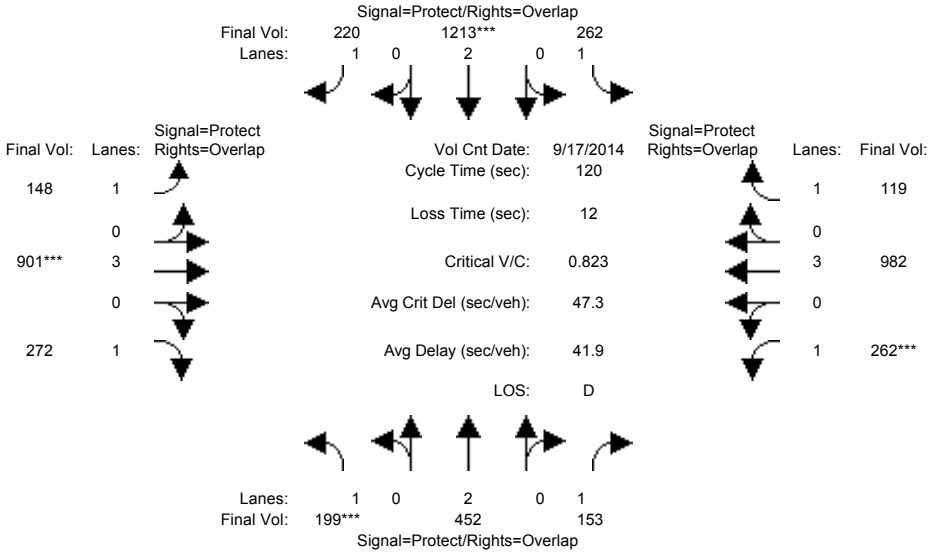
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	254	980	148	109	421	93	106	790	130	268	937	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	980	148	109	421	93	106	790	130	268	937	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	980	148	109	421	93	106	790	130	268	937	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	980	148	109	421	93	106	790	130	268	937	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	980	148	109	421	93	106	790	130	268	937	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	980	148	109	421	93	106	790	130	268	937	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.08	0.06	0.11	0.05	0.06	0.14	0.07	0.15	0.16	0.18
Crit Moves:		****		****				****			****	
Green Time:	32.0	45.5	72.5	11.0	24.5	38.3	13.9	24.5	56.5	27.0	37.6	48.6
Volume/Cap:	0.54	0.68	0.14	0.68	0.54	0.17	0.52	0.68	0.16	0.68	0.52	0.44
Delay/Veh:	39.0	32.5	10.3	64.0	43.6	29.5	52.5	45.8	18.2	47.3	34.1	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	32.5	10.3	64.0	43.6	29.5	52.5	45.8	18.2	47.3	34.1	26.3
LOS by Move:	D	C	B	E	D	C	D	D	B	D	C	C
HCM2k95thQ:	16	26	5	9	13	5	8	17	6	18	17	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



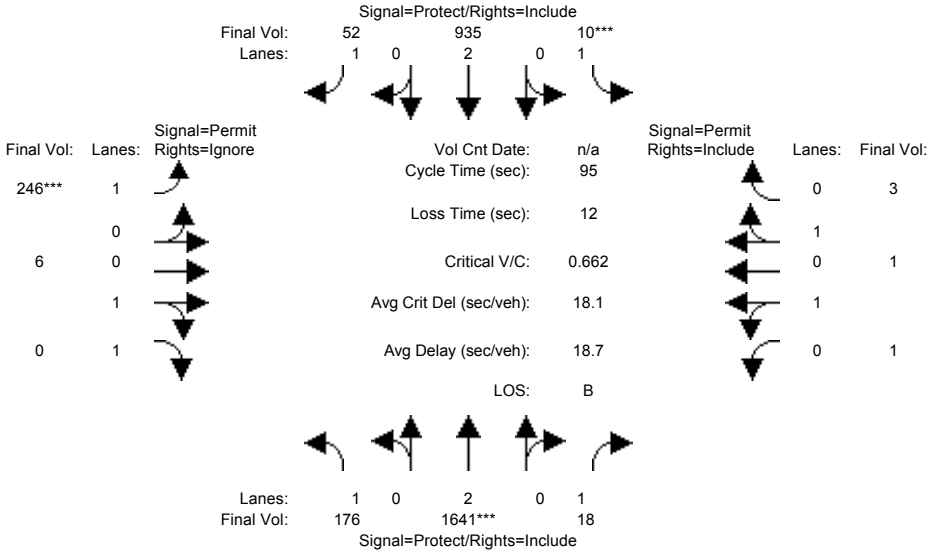
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<																
Base Vol:	199		452	153	262		1213	220	148		901	272	262		982	119
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	199		452	153	262		1213	220	148		901	272	262		982	119
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	199		452	153	262		1213	220	148		901	272	262		982	119
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	199		452	153	262		1213	220	148		901	272	262		982	119
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	199		452	153	262		1213	220	148		901	272	262		982	119
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	199		452	153	262		1213	220	148		901	272	262		982	119
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.12	0.09	0.15		0.32	0.13	0.08		0.16	0.16	0.15		0.17	0.07
Crit Moves:	****						****				****		****			
Green Time:	16.6		27.9	49.8	35.2		46.5	61.3	14.8		23.0	39.6	21.8		30.1	65.3
Volume/Cap:	0.82		0.51	0.21	0.51		0.82	0.25	0.69		0.82	0.47	0.82		0.69	0.13
Delay/Veh:	70.1		40.6	22.7	36.1		36.9	16.6	59.3		51.7	32.5	63.0		42.1	13.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	70.1		40.6	22.7	36.1		36.9	16.6	59.3		51.7	32.5	63.0		42.1	13.4
LOS by Move:	E		D	C	D		D	B	E		D	C	E		D	B
HCM2k95thQ:	16		13	7	16		35	9	11		21	16	20		20	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



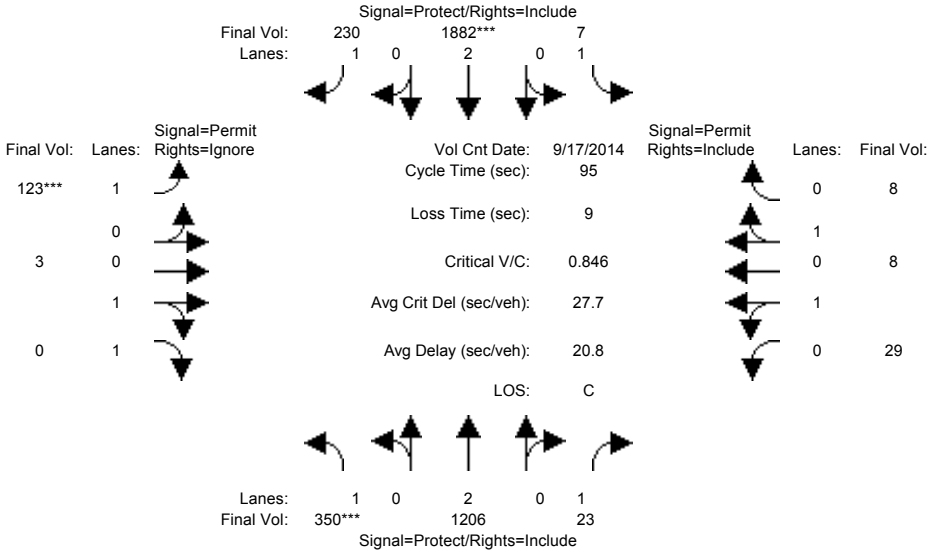
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	176		1641	18	10		935	52	246		6	232	1		1	3
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	176		1641	18	10		935	52	246		6	232	1		1	3
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	176		1641	18	10		935	52	246		6	232	1		1	3
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	176		1641	18	10		935	52	246		6	0	1		1	3
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	176		1641	18	10		935	52	246		6	0	1		1	3
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	176		1641	18	10		935	52	246		6	0	1		1	3
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.92	0.95		0.95	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	0.50		0.50	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		1800	1750	900		900	1800
Capacity Analysis Module:																
Vol/Sat:	0.10		0.43	0.01	0.01		0.25	0.03	0.14		0.00	0.00	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	18.7		57.3	57.3	7.0		45.7	45.7	18.7		18.7	0.0	18.7		18.7	18.7
Volume/Cap:	0.51		0.72	0.02	0.08		0.51	0.06	0.72		0.02	0.00	0.01		0.01	0.01
Delay/Veh:	35.4		14.2	7.6	41.3		17.2	13.2	42.7		30.8	0.0	30.7		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:	35.4		14.2	7.6	41.3		17.2	13.2	42.7		30.8	0.0	30.7		30.7	30.7
LOS by Move:	D		B	A	D		B	B	D		C	A	C		C	C
HCM2k95thQ:	9		29	0	1		18	2	16		0	0	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



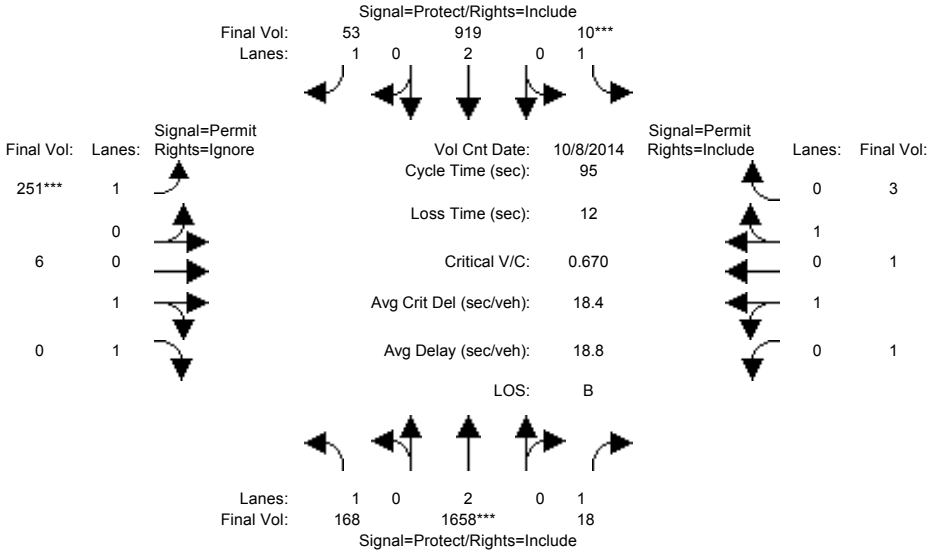
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	350	1206	23	7	1882	230	123	3	281	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1206	23	7	1882	230	123	3	281	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	1206	23	7	1882	230	123	3	281	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	350	1206	23	7	1882	230	123	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1206	23	7	1882	230	123	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	350	1206	23	7	1882	230	123	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.32	0.01	0.00	0.50	0.13	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****				****		****					
Green Time:	21.9	61.7	61.7	14.3	54.1	54.1	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.49	0.02	0.03	0.87	0.23	0.67	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	53.2	8.7	5.9	34.4	21.5	10.2	49.9	38.1	0.0	38.9	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	8.7	5.9	34.4	21.5	10.2	49.9	38.1	0.0	38.9	38.4	38.4
LOS by Move:	D	A	A	C	C	B	D	D	A	D	D	D
HCM2k95thQ:	21	16	1	0	43	7	10	0	0	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



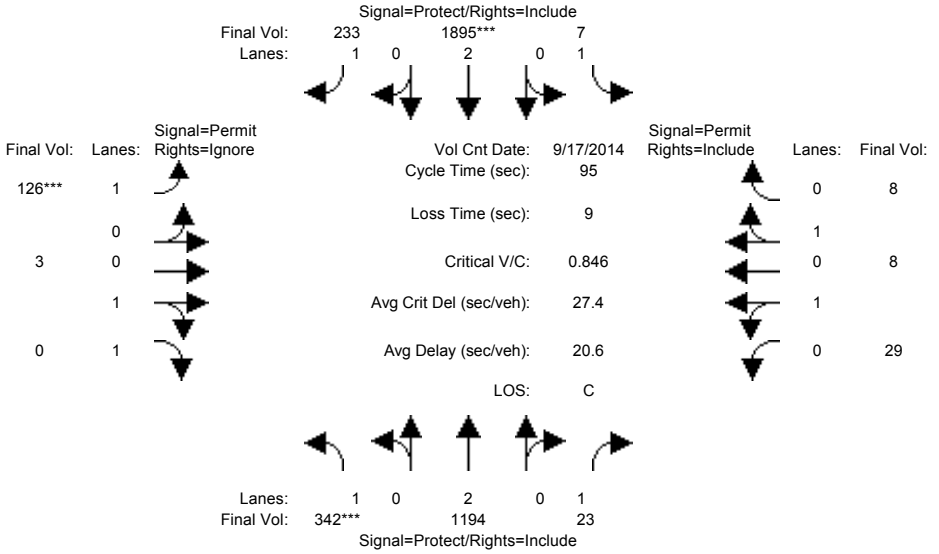
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	168	1658	18	10	919	53	251	6	215	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	1658	18	10	919	53	251	6	215	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1658	18	10	919	53	251	6	215	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	168	1658	18	10	919	53	251	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1658	18	10	919	53	251	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	168	1658	18	10	919	53	251	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.01	0.01	0.24	0.03	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	18.2	57.2	57.2	7.0	46.0	46.0	18.8	18.8	0.0	18.8	18.8	18.8
Volume/Cap:	0.50	0.72	0.02	0.08	0.50	0.06	0.72	0.02	0.00	0.01	0.01	0.01
Delay/Veh:	35.5	14.5	7.6	41.3	16.9	13.1	43.1	30.7	0.0	30.6	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:	35.5	14.5	7.6	41.3	16.9	13.1	43.1	30.7	0.0	30.6	30.6	30.6
LOS by Move:	D	B	A	D	B	B	D	C	A	C	C	C
HCM2k95thQ:	9	29	0	1	17	2	17	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



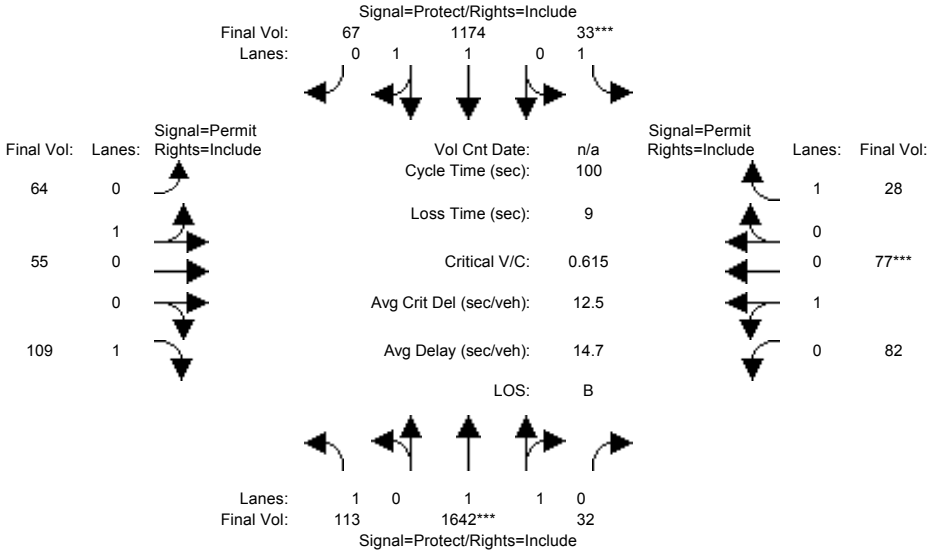
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	342	1194	23	7	1895	233	126	3	272	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1194	23	7	1895	233	126	3	272	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1194	23	7	1895	233	126	3	272	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	342	1194	23	7	1895	233	126	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1194	23	7	1895	233	126	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	342	1194	23	7	1895	233	126	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.01	0.00	0.50	0.13	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****				****		****					
Green Time:	21.4	61.6	61.6	14.4	54.6	54.6	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.48	0.02	0.03	0.87	0.23	0.68	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	53.5	8.7	6.0	34.3	21.1	10.0	51.1	38.1	0.0	38.9	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	8.7	6.0	34.3	21.1	10.0	51.1	38.1	0.0	38.9	38.4	38.4
LOS by Move:	D	A	A	C	C	B	D	D	A	D	D	D
HCM2k95thQ:	20	16	1	0	43	7	10	0	0	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



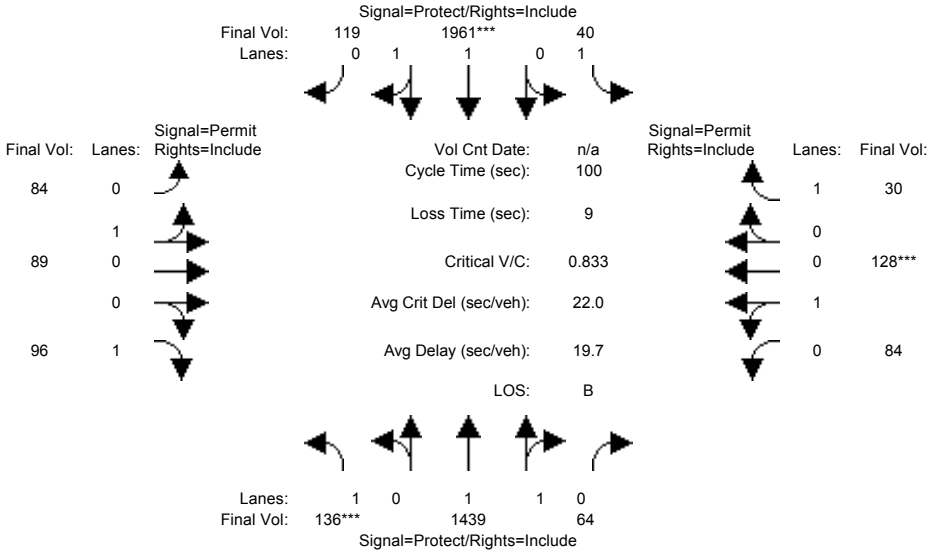
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	113		1642	32	33		1174	67	64		55	109	82		77	28
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	113		1642	32	33		1174	67	64		55	109	82		77	28
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	113		1642	32	33		1174	67	64		55	109	82		77	28
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	113		1642	32	33		1174	67	64		55	109	82		77	28
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	113		1642	32	33		1174	67	64		55	109	82		77	28
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	113		1642	32	33		1174	67	64		55	109	82		77	28
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.92		0.98	0.95	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00		1.96	0.04	1.00		1.89	0.11	0.54		0.46	1.00	0.52		0.48	1.00
Final Sat.:	1750		3629	71	1750		3500	200	968		832	1750	928		872	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.45	0.45	0.02		0.34	0.34	0.07		0.07	0.06	0.09		0.09	0.02
Crit Moves:			****				****								****	
Green Time:	13.3		70.3	70.3	7.0		63.9	63.9	13.7		13.7	13.7	13.7		13.7	13.7
Volume/Cap:	0.48		0.64	0.64	0.27		0.52	0.52	0.48		0.48	0.45	0.64		0.64	0.12
Delay/Veh:	41.7		8.6	8.6	45.3		10.0	10.0	41.3		41.3	41.1	46.5		46.5	38.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	41.7		8.6	8.6	45.3		10.0	10.0	41.3		41.3	41.1	46.5		46.5	38.0
LOS by Move:	D		A	A	D		B	B	D		D	D	D		D	D
HCM2k95thQ:	7		25	25	2		19	19	7		7	7	12		12	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



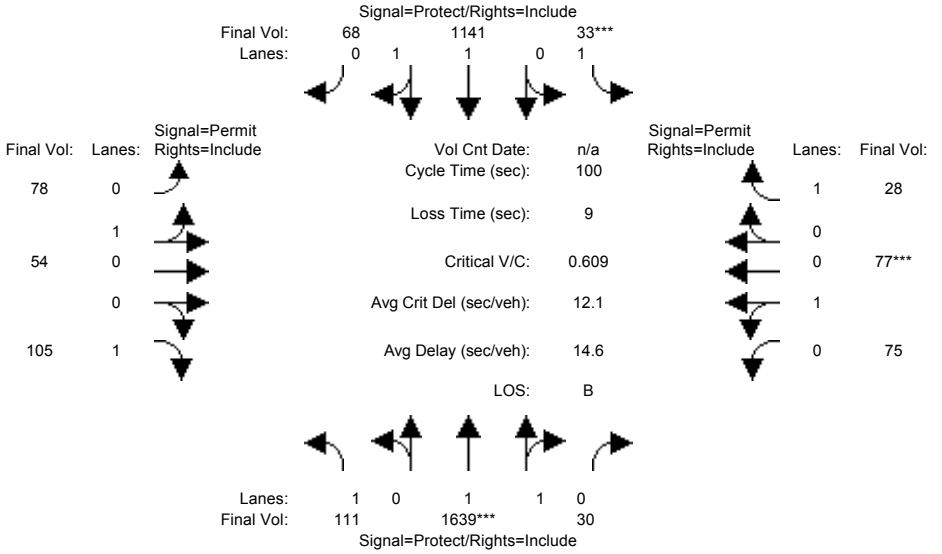
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	136		1439	64	40		1961	119	84		89	96	84		128	30
Growth Adj:	1.00		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		1439	64	40		1961	119	84		89	96	84		128	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	136		1439	64	40		1961	119	84		89	96	84		128	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1439	64	40		1961	119	84		89	96	84		128	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	136		1439	64	40		1961	119	84		89	96	84		128	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	136		1439	64	40		1961	119	84		89	96	84		128	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.92		0.98	0.95	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00		1.91	0.09	1.00		1.88	0.12	0.49		0.51	1.00	0.40		0.60	1.00
Final Sat.:	1750		3542	158	1750		3488	212	874		926	1750	713		1087	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.41	0.41	0.02		0.56	0.56	0.10		0.10	0.05	0.12		0.12	0.02
Crit Moves:	****						****								****	
Green Time:	9.3		65.6	65.6	11.3		67.5	67.5	14.1		14.1	14.1	14.1		14.1	14.1
Volume/Cap:	0.83		0.62	0.62	0.20		0.83	0.83	0.68		0.68	0.39	0.83		0.83	0.12
Delay/Veh:	73.5		10.5	10.5	40.8		14.6	14.6	48.0		48.0	40.0	62.1		62.1	37.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	73.5		10.5	10.5	40.8		14.6	14.6	48.0		48.0	40.0	62.1		62.1	37.7
LOS by Move:	E		B	B	D		B	B	D		D	D	E		E	D
HCM2k95thQ:	10		24	24	2		39	39	11		11	6	17		17	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



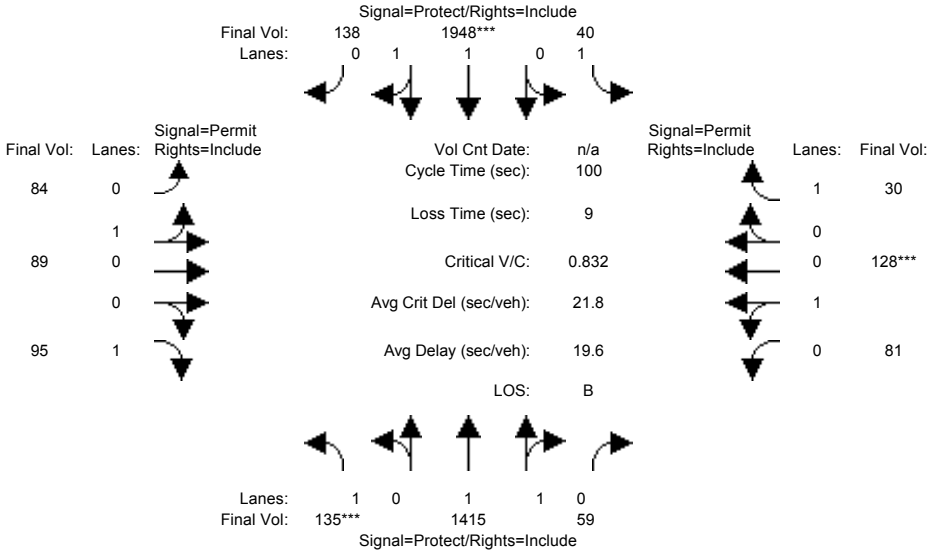
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	1639	30	33	1141	68	78	54	105	75	77	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1639	30	33	1141	68	78	54	105	75	77	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1639	30	33	1141	68	78	54	105	75	77	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1639	30	33	1141	68	78	54	105	75	77	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1639	30	33	1141	68	78	54	105	75	77	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1639	30	33	1141	68	78	54	105	75	77	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.88	0.12	0.59	0.41	1.00	0.49	0.51	1.00
Final Sat.:	1750	3633	67	1750	3492	208	1064	736	1750	888	912	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.45	0.02	0.33	0.33	0.07	0.07	0.06	0.08	0.08	0.02
Crit Moves:		****		****							****	
Green Time:	13.7	70.8	70.8	7.0	64.0	64.0	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.46	0.64	0.64	0.27	0.51	0.51	0.55	0.55	0.45	0.64	0.64	0.12
Delay/Veh:	41.2	8.3	8.3	45.3	9.8	9.8	43.4	43.4	41.4	46.8	46.8	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:	41.2	8.3	8.3	45.3	9.8	9.8	43.4	43.4	41.4	46.8	46.8	38.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	7	25	25	2	18	18	8	8	6	11	11	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



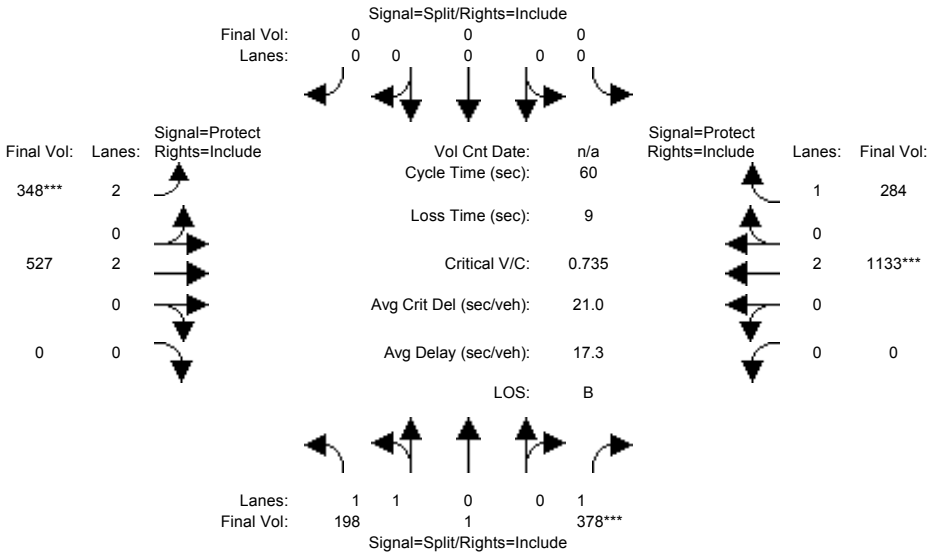
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	135		1415	59	40		1948	138	84		89	95	81		128	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	135		1415	59	40		1948	138	84		89	95	81		128	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	135		1415	59	40		1948	138	84		89	95	81		128	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1415	59	40		1948	138	84		89	95	81		128	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	135		1415	59	40		1948	138	84		89	95	81		128	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	135		1415	59	40		1948	138	84		89	95	81		128	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.92		0.98	0.95	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	1.00		1.92	0.08	1.00		1.86	0.14	0.49		0.51	1.00	0.39		0.61	1.00
Final Sat.:	1750		3552	148	1750		3455	245	874		926	1750	698		1102	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.40	0.40	0.02		0.56	0.56	0.10		0.10	0.05	0.12		0.12	0.02
Crit Moves:	****						****								****	
Green Time:	9.3		65.5	65.5	11.5		67.8	67.8	14.0		14.0	14.0	14.0		14.0	14.0
Volume/Cap:	0.83		0.61	0.61	0.20		0.83	0.83	0.69		0.69	0.39	0.83		0.83	0.12
Delay/Veh:	73.6		10.3	10.3	40.6		14.4	14.4	48.8		48.8	40.2	62.3		62.3	37.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	73.6		10.3	10.3	40.6		14.4	14.4	48.8		48.8	40.2	62.3		62.3	37.9
LOS by Move:	E		B	B	D		B	B	D		D	D	E		E	D
HCM2k95thQ:	10		23	23	2		39	39	11		11	6	17		17	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



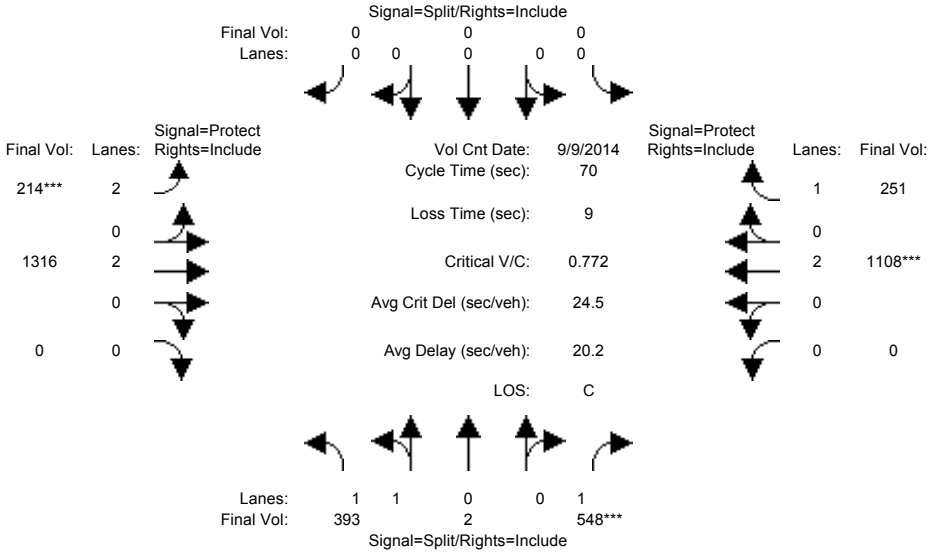
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	198		1	378	0		0	0	348		527	0	0		1133	284
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	198		1	378	0		0	0	348		527	0	0		1133	284
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	198		1	378	0		0	0	348		527	0	0		1133	284
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	198		1	378	0		0	0	348		527	0	0		1133	284
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	198		1	378	0		0	0	348		527	0	0		1133	284
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	198		1	378	0		0	0	348		527	0	0		1133	284
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.99		0.01	1.00	0.00		0.00	0.00	2.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	3532		18	1750	0		0	0	3150		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.06	0.22	0.00		0.00	0.00	0.11		0.14	0.00	0.00		0.30	0.16
Crit Moves:				****					****						****	
Green Time:	17.6		17.6	17.6	0.0		0.0	0.0	9.0		33.4	0.0	0.0		24.3	24.3
Volume/Cap:	0.19		0.19	0.73	0.00		0.00	0.00	0.73		0.25	0.00	0.00		0.73	0.40
Delay/Veh:	15.9		15.9	24.5	0.0		0.0	0.0	30.3		6.9	0.0	0.0		17.0	13.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	15.9		15.9	24.5	0.0		0.0	0.0	30.3		6.9	0.0	0.0		17.0	13.0
LOS by Move:	B		B	C	A		A	A	C		A	A	A		B	B
HCM2k95thQ:	3		3	16	0		0	0	8		5	0	0		17	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



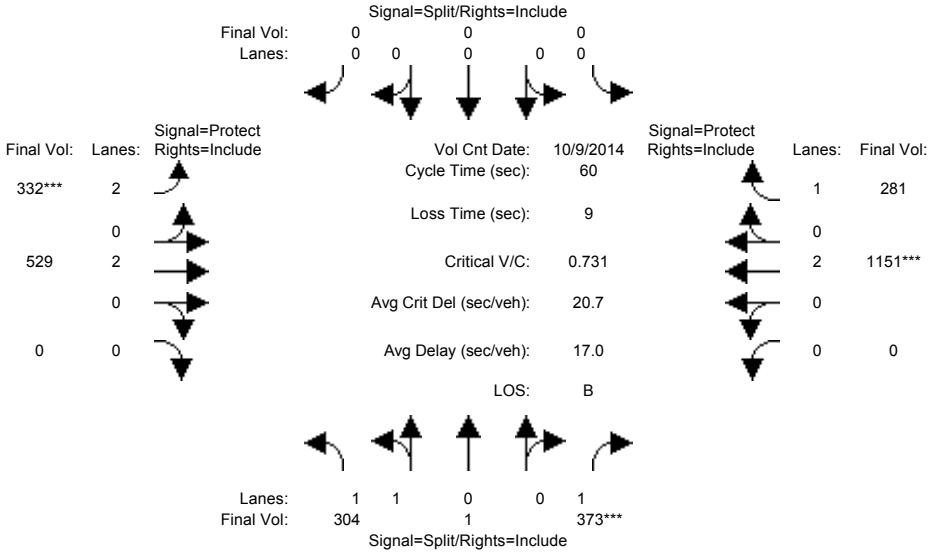
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	393	2	548	0	0	0	214	1316	0	0	1108	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	2	548	0	0	0	214	1316	0	0	1108	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	2	548	0	0	0	214	1316	0	0	1108	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	2	548	0	0	0	214	1316	0	0	1108	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	2	548	0	0	0	214	1316	0	0	1108	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	2	548	0	0	0	214	1316	0	0	1108	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.31	0.00	0.00	0.00	0.07	0.35	0.00	0.00	0.29	0.14
Crit Moves:			****				****				****	
Green Time:	28.0	28.0	28.0	0.0	0.0	0.0	7.0	33.0	0.0	0.0	26.0	26.0
Volume/Cap:	0.28	0.28	0.78	0.00	0.00	0.00	0.68	0.73	0.00	0.00	0.78	0.39
Delay/Veh:	14.3	14.3	24.2	0.0	0.0	0.0	36.3	16.5	0.0	0.0	22.4	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	24.2	0.0	0.0	0.0	36.3	16.5	0.0	0.0	22.4	16.5
LOS by Move:	B	B	C	A	A	A	D	B	A	A	C	B
HCM2k95thQ:	6	6	24	0	0	0	6	21	0	0	20	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



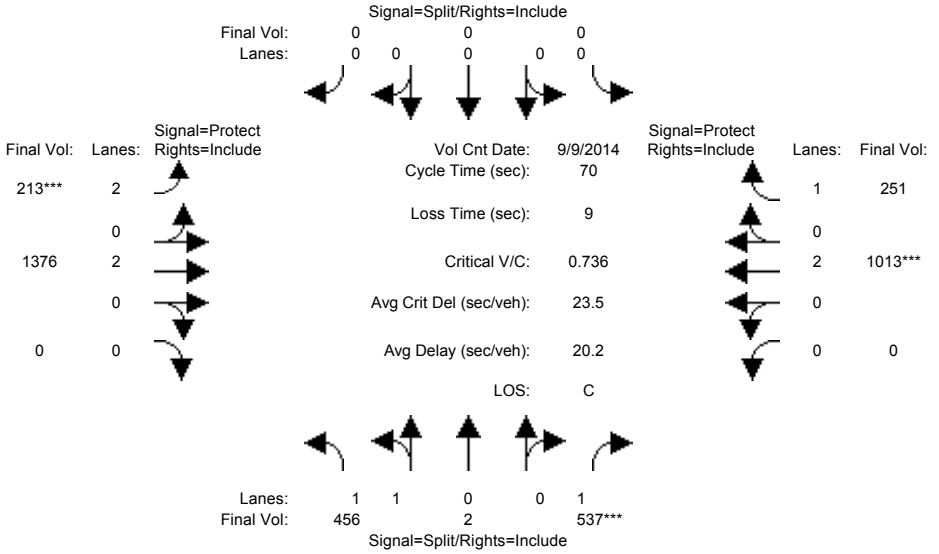
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	304		1	373	0		0	0	332		529	0	0		1151	281
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	304		1	373	0		0	0	332		529	0	0		1151	281
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	304		1	373	0		0	0	332		529	0	0		1151	281
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	304		1	373	0		0	0	332		529	0	0		1151	281
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	304		1	373	0		0	0	332		529	0	0		1151	281
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	304		1	373	0		0	0	332		529	0	0		1151	281
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.99		0.01	1.00	0.00		0.00	0.00	2.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	3538		12	1750	0		0	0	3150		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.09	0.21	0.00		0.00	0.00	0.11		0.14	0.00	0.00		0.30	0.16
Crit Moves:				****					****						****	
Green Time:	17.5		17.5	17.5	0.0		0.0	0.0	8.6		33.5	0.0	0.0		24.9	24.9
Volume/Cap:	0.29		0.29	0.73	0.00		0.00	0.00	0.73		0.25	0.00	0.00		0.73	0.39
Delay/Veh:	16.6		16.6	24.5	0.0		0.0	0.0	30.6		6.9	0.0	0.0		16.6	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:	16.6		16.6	24.5	0.0		0.0	0.0	30.6		6.9	0.0	0.0		16.6	12.6
LOS by Move:	B		B	C	A		A	A	C		A	A	A		B	B
HCM2k95thQ:	5		5	16	0		0	0	8		5	0	0		17	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



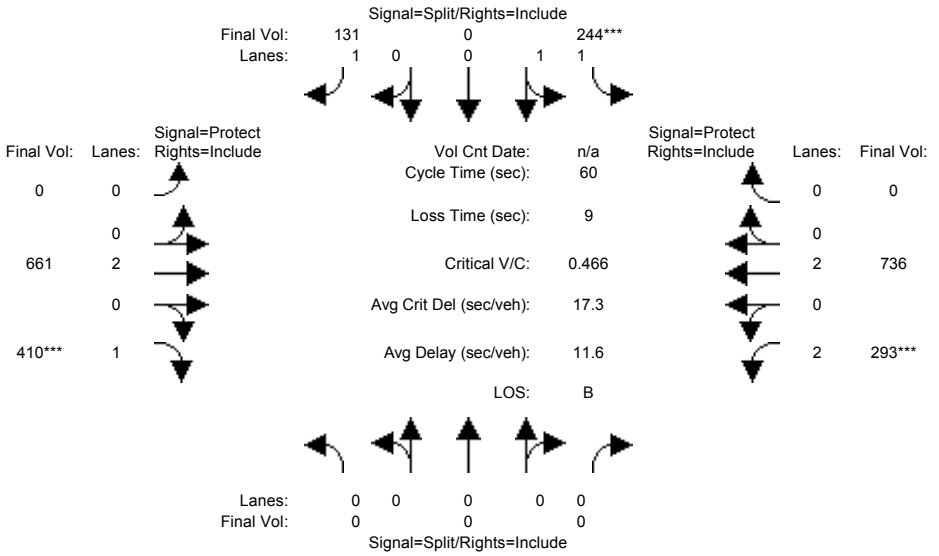
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	456	2	537	0	0	0	213	1376	0	0	1013	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	2	537	0	0	0	213	1376	0	0	1013	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	2	537	0	0	0	213	1376	0	0	1013	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	2	537	0	0	0	213	1376	0	0	1013	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	2	537	0	0	0	213	1376	0	0	1013	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	456	2	537	0	0	0	213	1376	0	0	1013	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3534	16	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.31	0.00	0.00	0.00	0.07	0.36	0.00	0.00	0.27	0.14
Crit Moves:			****				****				****	
Green Time:	28.9	28.9	28.9	0.0	0.0	0.0	7.0	32.1	0.0	0.0	25.1	25.1
Volume/Cap:	0.31	0.31	0.74	0.00	0.00	0.00	0.68	0.79	0.00	0.00	0.74	0.40
Delay/Veh:	14.0	14.0	21.6	0.0	0.0	0.0	36.2	18.6	0.0	0.0	21.9	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:	14.0	14.0	21.6	0.0	0.0	0.0	36.2	18.6	0.0	0.0	21.9	17.2
LOS by Move:	B	B	C	A	A	A	D	B	A	A	C	B
HCM2k95thQ:	7	7	22	0	0	0	6	23	0	0	18	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



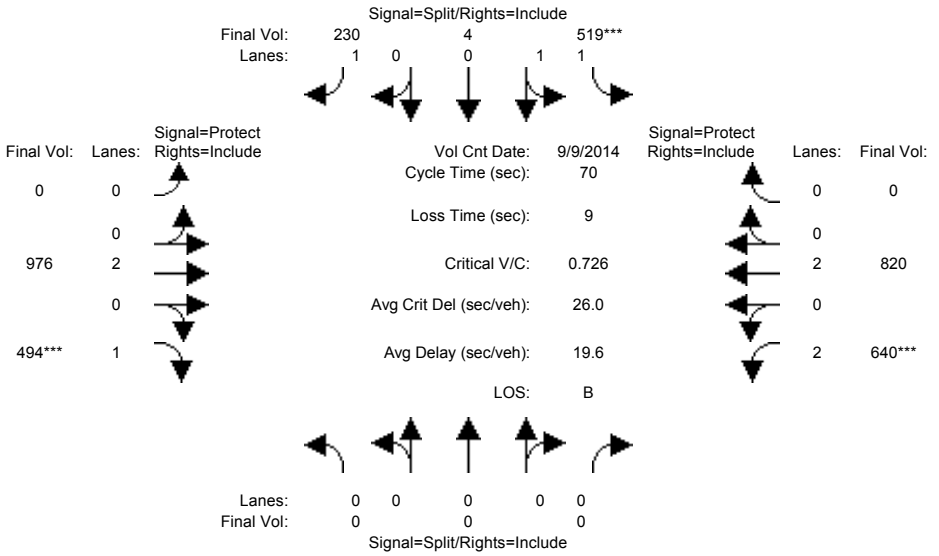
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		0	0	244		0	131	0		661	410	293		736	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	244		0	131	0		661	410	293		736	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	244		0	131	0		661	410	293		736	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	244		0	131	0		661	410	293		736	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	244		0	131	0		661	410	293		736	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	244		0	131	0		661	410	293		736	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	0.93		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	2.00		0.00	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3550		0	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.07		0.00	0.07	0.00		0.17	0.23	0.09		0.19	0.00
Crit Moves:					****							****	****			
Green Time:	0.0		0.0	0.0	10.0		0.0	10.0	0.0		29.3	29.3	11.7		41.0	0.0
Volume/Cap:	0.00		0.00	0.00	0.41		0.00	0.45	0.00		0.36	0.48	0.48		0.28	0.00
Delay/Veh:	0.0		0.0	0.0	22.8		0.0	23.6	0.0		9.6	10.6	22.1		3.8	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:	0.0		0.0	0.0	22.8		0.0	23.6	0.0		9.6	10.6	22.1		3.8	0.0
LOS by Move:	A		A	A	C		A	C	A		A	B	C		A	A
HCM2k95thQ:	0		0	0	5		0	6	0		7	10	6		5	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



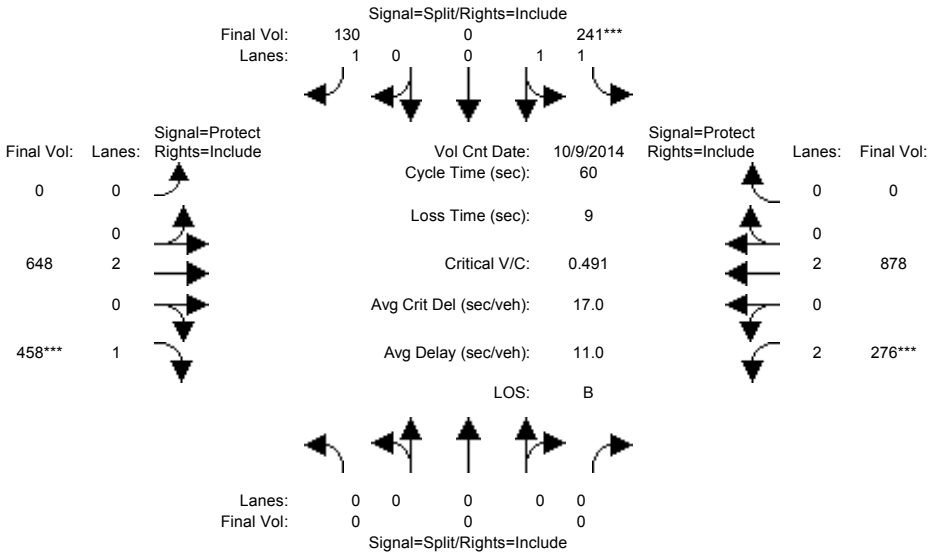
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<																
Base Vol:	0		0	0	519		4	230	0		976	494	640		820	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	519		4	230	0		976	494	640		820	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	519		4	230	0		976	494	640		820	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	519		4	230	0		976	494	640		820	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	519		4	230	0		976	494	640		820	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	519		4	230	0		976	494	640		820	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	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	1.98		0.02	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3523		27	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.15		0.15	0.13	0.00		0.26	0.28	0.20		0.22	0.00
Crit Moves:					****							****	****			
Green Time:	0.0		0.0	0.0	14.2		14.2	14.2	0.0		27.2	27.2	19.6		46.8	0.0
Volume/Cap:	0.00		0.00	0.00	0.73		0.73	0.65	0.00		0.66	0.73	0.73		0.32	0.00
Delay/Veh:	0.0		0.0	0.0	29.8		29.8	29.8	0.0		18.7	22.1	25.8		5.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	29.8		29.8	29.8	0.0		18.7	22.1	25.8		5.0	0.0
LOS by Move:	A		A	A	C		C	C	A		B	C	C		A	A
HCM2k95thQ:	0		0	0	14		14	12	0		16	18	14		7	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



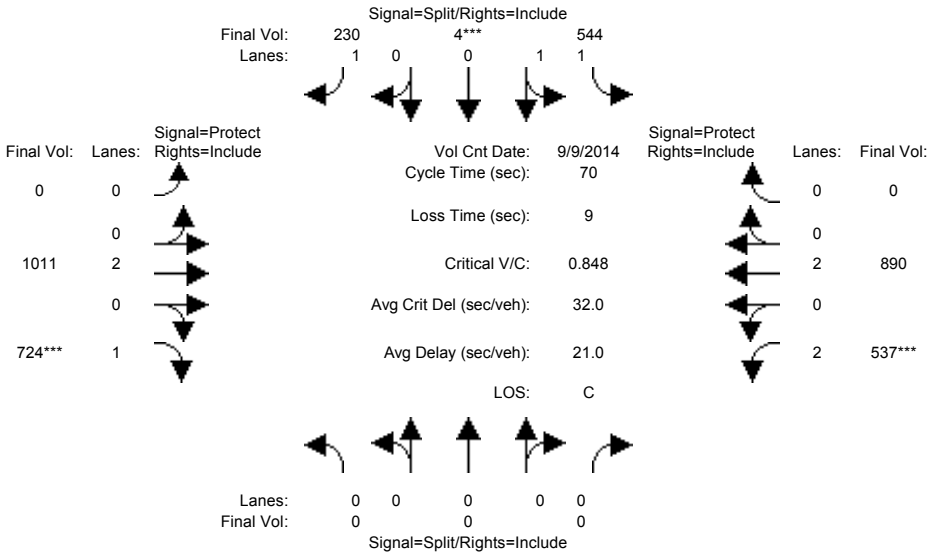
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	241		0	130	0		648	458	276		878	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	241		0	130	0		648	458	276		878	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	241		0	130	0		648	458	276		878	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	241		0	130	0		648	458	276		878	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	241		0	130	0		648	458	276		878	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	241		0	130	0		648	458	276		878	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	0.93		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	2.00		0.00	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3550		0	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.07		0.00	0.07	0.00		0.17	0.26	0.09		0.23	0.00
Crit Moves:					****							****	****			
Green Time:	0.0		0.0	0.0	10.0		0.0	10.0	0.0		30.7	30.7	10.3		41.0	0.0
Volume/Cap:	0.00		0.00	0.00	0.41		0.00	0.45	0.00		0.33	0.51	0.51		0.34	0.00
Delay/Veh:	0.0		0.0	0.0	22.8		0.0	23.6	0.0		8.7	10.2	23.4		4.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	22.8		0.0	23.6	0.0		8.7	10.2	23.4		4.0	0.0
LOS by Move:	A		A	A	C		A	C	A		A	B	C		A	A
HCM2k95thQ:	0		0	0	5		0	6	0		7	11	5		6	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



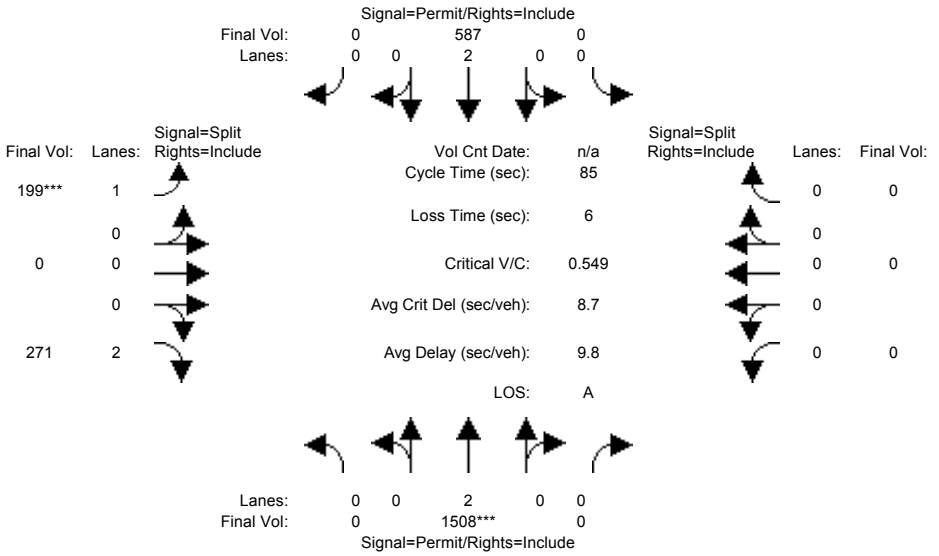
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<																
Base Vol:	0		0	0	544		4	230	0		1011	724	537		890	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	0	544		4	230	0		1011	724	537		890	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	544		4	230	0		1011	724	537		890	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	544		4	230	0		1011	724	537		890	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	544		4	230	0		1011	724	537		890	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	544		4	230	0		1011	724	537		890	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	0.93		0.95	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		0.00	0.00	1.99		0.01	1.00	0.00		2.00	1.00	2.00		2.00	0.00
Final Sat.:	0		0	0	3524		26	1750	0		3800	1750	3150		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.15		0.15	0.13	0.00		0.27	0.41	0.17		0.23	0.00
Crit Moves:							****					****	****			
Green Time:	0.0		0.0	0.0	12.7		12.7	12.7	0.0		34.2	34.2	14.1		48.3	0.0
Volume/Cap:	0.00		0.00	0.00	0.85		0.85	0.72	0.00		0.55	0.85	0.85		0.34	0.00
Delay/Veh:	0.0		0.0	0.0	37.9		37.9	34.8	0.0		12.8	23.6	37.3		4.5	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:	0.0		0.0	0.0	37.9		37.9	34.8	0.0		12.8	23.6	37.3		4.5	0.0
LOS by Move:	A		A	A	D		D	C	A		B	C	D		A	A
HCM2k95thQ:	0		0	0	17		17	13	0		14	27	13		7	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



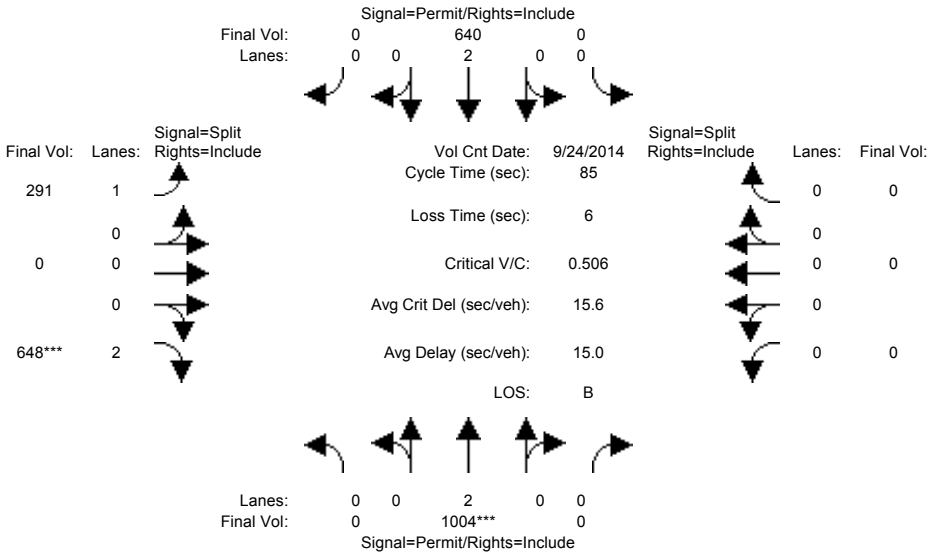
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		1508	0	0		587	0	199		0	271	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1508	0	0		587	0	199		0	271	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1508	0	0		587	0	199		0	271	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1508	0	0		587	0	199		0	271	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1508	0	0		587	0	199		0	271	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1508	0	0		587	0	199		0	271	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.40	0.00	0.00		0.15	0.00	0.11		0.00	0.09	0.00		0.00	0.00
Crit Moves:			****						****							
Green Time:	0.0		61.4	0.0	0.0		61.4	0.0	17.6		0.0	17.6	0.0		0.0	0.0
Volume/Cap:	0.00		0.55	0.00	0.00		0.21	0.00	0.55		0.00	0.42	0.00		0.00	0.00
Delay/Veh:	0.0		5.7	0.0	0.0		3.9	0.0	31.9		0.0	29.7	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		5.7	0.0	0.0		3.9	0.0	31.9		0.0	29.7	0.0		0.0	0.0
LOS by Move:	A		A	A	A		A	A	C		A	C	A		A	A
HCM2k95thQ:	0		17	0	0		5	0	11		0	8	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



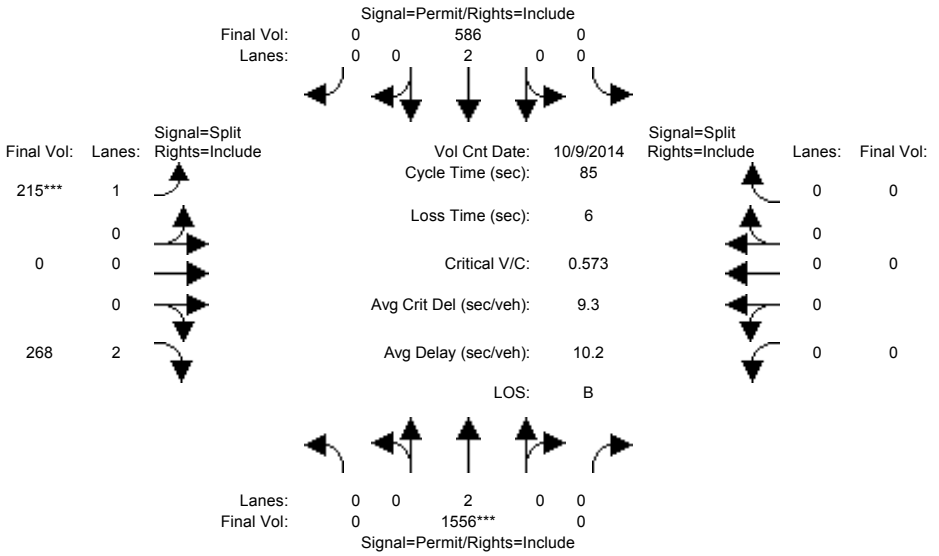
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<																
Base Vol:	0		1004	0	0		640	0	291		0	648	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1004	0	0		640	0	291		0	648	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1004	0	0		640	0	291		0	648	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1004	0	0		640	0	291		0	648	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1004	0	0		640	0	291		0	648	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1004	0	0		640	0	291		0	648	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.26	0.00	0.00		0.17	0.00	0.17		0.00	0.21	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		44.4	0.0	0.0		44.4	0.0	34.6		0.0	34.6	0.0		0.0	0.0
Volume/Cap:	0.00		0.51	0.00	0.00		0.32	0.00	0.41		0.00	0.51	0.00		0.00	0.00
Delay/Veh:	0.0		13.4	0.0	0.0		11.7	0.0	18.3		0.0	19.2	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		13.4	0.0	0.0		11.7	0.0	18.3		0.0	19.2	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	B		A	B	A		A	A
HCM2k95thQ:	0		16	0	0		9	0	12		0	15	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



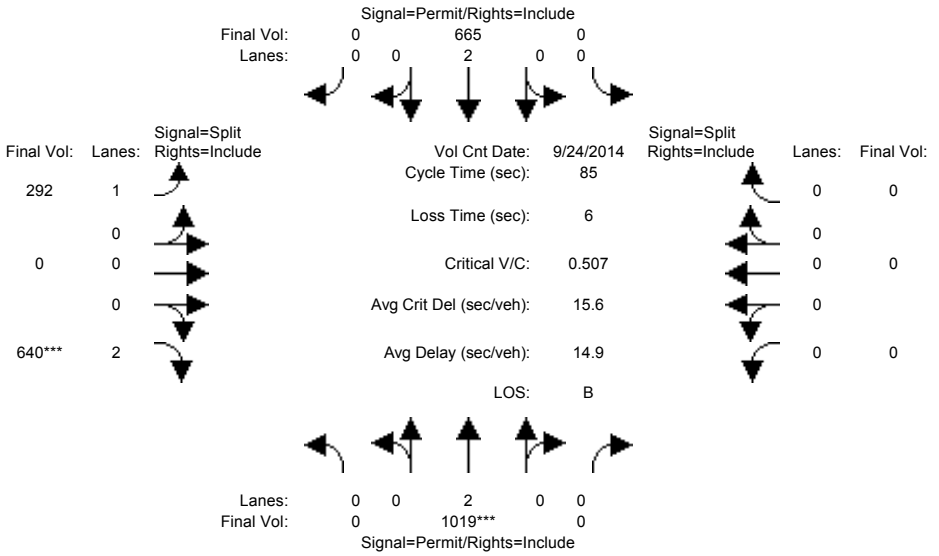
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	1556	0	0	586	0	215	0	268	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1556	0	0	586	0	215	0	268	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1556	0	0	586	0	215	0	268	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1556	0	0	586	0	215	0	268	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1556	0	0	586	0	215	0	268	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1556	0	0	586	0	215	0	268	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.15	0.00	0.12	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	60.8	0.0	0.0	60.8	0.0	18.2	0.0	18.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.00	0.00	0.22	0.00	0.57	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	6.1	0.0	0.0	4.1	0.0	32.0	0.0	29.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	0.0	0.0	4.1	0.0	32.0	0.0	29.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	18	0	0	5	0	12	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



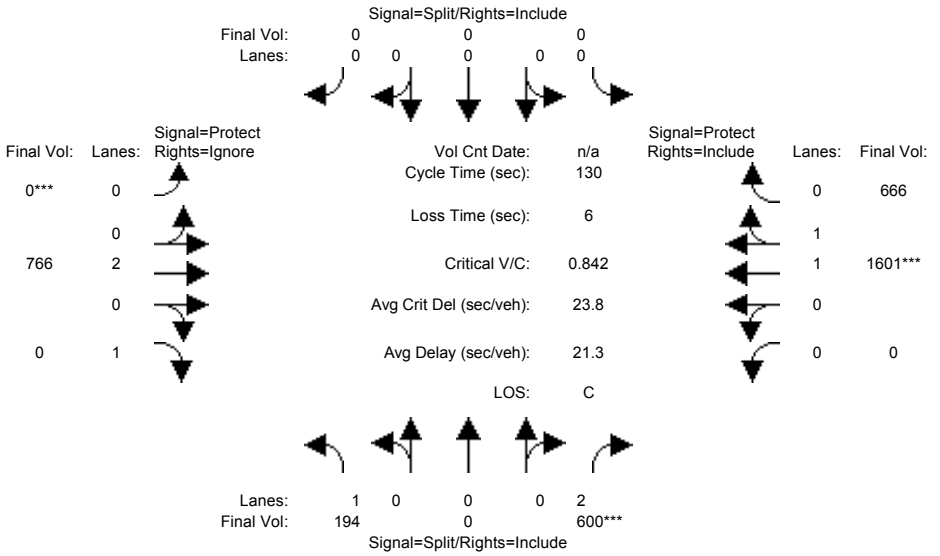
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<																
Base Vol:	0		1019	0	0		665	0	292		0	640	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1019	0	0		665	0	292		0	640	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1019	0	0		665	0	292		0	640	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1019	0	0		665	0	292		0	640	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1019	0	0		665	0	292		0	640	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1019	0	0		665	0	292		0	640	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	0.00		2.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	0		3800	0	0		3800	0	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.27	0.00	0.00		0.17	0.00	0.17		0.00	0.20	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		44.9	0.0	0.0		44.9	0.0	34.1		0.0	34.1	0.0		0.0	0.0
Volume/Cap:	0.00		0.51	0.00	0.00		0.33	0.00	0.42		0.00	0.51	0.00		0.00	0.00
Delay/Veh:	0.0		13.1	0.0	0.0		11.5	0.0	18.7		0.0	19.5	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		13.1	0.0	0.0		11.5	0.0	18.7		0.0	19.5	0.0		0.0	0.0
LOS by Move:	A		B	A	A		B	A	B		A	B	A		A	A
HCM2k95thQ:	0		16	0	0		10	0	12		0	15	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



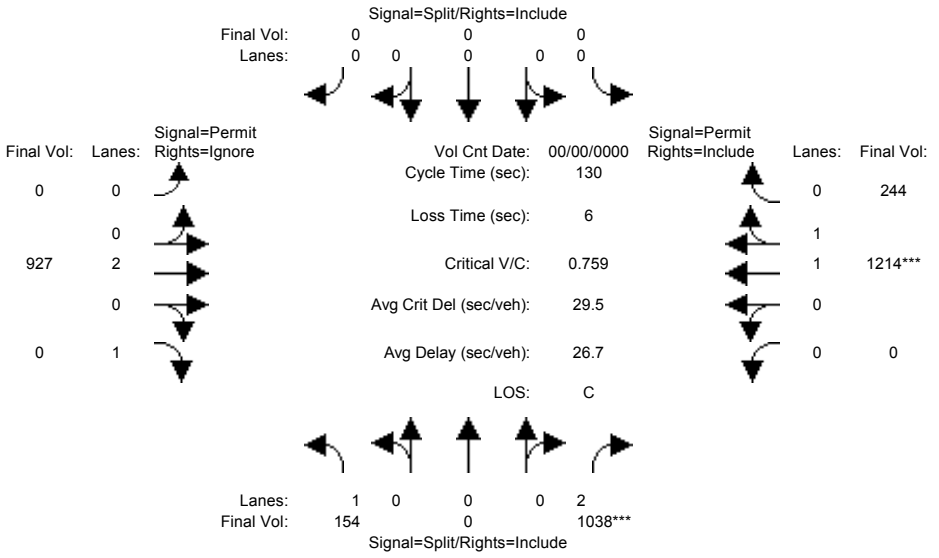
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		0	0	0		0	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	194	0	600		0	0	0		0	766	361		0	1601	666	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	194	0	600		0	0	0		0	766	361		0	1601	666	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	194	0	600		0	0	0		0	766	361		0	1601	666	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	194	0	600		0	0	0		0	766	0		0	1601	666	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	194	0	600		0	0	0		0	766	0		0	1601	666	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	194	0	600		0	0	0		0	766	0		0	1601	666	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	1.40	0.60	
Final Sat.:	1750	0	3150		0	0	0		0	3800	1750		0	2612	1087	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.19		0.00	0.00	0.00		0.00	0.20	0.00		0.00	0.61	0.61	
Crit Moves:			****						****					****		
Green Time:	29.4	0.0	29.4		0.0	0.0	0.0		0.0	94.6	0.0		0.0	94.6	94.6	
Volume/Cap:	0.49	0.00	0.84		0.00	0.00	0.00		0.00	0.28	0.00		0.00	0.84	0.84	
Delay/Veh:	44.7	0.0	57.0		0.0	0.0	0.0		0.0	6.1	0.0		0.0	15.0	15.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.7	0.0	57.0		0.0	0.0	0.0		0.0	6.1	0.0		0.0	15.0	15.0	
LOS by Move:	D		A	E		A	A	A		A	A	A		A	B	B
HCM2k95thQ:	14	0	28		0	0	0		0	10	0		0	55	55	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



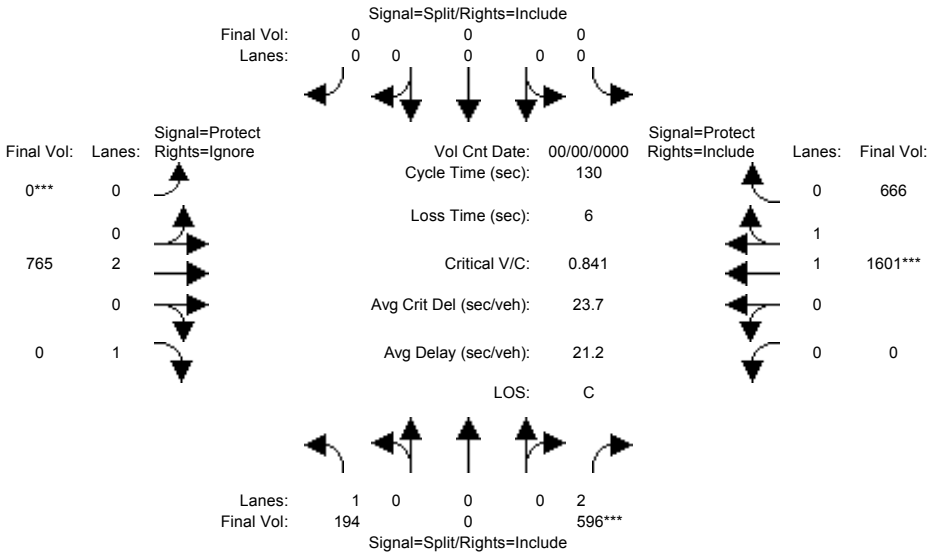
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		0	0	0		0	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 << 4:30-5:30PM																
Base Vol:	154	0	1038		0	0	0		0	927	8		0	1214	244	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	154	0	1038		0	0	0		0	927	8		0	1214	244	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	154	0	1038		0	0	0		0	927	8		0	1214	244	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	154	0	1038		0	0	0		0	927	0		0	1214	244	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	0	1038		0	0	0		0	927	0		0	1214	244	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	154	0	1038		0	0	0		0	927	0		0	1214	244	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	1.66	0.34	
Final Sat.:	1750	0	3150		0	0	0		0	3800	1750		0	3080	619	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.33		0.00	0.00	0.00		0.00	0.24	0.00		0.00	0.39	0.39	
Crit Moves:			****											****		
Green Time:	56.5	0.0	56.5		0.0	0.0	0.0		0.0	67.5	0.0		0.0	67.5	67.5	
Volume/Cap:	0.20	0.00	0.76		0.00	0.00	0.00		0.00	0.47	0.00		0.00	0.76	0.76	
Delay/Veh:	22.9	0.0	33.5		0.0	0.0	0.0		0.0	20.0	0.0		0.0	26.6	26.6	
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:	22.9	0.0	33.5		0.0	0.0	0.0		0.0	20.0	0.0		0.0	26.6	26.6	
LOS by Move:	C		A	C		A	A	A		A	C	A		A	C	C
HCM2k95thQ:	8		0	37		0	0	0		0	21	0		0	40	40

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



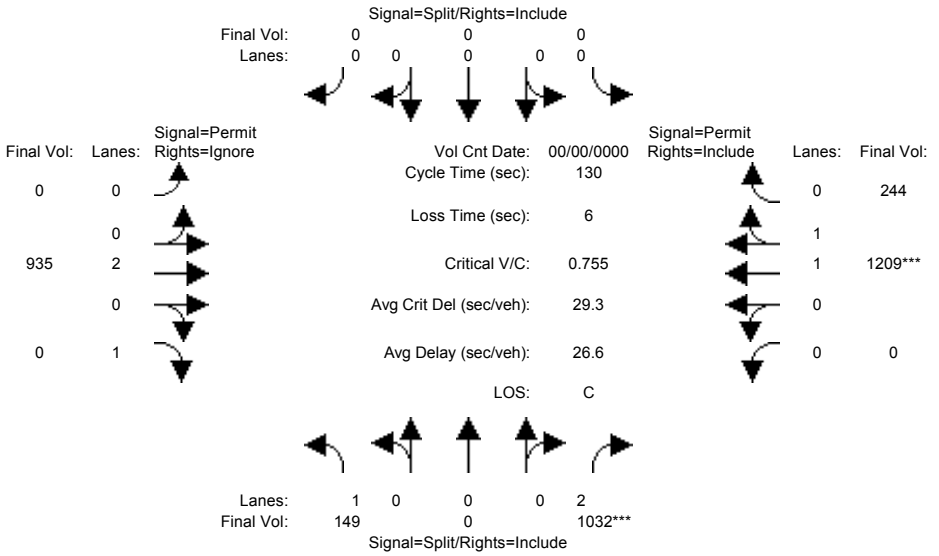
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:15-8:15AM																
Base Vol:	194		0	596	0		0	0	0		765	361	0		1601	666
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	194		0	596	0		0	0	0		765	361	0		1601	666
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	194		0	596	0		0	0	0		765	361	0		1601	666
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Volume:	194		0	596	0		0	0	0		765	0	0		1601	666
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	194		0	596	0		0	0	0		765	0	0		1601	666
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00
FinalVolume:	194		0	596	0		0	0	0		765	0	0		1601	666
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		1.40	0.60
Final Sat.:	1750		0	3150	0		0	0	0		3800	1750	0		2612	1087
Capacity Analysis Module:																
Vol/Sat:	0.11		0.00	0.19	0.00		0.00	0.00	0.00		0.20	0.00	0.00		0.61	0.61
Crit Moves:				****					****						****	
Green Time:	29.3		0.0	29.3	0.0		0.0	0.0	0.0		94.7	0.0	0.0		94.7	94.7
Volume/Cap:	0.49		0.00	0.84	0.00		0.00	0.00	0.00		0.28	0.00	0.00		0.84	0.84
Delay/Veh:	44.9		0.0	57.1	0.0		0.0	0.0	0.0		6.0	0.0	0.0		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:	44.9		0.0	57.1	0.0		0.0	0.0	0.0		6.0	0.0	0.0		14.9	14.9
LOS by Move:	D		A	E	A		A	A	A		A	A	A		B	B
HCM2k95thQ:	14		0	28	0		0	0	0		10	0	0		54	54

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



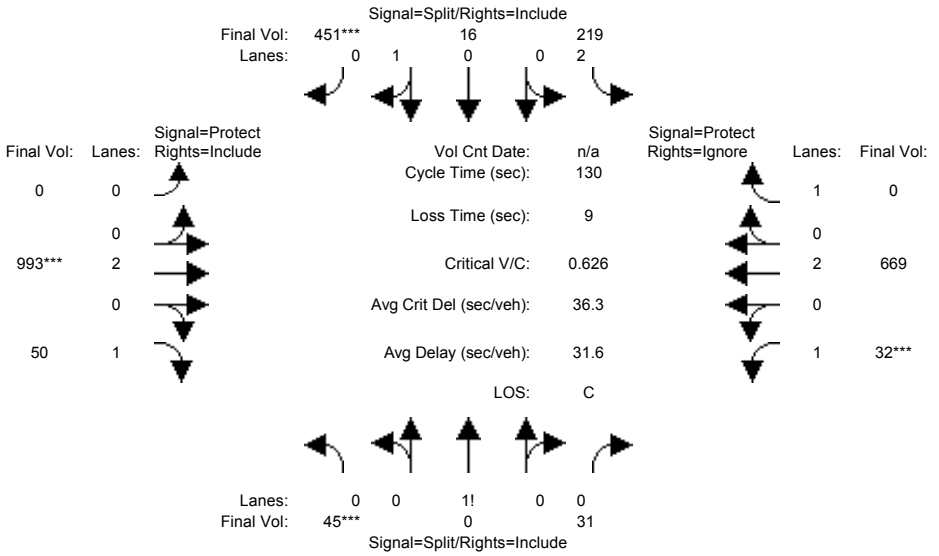
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		0	0	0		0	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 << 4:30-5:30PM																
Base Vol:	149	0	1032		0	0	0		0	935	8		0	1209	244	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	149	0	1032		0	0	0		0	935	8		0	1209	244	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	149	0	1032		0	0	0		0	935	8		0	1209	244	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	149	0	1032		0	0	0		0	935	0		0	1209	244	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	149	0	1032		0	0	0		0	935	0		0	1209	244	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	149	0	1032		0	0	0		0	935	0		0	1209	244	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	1.65	0.35	
Final Sat.:	1750	0	3150		0	0	0		0	3800	1750		0	3078	621	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.33		0.00	0.00	0.00		0.00	0.25	0.00		0.00	0.39	0.39	
Crit Moves:			****											****		
Green Time:	56.4	0.0	56.4		0.0	0.0	0.0		0.0	67.6	0.0		0.0	67.6	67.6	
Volume/Cap:	0.20	0.00	0.76		0.00	0.00	0.00		0.00	0.47	0.00		0.00	0.76	0.76	
Delay/Veh:	22.9	0.0	33.4		0.0	0.0	0.0		0.0	20.0	0.0		0.0	26.4	26.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.9	0.0	33.4		0.0	0.0	0.0		0.0	20.0	0.0		0.0	26.4	26.4	
LOS by Move:	C		A	C		A	A	A		A	C	A		A	C	C
HCM2k95thQ:	8		0	36		0	0	0		0	21	0		0	39	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



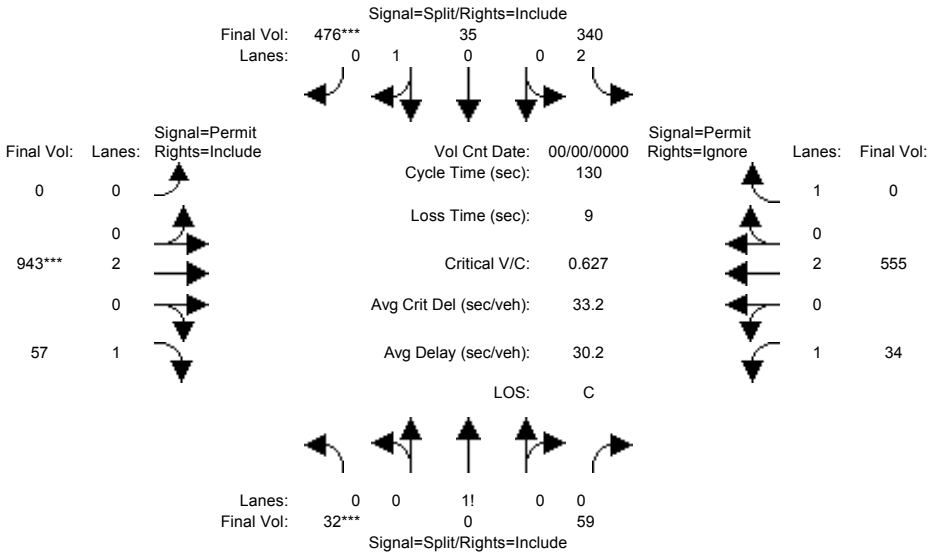
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	45		0	31	219		16	451	0		993	50	32		669	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	45		0	31	219		16	451	0		993	50	32		669	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	45		0	31	219		16	451	0		993	50	32		669	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	45		0	31	219		16	451	0		993	50	32		669	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	45		0	31	219		16	451	0		993	50	32		669	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:	45		0	31	219		16	451	0		993	50	32		669	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.59		0.00	0.41	2.00		0.03	0.97	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1036		0	714	3150		62	1738	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.00	0.04	0.07		0.26	0.26	0.00		0.26	0.03	0.02		0.18	0.00
Crit Moves:	****							****			****		****			
Green Time:	10.0		0.0	10.0	50.3		50.3	50.3	0.0		50.7	50.7	10.0		60.7	0.0
Volume/Cap:	0.56		0.00	0.56	0.18		0.67	0.67	0.00		0.67	0.07	0.24		0.38	0.00
Delay/Veh:	63.4		0.0	63.4	26.3		35.5	35.5	0.0		34.0	25.0	57.3		22.6	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	63.4		0.0	63.4	26.3		35.5	35.5	0.0		34.0	25.0	57.3		22.6	0.0
LOS by Move:	E		A	E	C		D	D	A		C	C	E		C	A
HCM2k95thQ:	8		0	8	7		29	29	0		26	3	3		16	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



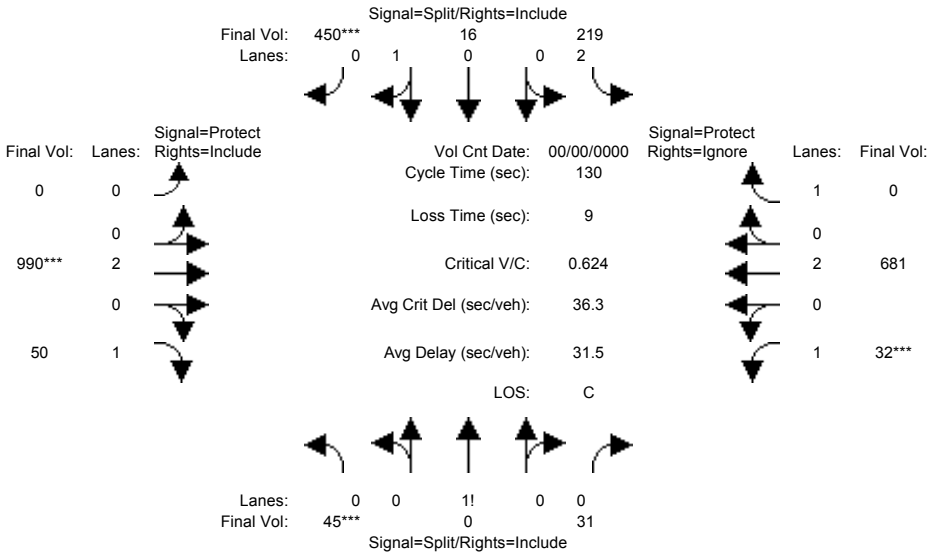
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:45-5:45PM																
Base Vol:	32		0	59	340		35	476	0		943	57	34		555	592
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	32		0	59	340		35	476	0		943	57	34		555	592
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	32		0	59	340		35	476	0		943	57	34		555	592
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:	32		0	59	340		35	476	0		943	57	34		555	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	32		0	59	340		35	476	0		943	57	34		555	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:	32		0	59	340		35	476	0		943	57	34		555	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.35		0.00	0.65	2.00		0.07	0.93	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	615		0	1135	3150		123	1677	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.00	0.05	0.11		0.28	0.28	0.00		0.25	0.03	0.02		0.15	0.00
Crit Moves:	****							****			****					
Green Time:	10.8		0.0	10.8	58.8		58.8	58.8	0.0		51.4	51.4	51.4		51.4	0.0
Volume/Cap:	0.63		0.00	0.63	0.24		0.63	0.63	0.00		0.63	0.08	0.05		0.37	0.00
Delay/Veh:	66.1		0.0	66.1	21.9		28.8	28.8	0.0		32.4	24.6	24.3		28.0	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:	66.1		0.0	66.1	21.9		28.8	28.8	0.0		32.4	24.6	24.3		28.0	0.0
LOS by Move:	E		A	E	C		C	C	A		C	C	C		C	A
HCM2k95thQ:	10		0	10	10		29	29	0		25	3	2		15	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



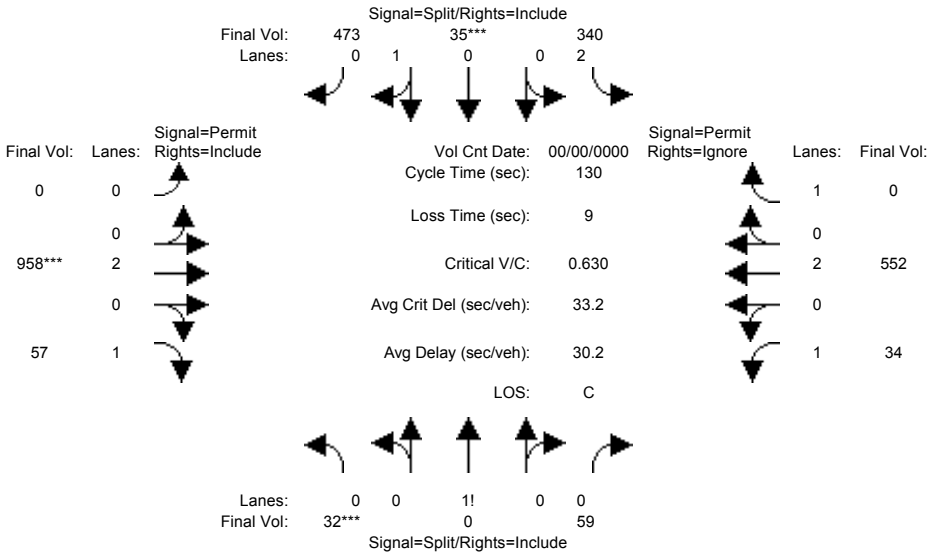
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-8:00AM																
Base Vol:	45		0	31	219		16	450	0		990	50	32		681	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:	45		0	31	219		16	450	0		990	50	32		681	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	45		0	31	219		16	450	0		990	50	32		681	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	45		0	31	219		16	450	0		990	50	32		681	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	45		0	31	219		16	450	0		990	50	32		681	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:	45		0	31	219		16	450	0		990	50	32		681	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.59		0.00	0.41	2.00		0.03	0.97	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1036		0	714	3150		62	1738	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.00	0.04	0.07		0.26	0.26	0.00		0.26	0.03	0.02		0.18	0.00
Crit Moves:	****							****			****		****			
Green Time:	10.0		0.0	10.0	50.3		50.3	50.3	0.0		50.7	50.7	10.0		60.7	0.0
Volume/Cap:	0.56		0.00	0.56	0.18		0.67	0.67	0.00		0.67	0.07	0.24		0.38	0.00
Delay/Veh:	63.4		0.0	63.4	26.3		35.4	35.4	0.0		33.9	25.0	57.3		22.7	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	63.4		0.0	63.4	26.3		35.4	35.4	0.0		33.9	25.0	57.3		22.7	0.0
LOS by Move:	E		A	E	C		D	D	A		C	C	E		C	A
HCM2k95thQ:	8		0	8	7		29	29	0		26	3	3		16	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



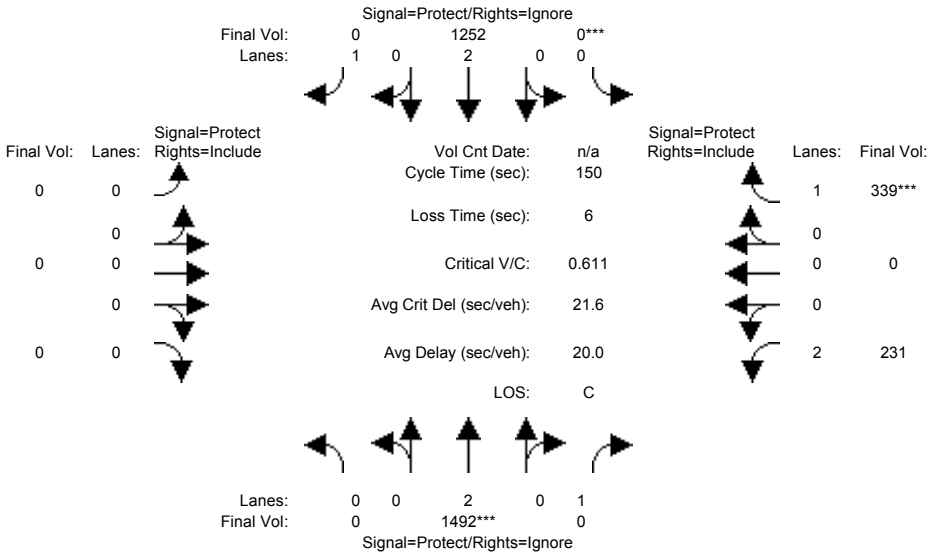
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:45-5:45PM																
Base Vol:	32		0	59	340		35	473	0		958	57	34		552	592
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	32		0	59	340		35	473	0		958	57	34		552	592
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	32		0	59	340		35	473	0		958	57	34		552	592
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:	32		0	59	340		35	473	0		958	57	34		552	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	32		0	59	340		35	473	0		958	57	34		552	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:	32		0	59	340		35	473	0		958	57	34		552	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.83		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.35		0.00	0.65	2.00		0.07	0.93	0.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	615		0	1135	3150		124	1676	0		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.05		0.00	0.05	0.11		0.28	0.28	0.00		0.25	0.03	0.02		0.15	0.00
Crit Moves:	****				****						****					
Green Time:	10.7		0.0	10.7	58.2		58.2	58.2	0.0		52.0	52.0	52.0		52.0	0.0
Volume/Cap:	0.63		0.00	0.63	0.24		0.63	0.63	0.00		0.63	0.08	0.05		0.36	0.00
Delay/Veh:	66.3		0.0	66.3	22.3		29.2	29.2	0.0		32.1	24.2	23.9		27.5	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	66.3		0.0	66.3	22.3		29.2	29.2	0.0		32.1	24.2	23.9		27.5	0.0
LOS by Move:	E		A	E	C		C	C	A		C	C	C		C	A
HCM2k95thQ:	10		0	10	10		29	29	0		25	3	2		14	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



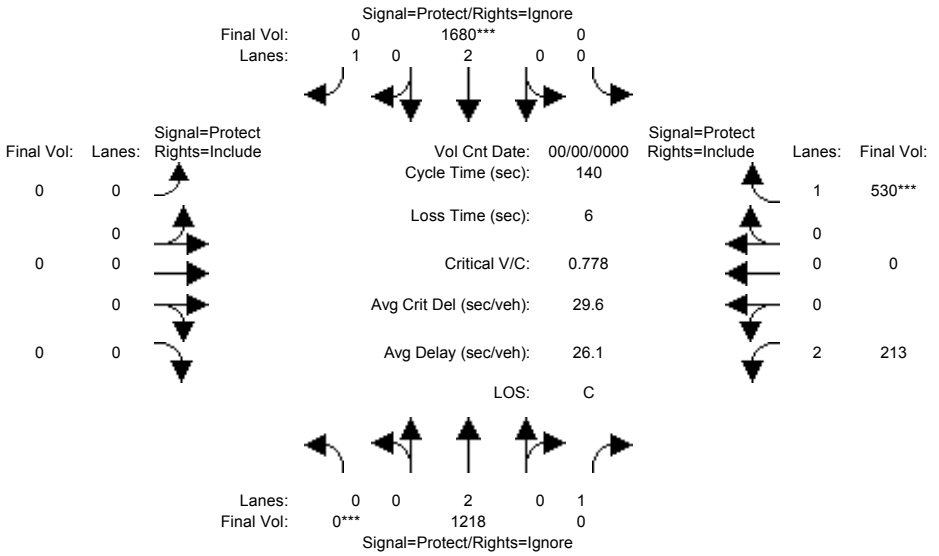
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		1492	313	0		1252	193	0		0	0	231		0	339
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1492	313	0		1252	193	0		0	0	231		0	339
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1492	313	0		1252	193	0		0	0	231		0	339
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1492	0	0		1252	0	0		0	0	231		0	339
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1492	0	0		1252	0	0		0	0	231		0	339
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1492	0	0		1252	0	0		0	0	231		0	339
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		3800	1750	0		3800	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.39	0.00	0.00		0.33	0.00	0.00		0.00	0.00	0.07		0.00	0.19
Crit Moves:			****				****									****
Green Time:	0.0		96.4	0.0	0.0		96.4	0.0	0.0		0.0	0.0	47.6		0.0	47.6
Volume/Cap:	0.00		0.61	0.00	0.00		0.51	0.00	0.00		0.00	0.00	0.23		0.00	0.61
Delay/Veh:	0.0		16.2	0.0	0.0		14.5	0.0	0.0		0.0	0.0	37.9		0.0	45.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		16.2	0.0	0.0		14.5	0.0	0.0		0.0	0.0	37.9		0.0	45.4
LOS by Move:	A		B	A	A		B	A	A		A	A	D		A	D
HCM2k95thQ:	0		34	0	0		26	0	0		0	0	9		0	26

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



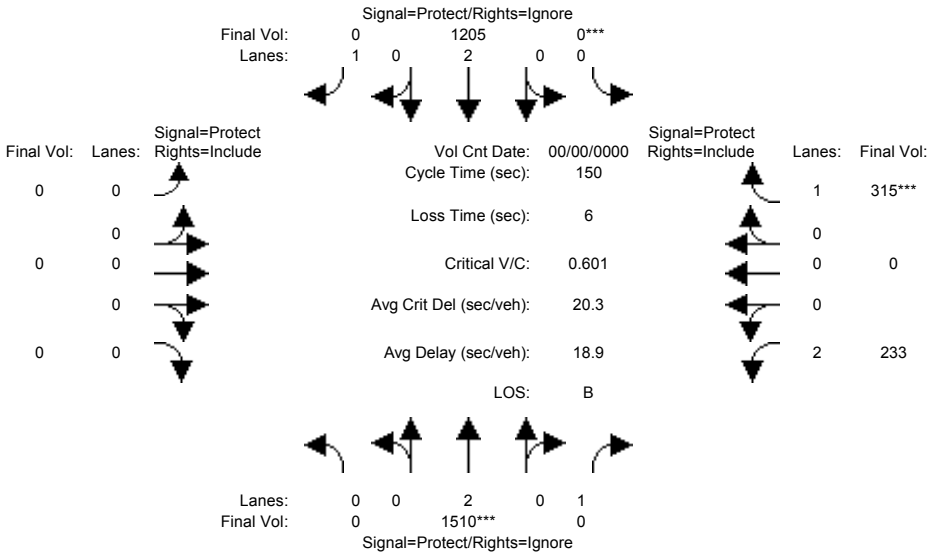
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	0		1218	394	0		1680	362	0		0	0	213		0	530
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1218	394	0		1680	362	0		0	0	213		0	530
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1218	394	0		1680	362	0		0	0	213		0	530
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1218	0	0		1680	0	0		0	0	213		0	530
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1218	0	0		1680	0	0		0	0	213		0	530
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1218	0	0		1680	0	0		0	0	213		0	530
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		3800	1750	0		3800	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.32	0.00	0.00		0.44	0.00	0.00		0.00	0.00	0.07		0.00	0.30
Crit Moves:	****						****									****
Green Time:	0.0		79.5	0.0	0.0		79.5	0.0	0.0		0.0	0.0	54.5		0.0	54.5
Volume/Cap:	0.00		0.56	0.00	0.00		0.78	0.00	0.00		0.00	0.00	0.17		0.00	0.78
Delay/Veh:	0.0		19.6	0.0	0.0		25.3	0.0	0.0		0.0	0.0	28.1		0.0	43.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		19.6	0.0	0.0		25.3	0.0	0.0		0.0	0.0	28.1		0.0	43.2
LOS by Move:	A		B	A	A		C	A	A		A	A	C		A	D
HCM2k95thQ:	0		28	0	0		44	0	0		0	0	7		0	38

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



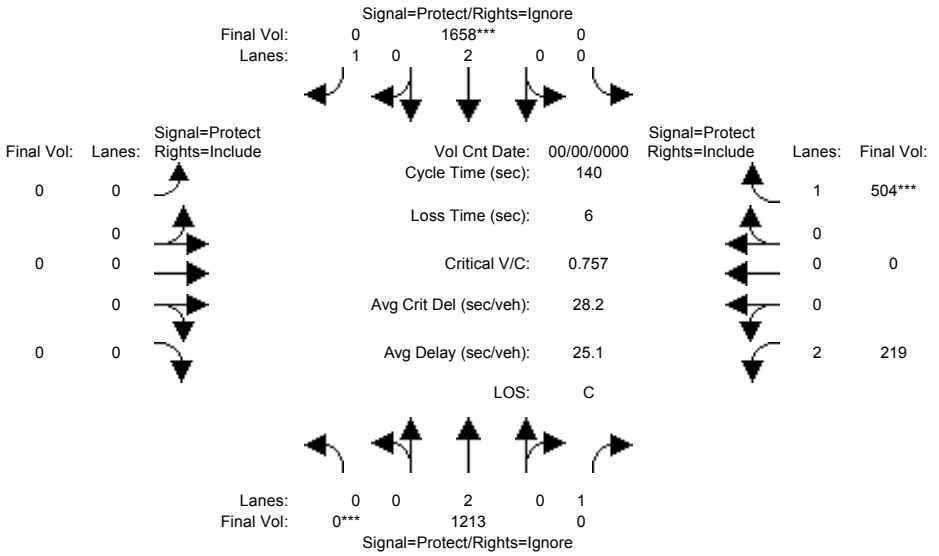
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	0	1510	313	0	1205	193	0	0	0	233	0	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1510	313	0	1205	193	0	0	0	233	0	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1510	313	0	1205	193	0	0	0	233	0	315
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1510	0	0	1205	0	0	0	0	233	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1510	0	0	1205	0	0	0	0	233	0	315
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1510	0	0	1205	0	0	0	0	233	0	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:		****		****								****
Green Time:	0.0	99.1	0.0	0.0	99.1	0.0	0.0	0.0	0.0	44.9	0.0	44.9
Volume/Cap:	0.00	0.60	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.25	0.00	0.60
Delay/Veh:	0.0	14.7	0.0	0.0	12.8	0.0	0.0	0.0	0.0	39.9	0.0	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	0.0	0.0	12.8	0.0	0.0	0.0	0.0	39.9	0.0	46.9
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	33	0	0	24	0	0	0	0	9	0	24

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



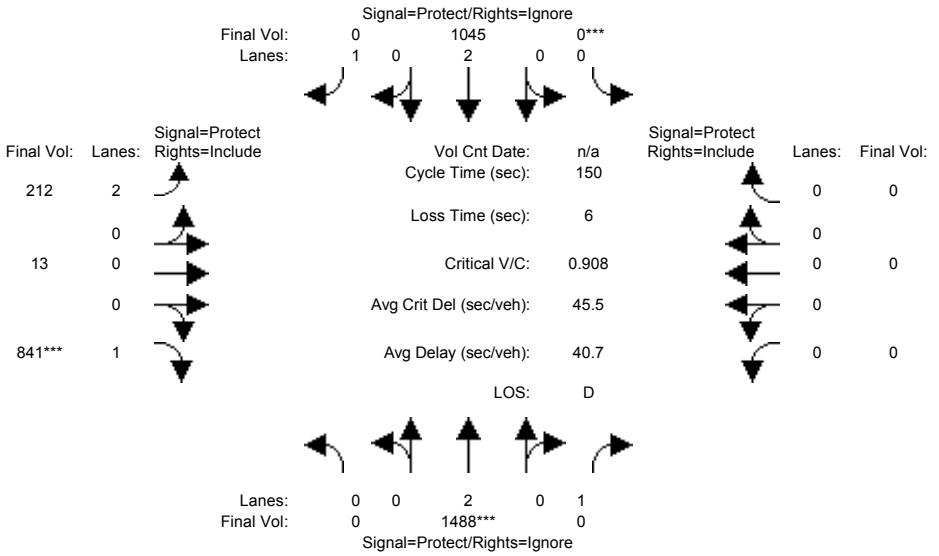
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	0		1213	394	0		1658	362	0		0	0	219		0	504
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1213	394	0		1658	362	0		0	0	219		0	504
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1213	394	0		1658	362	0		0	0	219		0	504
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1213	0	0		1658	0	0		0	0	219		0	504
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1213	0	0		1658	0	0		0	0	219		0	504
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1213	0	0		1658	0	0		0	0	219		0	504
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		3800	1750	0		3800	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.32	0.00	0.00		0.44	0.00	0.00		0.00	0.00	0.07		0.00	0.29
Crit Moves:	****						****									****
Green Time:	0.0		80.7	0.0	0.0		80.7	0.0	0.0		0.0	0.0	53.3		0.0	53.3
Volume/Cap:	0.00		0.55	0.00	0.00		0.76	0.00	0.00		0.00	0.00	0.18		0.00	0.76
Delay/Veh:	0.0		18.7	0.0	0.0		23.8	0.0	0.0		0.0	0.0	28.9		0.0	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:	0.0		18.7	0.0	0.0		23.8	0.0	0.0		0.0	0.0	28.9		0.0	42.7
LOS by Move:	A		B	A	A		C	A	A		A	A	C		A	D
HCM2k95thQ:	0		28	0	0		42	0	0		0	0	7		0	36

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



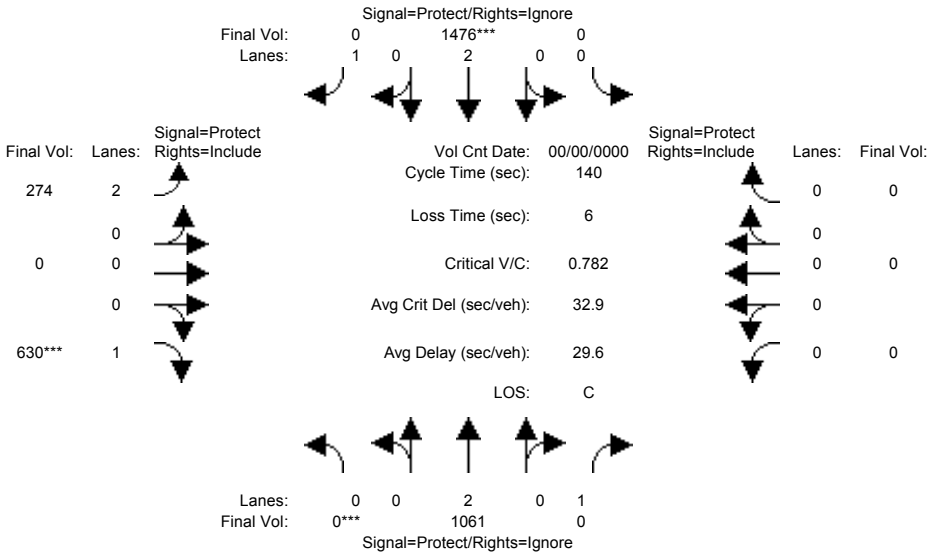
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		1488	469	0		1045	269	212		13	841	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1488	469	0		1045	269	212		13	841	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1488	469	0		1045	269	212		13	841	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1488	0	0		1045	0	212		13	841	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1488	0	0		1045	0	212		13	841	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1488	0	0		1045	0	212		13	841	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	1.89		0.11	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3313		203	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.39	0.00	0.00		0.28	0.00	0.06		0.06	0.48	0.00		0.00	0.00
Crit Moves:			****				****					****				
Green Time:	0.0		64.7	0.0	0.0		64.7	0.0	79.3		79.3	79.3	0.0		0.0	0.0
Volume/Cap:	0.00		0.91	0.00	0.00		0.64	0.00	0.12		0.12	0.91	0.00		0.00	0.00
Delay/Veh:	0.0		47.7	0.0	0.0		34.3	0.0	17.8		17.8	42.4	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		47.7	0.0	0.0		34.3	0.0	17.8		17.8	42.4	0.0		0.0	0.0
LOS by Move:	A		D	A	A		C	A	B		B	D	A		A	A
HCM2k95thQ:	0		48	0	0		32	0	5		5	64	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



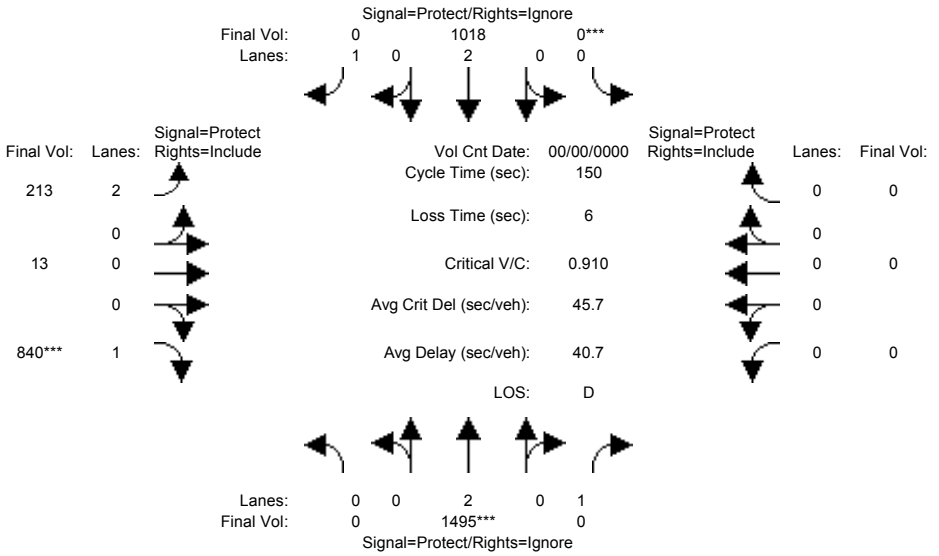
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	0		1061	225	0		1476	466	274		0	630	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1061	225	0		1476	466	274		0	630	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1061	225	0		1476	466	274		0	630	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1061	0	0		1476	0	274		0	630	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1061	0	0		1476	0	274		0	630	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1061	0	0		1476	0	274		0	630	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.28	0.00	0.00		0.39	0.00	0.09		0.00	0.36	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	0.0		69.5	0.0	0.0		69.5	0.0	64.5		0.0	64.5	0.0		0.0	0.0
Volume/Cap:	0.00		0.56	0.00	0.00		0.78	0.00	0.19		0.00	0.78	0.00		0.00	0.00
Delay/Veh:	0.0		25.0	0.0	0.0		31.2	0.0	22.4		0.0	36.8	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:	0.0		25.0	0.0	0.0		31.2	0.0	22.4		0.0	36.8	0.0		0.0	0.0
LOS by Move:	A		C	A	A		C	A	C		A	D	A		A	A
HCM2k95thQ:	0		26	0	0		44	0	8		0	42	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



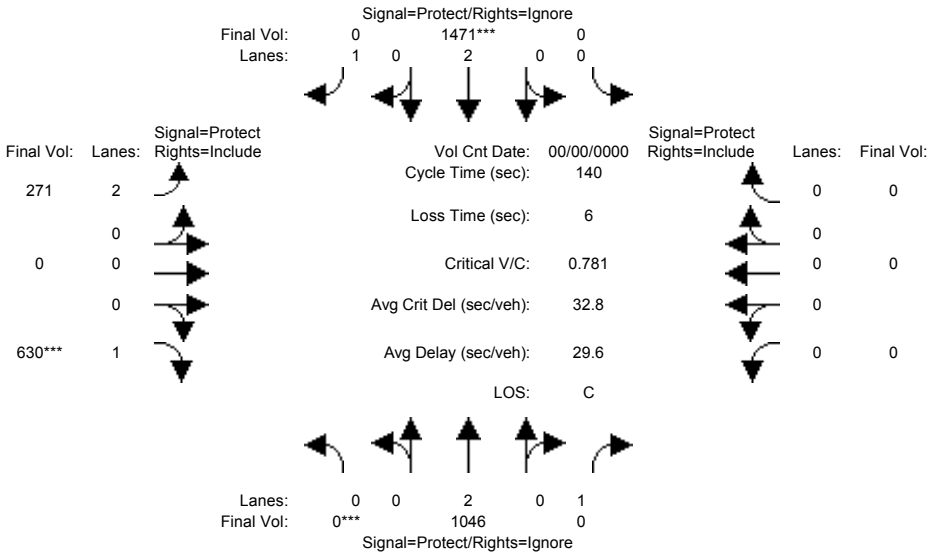
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	0		1495	469	0		1018	269	213		13	840	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1495	469	0		1018	269	213		13	840	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1495	469	0		1018	269	213		13	840	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1495	0	0		1018	0	213		13	840	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1495	0	0		1018	0	213		13	840	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1495	0	0		1018	0	213		13	840	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	1.89		0.11	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3314		202	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.39	0.00	0.00		0.27	0.00	0.06		0.06	0.48	0.00		0.00	0.00
Crit Moves:			****				****					****				
Green Time:	0.0		64.9	0.0	0.0		64.9	0.0	79.1		79.1	79.1	0.0		0.0	0.0
Volume/Cap:	0.00		0.91	0.00	0.00		0.62	0.00	0.12		0.12	0.91	0.00		0.00	0.00
Delay/Veh:	0.0		47.7	0.0	0.0		33.7	0.0	17.9		17.9	42.7	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		47.7	0.0	0.0		33.7	0.0	17.9		17.9	42.7	0.0		0.0	0.0
LOS by Move:	A		D	A	A		C	A	B		B	D	A		A	A
HCM2k95thQ:	0		48	0	0		31	0	5		5	64	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



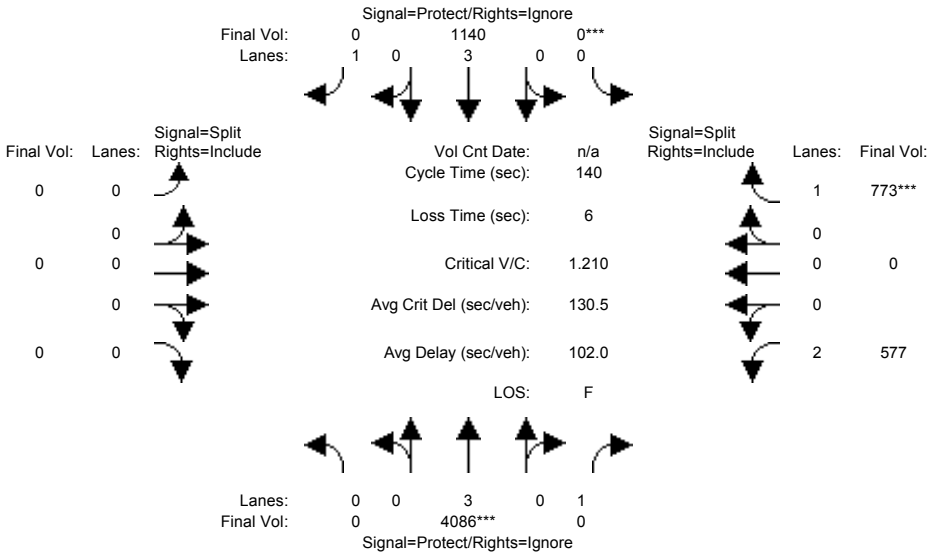
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	0		1046	225	0		1471	466	271		0	630	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1046	225	0		1471	466	271		0	630	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1046	225	0		1471	466	271		0	630	0		0	0
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1046	0	0		1471	0	271		0	630	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1046	0	0		1471	0	271		0	630	0		0	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1046	0	0		1471	0	271		0	630	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	1.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0		3800	1750	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.28	0.00	0.00		0.39	0.00	0.09		0.00	0.36	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	0.0		69.4	0.0	0.0		69.4	0.0	64.6		0.0	64.6	0.0		0.0	0.0
Volume/Cap:	0.00		0.56	0.00	0.00		0.78	0.00	0.19		0.00	0.78	0.00		0.00	0.00
Delay/Veh:	0.0		24.9	0.0	0.0		31.2	0.0	22.3		0.0	36.7	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		24.9	0.0	0.0		31.2	0.0	22.3		0.0	36.7	0.0		0.0	0.0
LOS by Move:	A		C	A	A		C	A	C		A	D	A		A	A
HCM2k95thQ:	0		25	0	0		44	0	8		0	42	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



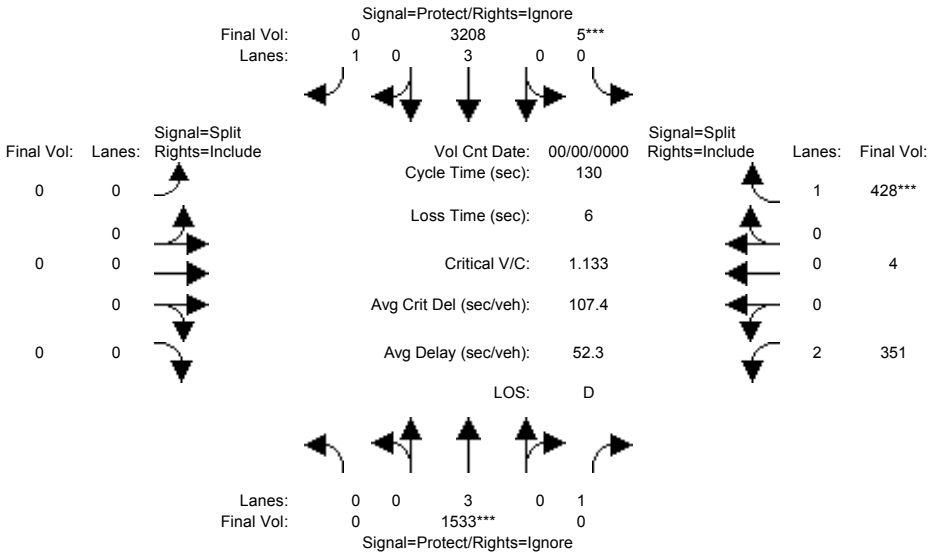
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		4086	179	0		1140	193	0		0	0	577		0	773
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		4086	179	0		1140	193	0		0	0	577		0	773
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		4086	179	0		1140	193	0		0	0	577		0	773
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		4086	0	0		1140	0	0		0	0	577		0	773
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		4086	0	0		1140	0	0		0	0	577		0	773
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		4086	0	0		1140	0	0		0	0	577		0	773
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		3.00	1.00	0.00		3.00	1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0		5700	1750	0		5700	1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.72	0.00	0.00		0.20	0.00	0.00		0.00	0.00	0.18		0.00	0.44
Crit Moves:			****		****											****
Green Time:	0.0		82.9	0.0	0.0		82.9	0.0	0.0		0.0	0.0	51.1		0.0	51.1
Volume/Cap:	0.00		1.21	0.00	0.00		0.34	0.00	0.00		0.00	0.00	0.50		0.00	1.21
Delay/Veh:	0.0		126	0.0	0.0		14.6	0.0	0.0		0.0	0.0	34.9		0.0	153.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		126	0.0	0.0		14.6	0.0	0.0		0.0	0.0	34.9		0.0	153.3
LOS by Move:	A		F	A	A		B	A	A		A	A	C		A	F
HCM2k95thQ:	0		132	0	0		15	0	0		0	0	21		0	85

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



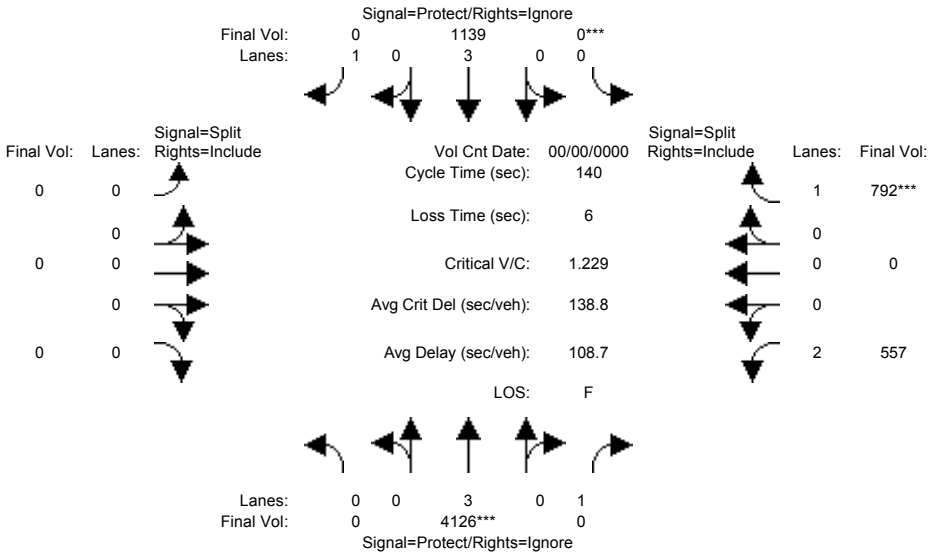
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0		1533	301	5		3208	773	0		0	0	351		4	428
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1533	301	5		3208	773	0		0	0	351		4	428
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1533	301	5		3208	773	0		0	0	351		4	428
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1533	0	5		3208	0	0		0	0	351		4	428
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1533	0	5		3208	0	0		0	0	351		4	428
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1533	0	5		3208	0	0		0	0	351		4	428
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.95		0.98	0.92	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.00		3.00	1.00	0.01		2.99	1.00	0.00		0.00	0.00	1.98		0.02	1.00
Final Sat.:	0		5700	1750	9		5591	1750	0		0	0	3487		40	1800
Capacity Analysis Module:																
Vol/Sat:	0.00		0.27	0.00	0.57		0.57	0.00	0.00		0.00	0.00	0.10		0.10	0.24
Crit Moves:			****		****											****
Green Time:	0.0		30.9	0.0	65.8		96.7	0.0	0.0		0.0	0.0	27.3		27.3	27.3
Volume/Cap:	0.00		1.13	0.00	1.13		0.77	0.00	0.00		0.00	0.00	0.48		0.48	1.13
Delay/Veh:	0.0		119	0.0	96.8		10.9	0.0	0.0		0.0	0.0	45.3		45.3	128.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		119	0.0	96.8		10.9	0.0	0.0		0.0	0.0	45.3		45.3	128.3
LOS by Move:	A		F	A	F		B	A	A		A	A	D		D	F
HCM2k95thQ:	0		50	0	92		44	0	0		0	0	13		13	45

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



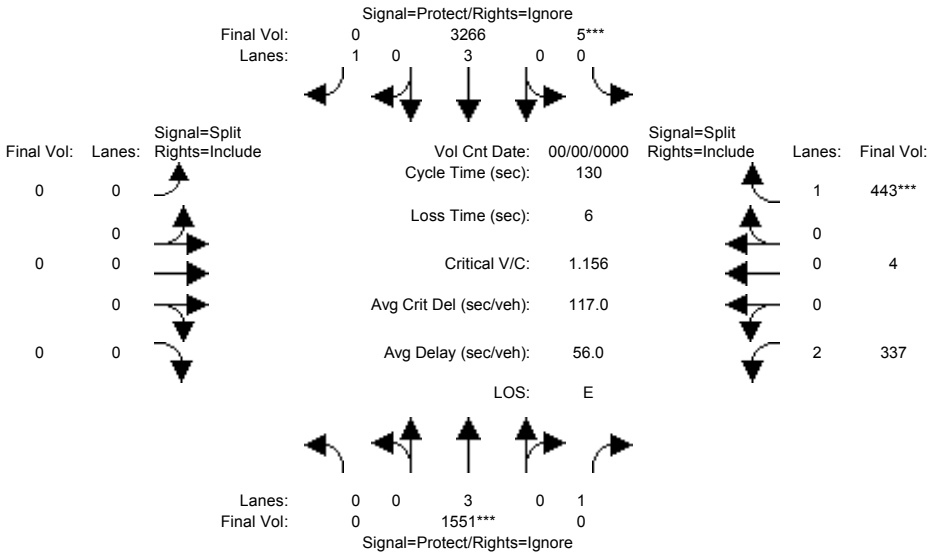
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0	4126		179	0	1139		193	0		0	0	557		0	792
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	4126		179	0	1139		193	0		0	0	557		0	792
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	4126		179	0	1139		193	0		0	0	557		0	792
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	4126		0	0	1139		0	0		0	0	557		0	792
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	4126		0	0	1139		0	0		0	0	557		0	792
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	4126		0	0	1139		0	0		0	0	557		0	792
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00	3.00		1.00	0.00	3.00		1.00	0.00		0.00	0.00	2.00		0.00	1.00
Final Sat.:	0	5700		1750	0	5700		1750	0		0	0	3150		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.72		0.00	0.00	0.20		0.00	0.00		0.00	0.00	0.18		0.00	0.45
Crit Moves:		****				****										****
Green Time:	0.0	82.5		0.0	0.0	82.5		0.0	0.0		0.0	0.0	51.5		0.0	51.5
Volume/Cap:	0.00	1.23		0.00	0.00	0.34		0.00	0.00		0.00	0.00	0.48		0.00	1.23
Delay/Veh:	0.0	135		0.0	0.0	14.8		0.0	0.0		0.0	0.0	34.3		0.0	160.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	135		0.0	0.0	14.8		0.0	0.0		0.0	0.0	34.3		0.0	160.6
LOS by Move:	A	F		A	A	B		A	A		A	A	C		A	F
HCM2k95thQ:	0	136		0	0	15		0	0		0	0	20		0	88

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



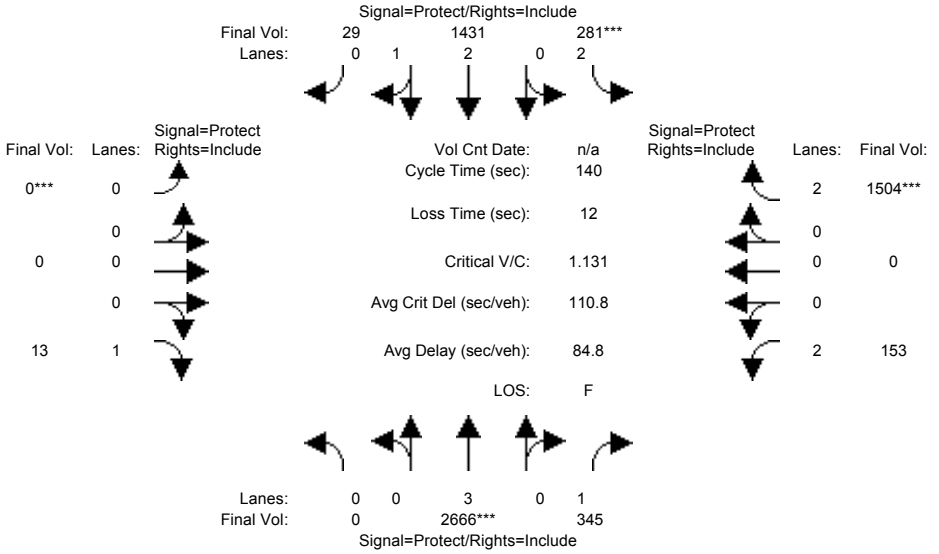
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0	1551		301	5	3266		773	0		0	0	337		4	443
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1551		301	5	3266		773	0		0	0	337		4	443
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1551		301	5	3266		773	0		0	0	337		4	443
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1551		0	5	3266		0	0		0	0	337		4	443
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1551		0	5	3266		0	0		0	0	337		4	443
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1551		0	5	3266		0	0		0	0	337		4	443
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.95	0.98		0.92	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.00	3.00		1.00	0.01	2.99		1.00	0.00		0.00	0.00	1.98		0.02	1.00
Final Sat.:	0	5700		1750	9	5591		1750	0		0	0	3482		41	1800
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27		0.00	0.58	0.58		0.00	0.00		0.00	0.00	0.10		0.10	0.25
Crit Moves:		****			****											****
Green Time:	0.0	30.6		0.0	65.7	96.3		0.0	0.0		0.0	0.0	27.7		27.7	27.7
Volume/Cap:	0.00	1.16		0.00	1.16	0.79		0.00	0.00		0.00	0.00	0.45		0.45	1.16
Delay/Veh:	0.0	129		0.0	106.6	11.6		0.0	0.0		0.0	0.0	44.8		44.8	137.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	129		0.0	106.6	11.6		0.0	0.0		0.0	0.0	44.8		44.8	137.2
LOS by Move:	A	F		A	F	B		A	A		A	A	D		D	F
HCM2k95thQ:	0	51		0	97	46		0	0		0	0	13		13	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



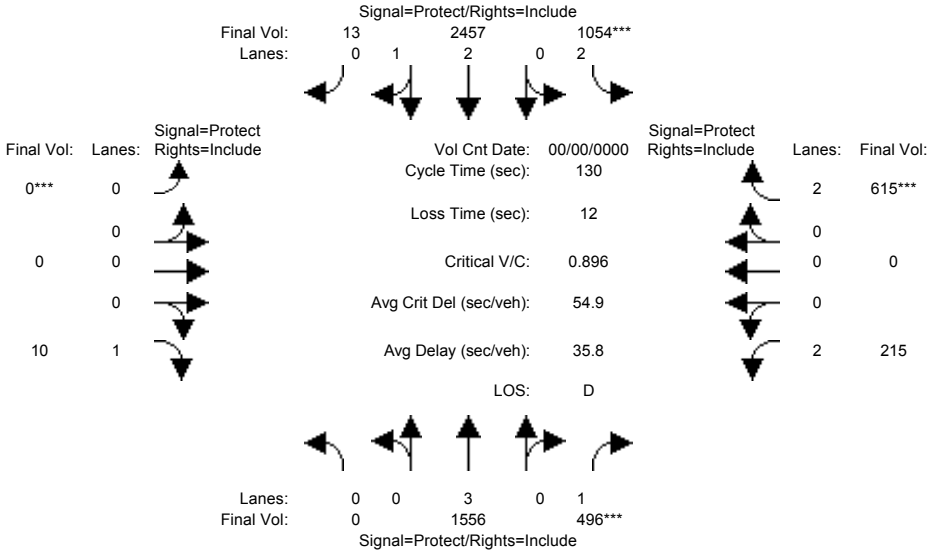
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		2666	345	281		1431	29	0		0	13	153		0	1504
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		2666	345	281		1431	29	0		0	13	153		0	1504
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		2666	345	281		1431	29	0		0	13	153		0	1504
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		2666	345	281		1431	29	0		0	13	153		0	1504
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		2666	345	281		1431	29	0		0	13	153		0	1504
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		2666	345	281		1431	29	0		0	13	153		0	1504
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00		3.00	1.00	2.00		2.94	0.06	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0		5700	1750	3150		5489	111	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00		0.47	0.20	0.09		0.26	0.26	0.00		0.00	0.01	0.05		0.00	0.48
Crit Moves:			****		****				****							****
Green Time:	0.0		57.9	57.9	11.0		68.9	68.9	0.0		0.0	5.6	53.5		0.0	59.1
Volume/Cap:	0.00		1.13	0.48	1.13		0.53	0.53	0.00		0.00	0.19	0.13		0.00	1.13
Delay/Veh:	0.0		106	30.5	161.6		24.6	24.6	0.0		0.0	66.3	28.1		0.0	109.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		106	30.5	161.6		24.6	24.6	0.0		0.0	66.3	28.1		0.0	109.5
LOS by Move:	A		F	C	F		C	C	A		A	E	C		A	F
HCM2k95thQ:	0		74	20	23		25	25	0		0	2	5		0	83

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



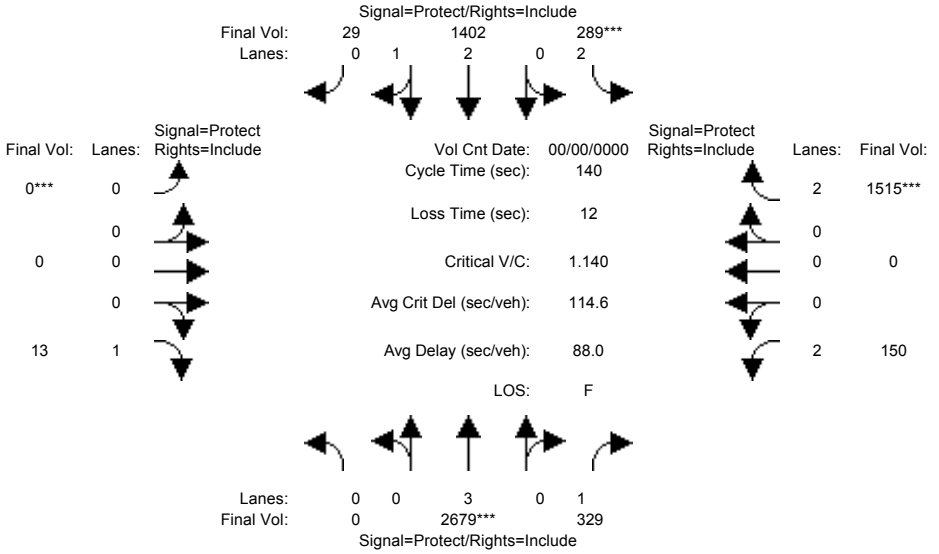
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0		1556	496	1054		2457	13	0		0	10	215		0	615
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1556	496	1054		2457	13	0		0	10	215		0	615
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1556	496	1054		2457	13	0		0	10	215		0	615
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1556	496	1054		2457	13	0		0	10	215		0	615
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1556	496	1054		2457	13	0		0	10	215		0	615
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1556	496	1054		2457	13	0		0	10	215		0	615
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00		3.00	1.00	2.00		2.98	0.02	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0		5700	1750	3150		5570	29	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00		0.27	0.28	0.33		0.44	0.44	0.00		0.00	0.01	0.07		0.00	0.20
Crit Moves:				****	****				****							****
Green Time:	0.0		41.1	41.1	48.5		89.7	89.7	0.0		0.0	2.0	26.4		0.0	28.3
Volume/Cap:	0.00		0.86	0.90	0.90		0.64	0.64	0.00		0.00	0.38	0.34		0.00	0.90
Delay/Veh:	0.0		46.4	59.5	47.5		11.6	11.6	0.0		0.0	72.3	44.6		0.0	63.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		46.4	59.5	47.5		11.6	11.6	0.0		0.0	72.3	44.6		0.0	63.8
LOS by Move:	A		D	E	D		B	B	A		A	E	D		A	E
HCM2k95thQ:	0		31	32	44		32	32	0		0	2	9		0	30

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



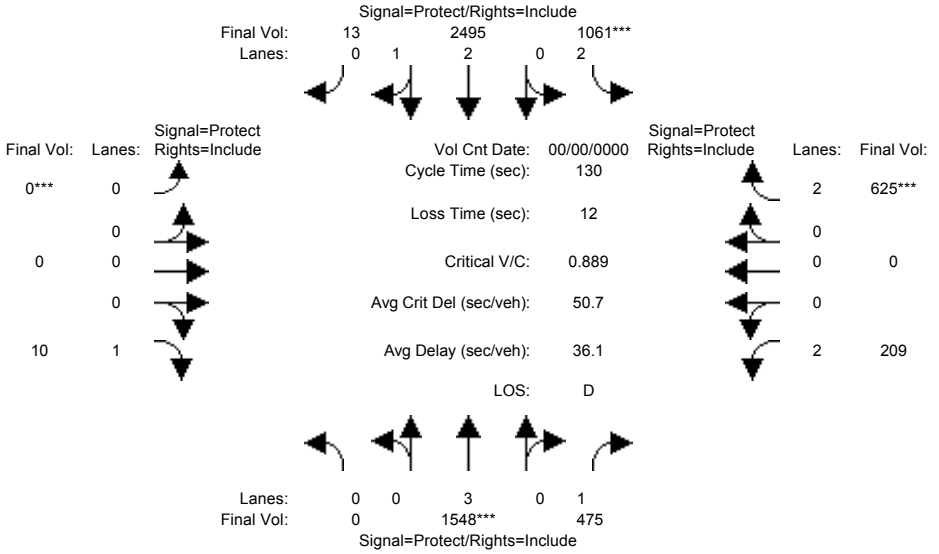
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0	2679		329	289	1402		29	0		0	13	150		0	1515
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	2679		329	289	1402		29	0		0	13	150		0	1515
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	2679		329	289	1402		29	0		0	13	150		0	1515
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	2679		329	289	1402		29	0		0	13	150		0	1515
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	2679		329	289	1402		29	0		0	13	150		0	1515
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	2679		329	289	1402		29	0		0	13	150		0	1515
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.83	0.98		0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00	3.00		1.00	2.00	2.94		0.06	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0	5700		1750	3150	5486		113	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47		0.19	0.09	0.26		0.26	0.00		0.00	0.01	0.05		0.00	0.48
Crit Moves:		****			****				****							****
Green Time:	0.0	57.7		57.7	11.3	69.0		69.0	0.0		0.0	5.6	53.5		0.0	59.0
Volume/Cap:	0.00	1.14		0.46	1.14	0.52		0.52	0.00		0.00	0.19	0.12		0.00	1.14
Delay/Veh:	0.0	110		30.3	164.1	24.4		24.4	0.0		0.0	66.3	28.1		0.0	113.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	110		30.3	164.1	24.4		24.4	0.0		0.0	66.3	28.1		0.0	113.2
LOS by Move:	A	F		C	F	C		C	A		A	E	C		A	F
HCM2k95thQ:	0	76		19	23	25		25	0		0	2	5		0	85

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



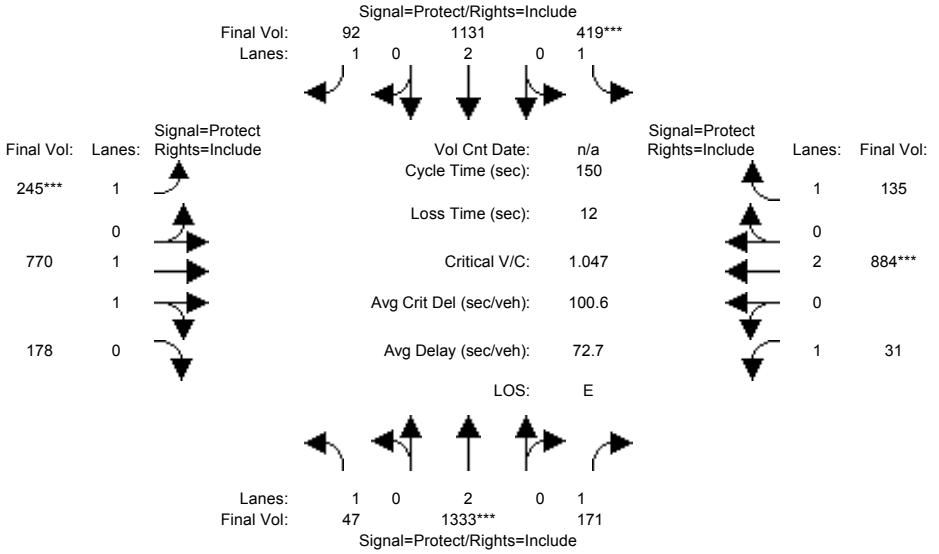
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	7		10	10	0		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0		1548	475	1061		2495	13	0		0	10	209		0	625
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1548	475	1061		2495	13	0		0	10	209		0	625
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1548	475	1061		2495	13	0		0	10	209		0	625
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1548	475	1061		2495	13	0		0	10	209		0	625
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1548	475	1061		2495	13	0		0	10	209		0	625
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1548	475	1061		2495	13	0		0	10	209		0	625
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.83		1.00	0.83
Lanes:	0.00		3.00	1.00	2.00		2.98	0.02	0.00		0.00	1.00	2.00		0.00	2.00
Final Sat.:	0		5700	1750	3150		5571	29	0		0	1750	3150		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.00		0.27	0.27	0.34		0.45	0.45	0.00		0.00	0.01	0.07		0.00	0.20
Crit Moves:			****		****				****							****
Green Time:	0.0		39.7	39.7	49.3		89.0	89.0	0.0		0.0	2.0	27.0		0.0	29.0
Volume/Cap:	0.00		0.89	0.89	0.89		0.65	0.65	0.00		0.00	0.37	0.32		0.00	0.89
Delay/Veh:	0.0		49.1	59.6	46.3		12.1	12.1	0.0		0.0	71.7	44.0		0.0	62.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		49.1	59.6	46.3		12.1	12.1	0.0		0.0	71.7	44.0		0.0	62.2
LOS by Move:	A		D	E	D		B	B	A		A	E	D		A	E
HCM2k95thQ:	0		31	31	44		33	33	0		0	2	9		0	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



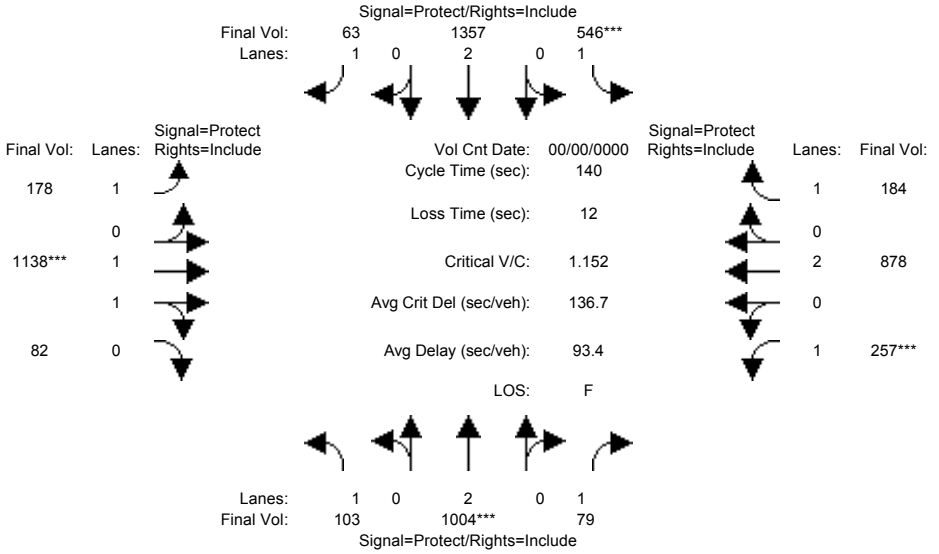
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	1333	171	419	1131	92	245	770	178	31	884	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1333	171	419	1131	92	245	770	178	31	884	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1333	171	419	1131	92	245	770	178	31	884	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1333	171	419	1131	92	245	770	178	31	884	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1333	171	419	1131	92	245	770	178	31	884	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:	47	1333	171	419	1131	92	245	770	178	31	884	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3005	695	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.10	0.24	0.30	0.05	0.14	0.26	0.26	0.02	0.23	0.08
Crit Moves:		****		****			****				****	
Green Time:	11.5	50.3	50.3	34.3	73.1	73.1	20.1	45.2	45.2	8.2	33.3	33.3
Volume/Cap:	0.35	1.05	0.29	1.05	0.61	0.11	1.05	0.85	0.85	0.32	1.05	0.35
Delay/Veh:	67.3	88.2	37.0	115.5	28.6	20.8	136.5	55.6	55.6	70.2	102	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	88.2	37.0	115.5	28.6	20.8	136.5	55.6	55.6	70.2	102	49.7
LOS by Move:	E	F	D	F	C	C	F	E	E	E	F	D
HCM2k95thQ:	4	52	11	42	31	5	30	39	39	3	37	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



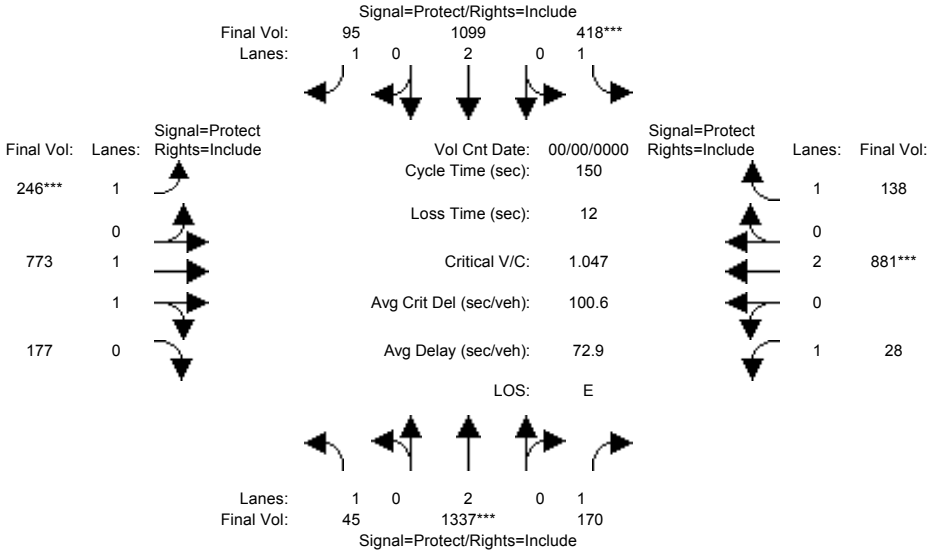
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	103		1004	79	546		1357	63	178		1138	82	257		878	184
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	103		1004	79	546		1357	63	178		1138	82	257		878	184
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	103		1004	79	546		1357	63	178		1138	82	257		878	184
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1004	79	546		1357	63	178		1138	82	257		878	184
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	103		1004	79	546		1357	63	178		1138	82	257		878	184
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	103		1004	79	546		1357	63	178		1138	82	257		878	184
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.86	0.14	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3451	249	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.26	0.05	0.31		0.36	0.04	0.10		0.33	0.33	0.15		0.23	0.11
Crit Moves:			****				****				****				****	
Green Time:	9.9		32.1	32.1	37.9		60.1	60.1	17.7		40.1	40.1	17.9		40.2	40.2
Volume/Cap:	0.83		1.15	0.20	1.15		0.83	0.08	0.80		1.15	1.15	1.15		0.80	0.37
Delay/Veh:	99.8		135	43.8	141.1		39.2	23.7	78.3		129	129.2	168.2		50.6	40.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	99.8		135	43.8	141.1		39.2	23.7	78.3		129	129.2	168.2		50.6	40.2
LOS by Move:	F		F	D	F		D	C	E		F	F	F		D	D
HCM2k95thQ:	10		48	6	55		42	3	19		62	62	29		30	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



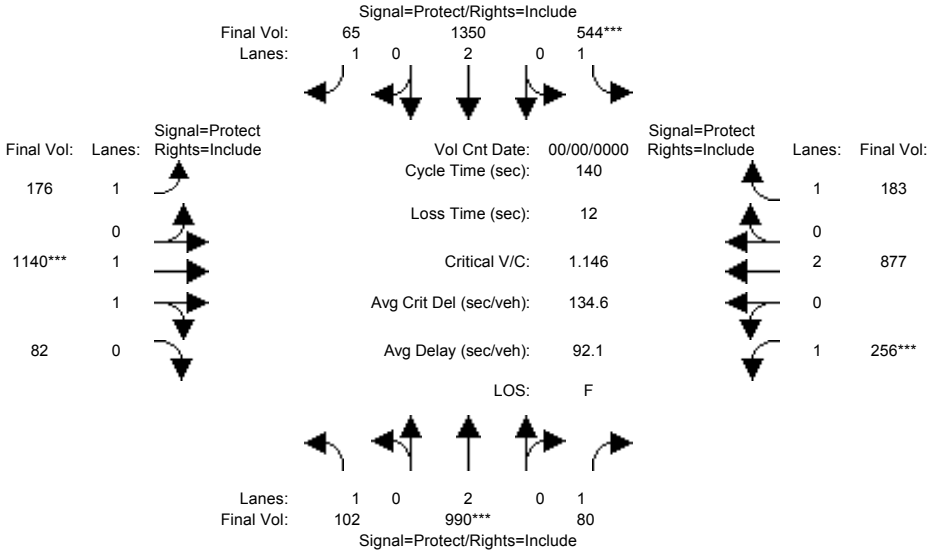
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	45	1337	170		418	1099	95		246	773	177		28	881	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	1337	170		418	1099	95		246	773	177		28	881	138	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	45	1337	170		418	1099	95		246	773	177		28	881	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	45	1337	170		418	1099	95		246	773	177		28	881	138	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	1337	170		418	1099	95		246	773	177		28	881	138	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	45	1337	170		418	1099	95		246	773	177		28	881	138	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.62	0.38		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	3010	689		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.35	0.10		0.24	0.29	0.05		0.14	0.26	0.26		0.02	0.23	0.08	
Crit Moves:		****				****				****				****		
Green Time:	11.8	50.4	50.4		34.2	72.9	72.9		20.1	45.2	45.2		8.2	33.2	33.2	
Volume/Cap:	0.33	1.05	0.29		1.05	0.60	0.11		1.05	0.85	0.85		0.29	1.05	0.36	
Delay/Veh:	66.8	88.2	36.9		115.7	28.4	21.0		136.5	55.8	55.8		69.8	102	49.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	66.8	88.2	36.9		115.7	28.4	21.0		136.5	55.8	55.8		69.8	102	49.9	
LOS by Move:	E	F	D		F	C	C		F	E	E		E	F	D	
HCM2k95thQ:	4	52	11		42	30	5		31	39	39		3	37	10	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



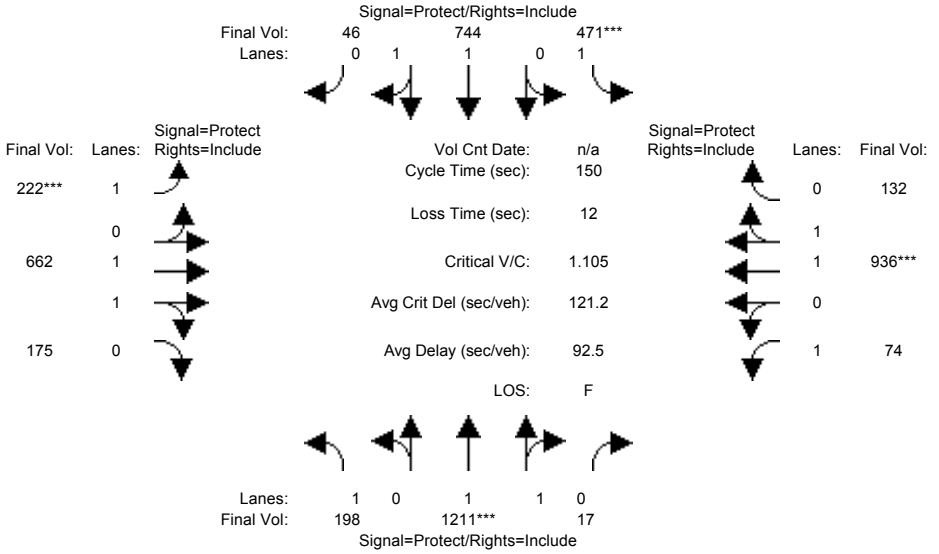
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	102		990	80	544		1350	65	176		1140	82	256		877	183
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	102		990	80	544		1350	65	176		1140	82	256		877	183
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	102		990	80	544		1350	65	176		1140	82	256		877	183
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	102		990	80	544		1350	65	176		1140	82	256		877	183
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	102		990	80	544		1350	65	176		1140	82	256		877	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:	102		990	80	544		1350	65	176		1140	82	256		877	183
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.86	0.14	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3452	248	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.26	0.05	0.31		0.36	0.04	0.10		0.33	0.33	0.15		0.23	0.10
Crit Moves:			****				****				****				****	
Green Time:	9.8		31.8	31.8	38.0		60.0	60.0	17.7		40.3	40.3	17.9		40.5	40.5
Volume/Cap:	0.83		1.15	0.20	1.15		0.83	0.09	0.80		1.15	1.15	1.15		0.80	0.36
Delay/Veh:	99.7		133	44.0	139.0		39.2	23.8	77.5		127	126.9	166.3		50.1	39.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	99.7		133	44.0	139.0		39.2	23.8	77.5		127	126.9	166.3		50.1	39.9
LOS by Move:	F		F	D	F		D	C	E		F	F	F		D	D
HCM2k95thQ:	10		47	6	55		41	3	18		62	62	29		30	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



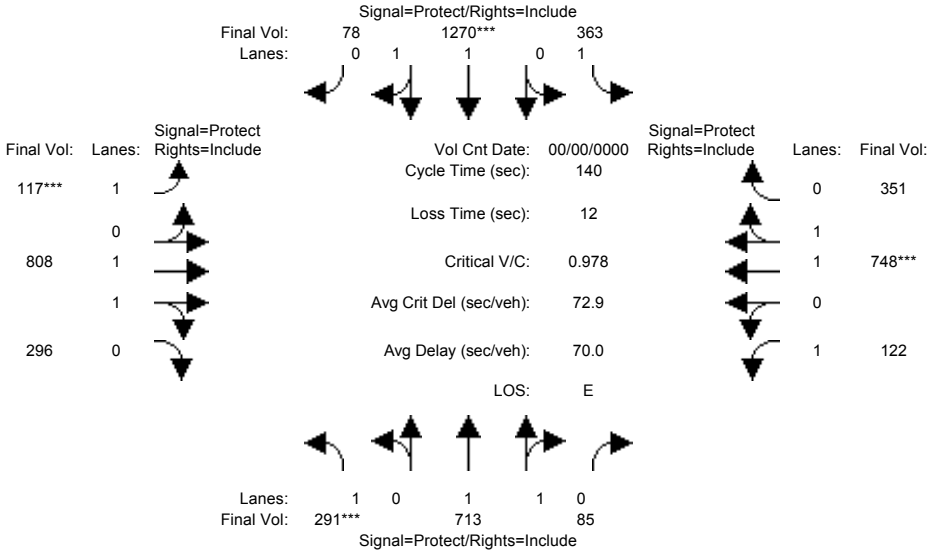
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	198		1211	17	471		744	46	222		662	175	74		936	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:	198		1211	17	471		744	46	222		662	175	74		936	132
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	198		1211	17	471		744	46	222		662	175	74		936	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	198		1211	17	471		744	46	222		662	175	74		936	132
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	198		1211	17	471		744	46	222		662	175	74		936	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
FinalVolume:	198		1211	17	471		744	46	222		662	175	74		936	132
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		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.97	0.03	1.00		1.88	0.12	1.00		1.57	0.43	1.00		1.75	0.25
Final Sat.:	1750		3649	51	1750		3484	215	1750		2926	773	1750		3242	457
Capacity Analysis Module:																
Vol/Sat:	0.11		0.33	0.33	0.27		0.21	0.21	0.13		0.23	0.23	0.04		0.29	0.29
Crit Moves:			****				****				****				****	
Green Time:	28.3		45.1	45.1	36.5		53.3	53.3	17.2		46.8	46.8	9.6		39.2	39.2
Volume/Cap:	0.60		1.10	1.10	1.10		0.60	0.60	1.10		0.73	0.73	0.66		1.10	1.10
Delay/Veh:	58.8		113	113.0	131.9		40.4	40.4	160.8		48.2	48.2	81.9		118	117.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.8		113	113.0	131.9		40.4	40.4	160.8		48.2	48.2	81.9		118	117.5
LOS by Move:	E		F	F	F		D	D	F		D	D	F		F	F
HCM2k95thQ:	18		62	62	49		26	26	30		31	31	7		50	50

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



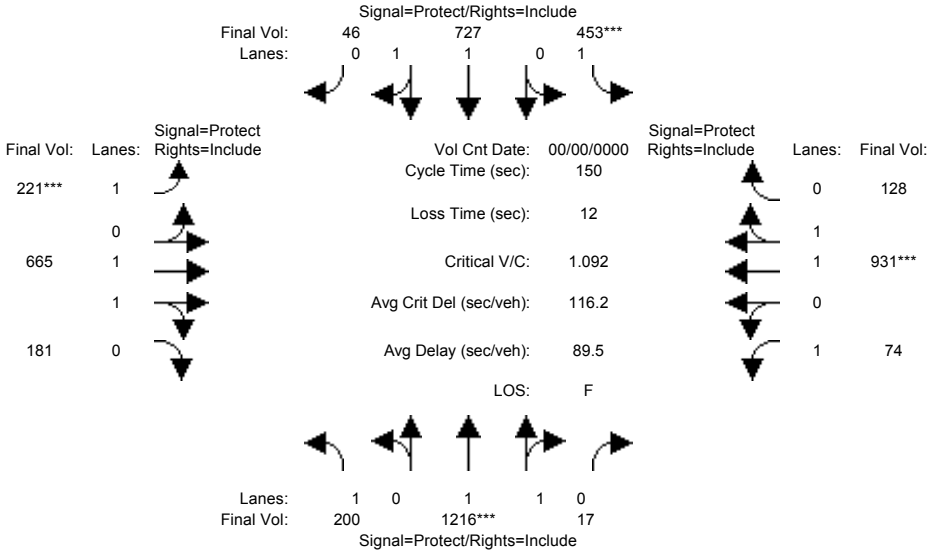
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	291	713	85	363	1270	78	117	808	296	122	748	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	713	85	363	1270	78	117	808	296	122	748	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	713	85	363	1270	78	117	808	296	122	748	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	713	85	363	1270	78	117	808	296	122	748	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	713	85	363	1270	78	117	808	296	122	748	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	713	85	363	1270	78	117	808	296	122	748	351
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	0.99	0.95
Lanes:	1.00	1.78	0.22	1.00	1.88	0.12	1.00	1.45	0.55	1.00	1.34	0.66
Final Sat.:	1750	3306	394	1750	3486	214	1750	2707	992	1750	2517	1181
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.21	0.36	0.36	0.07	0.30	0.30	0.07	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	23.8	38.7	38.7	37.2	52.1	52.1	9.6	42.2	42.2	9.9	42.5	42.5
Volume/Cap:	0.98	0.78	0.78	0.78	0.98	0.98	0.98	0.99	0.99	0.99	0.98	0.98
Delay/Veh:	104.0	50.6	50.6	55.9	62.6	62.6	140.4	73.1	73.1	142.7	70.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.0	50.6	50.6	55.9	62.6	62.6	140.4	73.1	73.1	142.7	70.0	70.0
LOS by Move:	F	D	D	E	E	E	F	E	E	F	E	E
HCM2k95thQ:	31	30	30	27	50	50	16	48	48	13	43	43

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



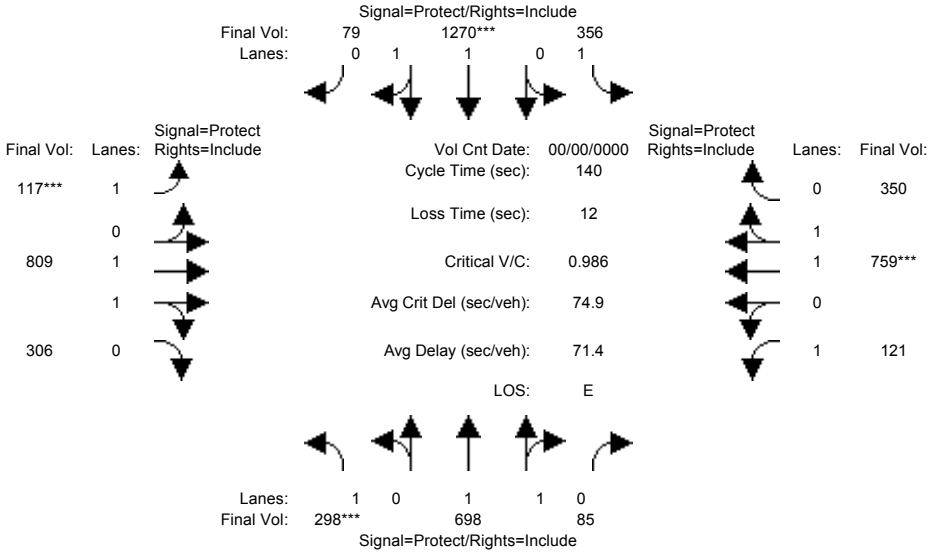
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	200		1216	17	453		727	46	221		665	181	74		931	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:	200		1216	17	453		727	46	221		665	181	74		931	128
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	200		1216	17	453		727	46	221		665	181	74		931	128
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	200		1216	17	453		727	46	221		665	181	74		931	128
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	200		1216	17	453		727	46	221		665	181	74		931	128
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	200		1216	17	453		727	46	221		665	181	74		931	128
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		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.97	0.03	1.00		1.88	0.12	1.00		1.56	0.44	1.00		1.75	0.25
Final Sat.:	1750		3649	51	1750		3480	220	1750		2908	791	1750		3252	447
Capacity Analysis Module:																
Vol/Sat:	0.11		0.33	0.33	0.26		0.21	0.21	0.13		0.23	0.23	0.04		0.29	0.29
Crit Moves:			****				****				****				****	
Green Time:	28.8		45.8	45.8	35.6		52.6	52.6	17.3		47.1	47.1	9.6		39.3	39.3
Volume/Cap:	0.60		1.09	1.09	1.09		0.60	0.60	1.09		0.73	0.73	0.66		1.09	1.09
Delay/Veh:	58.2		108	107.6	128.5		40.8	40.8	156.3		48.2	48.2	82.3		113	112.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.2		108	107.6	128.5		40.8	40.8	156.3		48.2	48.2	82.3		113	112.7
LOS by Move:	E		F	F	F		D	D	F		D	D	F		F	F
HCM2k95thQ:	18		61	61	47		25	25	29		32	32	7		48	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



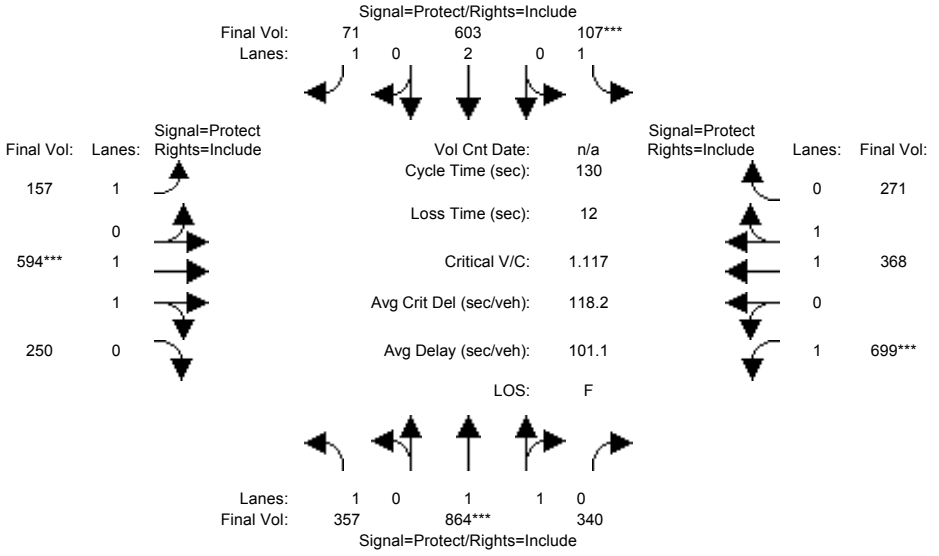
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << AM																
Base Vol:	298		698	85	356		1270	79	117		809	306	121		759	350
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	298		698	85	356		1270	79	117		809	306	121		759	350
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	298		698	85	356		1270	79	117		809	306	121		759	350
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	298		698	85	356		1270	79	117		809	306	121		759	350
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	298		698	85	356		1270	79	117		809	306	121		759	350
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	298		698	85	356		1270	79	117		809	306	121		759	350
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		0.99	0.95
Lanes:	1.00		1.78	0.22	1.00		1.88	0.12	1.00		1.44	0.56	1.00		1.35	0.65
Final Sat.:	1750		3298	402	1750		3483	217	1750		2684	1015	1750		2531	1167
Capacity Analysis Module:																
Vol/Sat:	0.17		0.21	0.21	0.20		0.36	0.36	0.07		0.30	0.30	0.07		0.30	0.30
Crit Moves:	****				****				****				****			
Green Time:	24.2		38.7	38.7	37.2		51.8	51.8	9.5		42.3	42.3	9.7		42.6	42.6
Volume/Cap:	0.99		0.77	0.77	0.77		0.99	0.99	0.99		1.00	1.00	1.00		0.99	0.99
Delay/Veh:	105.6		50.0	50.0	54.8		64.7	64.7	143.3		74.8	74.8	145.7		71.8	71.8
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:	105.6		50.0	50.0	54.8		64.7	64.7	143.3		74.8	74.8	145.7		71.8	71.8
LOS by Move:	F		D	D	D		E	E	F		E	E	F		E	E
HCM2k95thQ:	32		30	30	26		50	50	16		49	49	13		44	44

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



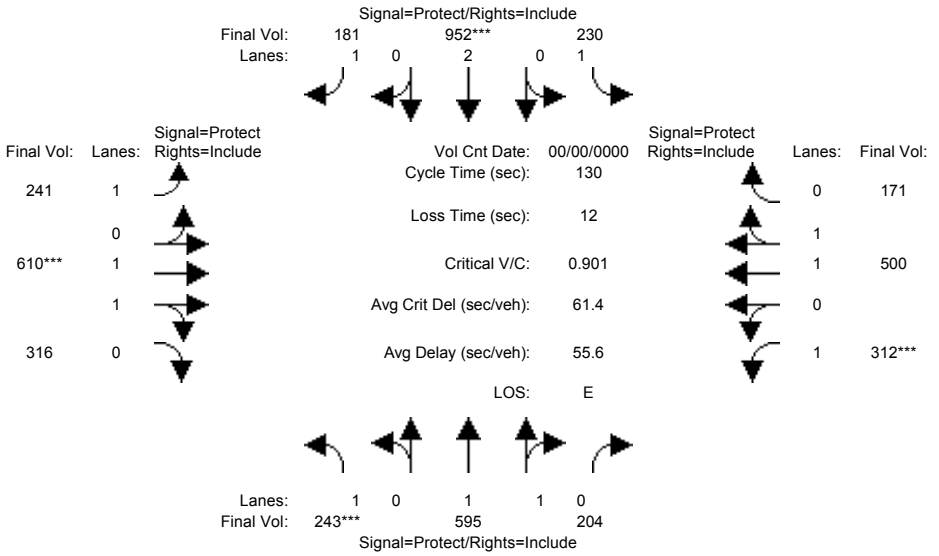
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	357	864	340	107	603	71	157	594	250	699	368	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	864	340	107	603	71	157	594	250	699	368	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	864	340	107	603	71	157	594	250	699	368	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:	357	864	340	107	603	71	157	594	250	699	368	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	864	340	107	603	71	157	594	250	699	368	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
FinalVolume:	357	864	340	107	603	71	157	594	250	699	368	271
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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.39	0.61	1.00	1.13	0.87
Final Sat.:	1750	2654	1045	1750	3800	1750	1750	2603	1096	1750	2130	1568
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.33	0.06	0.16	0.04	0.09	0.23	0.23	0.40	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	25.3	37.9	37.9	7.1	19.7	19.7	25.0	26.5	26.5	46.5	48.1	48.1
Volume/Cap:	1.05	1.12	1.12	1.12	1.05	0.27	0.47	1.12	1.12	1.12	0.47	0.47
Delay/Veh:	114.3	112	111.7	188.6	106	49.3	47.7	122	121.7	114.5	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:	114.3	112	111.7	188.6	106	49.3	47.7	122	121.7	114.5	31.5	31.5
LOS by Move:	F	F	F	F	F	D	D	F	F	F	C	C
HCM2k95thQ:	37	57	57	17	31	6	11	40	40	65	18	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



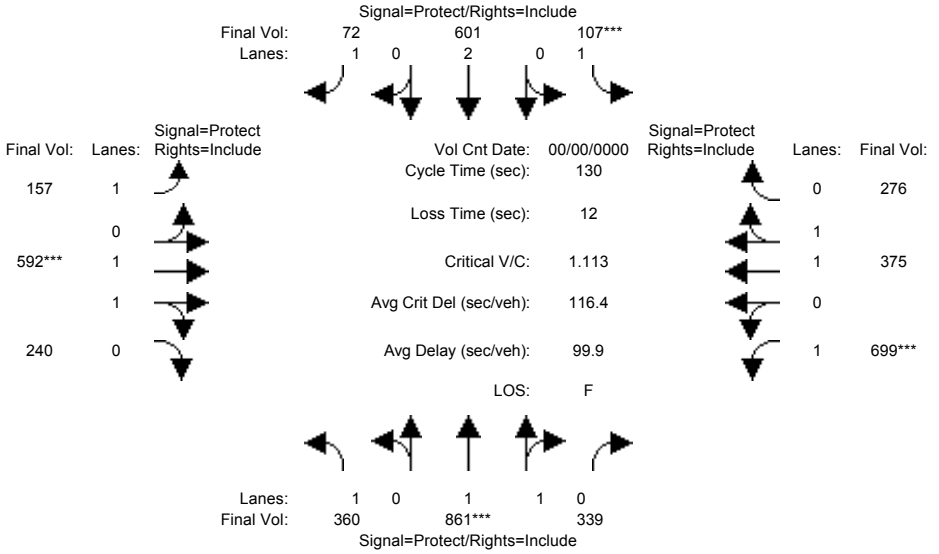
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:15-5:15PM																
Base Vol:	243		595	204	230		952	181	241		610	316	312		500	171
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	243		595	204	230		952	181	241		610	316	312		500	171
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	243		595	204	230		952	181	241		610	316	312		500	171
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	243		595	204	230		952	181	241		610	316	312		500	171
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	243		595	204	230		952	181	241		610	316	312		500	171
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	243		595	204	230		952	181	241		610	316	312		500	171
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		0.99	0.95	0.92		0.98	0.95
Lanes:	1.00		1.48	0.52	1.00		2.00	1.00	1.00		1.30	0.70	1.00		1.48	0.52
Final Sat.:	1750		2755	944	1750		3800	1750	1750		2436	1262	1750		2756	943
Capacity Analysis Module:																
Vol/Sat:	0.14		0.22	0.22	0.13		0.25	0.10	0.14		0.25	0.25	0.18		0.18	0.18
Crit Moves:	****				****				****				****			
Green Time:	20.0		34.9	34.9	21.2		36.1	36.1	26.7		36.1	36.1	25.7		35.1	35.1
Volume/Cap:	0.90		0.80	0.80	0.80		0.90	0.37	0.67		0.90	0.90	0.90		0.67	0.67
Delay/Veh:	84.5		49.2	49.2	67.5		55.8	38.3	52.5		56.0	56.0	76.3		44.1	44.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	84.5		49.2	49.2	67.5		55.8	38.3	52.5		56.0	56.0	76.3		44.1	44.1
LOS by Move:	F		D	D	E		E	D	D		E	E	E		D	D
HCM2k95thQ:	24		30	30	21		36	12	18		34	34	26		22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



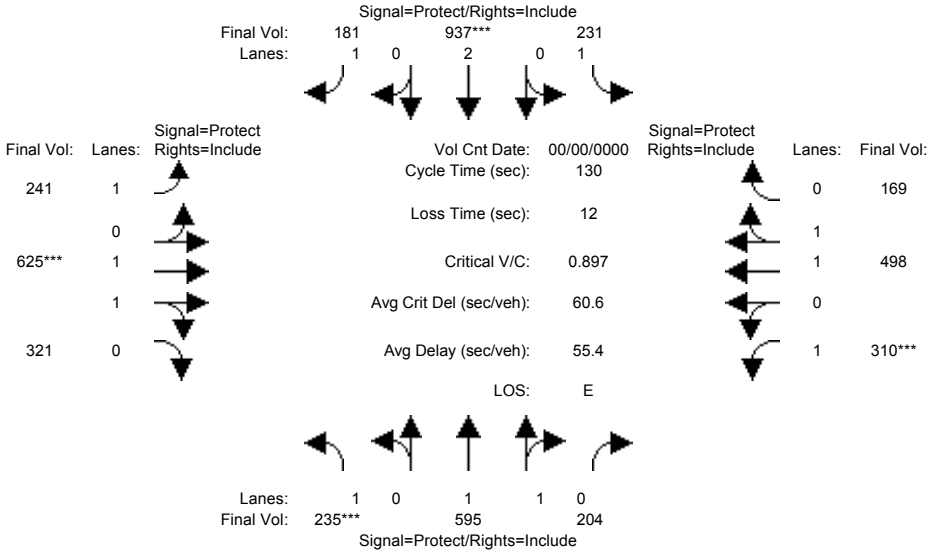
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	360		861	339	107		601	72	157		592	240	699		375	276
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	360		861	339	107		601	72	157		592	240	699		375	276
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	360		861	339	107		601	72	157		592	240	699		375	276
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	360		861	339	107		601	72	157		592	240	699		375	276
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	360		861	339	107		601	72	157		592	240	699		375	276
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	360		861	339	107		601	72	157		592	240	699		375	276
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		0.98	0.95	0.92		0.99	0.95
Lanes:	1.00		1.42	0.58	1.00		2.00	1.00	1.00		1.41	0.59	1.00		1.13	0.87
Final Sat.:	1750		2654	1045	1750		3800	1750	1750		2632	1067	1750		2130	1568
Capacity Analysis Module:																
Vol/Sat:	0.21		0.32	0.32	0.06		0.16	0.04	0.09		0.22	0.22	0.40		0.18	0.18
Crit Moves:			****				****				****				****	
Green Time:	25.5		37.9	37.9	7.1		19.6	19.6	24.6		26.3	26.3	46.7		48.3	48.3
Volume/Cap:	1.05		1.11	1.11	1.11		1.05	0.27	0.47		1.11	1.11	1.11		0.47	0.47
Delay/Veh:	114.6		110	109.8	186.8		107	49.5	48.0		120	120.2	112.6		31.4	31.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	114.6		110	109.8	186.8		107	49.5	48.0		120	120.2	112.6		31.4	31.4
LOS by Move:	F		F	F	F		F	D	D		F	F	F		C	C
HCM2k95thQ:	37		57	57	16		31	6	11		40	40	65		18	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



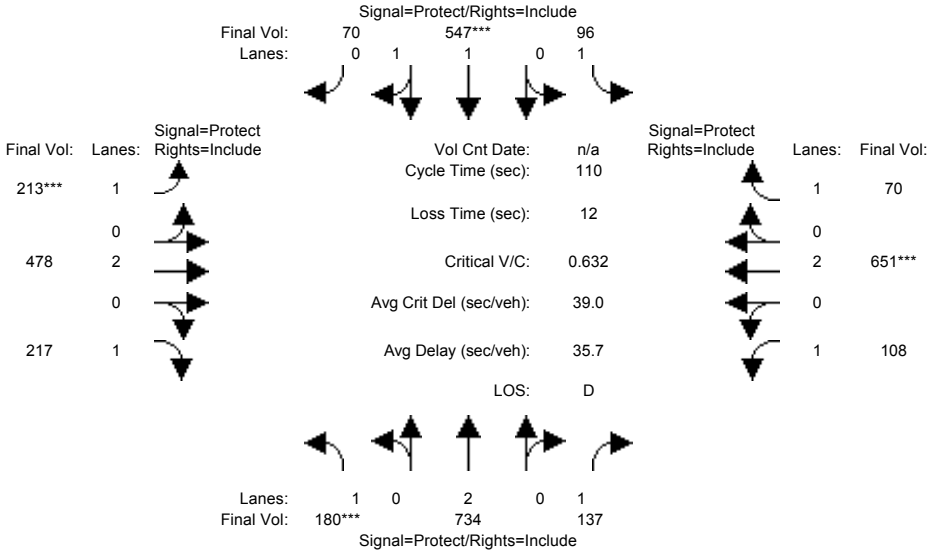
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:15-5:15PM												
Base Vol:	235	595	204	231	937	181	241	625	321	310	498	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	595	204	231	937	181	241	625	321	310	498	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	595	204	231	937	181	241	625	321	310	498	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	595	204	231	937	181	241	625	321	310	498	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	595	204	231	937	181	241	625	321	310	498	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	595	204	231	937	181	241	625	321	310	498	169
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	1.30	0.70	1.00	1.48	0.52
Final Sat.:	1750	2755	944	1750	3800	1750	1750	2444	1255	1750	2762	937
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.13	0.25	0.10	0.14	0.26	0.26	0.18	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	19.5	34.3	34.3	20.9	35.8	35.8	27.2	37.1	37.1	25.7	35.6	35.6
Volume/Cap:	0.90	0.82	0.82	0.82	0.90	0.38	0.66	0.90	0.90	0.90	0.66	0.66
Delay/Veh:	84.4	50.5	50.5	69.7	55.6	38.6	51.5	54.7	54.7	75.5	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	50.5	50.5	69.7	55.6	38.6	51.5	54.7	54.7	75.5	43.4	43.4
LOS by Move:	F	D	D	E	E	D	D	D	D	E	D	D
HCM2k95thQ:	24	30	30	21	36	12	18	34	34	25	22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



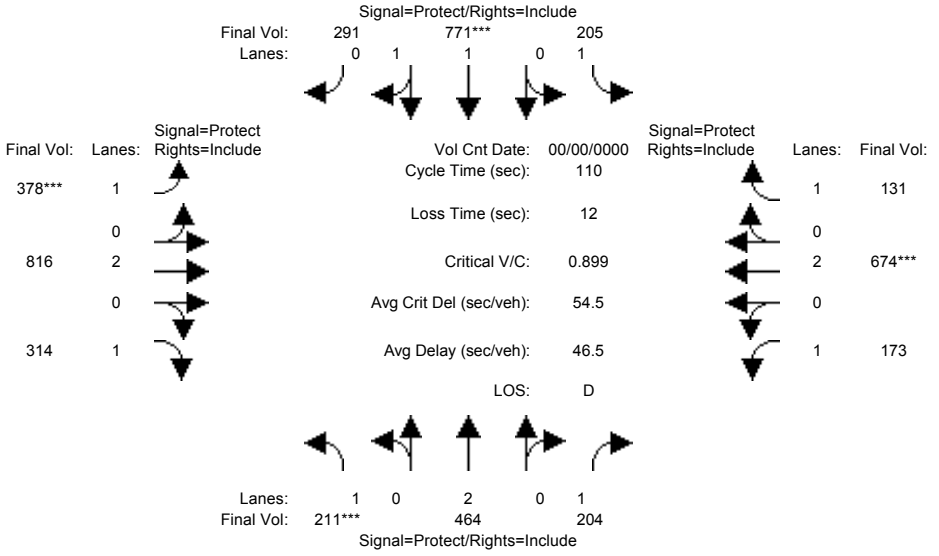
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	734	137	96	547	70	213	478	217	108	651	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	734	137	96	547	70	213	478	217	108	651	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	734	137	96	547	70	213	478	217	108	651	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	734	137	96	547	70	213	478	217	108	651	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	734	137	96	547	70	213	478	217	108	651	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:	180	734	137	96	547	70	213	478	217	108	651	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3280	420	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.08	0.05	0.17	0.17	0.12	0.13	0.12	0.06	0.17	0.04
Crit Moves:	****				****		****				****	
Green Time:	17.9	35.3	35.3	11.6	29.0	29.0	21.2	33.9	33.9	17.1	29.8	29.8
Volume/Cap:	0.63	0.60	0.24	0.52	0.63	0.63	0.63	0.41	0.40	0.40	0.63	0.15
Delay/Veh:	47.5	32.3	27.7	49.1	37.1	37.1	44.7	30.4	30.5	42.7	36.5	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:	47.5	32.3	27.7	49.1	37.1	37.1	44.7	30.4	30.5	42.7	36.5	30.6
LOS by Move:	D	C	C	D	D	D	D	C	C	D	D	C
HCM2k95thQ:	12	19	7	7	17	17	14	12	12	8	19	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



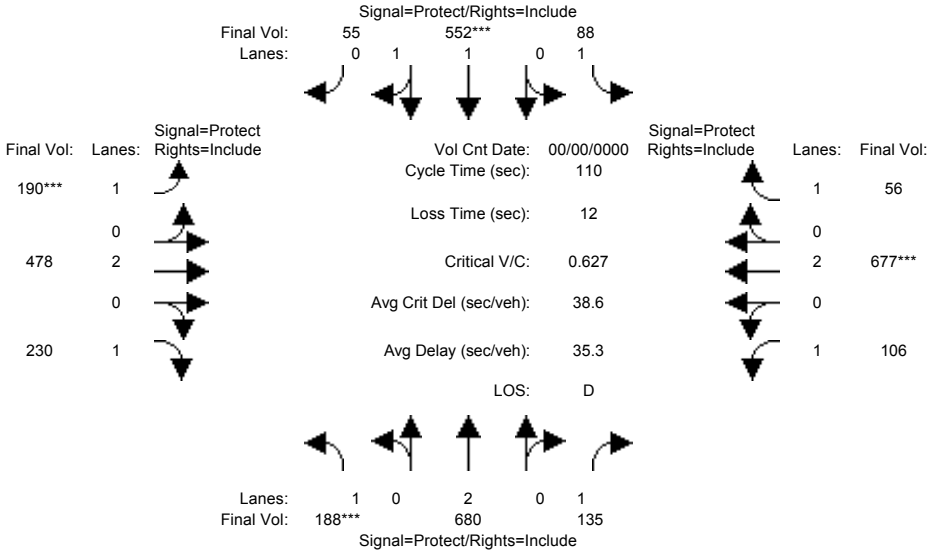
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	211		464	204	205		771	291	378		816	314	173		674	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:	211		464	204	205		771	291	378		816	314	173		674	131
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	211		464	204	205		771	291	378		816	314	173		674	131
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	211		464	204	205		771	291	378		816	314	173		674	131
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	211		464	204	205		771	291	378		816	314	173		674	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:	211		464	204	205		771	291	378		816	314	173		674	131
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.44	0.56	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		2685	1014	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.12		0.12	0.12	0.12		0.29	0.29	0.22		0.21	0.18	0.10		0.18	0.07
Crit Moves:	****						****		****						****	
Green Time:	14.8		25.5	25.5	24.4		35.1	35.1	26.4		33.0	33.0	15.2		21.7	21.7
Volume/Cap:	0.90		0.53	0.50	0.53		0.90	0.90	0.90		0.72	0.60	0.72		0.90	0.38
Delay/Veh:	80.0		37.6	37.8	39.1		45.2	45.2	62.2		36.6	34.8	55.2		56.9	39.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	80.0		37.6	37.8	39.1		45.2	45.2	62.2		36.6	34.8	55.2		56.9	39.0
LOS by Move:	F		D	D	D		D	D	E		D	C	E		E	D
HCM2k95thQ:	16		13	12	12		33	33	26		22	18	14		26	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



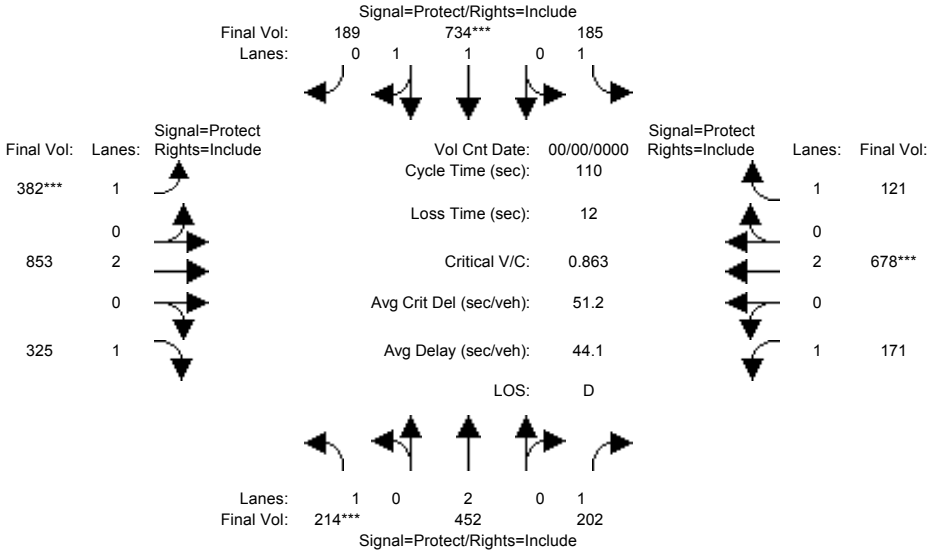
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	188	680	135	88	552	55	190	478	230	106	677	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	680	135	88	552	55	190	478	230	106	677	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	680	135	88	552	55	190	478	230	106	677	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	680	135	88	552	55	190	478	230	106	677	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	680	135	88	552	55	190	478	230	106	677	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	680	135	88	552	55	190	478	230	106	677	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3364	335	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.08	0.05	0.16	0.16	0.11	0.13	0.13	0.06	0.18	0.03
Crit Moves:	****				****		****				****	
Green Time:	18.9	35.2	35.2	12.5	28.8	28.8	19.1	33.9	33.9	16.4	31.3	31.3
Volume/Cap:	0.63	0.56	0.24	0.44	0.63	0.63	0.63	0.41	0.43	0.41	0.63	0.11
Delay/Veh:	46.5	31.6	27.8	47.1	37.2	37.2	46.3	30.3	30.8	43.4	35.4	29.2
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:	46.5	31.6	27.8	47.1	37.2	37.2	46.3	30.3	30.8	43.4	35.4	29.2
LOS by Move:	D	C	C	D	D	D	D	C	C	D	D	C
HCM2k95thQ:	12	17	7	6	17	17	12	12	12	8	19	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



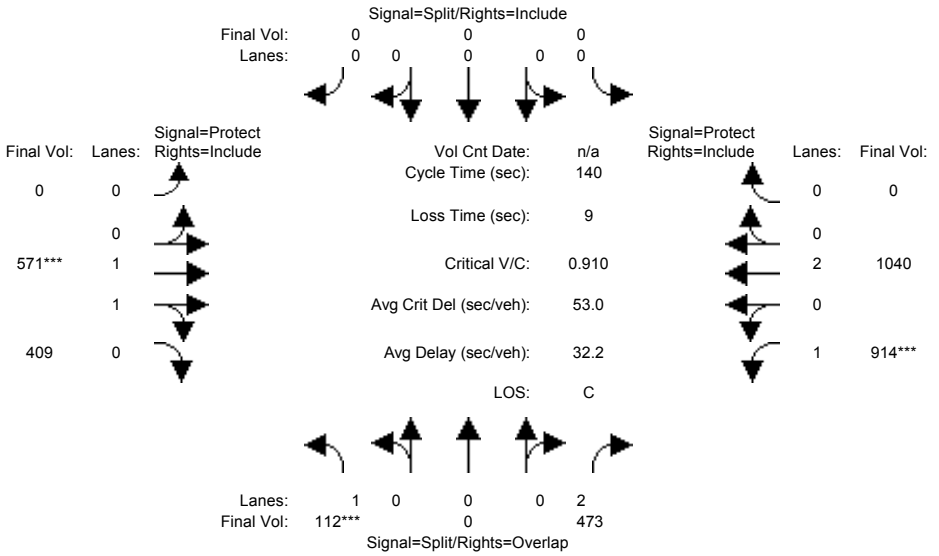
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	214	452	202	185	734	189	382	853	325	171	678	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	452	202	185	734	189	382	853	325	171	678	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	452	202	185	734	189	382	853	325	171	678	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	452	202	185	734	189	382	853	325	171	678	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	452	202	185	734	189	382	853	325	171	678	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	452	202	185	734	189	382	853	325	171	678	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2942	757	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.25	0.25	0.22	0.22	0.19	0.10	0.18	0.07
Crit Moves:	****				****		****				****	
Green Time:	15.6	25.1	25.1	22.3	31.8	31.8	27.8	35.2	35.2	15.3	22.8	22.8
Volume/Cap:	0.86	0.52	0.51	0.52	0.86	0.86	0.86	0.70	0.58	0.70	0.86	0.33
Delay/Veh:	71.4	37.8	38.1	40.5	44.4	44.4	55.1	34.6	32.7	53.9	51.8	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	37.8	38.1	40.5	44.4	44.4	55.1	34.6	32.7	53.9	51.8	37.7
LOS by Move:	E	D	D	D	D	D	E	C	C	D	D	D
HCM2k95thQ:	16	13	12	11	29	29	26	23	18	14	25	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



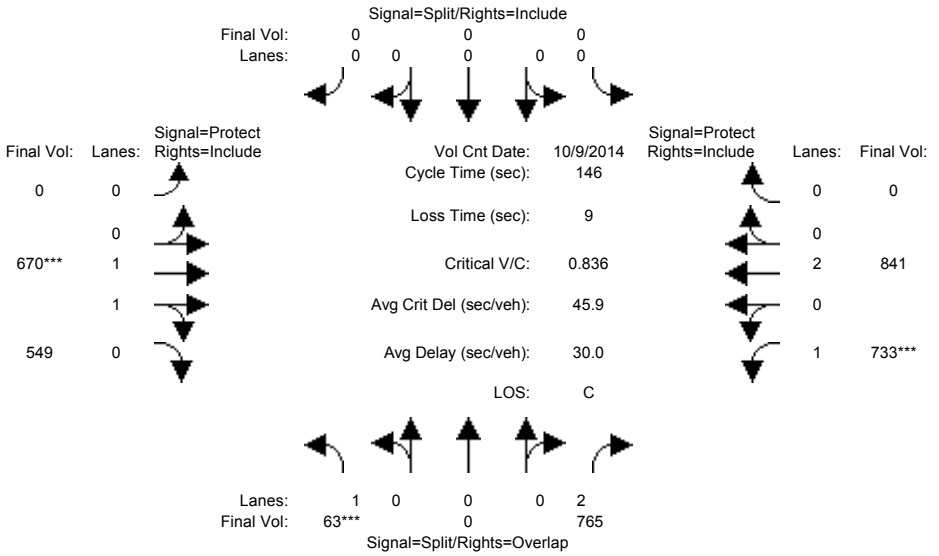
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module:																
Base Vol:	112		0	473	0		0	0	0		571	409	914		1040	0
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:	112		0	473	0		0	0	0		571	409	914		1040	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	112		0	473	0		0	0	0		571	409	914		1040	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	112		0	473	0		0	0	0		571	409	914		1040	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	112		0	473	0		0	0	0		571	409	914		1040	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	112		0	473	0		0	0	0		571	409	914		1040	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.14		0.86	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0		2155	1543	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00		0.15	0.00	0.00		0.00	0.00	0.27		0.27	0.52	0.27		0.00
Crit Moves:	****									****			****			
Green Time:	10.0		0.0	90.3	0.0		0.0	0.0	0.0	40.7		40.7	80.3	121		0.0
Volume/Cap:	0.90	0.00		0.23	0.00	0.00		0.00	0.00	0.91		0.91	0.91	0.32		0.00
Delay/Veh:	114.5		0.0	10.5	0.0		0.0	0.0	0.0	59.3		59.3	38.8	1.8		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:	114.5		0.0	10.5	0.0		0.0	0.0	0.0	59.3		59.3	38.8	1.8		0.0
LOS by Move:	F		A	B	A		A	A	A		E	E	D		A	A
HCM2k95thQ:	15		0	10	0		0	0	0		37	37	64		8	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



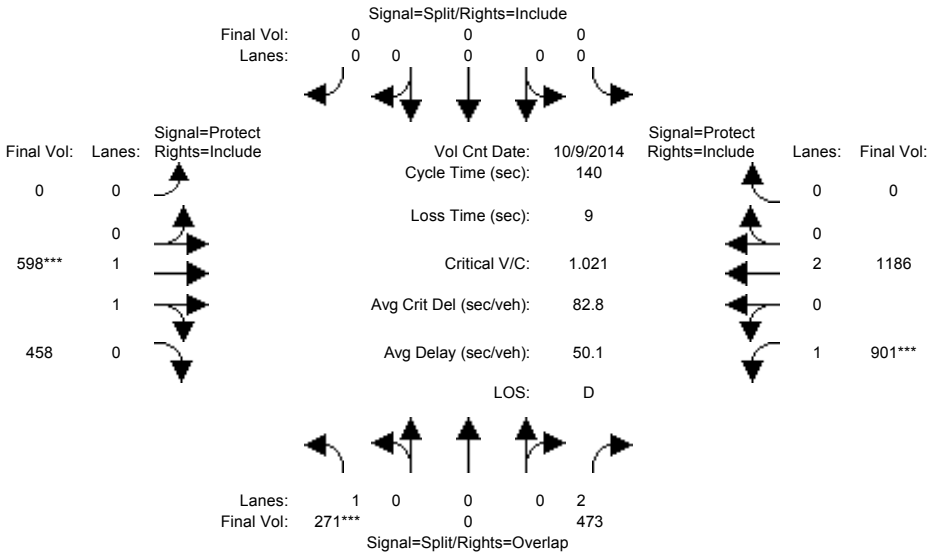
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	63		0	765	0		0	0	0		670	549	733		841	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:	63		0	765	0		0	0	0		670	549	733		841	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	63		0	765	0		0	0	0		670	549	733		841	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	63		0	765	0		0	0	0		670	549	733		841	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	63		0	765	0		0	0	0		670	549	733		841	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	63		0	765	0		0	0	0		670	549	733		841	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	1.00		0.95	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.07		0.93	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0	2032		1665	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00		0.24	0.00	0.00		0.00	0.00	0.33		0.33	0.42	0.22		0.00
Crit Moves:	****									****			****			
Green Time:	10.0		0.0	81.1	0.0		0.0	0.0	0.0	55.9		55.9	71.1	127		0.0
Volume/Cap:	0.53	0.00		0.44	0.00	0.00		0.00	0.00	0.86		0.86	0.86	0.25		0.00
Delay/Veh:	70.0		0.0	19.2	0.0		0.0	0.0	0.0	47.0		47.0	42.0	1.6		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:	70.0		0.0	19.2	0.0		0.0	0.0	0.0	47.0		47.0	42.0	1.6		0.0
LOS by Move:	E		A	B	A		A	A	A	D		D	D	A		A
HCM2k95thQ:	7		0	21	0		0	0	0	44		44	53	6		0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



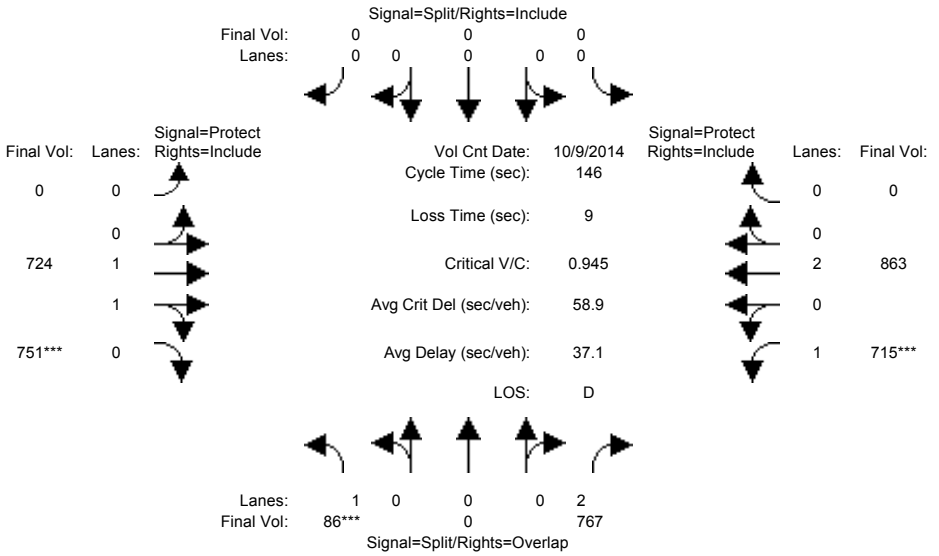
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	271		0	473	0		0	0	0		598	458	901		1186	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:	271		0	473	0		0	0	0		598	458	901		1186	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	271		0	473	0		0	0	0		598	458	901		1186	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	271		0	473	0		0	0	0		598	458	901		1186	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	271		0	473	0		0	0	0		598	458	901		1186	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	271		0	473	0		0	0	0		598	458	901		1186	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.92
Lanes:	1.00		0.00	2.00	0.00		0.00	0.00	0.00		1.11	0.89	1.00		2.00	0.00
Final Sat.:	1750		0	3150	0		0	0	0		2094	1604	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.15		0.00	0.15	0.00		0.00	0.00	0.29		0.29	0.51	0.31		0.31	0.00
Crit Moves:	****								****			****				
Green Time:	21.2		0.0	91.8	0.0		0.0	0.0	39.2		39.2	70.6	110			0.0
Volume/Cap:	1.02		0.00	0.23	0.00		0.00	0.00	1.02		1.02	1.02	0.40		0.40	0.00
Delay/Veh:	120.1		0.0	9.8	0.0		0.0	0.0	83.8		83.8	70.4	4.8		4.8	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:	120.1		0.0	9.8	0.0		0.0	0.0	83.8		83.8	70.4	4.8		4.8	0.0
LOS by Move:	F		A	A	A		A	A	F		F	E	A		A	A
HCM2k95thQ:	31		0	9	0		0	0	44		44	77	15			0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



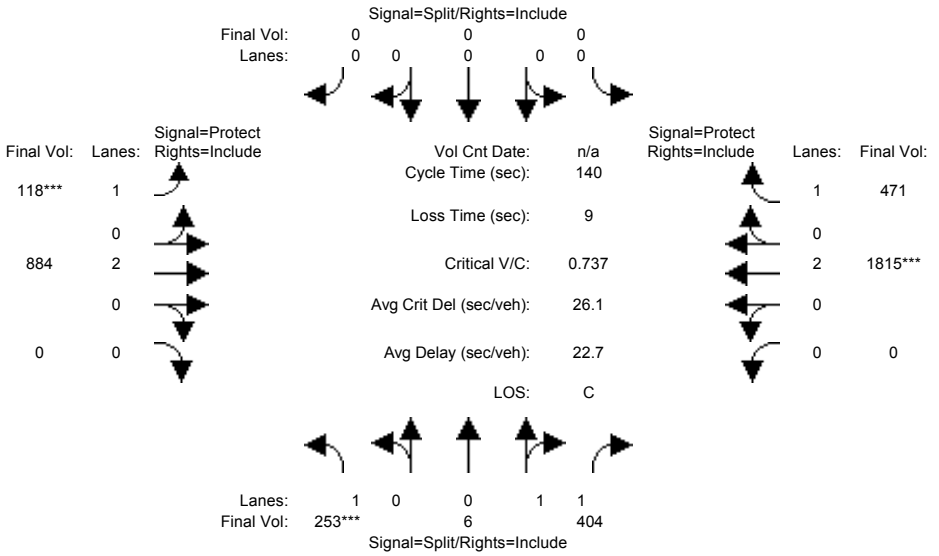
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	86		0	767	0		0	0	0		724	751	715		863	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:	86		0	767	0		0	0	0		724	751	715		863	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	86		0	767	0		0	0	0		724	751	715		863	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	86		0	767	0		0	0	0		724	751	715		863	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	86		0	767	0		0	0	0		724	751	715		863	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	86		0	767	0		0	0	0		724	751	715		863	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.83	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.00		1.00	1.00	2.00		0.00
Final Sat.:	1750		0	3150	0		0	0	0	1900		1750	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00		0.24	0.00	0.00		0.00	0.00	0.38		0.43	0.41	0.23		0.00
Crit Moves:	****											****	****			
Green Time:	10.0		0.0	71.9	0.0		0.0	0.0	0.0	65.1		65.1	61.9	127		0.0
Volume/Cap:	0.72	0.00		0.49	0.00	0.00		0.00	0.00	0.86		0.96	0.96	0.26		0.00
Delay/Veh:	85.4		0.0	25.1	0.0		0.0	0.0	0.0	40.7		54.4	65.1	1.6		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:	85.4		0.0	25.1	0.0		0.0	0.0	0.0	40.7		54.4	65.1	1.6		0.0
LOS by Move:	F		A	C	A		A	A	A		D	D	E		A	A
HCM2k95thQ:	11		0	24	0		0	0	0		48	61	61		7	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3211: 101/McKEE(E) [Study Int 5]



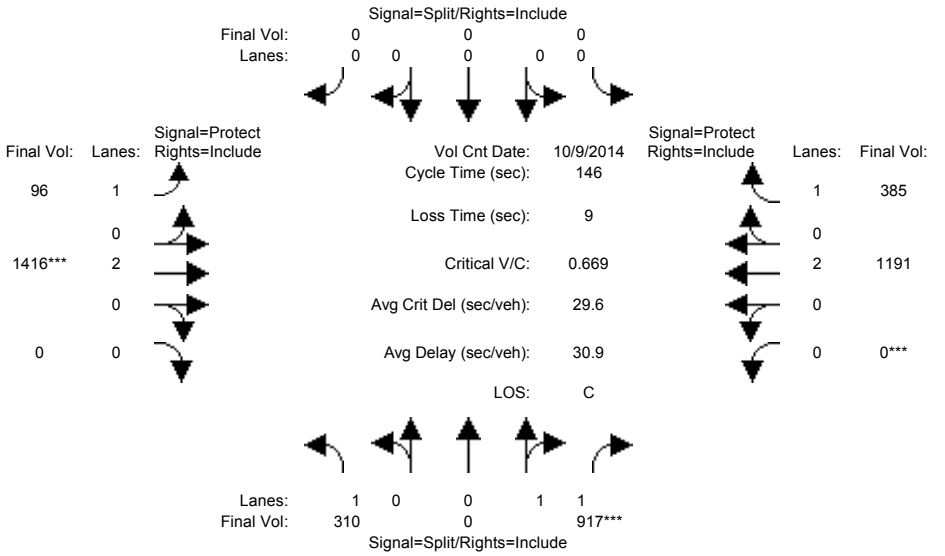
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	6	404	0	0	0	118	884	0	0	1815	471
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	6	404	0	0	0	118	884	0	0	1815	471
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	6	404	0	0	0	118	884	0	0	1815	471
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	6	404	0	0	0	118	884	0	0	1815	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	6	404	0	0	0	118	884	0	0	1815	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	6	404	0	0	0	118	884	0	0	1815	471
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	1.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	53	3547	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.48	0.27
Crit Moves:	****						****				****	
Green Time:	27.5	27.5	27.5	0.0	0.0	0.0	12.8	104	0.0	0.0	90.7	90.7
Volume/Cap:	0.74	0.58	0.58	0.00	0.00	0.00	0.74	0.31	0.00	0.00	0.74	0.42
Delay/Veh:	61.0	52.3	52.3	0.0	0.0	0.0	78.3	6.3	0.0	0.0	17.8	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:	61.0	52.3	52.3	0.0	0.0	0.0	78.3	6.3	0.0	0.0	17.8	12.1
LOS by Move:	E	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	22	17	17	0	0	0	13	12	0	0	40	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3211: 101/McKEE(E) [Study Int 5]



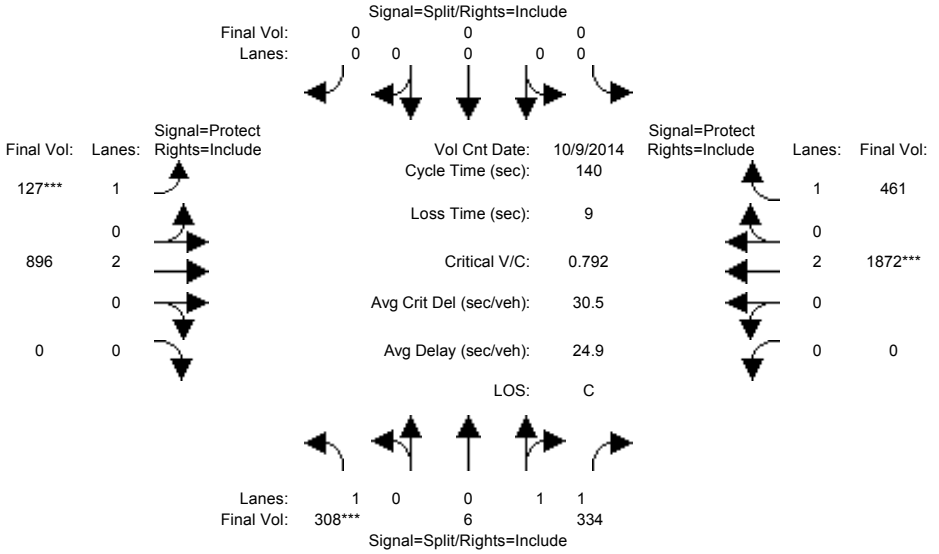
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	310		0	917	0		0	0	96		1416	0	0		1191	385
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	310		0	917	0		0	0	96		1416	0	0		1191	385
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	310		0	917	0		0	0	96		1416	0	0		1191	385
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	310		0	917	0		0	0	96		1416	0	0		1191	385
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	310		0	917	0		0	0	96		1416	0	0		1191	385
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	310		0	917	0		0	0	96		1416	0	0		1191	385
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		0.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	1750		0	3600	0		0	0	1750		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.00	0.25	0.00		0.00	0.00	0.05		0.37	0.00	0.00		0.31	0.22
Crit Moves:				****							****				****	
Green Time:	55.6		0.0	55.6	0.0		0.0	0.0	12.1		81.4	0.0	0.0		69.3	69.3
Volume/Cap:	0.46		0.00	0.67	0.00		0.00	0.00	0.66		0.67	0.00	0.00		0.66	0.46
Delay/Veh:	34.5		0.0	38.8	0.0		0.0	0.0	75.7		23.6	0.0	0.0		30.3	26.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	34.5		0.0	38.8	0.0		0.0	0.0	75.7		23.6	0.0	0.0		30.3	26.3
LOS by Move:	C		A	D	A		A	A	E		C	A	A		C	C
HCM2k95thQ:	20		0	31	0		0	0	11		37	0	0		33	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3211: 101/McKEE(E) [Study Int 5]



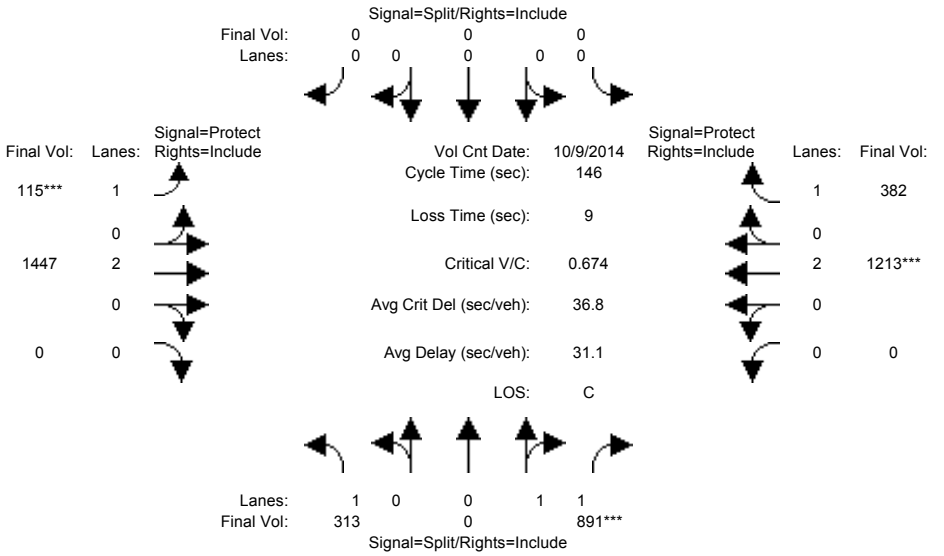
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	308	6	334	0	0	0	127	896	0	0	1872	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	6	334	0	0	0	127	896	0	0	1872	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	6	334	0	0	0	127	896	0	0	1872	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	6	334	0	0	0	127	896	0	0	1872	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	6	334	0	0	0	127	896	0	0	1872	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	6	334	0	0	0	127	896	0	0	1872	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	64	3536	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.09	0.00	0.00	0.00	0.07	0.24	0.00	0.00	0.49	0.26
Crit Moves:	****						****				****	
Green Time:	31.1	31.1	31.1	0.0	0.0	0.0	12.8	99.9	0.0	0.0	87.1	87.1
Volume/Cap:	0.79	0.43	0.43	0.00	0.00	0.00	0.79	0.33	0.00	0.00	0.79	0.42
Delay/Veh:	62.0	47.1	47.1	0.0	0.0	0.0	85.3	7.6	0.0	0.0	21.6	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	47.1	47.1	0.0	0.0	0.0	85.3	7.6	0.0	0.0	21.6	13.9
LOS by Move:	E	D	D	A	A	A	F	A	A	A	C	B
HCM2k95thQ:	27	13	13	0	0	0	15	13	0	0	45	19

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3211: 101/McKEE(E) [Study Int 5]



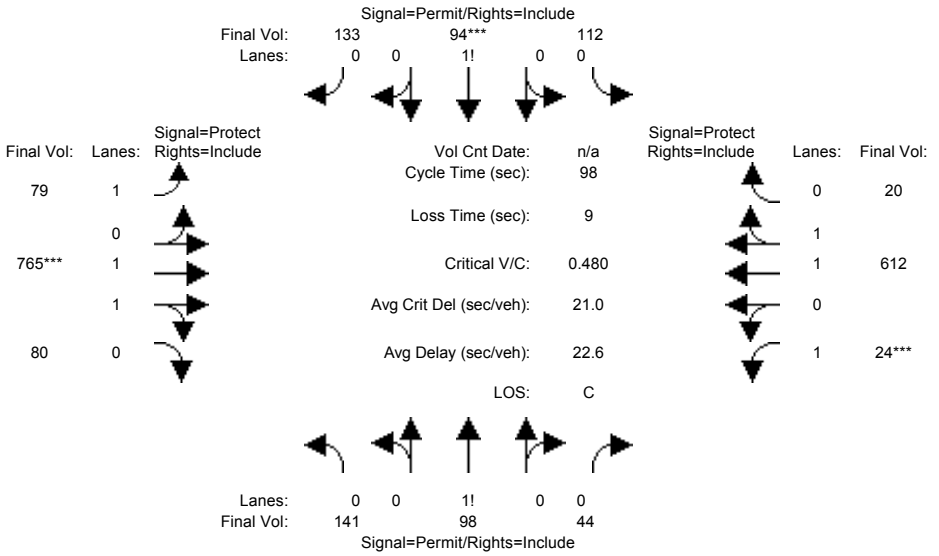
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	7		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	313		0	891	0		0	0	115		1447	0	0		1213	382
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	313		0	891	0		0	0	115		1447	0	0		1213	382
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	313		0	891	0		0	0	115		1447	0	0		1213	382
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	313		0	891	0		0	0	115		1447	0	0		1213	382
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	313		0	891	0		0	0	115		1447	0	0		1213	382
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	313		0	891	0		0	0	115		1447	0	0		1213	382
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		0.00	2.00	0.00		0.00	0.00	1.00		2.00	0.00	0.00		2.00	1.00
Final Sat.:	1750		0	3600	0		0	0	1750		3800	0	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.00	0.25	0.00		0.00	0.00	0.07		0.38	0.00	0.00		0.32	0.22
Crit Moves:				****					****						****	
Green Time:	53.6		0.0	53.6	0.0		0.0	0.0	14.2		83.4	0.0	0.0		69.1	69.1
Volume/Cap:	0.49		0.00	0.67	0.00		0.00	0.00	0.67		0.67	0.00	0.00		0.67	0.46
Delay/Veh:	36.2		0.0	40.2	0.0		0.0	0.0	73.8		22.5	0.0	0.0		30.7	26.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.2		0.0	40.2	0.0		0.0	0.0	73.8		22.5	0.0	0.0		30.7	26.3
LOS by Move:	D		A	D	A		A	A	E		C	A	A		C	C
HCM2k95thQ:	21		0	31	0		0	0	13		37	0	0		34	21

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



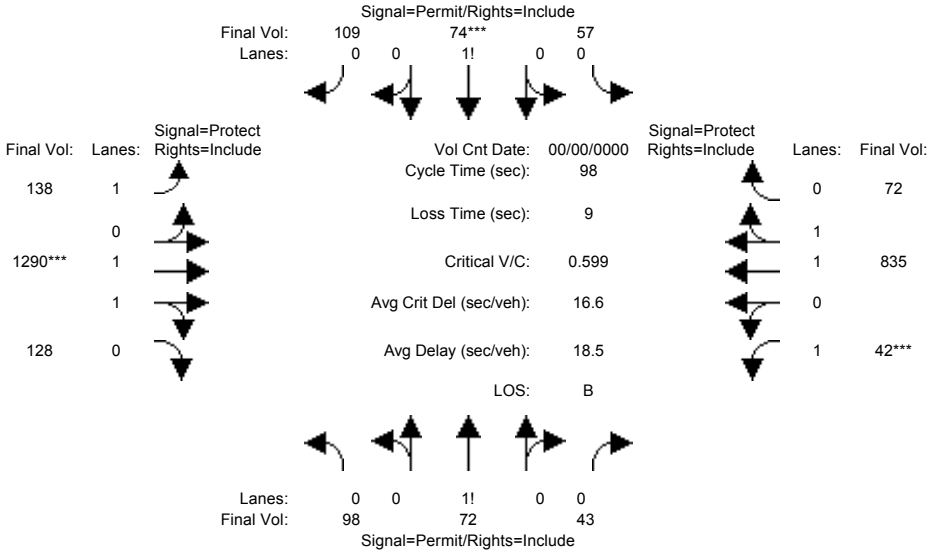
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	98	44	112	94	133	79	765	80	24	612	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	98	44	112	94	133	79	765	80	24	612	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	98	44	112	94	133	79	765	80	24	612	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	98	44	112	94	133	79	765	80	24	612	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	98	44	112	94	133	79	765	80	24	612	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	98	44	112	94	133	79	765	80	24	612	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.50	0.35	0.15	0.33	0.28	0.39	1.00	1.81	0.19	1.00	1.93	0.07
Final Sat.:	872	606	272	578	485	687	1750	3349	350	1750	3583	117
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.19	0.19	0.05	0.23	0.23	0.01	0.17	0.17
Crit Moves:				****				****		****		
Green Time:	37.6	37.6	37.6	37.6	37.6	37.6	15.1	44.4	44.4	7.0	36.2	36.2
Volume/Cap:	0.42	0.42	0.42	0.50	0.50	0.50	0.29	0.50	0.50	0.19	0.46	0.46
Delay/Veh:	22.6	22.6	22.6	23.7	23.7	23.7	37.3	19.3	19.3	43.6	23.7	23.7
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:	22.6	22.6	22.6	23.7	23.7	23.7	37.3	19.3	19.3	43.6	23.7	23.7
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	C
HCM2k95thQ:	13	13	13	15	15	15	4	17	17	1	14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



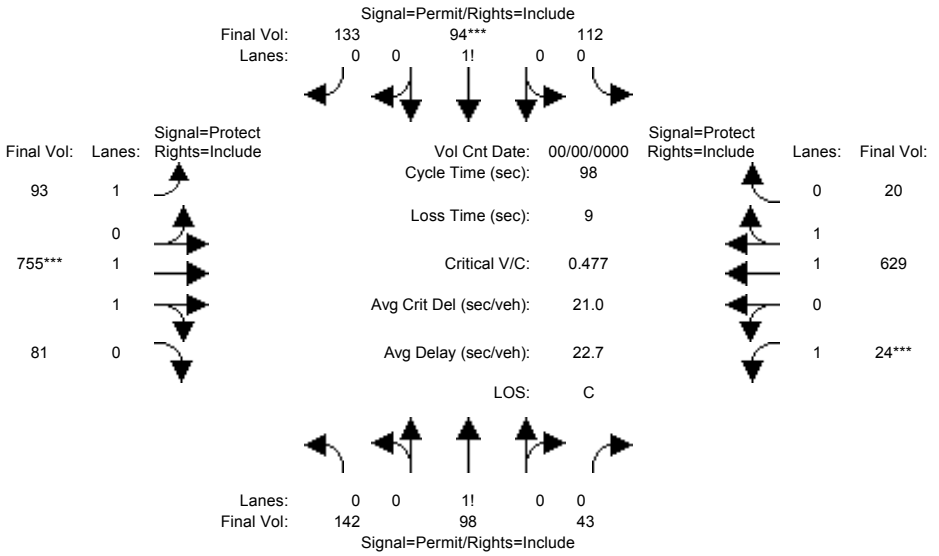
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	98		72	43	57		74	109	138		1290	128	42		835	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:	98		72	43	57		74	109	138		1290	128	42		835	72
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	98		72	43	57		74	109	138		1290	128	42		835	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:	98		72	43	57		74	109	138		1290	128	42		835	72
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	98		72	43	57		74	109	138		1290	128	42		835	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:	98		72	43	57		74	109	138		1290	128	42		835	72
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.98		0.95	0.92	0.98		0.95	0.95
Lanes:	0.46		0.34	0.20	0.24		0.31	0.45	1.00		1.81	0.19	1.00		1.84	0.16
Final Sat.:	805		592	353	416		540	795	1750		3366	334	1750		3406	294
Capacity Analysis Module:																
Vol/Sat:	0.12		0.12	0.12	0.14		0.14	0.14	0.08		0.38	0.38	0.02		0.25	0.25
Crit Moves:					****						****		****			
Green Time:	21.6		21.6	21.6	21.6		21.6	21.6	16.4		60.4	60.4	7.0		51.0	51.0
Volume/Cap:	0.55		0.55	0.55	0.62		0.62	0.62	0.47		0.62	0.62	0.34		0.47	0.47
Delay/Veh:	35.6		35.6	35.6	37.6		37.6	37.6	38.1		12.2	12.2	44.9		15.1	15.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	35.6		35.6	35.6	37.6		37.6	37.6	38.1		12.2	12.2	44.9		15.1	15.1
LOS by Move:	D		D	D	D		D	D	D		B	B	D		B	B
HCM2k95thQ:	13		13	13	13		13	13	8		23	23	3		16	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



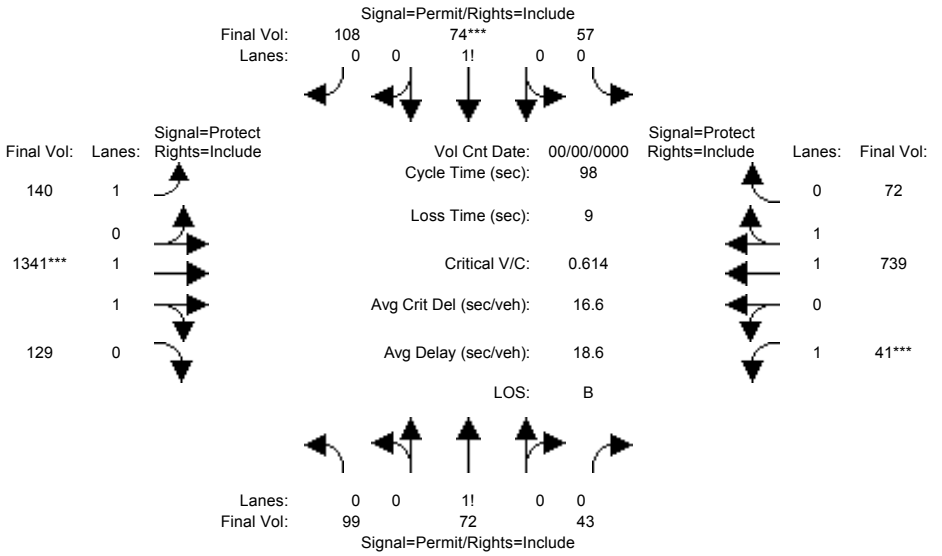
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	142		98	43	112		94	133	93		755	81	24		629	20
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	142		98	43	112		94	133	93		755	81	24		629	20
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	142		98	43	112		94	133	93		755	81	24		629	20
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	142		98	43	112		94	133	93		755	81	24		629	20
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	142		98	43	112		94	133	93		755	81	24		629	20
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	142		98	43	112		94	133	93		755	81	24		629	20
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.98	0.95	0.92		0.97	0.95
Lanes:	0.50		0.35	0.15	0.33		0.28	0.39	1.00		1.80	0.20	1.00		1.94	0.06
Final Sat.:	878		606	266	578		485	687	1750		3341	358	1750		3586	114
Capacity Analysis Module:																
Vol/Sat:	0.16		0.16	0.16	0.19		0.19	0.19	0.05		0.23	0.23	0.01		0.18	0.18
Crit Moves:					****						****		****			
Green Time:	37.8		37.8	37.8	37.8		37.8	37.8	14.8		44.2	44.2	7.0		36.3	36.3
Volume/Cap:	0.42		0.42	0.42	0.50		0.50	0.50	0.35		0.50	0.50	0.19		0.47	0.47
Delay/Veh:	22.4		22.4	22.4	23.5		23.5	23.5	38.1		19.4	19.4	43.6		23.8	23.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	22.4		22.4	22.4	23.5		23.5	23.5	38.1		19.4	19.4	43.6		23.8	23.8
LOS by Move:	C		C	C	C		C	C	D		B	B	D		C	C
HCM2k95thQ:	13		13	13	15		15	15	5		17	17	1		14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



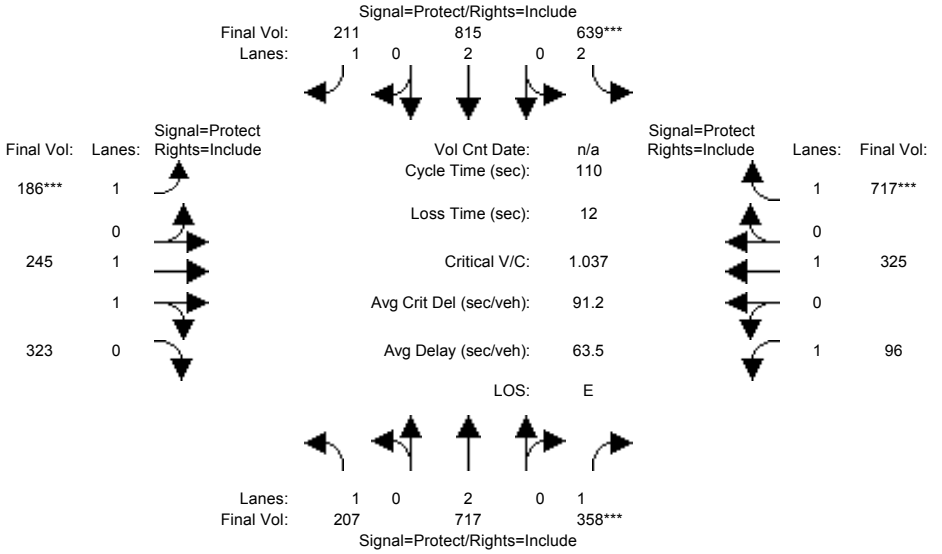
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	99	72	43	57	74	108	140	1341	129	41	739	72
Growth 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:	99	72	43	57	74	108	140	1341	129	41	739	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	72	43	57	74	108	140	1341	129	41	739	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:	99	72	43	57	74	108	140	1341	129	41	739	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	72	43	57	74	108	140	1341	129	41	739	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:	99	72	43	57	74	108	140	1341	129	41	739	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.46	0.34	0.20	0.24	0.31	0.45	1.00	1.82	0.18	1.00	1.82	0.18
Final Sat.:	810	589	352	417	542	791	1750	3375	325	1750	3371	328
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.14	0.08	0.40	0.40	0.02	0.22	0.22
Crit Moves:					****			****			****	
Green Time:	21.0	21.0	21.0	21.0	21.0	21.0	18.2	61.0	61.0	7.0	49.8	49.8
Volume/Cap:	0.57	0.57	0.57	0.64	0.64	0.64	0.43	0.64	0.64	0.33	0.43	0.43
Delay/Veh:	36.6	36.6	36.6	38.7	38.7	38.7	36.2	12.2	12.2	44.8	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	38.7	38.7	38.7	36.2	12.2	12.2	44.8	15.3	15.3
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	13	13	13	13	13	13	8	24	24	3	15	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



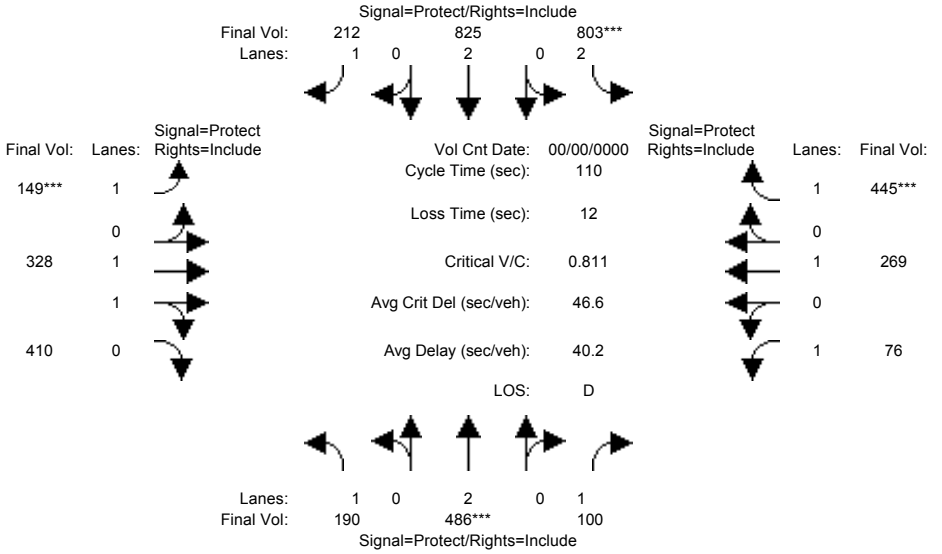
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	207	717	358	639	815	211	186	245	323	96	325	717
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	717	358	639	815	211	186	245	323	96	325	717
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	717	358	639	815	211	186	245	323	96	325	717
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	717	358	639	815	211	186	245	323	96	325	717
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	717	358	639	815	211	186	245	323	96	325	717
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	717	358	639	815	211	186	245	323	96	325	717
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.20	0.20	0.21	0.12	0.11	0.13	0.18	0.05	0.17	0.41
Crit Moves:			****	****			****					****
Green Time:	15.4	21.7	21.7	21.5	27.9	27.9	11.3	40.7	40.7	14.0	43.5	43.5
Volume/Cap:	0.85	0.96	1.04	1.04	0.85	0.48	1.04	0.35	0.50	0.43	0.43	1.04
Delay/Veh:	69.2	66.3	102.3	90.3	46.1	35.7	126.5	25.2	27.1	45.6	24.7	77.3
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:	69.2	66.3	102.3	90.3	46.1	35.7	126.5	25.2	27.1	45.6	24.7	77.3
LOS by Move:	E	E	F	F	D	D	F	C	C	D	C	E
HCM2k95thQ:	15	25	30	33	28	13	17	11	17	7	15	56

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



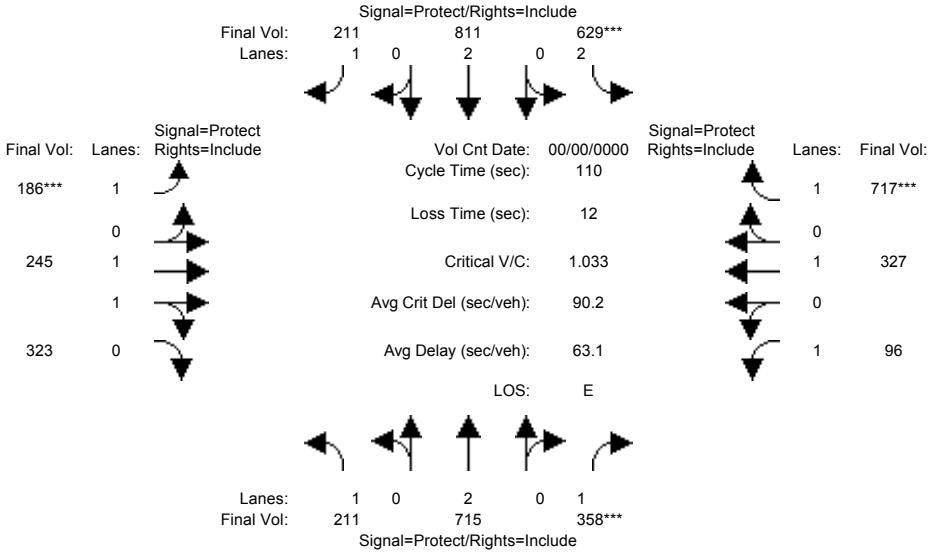
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	190	486	100	803	825	212	149	328	410	76	269	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	486	100	803	825	212	149	328	410	76	269	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	486	100	803	825	212	149	328	410	76	269	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	486	100	803	825	212	149	328	410	76	269	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	486	100	803	825	212	149	328	410	76	269	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	486	100	803	825	212	149	328	410	76	269	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.06	0.25	0.22	0.12	0.09	0.17	0.23	0.04	0.14	0.25
Crit Moves:		****		****			****					****
Green Time:	17.3	17.4	17.4	34.6	34.6	34.6	11.6	36.2	36.2	9.8	34.5	34.5
Volume/Cap:	0.69	0.81	0.36	0.81	0.69	0.38	0.81	0.52	0.71	0.49	0.45	0.81
Delay/Veh:	51.0	52.9	42.2	39.8	34.7	29.8	71.2	30.3	34.7	50.0	30.7	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:	51.0	52.9	42.2	39.8	34.7	29.8	71.2	30.3	34.7	50.0	30.7	43.6
LOS by Move:	D	D	D	D	C	C	E	C	C	D	C	D
HCM2k95thQ:	13	16	6	30	23	12	11	16	24	7	14	30

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



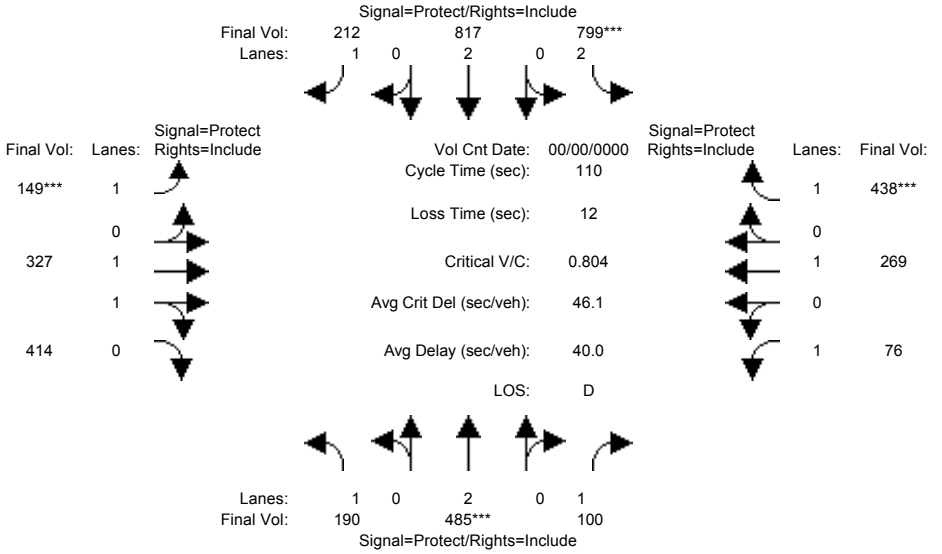
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	211		715	358	629		811	211	186		245	323	96		327	717
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	211		715	358	629		811	211	186		245	323	96		327	717
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	211		715	358	629		811	211	186		245	323	96		327	717
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	211		715	358	629		811	211	186		245	323	96		327	717
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	211		715	358	629		811	211	186		245	323	96		327	717
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	211		715	358	629		811	211	186		245	323	96		327	717
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	2.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		3800	1750	3150		3800	1750	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.12		0.19	0.20	0.20		0.21	0.12	0.11		0.13	0.18	0.05		0.17	0.41
Crit Moves:				****	****				****							****
Green Time:	15.5		21.8	21.8	21.3		27.5	27.5	11.3		40.9	40.9	14.1		43.6	43.6
Volume/Cap:	0.85		0.95	1.03	1.03		0.85	0.48	1.03		0.35	0.50	0.43		0.43	1.03
Delay/Veh:	69.9		65.0	101.2	89.6		46.9	36.0	125.3		25.1	27.0	45.6		24.6	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:	69.9		65.0	101.2	89.6		46.9	36.0	125.3		25.1	27.0	45.6		24.6	76.1
LOS by Move:	E		E	F	F		D	D	F		C	C	D		C	E
HCM2k95thQ:	16		25	30	33		28	13	17		11	17	7		15	56

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



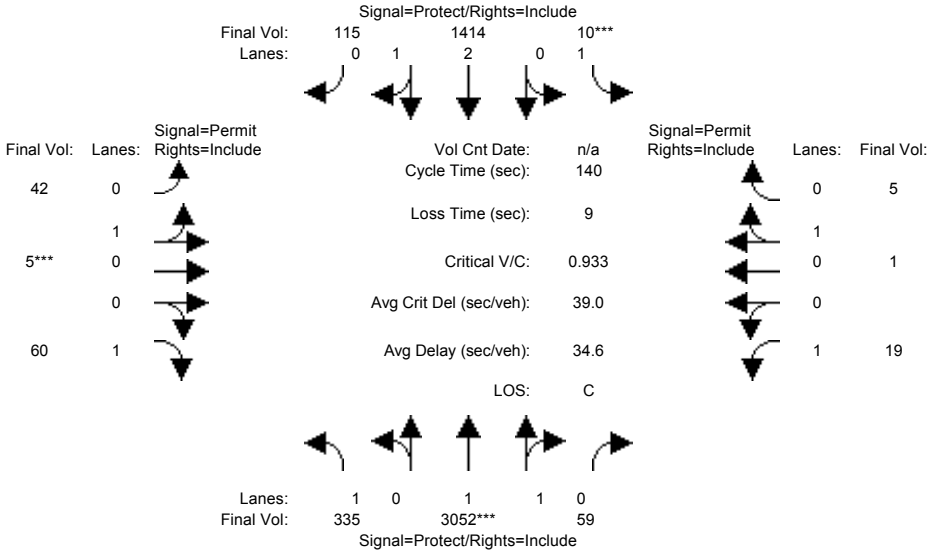
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	190		485	100	799		817	212	149		327	414	76		269	438
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	190		485	100	799		817	212	149		327	414	76		269	438
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	190		485	100	799		817	212	149		327	414	76		269	438
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	190		485	100	799		817	212	149		327	414	76		269	438
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	190		485	100	799		817	212	149		327	414	76		269	438
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	190		485	100	799		817	212	149		327	414	76		269	438
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	2.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		3800	1750	3150		3800	1750	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.13	0.06	0.25		0.22	0.12	0.09		0.17	0.24	0.04		0.14	0.25
Crit Moves:			****				****		****							****
Green Time:	17.5		17.5	17.5	34.7		34.6	34.6	11.6		36.1	36.1	9.7		34.2	34.2
Volume/Cap:	0.68		0.80	0.36	0.80		0.68	0.38	0.80		0.52	0.72	0.49		0.46	0.80
Delay/Veh:	50.4		52.4	42.1	39.4		34.5	29.8	70.0		30.3	35.0	50.2		31.0	43.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	50.4		52.4	42.1	39.4		34.5	29.8	70.0		30.3	35.0	50.2		31.0	43.3
LOS by Move:	D		D	D	D		C	C	E		C	C	D		C	D
HCM2k95thQ:	13		16	6	29		23	12	11		16	24	7		14	29

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



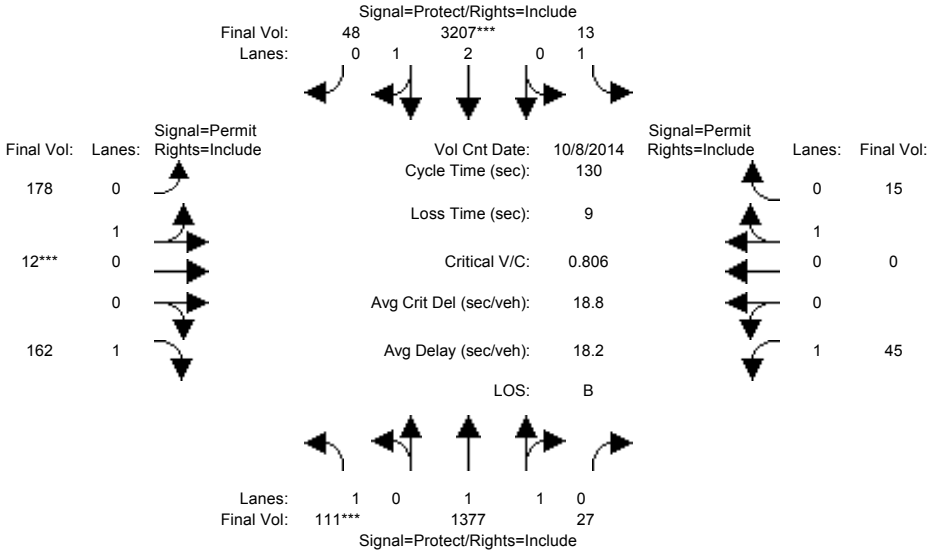
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	335	3052	59	10	1414	115	42	5	60	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	3052	59	10	1414	115	42	5	60	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	3052	59	10	1414	115	42	5	60	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3052	59	10	1414	115	42	5	60	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3052	59	10	1414	115	42	5	60	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	3052	59	10	1414	115	42	5	60	19	1	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.77	0.23	0.89	0.11	1.00	1.00	0.17	0.83
Final Sat.:	1750	3630	70	1750	5178	421	1609	191	1750	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.84	0.84	0.01	0.27	0.27	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	49.9	114	114.0	7.0	71.1	71.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.54	1.03	1.03	0.11	0.54	0.54	0.37	0.37	0.48	0.15	0.05	0.05
Delay/Veh:	36.8	38.5	38.5	64.1	23.5	23.5	63.7	63.7	65.4	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	38.5	38.5	64.1	23.5	23.5	63.7	63.7	65.4	61.6	60.7	60.7
LOS by Move:	D	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	21	115	115	1	26	26	5	5	7	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



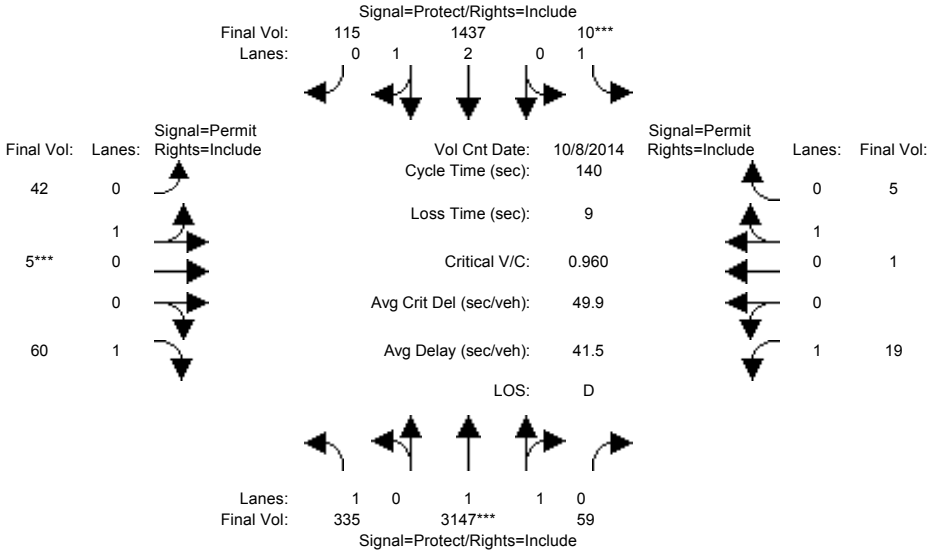
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	111	1377	27		13	3207	48		178	12	162		45	0	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	111	1377	27		13	3207	48		178	12	162		45	0	15	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	111	1377	27		13	3207	48		178	12	162		45	0	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	1377	27		13	3207	48		178	12	162		45	0	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	1377	27		13	3207	48		178	12	162		45	0	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	111	1377	27		13	3207	48		178	12	162		45	0	15	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.95		0.92	0.98	0.95		0.95	0.95	0.92		0.92	1.00	0.95	
Lanes:	1.00	1.96	0.04		1.00	2.95	0.05		0.94	0.06	1.00		1.00	0.00	1.00	
Final Sat.:	1750	3629	71		1750	5517	83		1686	114	1750		1750	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.38	0.38		0.01	0.58	0.58		0.11	0.11	0.09		0.03	0.00	0.01	
Crit Moves:	****					****				****						
Green Time:	10.2	91.1	91.1		12.9	93.7	93.7		17.0	17.0	17.0		17.0	0.0	17.0	
Volume/Cap:	0.81	0.54	0.54		0.07	0.81	0.81		0.81	0.81	0.71		0.20	0.00	0.06	
Delay/Veh:	87.2	9.6	9.6		53.3	13.3	13.3		73.0	73.0	63.8		50.8	0.0	49.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	87.2	9.6	9.6		53.3	13.3	13.3		73.0	73.0	63.8		50.8	0.0	49.6	
LOS by Move:	F	A	A		D	B	B		E	E	E		D	A	D	
HCM2k95thQ:	10	24	24		1	44	44		18	18	15		4	0	1	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



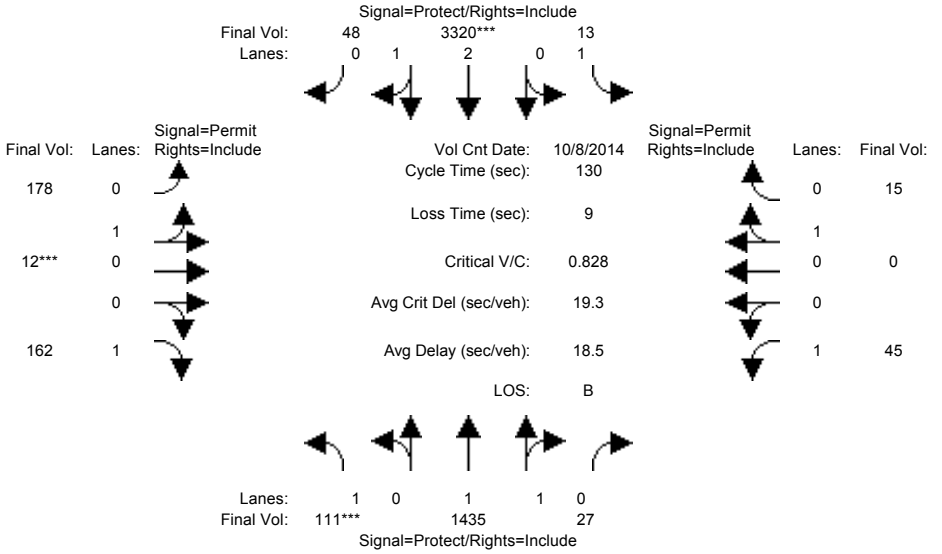
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	335		3147	59	10		1437	115	42		5	60	19		1	5
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	335		3147	59	10		1437	115	42		5	60	19		1	5
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	335		3147	59	10		1437	115	42		5	60	19		1	5
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	335		3147	59	10		1437	115	42		5	60	19		1	5
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	335		3147	59	10		1437	115	42		5	60	19		1	5
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	335		3147	59	10		1437	115	42		5	60	19		1	5
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.92		0.99	0.95	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	1.00		1.96	0.04	1.00		2.77	0.23	0.89		0.11	1.00	1.00		0.17	0.83
Final Sat.:	1750		3632	68	1750		5185	415	1609		191	1750	1750		300	1500
Capacity Analysis Module:																
Vol/Sat:	0.19		0.87	0.87	0.01		0.28	0.28	0.03		0.03	0.03	0.01		0.00	0.00
Crit Moves:			****		****						****					
Green Time:	49.4		114	114.0	7.0		71.6	71.6	10.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.54		1.06	1.06	0.11		0.54	0.54	0.37		0.37	0.48	0.15		0.05	0.05
Delay/Veh:	37.2		49.7	49.7	64.1		23.4	23.4	63.7		63.7	65.4	61.6		60.7	60.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.2		49.7	49.7	64.1		23.4	23.4	63.7		63.7	65.4	61.6		60.7	60.7
LOS by Move:	D		D	D	E		C	C	E		E	E	E		E	E
HCM2k95thQ:	21		124	124	1		26	26	5		5	7	2		1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



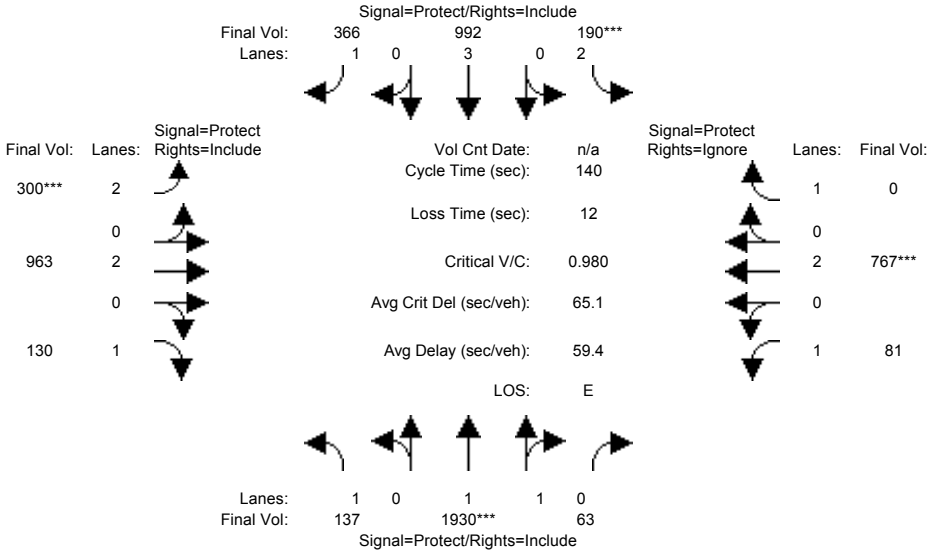
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	111	1435	27	13	3320	48	178	12	162	45	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1435	27	13	3320	48	178	12	162	45	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1435	27	13	3320	48	178	12	162	45	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1435	27	13	3320	48	178	12	162	45	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1435	27	13	3320	48	178	12	162	45	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1435	27	13	3320	48	178	12	162	45	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.96	0.04	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3632	68	1750	5520	80	1686	114	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.01	0.60	0.60	0.11	0.11	0.09	0.03	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	10.0	91.9	91.9	12.5	94.5	94.5	16.6	16.6	16.6	16.6	0.0	16.6
Volume/Cap:	0.83	0.56	0.56	0.08	0.83	0.83	0.83	0.83	0.73	0.20	0.00	0.07
Delay/Veh:	92.0	9.5	9.5	53.7	13.7	13.7	76.7	76.7	65.8	51.2	0.0	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:	92.0	9.5	9.5	53.7	13.7	13.7	76.7	76.7	65.8	51.2	0.0	50.0
LOS by Move:	F	A	A	D	B	B	E	E	E	D	A	D
HCM2k95thQ:	10	25	25	1	47	47	19	19	15	4	0	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3413: Coleman/Hedding [Study Int 38]



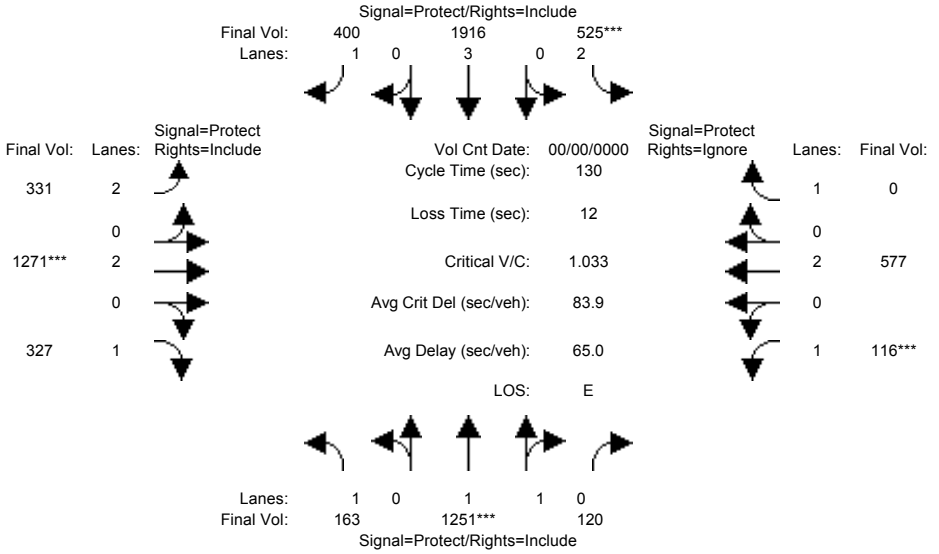
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	137		1930	63	190		992	366	300		963	130	81		767	1001
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	137		1930	63	190		992	366	300		963	130	81		767	1001
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	137		1930	63	190		992	366	300		963	130	81		767	1001
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:	137		1930	63	190		992	366	300		963	130	81		767	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	137		1930	63	190		992	366	300		963	130	81		767	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:	137		1930	63	190		992	366	300		963	130	81		767	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.83		0.83	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.94	0.06	2.00		3.00	1.00	2.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3583	117	3150		4750	1750	3150		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.54	0.54	0.06		0.21	0.21	0.10		0.25	0.07	0.05		0.20	0.00
Crit Moves:			****		****				****						****	
Green Time:	23.3		76.9	76.9	8.6		62.3	62.3	13.6		35.4	35.4	7.0		28.8	0.0
Volume/Cap:	0.47		0.98	0.98	0.98		0.47	0.47	0.98		1.00	0.29	0.93		0.98	0.00
Delay/Veh:	54.0		46.2	46.2	124.2		27.4	27.7	108.9		81.6	42.6	138.0		82.5	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:	54.0		46.2	46.2	124.2		27.4	27.7	108.9		81.6	42.6	138.0		82.5	0.0
LOS by Move:	D		D	D	F		C	C	F		F	D	F		F	A
HCM2k95thQ:	10		64	64	12		18	21	16		38	9	12		36	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3413: Coleman/Hedding [Study Int 38]



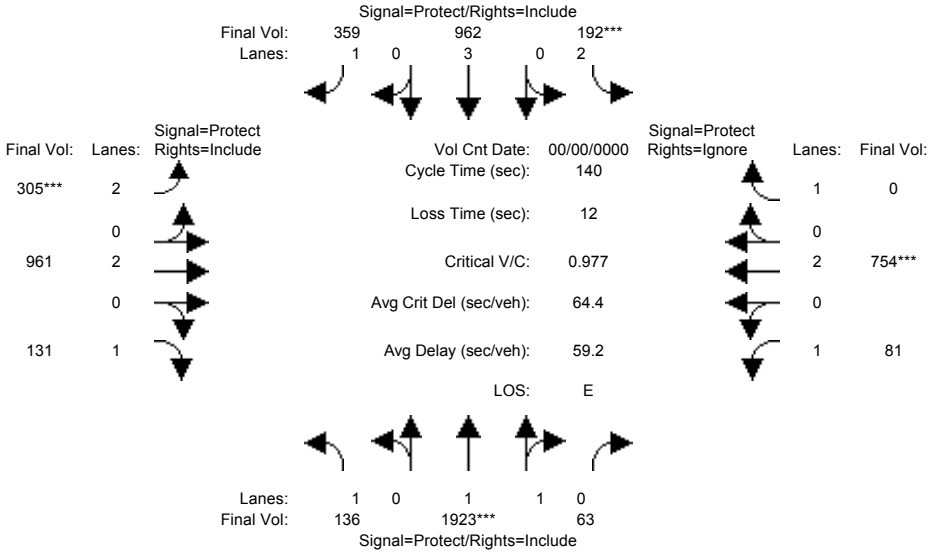
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	163	1251	120		525	1916	400		331	1271	327		116	577	479	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	163	1251	120		525	1916	400		331	1271	327		116	577	479	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	163	1251	120		525	1916	400		331	1271	327		116	577	479	
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:	163	1251	120		525	1916	400		331	1271	327		116	577	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	163	1251	120		525	1916	400		331	1271	327		116	577	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:	163	1251	120		525	1916	400		331	1271	327		116	577	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.83	0.83	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.82	0.18		2.00	3.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	3376	324		3150	4750	1750		3150	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.37	0.37		0.17	0.40	0.23		0.11	0.33	0.19		0.07	0.15	0.00	
Crit Moves:		****				****				****				****		
Green Time:	12.7	46.6	46.6		21.0	54.9	54.9		20.6	42.1	42.1		8.3	29.8	0.0	
Volume/Cap:	0.96	1.03	1.03		1.03	0.96	0.54		0.66	1.03	0.58		1.03	0.66	0.00	
Delay/Veh:	113.9	75.4	75.4		103.3	47.7	28.9		54.7	78.6	38.0		155.0	47.5	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:	113.9	75.4	75.4		103.3	47.7	28.9		54.7	78.6	38.0		155.0	47.5	0.0	
LOS by Move:	F	E	E		F	D	C		D	E	D		F	D	A	
HCM2k95thQ:	13	48	48		27	44	22		13	44	20		16	20	0	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3413: Coleman/Hedding [Study Int 38]



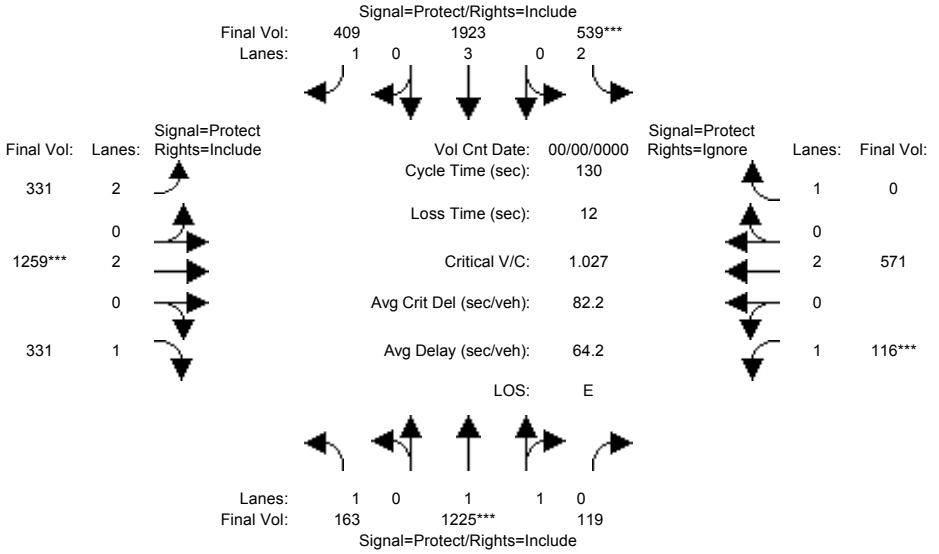
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	136		1923	63	192		962	359	305		961	131	81		754	1000
Growth Adj:	1.00		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		1923	63	192		962	359	305		961	131	81		754	1000
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	136		1923	63	192		962	359	305		961	131	81		754	1000
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:	136		1923	63	192		962	359	305		961	131	81		754	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	136		1923	63	192		962	359	305		961	131	81		754	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:	136		1923	63	192		962	359	305		961	131	81		754	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.97	0.95	0.83		0.83	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.93	0.07	2.00		3.00	1.00	2.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3583	117	3150		4750	1750	3150		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.54	0.54	0.06		0.20	0.21	0.10		0.25	0.07	0.05		0.20	0.00
Crit Moves:			****				****				****				****	
Green Time:	23.5		76.9	76.9	8.7		62.1	62.1	13.9		35.3	35.3	7.0		28.4	0.0
Volume/Cap:	0.46		0.98	0.98	0.98		0.46	0.46	0.98		1.00	0.30	0.93		0.98	0.00
Delay/Veh:	53.7		45.5	45.5	122.7		27.3	27.7	107.3		82.0	42.7	138.0		82.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	53.7		45.5	45.5	122.7		27.3	27.7	107.3		82.0	42.7	138.0		82.0	0.0
LOS by Move:	D		D	D	F		C	C	F		F	D	F		F	A
HCM2k95thQ:	10		64	64	12		17	20	16		38	9	12		35	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3413: Coleman/Hedding [Study Int 38]



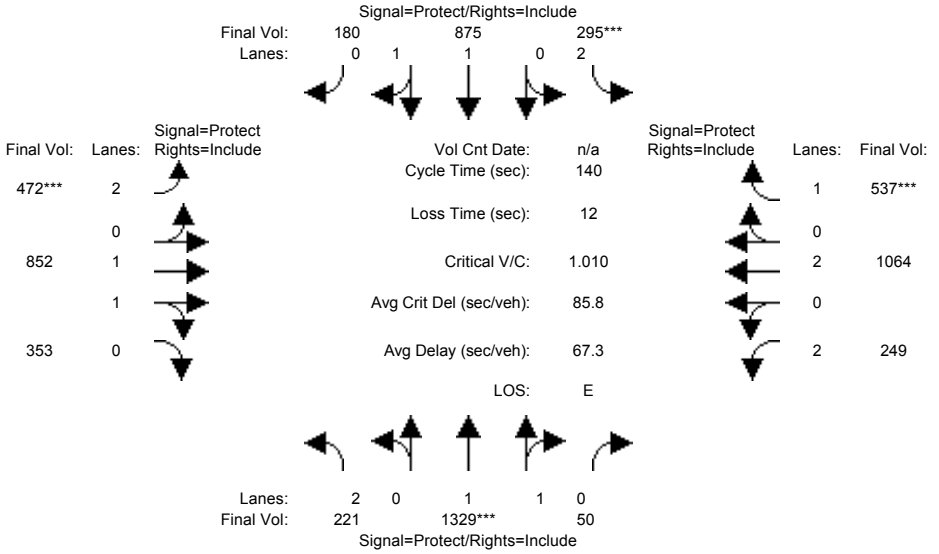
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	163		1225	119	539		1923	409	331		1259	331	116		571	479
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	163		1225	119	539		1923	409	331		1259	331	116		571	479
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	163		1225	119	539		1923	409	331		1259	331	116		571	479
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:	163		1225	119	539		1923	409	331		1259	331	116		571	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	163		1225	119	539		1923	409	331		1259	331	116		571	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:	163		1225	119	539		1923	409	331		1259	331	116		571	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.83		0.83	0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.82	0.18	2.00		3.00	1.00	2.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3372	328	3150		4750	1750	3150		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.36	0.36	0.17		0.40	0.23	0.11		0.33	0.19	0.07		0.15	0.00
Crit Moves:			****		****						****		****			
Green Time:	12.7		46.0	46.0	21.7		55.0	55.0	20.7		41.9	41.9	8.4		29.6	0.0
Volume/Cap:	0.96		1.03	1.03	1.03		0.96	0.55	0.66		1.03	0.59	1.03		0.66	0.00
Delay/Veh:	114.5		73.9	73.9	100.4		47.9	29.1	54.6		76.8	38.4	152.8		47.5	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:	114.5		73.9	73.9	100.4		47.9	29.1	54.6		76.8	38.4	152.8		47.5	0.0
LOS by Move:	F		E	E	F		D	C	D		E	D	F		D	A
HCM2k95thQ:	13		46	46	28		44	23	13		43	20	16		20	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3417: Coleman/Taylor [Study Int 39]



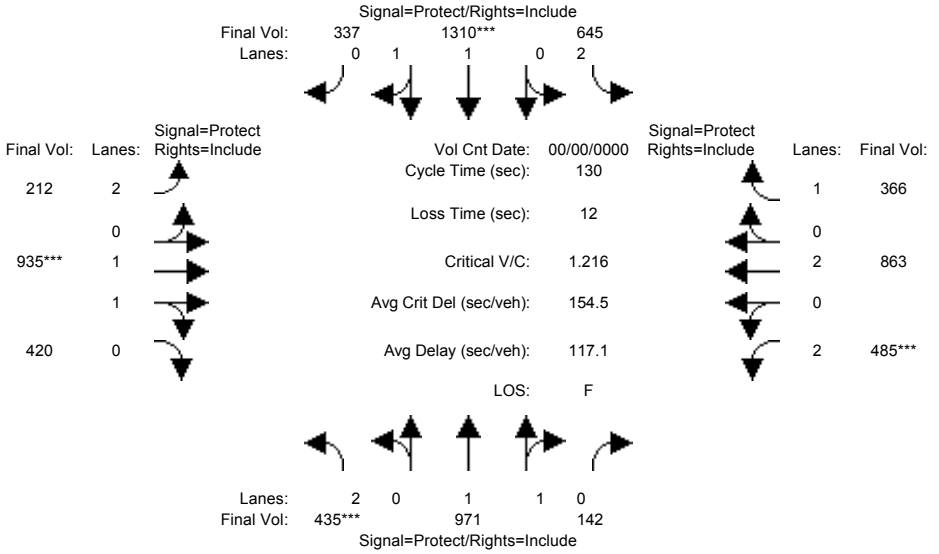
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	221	1329	50	295	875	180	472	852	353	249	1064	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1329	50	295	875	180	472	852	353	249	1064	537
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1329	50	295	875	180	472	852	353	249	1064	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1329	50	295	875	180	472	852	353	249	1064	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1329	50	295	875	180	472	852	353	249	1064	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1329	50	295	875	180	472	852	353	249	1064	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.93	0.07	2.00	1.65	0.35	2.00	1.40	0.60	2.00	2.00	1.00
Final Sat.:	3150	3566	134	3150	3068	631	3150	2615	1084	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.09	0.29	0.29	0.15	0.33	0.33	0.08	0.28	0.31
Crit Moves:		****			****			****				****
Green Time:	12.8	51.7	51.7	13.0	51.9	51.9	20.8	51.0	51.0	12.4	42.6	42.6
Volume/Cap:	0.77	1.01	1.01	1.01	0.77	0.77	1.01	0.89	0.89	0.89	0.92	1.01
Delay/Veh:	74.1	70.9	70.9	118.6	41.5	41.5	103.7	50.1	50.1	91.7	59.0	90.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	70.9	70.9	118.6	41.5	41.5	103.7	50.1	50.1	91.7	59.0	90.2
LOS by Move:	E	E	E	F	D	D	F	D	D	F	E	F
HCM2k95thQ:	14	59	59	18	35	35	25	42	42	14	39	47

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3417: Coleman/Taylor [Study Int 39]



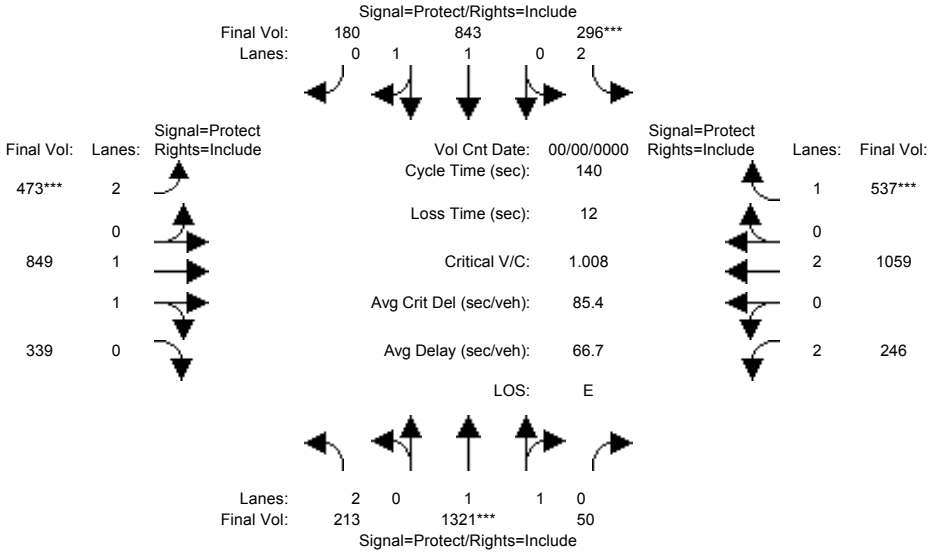
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	435	971	142	645	1310	337	212	935	420	485	863	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	971	142	645	1310	337	212	935	420	485	863	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	971	142	645	1310	337	212	935	420	485	863	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	971	142	645	1310	337	212	935	420	485	863	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	971	142	645	1310	337	212	935	420	485	863	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	971	142	645	1310	337	212	935	420	485	863	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.74	0.26	2.00	1.58	0.42	2.00	1.36	0.64	2.00	2.00	1.00
Final Sat.:	3150	3228	472	3150	2942	757	3150	2552	1146	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.20	0.45	0.45	0.07	0.37	0.37	0.15	0.23	0.21
Crit Moves:	****				****			****			****	
Green Time:	14.8	37.1	37.1	25.3	47.6	47.6	12.7	39.2	39.2	16.5	42.9	42.9
Volume/Cap:	1.22	1.05	1.05	1.05	1.22	1.22	0.69	1.22	1.22	1.22	0.69	0.63
Delay/Veh:	177.7	89.5	89.5	103.8	145	145.3	63.1	151	150.9	174.8	39.4	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	177.7	89.5	89.5	103.8	145	145.3	63.1	151	150.9	174.8	39.4	39.2
LOS by Move:	F	F	F	F	F	F	E	F	F	F	D	D
HCM2k95thQ:	32	50	50	31	77	77	9	64	64	32	26	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3417: Coleman/Taylor [Study Int 39]



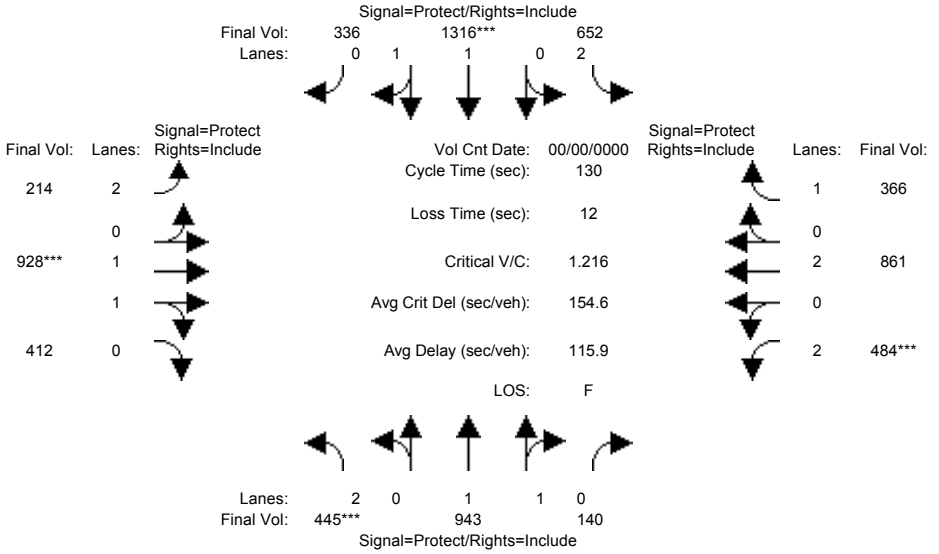
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	213		1321	50	296		843	180	473		849	339	246		1059	537
Growth Adj:	1.00		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		1321	50	296		843	180	473		849	339	246		1059	537
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	213		1321	50	296		843	180	473		849	339	246		1059	537
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1321	50	296		843	180	473		849	339	246		1059	537
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	213		1321	50	296		843	180	473		849	339	246		1059	537
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	213		1321	50	296		843	180	473		849	339	246		1059	537
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		0.97	0.95	0.83		0.98	0.95	0.83		0.98	0.95	0.83		1.00	0.92
Lanes:	2.00		1.93	0.07	2.00		1.64	0.36	2.00		1.41	0.59	2.00		2.00	1.00
Final Sat.:	3150		3565	135	3150		3048	651	3150		2643	1055	3150		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.37	0.37	0.09		0.28	0.28	0.15		0.32	0.32	0.08		0.28	0.31
Crit Moves:			****				****				****					****
Green Time:	12.7		51.5	51.5	13.1		51.8	51.8	20.9		51.1	51.1	12.4		42.6	42.6
Volume/Cap:	0.75		1.01	1.01	1.01		0.75	0.75	1.01		0.88	0.88	0.88		0.92	1.01
Delay/Veh:	72.4		70.6	70.6	118.0		40.7	40.7	103.1		48.7	48.7	89.0		58.2	89.7
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:	72.4		70.6	70.6	118.0		40.7	40.7	103.1		48.7	48.7	89.0		58.2	89.7
LOS by Move:	E		E	E	F		D	D	F		D	D	F		E	F
HCM2k95thQ:	13		59	59	18		33	33	25		41	41	13		39	47

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3417: Coleman/Taylor [Study Int 39]



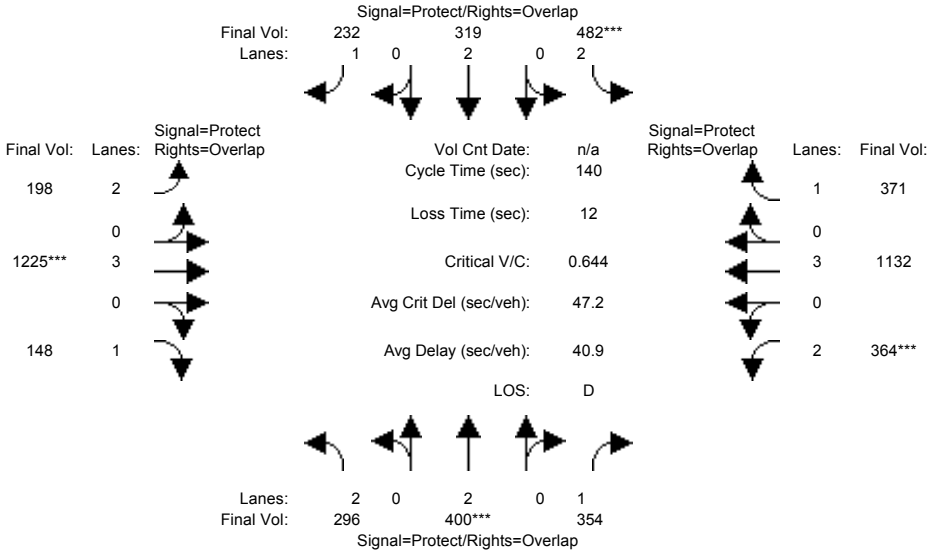
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	445		943	140	652		1316	336	214		928	412	484		861	366
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	445		943	140	652		1316	336	214		928	412	484		861	366
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	445		943	140	652		1316	336	214		928	412	484		861	366
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	445		943	140	652		1316	336	214		928	412	484		861	366
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	445		943	140	652		1316	336	214		928	412	484		861	366
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	445		943	140	652		1316	336	214		928	412	484		861	366
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		0.98	0.95	0.83		0.98	0.95	0.83		0.99	0.95	0.83		1.00	0.92
Lanes:	2.00		1.73	0.27	2.00		1.58	0.42	2.00		1.37	0.63	2.00		2.00	1.00
Final Sat.:	3150		3221	478	3150		2947	752	3150		2562	1137	3150		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.14		0.29	0.29	0.21		0.45	0.45	0.07		0.36	0.36	0.15		0.23	0.21
Crit Moves:	****				****				****				****			
Green Time:	15.1		36.8	36.8	26.0		47.7	47.7	12.7		38.7	38.7	16.4		42.4	42.4
Volume/Cap:	1.22		1.03	1.03	1.03		1.22	1.22	0.69		1.22	1.22	1.22		0.69	0.64
Delay/Veh:	177.1		83.5	83.5	96.8		145	145.3	63.5		151	151.3	174.9		39.9	39.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	177.1		83.5	83.5	96.8		145	145.3	63.5		151	151.3	174.9		39.9	39.8
LOS by Move:	F		F	F	F		F	F	E		F	F	F		D	D
HCM2k95thQ:	33		48	48	30		77	77	9		63	63	32		26	24

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



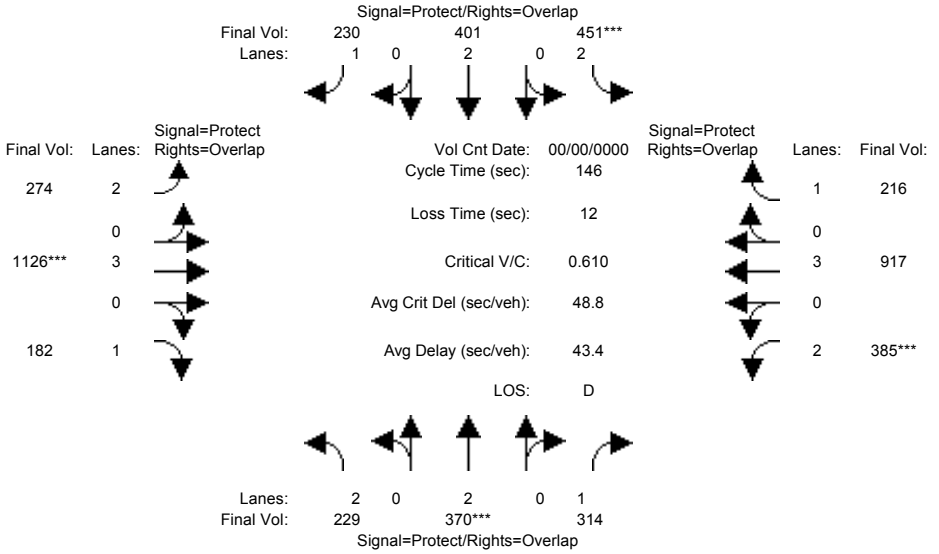
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	400	354	482	319	232	198	1225	148	364	1132	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	400	354	482	319	232	198	1225	148	364	1132	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	400	354	482	319	232	198	1225	148	364	1132	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	400	354	482	319	232	198	1225	148	364	1132	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	400	354	482	319	232	198	1225	148	364	1132	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	400	354	482	319	232	198	1225	148	364	1132	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.20	0.15	0.08	0.13	0.06	0.21	0.08	0.12	0.20	0.21
Crit Moves:		****		****				****			****	
Green Time:	29.7	22.9	48.0	33.3	26.5	43.8	17.3	46.7	76.4	25.1	54.6	87.8
Volume/Cap:	0.44	0.64	0.59	0.64	0.44	0.42	0.51	0.64	0.16	0.64	0.51	0.34
Delay/Veh:	48.5	57.1	39.4	50.0	50.7	38.7	58.5	40.3	15.9	55.8	32.7	12.5
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:	48.5	57.1	39.4	50.0	50.7	38.7	58.5	40.3	15.9	55.8	32.7	12.5
LOS by Move:	D	E	D	D	D	D	E	D	B	E	C	B
HCM2k95thQ:	13	17	24	20	11	15	9	26	7	18	22	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



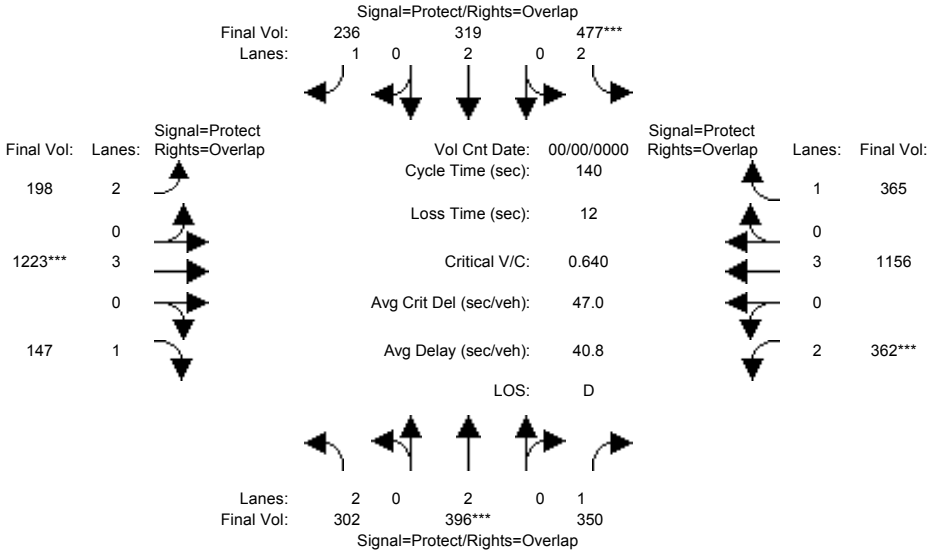
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	229		370	314	451		401	230	274		1126	182	385		917	216
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	229		370	314	451		401	230	274		1126	182	385		917	216
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	229		370	314	451		401	230	274		1126	182	385		917	216
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	229		370	314	451		401	230	274		1126	182	385		917	216
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	229		370	314	451		401	230	274		1126	182	385		917	216
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	229		370	314	451		401	230	274		1126	182	385		917	216
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.10	0.18	0.14		0.11	0.13	0.09		0.20	0.10	0.12		0.16	0.12
Crit Moves:			****		****						****				****	
Green Time:	23.5		23.3	52.5	34.2		34.1	60.9	26.8		47.2	70.7	29.2		49.6	83.9
Volume/Cap:	0.45		0.61	0.50	0.61		0.45	0.32	0.47		0.61	0.21	0.61		0.47	0.21
Delay/Veh:	56.1		59.0	37.1	51.4		48.3	28.8	53.9		42.2	21.8	55.0		38.1	15.2
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:	56.1		59.0	37.1	51.4		48.3	28.8	53.9		42.2	21.8	55.0		38.1	15.2
LOS by Move:	E		E	D	D		D	C	D		D	C	D		D	B
HCM2k95thQ:	11		16	21	20		14	14	12		25	10	18		19	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



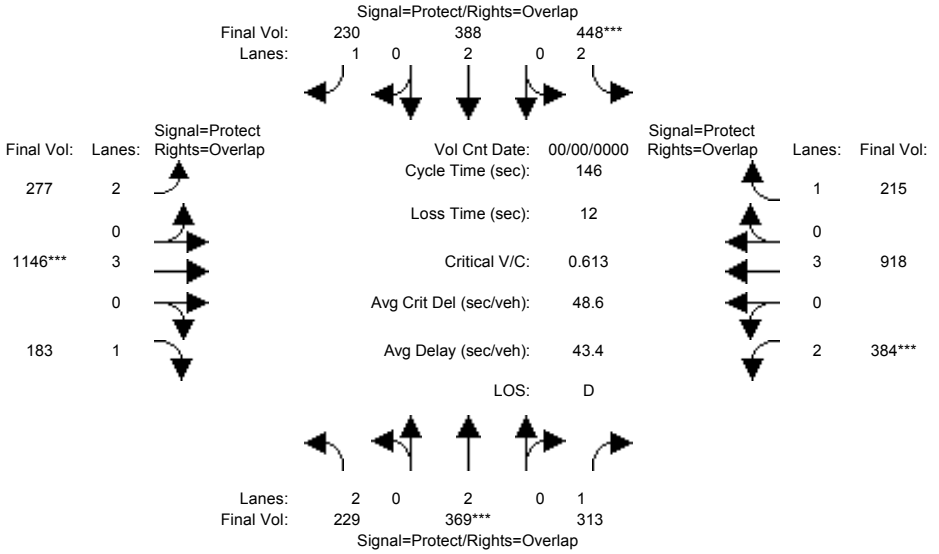
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	302		396	350	477		319	236	198		1223	147	362		1156	365
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	302		396	350	477		319	236	198		1223	147	362		1156	365
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	302		396	350	477		319	236	198		1223	147	362		1156	365
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	302		396	350	477		319	236	198		1223	147	362		1156	365
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	302		396	350	477		319	236	198		1223	147	362		1156	365
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	302		396	350	477		319	236	198		1223	147	362		1156	365
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.10	0.20	0.15		0.08	0.13	0.06		0.21	0.08	0.11		0.20	0.21
Crit Moves:			****				****					****			****	
Green Time:	29.8		22.8	47.9	33.1		26.1	43.2	17.1		46.9	76.8	25.1		55.0	88.1
Volume/Cap:	0.45		0.64	0.58	0.64		0.45	0.44	0.52		0.64	0.15	0.64		0.52	0.33
Delay/Veh:	48.4		57.0	39.3	50.0		51.0	39.3	58.8		40.1	15.7	55.7		32.6	12.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	48.4		57.0	39.3	50.0		51.0	39.3	58.8		40.1	15.7	55.7		32.6	12.3
LOS by Move:	D		E	D	D		D	D	E		D	B	E		C	B
HCM2k95thQ:	13		16	24	20		11	16	9		26	6	18		22	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



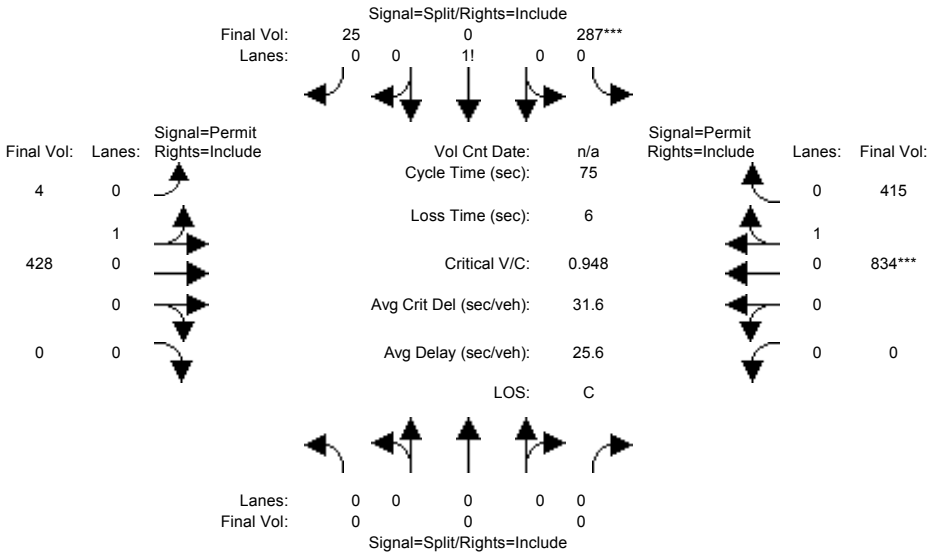
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	229		369	313	448		388	230	277		1146	183	384		918	215
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	229		369	313	448		388	230	277		1146	183	384		918	215
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	229		369	313	448		388	230	277		1146	183	384		918	215
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	229		369	313	448		388	230	277		1146	183	384		918	215
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	229		369	313	448		388	230	277		1146	183	384		918	215
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	229		369	313	448		388	230	277		1146	183	384		918	215
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.10	0.18	0.14		0.10	0.13	0.09		0.20	0.10	0.12		0.16	0.12
Crit Moves:			****		****						****		****			
Green Time:	23.7		23.1	52.2	33.9		33.3	60.5	27.2		47.9	71.6	29.1		49.8	83.7
Volume/Cap:	0.45		0.61	0.50	0.61		0.45	0.32	0.47		0.61	0.21	0.61		0.47	0.21
Delay/Veh:	55.8		59.1	37.3	51.7		48.8	29.1	53.6		41.8	21.3	55.1		38.0	15.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	55.8		59.1	37.3	51.7		48.8	29.1	53.6		41.8	21.3	55.1		38.0	15.3
LOS by Move:	E		E	D	D		D	C	D		D	C	E		D	B
HCM2k95thQ:	11		16	21	20		14	14	12		25	9	18		19	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3612: JULIAN/21ST [Study Int 1]



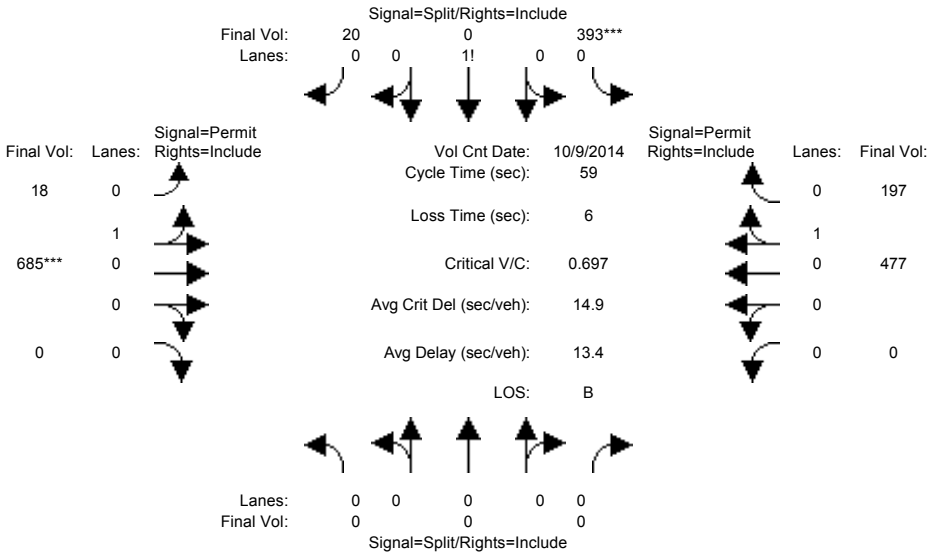
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		0	0	287		0	25	4		428	0	0		834	415
Growth Adj:	1.00		1.00	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	287		0	25	4		428	0	0		834	415
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	287		0	25	4		428	0	0		834	415
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	287		0	25	4		428	0	0		834	415
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	287		0	25	4		428	0	0		834	415
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	287		0	25	4		428	0	0		834	415
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.92		0.00	0.08	0.01		0.99	0.00	0.00		0.67	0.33
Final Sat.:	0		0	0	1610		0	140	17		1783	0	0		1202	598
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.18		0.00	0.18	0.24		0.24	0.00	0.00		0.69	0.69
Crit Moves:					****										****	
Green Time:	0.0		0.0	0.0	14.1		0.0	14.1	54.9		54.9	0.0	0.0		54.9	54.9
Volume/Cap:	0.00		0.00	0.00	0.95		0.00	0.95	0.33		0.33	0.00	0.00		0.95	0.95
Delay/Veh:	0.0		0.0	0.0	66.1		0.0	66.1	3.7		3.7	0.0	0.0		23.0	23.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	66.1		0.0	66.1	3.7		3.7	0.0	0.0		23.0	23.0
LOS by Move:	A		A	A	E		A	E	A		A	A	A		C	C
HCM2k95thQ:	0		0	0	22		0	22	7		7	0	0		49	49

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3612: JULIAN/21ST [Study Int 1]



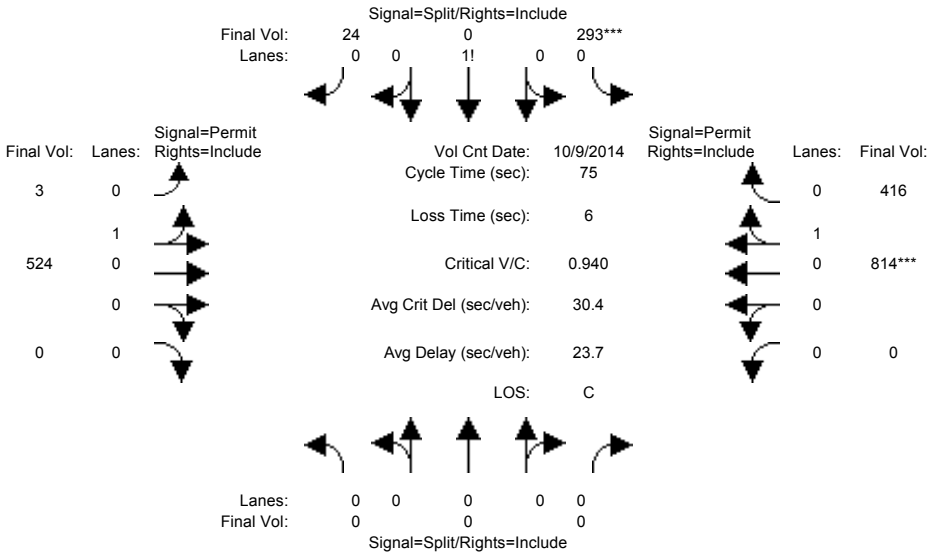
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	393		0	20	18		685	0	0		477	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:	0		0	0	393		0	20	18		685	0	0		477	197
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	393		0	20	18		685	0	0		477	197
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		0	0	393		0	20	18		685	0	0		477	197
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	393		0	20	18		685	0	0		477	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:	0		0	0	393		0	20	18		685	0	0		477	197
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.95		0.00	0.05	0.03		0.97	0.00	0.00		0.71	0.29
Final Sat.:	0		0	0	1665		0	85	46		1754	0	0		1274	526
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.24		0.00	0.24	0.39		0.39	0.00	0.00		0.37	0.37
Crit Moves:					****						****					
Green Time:	0.0		0.0	0.0	20.0		0.0	20.0	33.0		33.0	0.0	0.0		33.0	33.0
Volume/Cap:	0.00		0.00	0.00	0.70		0.00	0.70	0.70		0.70	0.00	0.00		0.67	0.67
Delay/Veh:	0.0		0.0	0.0	20.6		0.0	20.6	11.5		11.5	0.0	0.0		10.9	10.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	20.6		0.0	20.6	11.5		11.5	0.0	0.0		10.9	10.9
LOS by Move:	A		A	A	C		A	C	B		B	A	A		B	B
HCM2k95thQ:	0		0	0	16		0	16	18		18	0	0		17	17

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3612: JULIAN/21ST [Study Int 1]



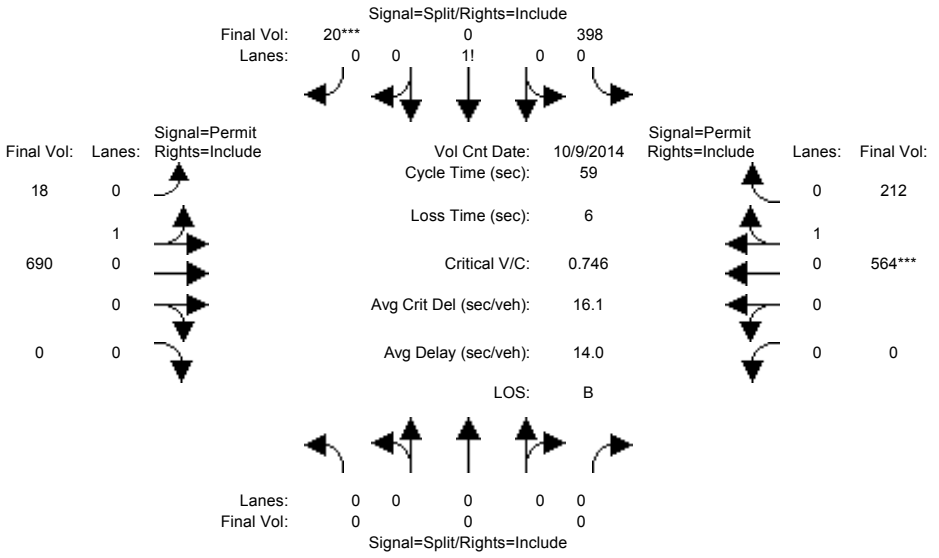
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		0	10	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	0		0	0	293		0	24	3		524	0	0		814	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:	0		0	0	293		0	24	3		524	0	0		814	416
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	293		0	24	3		524	0	0		814	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:	0		0	0	293		0	24	3		524	0	0		814	416
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	293		0	24	3		524	0	0		814	416
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	293		0	24	3		524	0	0		814	416
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.92		0.95	0.95
Lanes:	0.00		0.00	0.00	0.92		0.00	0.08	0.01		0.99	0.00	0.00		0.66	0.34
Final Sat.:	0		0	0	1618		0	132	10		1790	0	0		1191	609
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.18		0.00	0.18	0.29		0.29	0.00	0.00		0.68	0.68
Crit Moves:					****										****	
Green Time:	0.0		0.0	0.0	14.5		0.0	14.5	54.5		54.5	0.0	0.0		54.5	54.5
Volume/Cap:	0.00		0.00	0.00	0.94		0.00	0.94	0.40		0.40	0.00	0.00		0.94	0.94
Delay/Veh:	0.0		0.0	0.0	63.4		0.0	63.4	4.1		4.1	0.0	0.0		21.9	21.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	63.4		0.0	63.4	4.1		4.1	0.0	0.0		21.9	21.9
LOS by Move:	A		A	A	E		A	E	A		A	A	A		C	C
HCM2k95thQ:	0		0	0	22		0	22	10		10	0	0		48	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3612: JULIAN/21ST [Study Int 1]



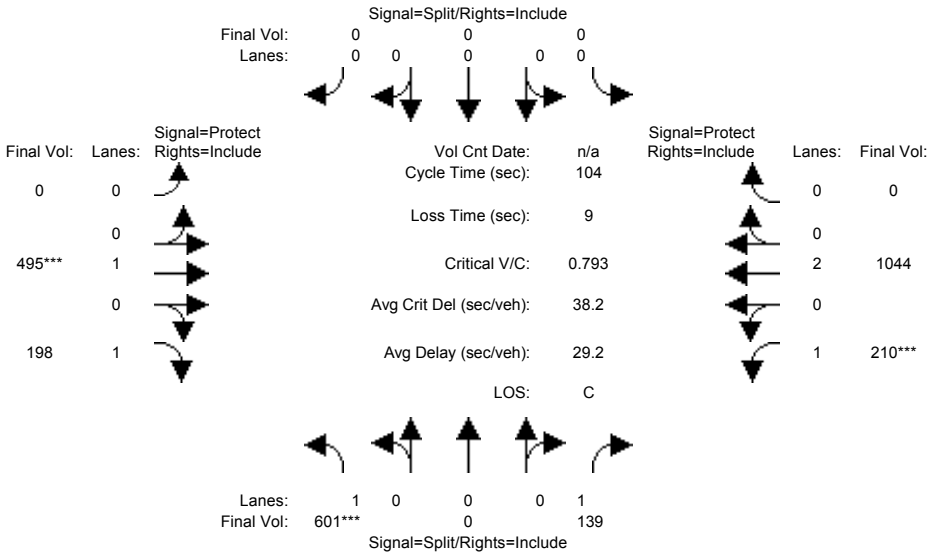
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	398	0	20	18	690	0	0	564	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	398	0	20	18	690	0	0	564	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	398	0	20	18	690	0	0	564	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	398	0	20	18	690	0	0	564	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	398	0	20	18	690	0	0	564	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	398	0	20	18	690	0	0	564	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.03	0.97	0.00	0.00	0.73	0.27
Final Sat.:	0	0	0	1666	0	84	46	1754	0	0	1308	492
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.39	0.39	0.00	0.00	0.43	0.43
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	34.1	34.1	0.0	0.0	34.1	34.1
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.68	0.68	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	23.3	10.5	10.5	0.0	0.0	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:	0.0	0.0	0.0	23.3	0.0	23.3	10.5	10.5	0.0	0.0	12.2	12.2
LOS by Move:	A	A	A	C	A	C	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	17	0	17	18	18	0	0	21	21

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3613: JULIAN/24TH [Study Int 2]



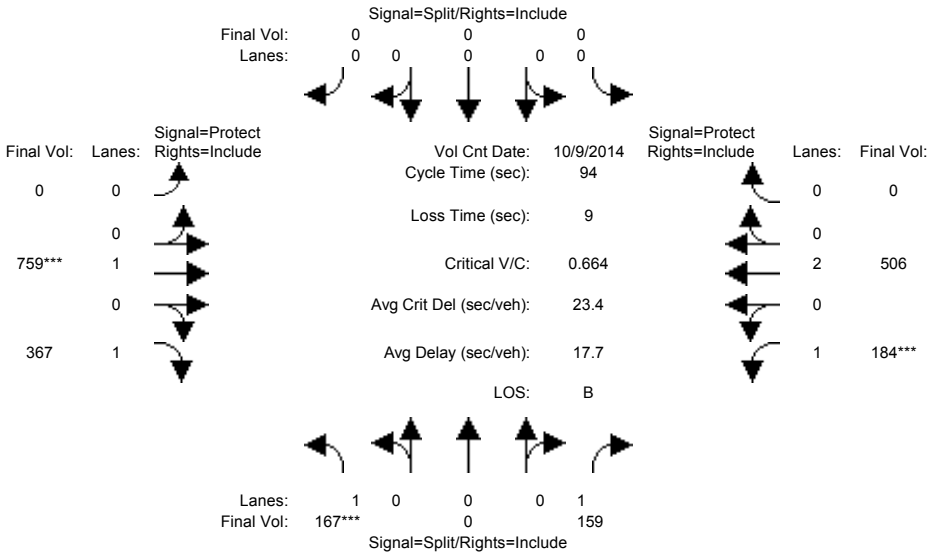
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	601	0	139	0	0	0	0	495	198	210	1044	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	601	0	139	0	0	0	0	495	198	210	1044	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	601	0	139	0	0	0	0	495	198	210	1044	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	0	139	0	0	0	0	495	198	210	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	0	139	0	0	0	0	495	198	210	1044	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	0	139	0	0	0	0	495	198	210	1044	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.11	0.12	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	45.1	0.0	45.1	0.0	0.0	0.0	0.0	34.2	34.2	15.7	49.9	0.0
Volume/Cap:	0.79	0.00	0.18	0.00	0.00	0.00	0.00	0.79	0.34	0.79	0.57	0.00
Delay/Veh:	31.2	0.0	18.3	0.0	0.0	0.0	0.0	38.6	26.8	57.5	19.8	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:	31.2	0.0	18.3	0.0	0.0	0.0	0.0	38.6	26.8	57.5	19.8	0.0
LOS by Move:	C	A	B	A	A	A	A	D	C	E	B	A
HCM2k95thQ:	33	0	6	0	0	0	0	26	10	17	22	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3613: JULIAN/24TH [Study Int 2]



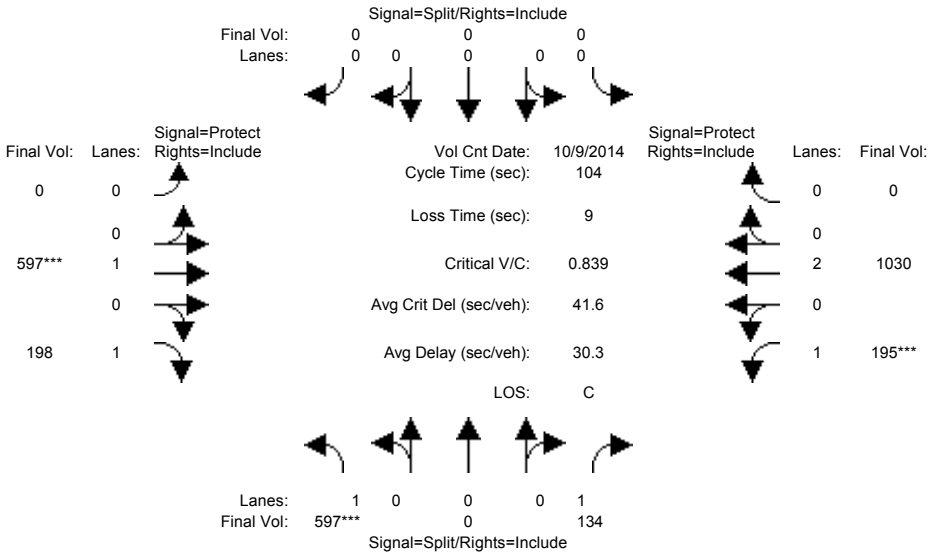
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	167	0	159	0	0	0	0	759	367	184	506	0
Growth 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:	167	0	159	0	0	0	0	759	367	184	506	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	159	0	0	0	0	759	367	184	506	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	0	159	0	0	0	0	759	367	184	506	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	0	159	0	0	0	0	759	367	184	506	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	0	159	0	0	0	0	759	367	184	506	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.21	0.11	0.13	0.00
Crit Moves:	****							****		****		
Green Time:	13.5	0.0	13.5	0.0	0.0	0.0	0.0	56.6	56.6	14.9	71.5	0.0
Volume/Cap:	0.66	0.00	0.63	0.00	0.00	0.00	0.00	0.66	0.35	0.66	0.18	0.00
Delay/Veh:	44.6	0.0	43.0	0.0	0.0	0.0	0.0	13.9	9.6	43.1	3.1	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:	44.6	0.0	43.0	0.0	0.0	0.0	0.0	13.9	9.6	43.1	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	12	0	11	0	0	0	0	25	11	13	4	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3613: JULIAN/24TH [Study Int 2]



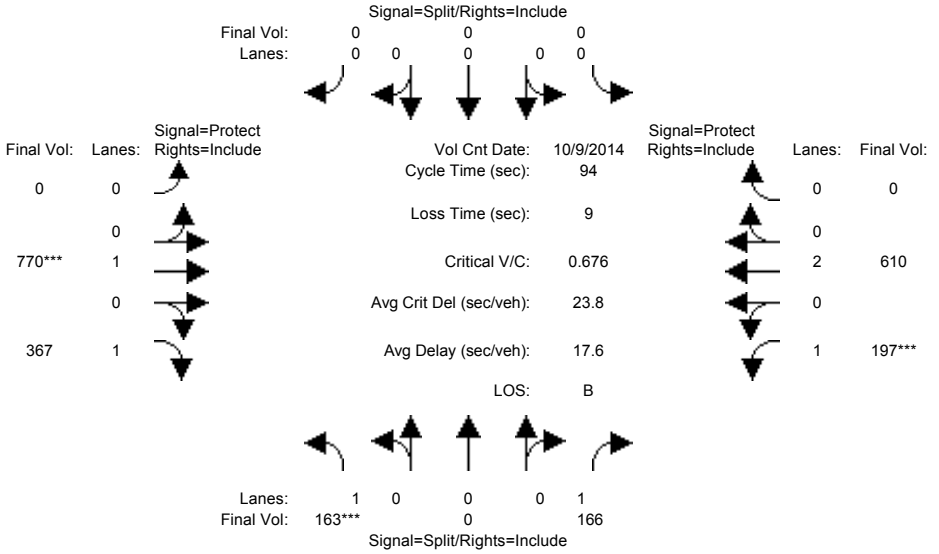
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	597	0	134	0	0	0	0	597	198	195	1030	0
Growth 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:	597	0	134	0	0	0	0	597	198	195	1030	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	597	0	134	0	0	0	0	597	198	195	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	597	0	134	0	0	0	0	597	198	195	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	0	134	0	0	0	0	597	198	195	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	597	0	134	0	0	0	0	597	198	195	1030	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.08	0.00	0.00	0.00	0.00	0.31	0.11	0.11	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	42.3	0.0	42.3	0.0	0.0	0.0	0.0	38.9	38.9	13.8	52.7	0.0
Volume/Cap:	0.84	0.00	0.19	0.00	0.00	0.00	0.00	0.84	0.30	0.84	0.53	0.00
Delay/Veh:	36.6	0.0	20.0	0.0	0.0	0.0	0.0	38.5	23.2	66.9	17.6	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:	36.6	0.0	20.0	0.0	0.0	0.0	0.0	38.5	23.2	66.9	17.6	0.0
LOS by Move:	D	A	B	A	A	A	A	D	C	E	B	A
HCM2k95thQ:	35	0	6	0	0	0	0	31	9	17	20	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3613: JULIAN/24TH [Study Int 2]



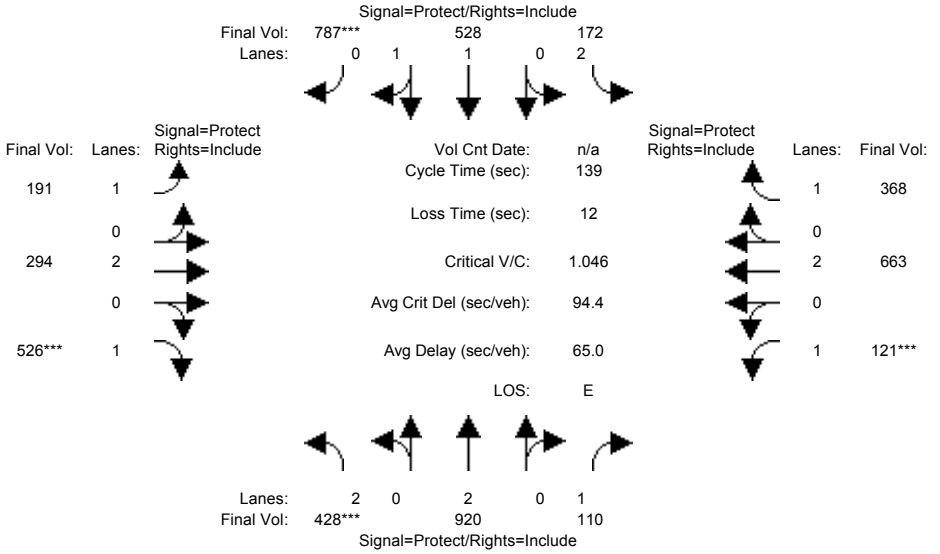
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	163		0	166	0		0	0	0		770	367	197		610	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:	163		0	166	0		0	0	0		770	367	197		610	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	163		0	166	0		0	0	0		770	367	197		610	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	163		0	166	0		0	0	0		770	367	197		610	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	163		0	166	0		0	0	0		770	367	197		610	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	163		0	166	0		0	0	0		770	367	197		610	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		0.00	1.00	0.00		0.00	0.00	0.00		1.00	1.00	1.00		2.00	0.00
Final Sat.:	1750		0	1750	0		0	0	0		1900	1750	1750		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.09		0.00	0.09	0.00		0.00	0.00	0.41		0.21	0.11	0.16		0.00	
Crit Moves:	****								****				****			
Green Time:	13.2		0.0	13.2	0.0		0.0	0.0	56.2		56.2	15.6	71.8		0.0	
Volume/Cap:	0.67		0.00	0.68	0.00		0.00	0.00	0.68		0.35	0.68	0.21		0.00	
Delay/Veh:	45.1		0.0	45.8	0.0		0.0	0.0	14.4		9.8	43.1	3.1		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:	45.1		0.0	45.8	0.0		0.0	0.0	14.4		9.8	43.1	3.1		0.0	
LOS by Move:	D		A	D	A		A	A	B		A	D	A		A	
HCM2k95thQ:	12		0	12	0		0	0	26		11	13	5		0	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3623: KING/MABURY [Study Int 27]



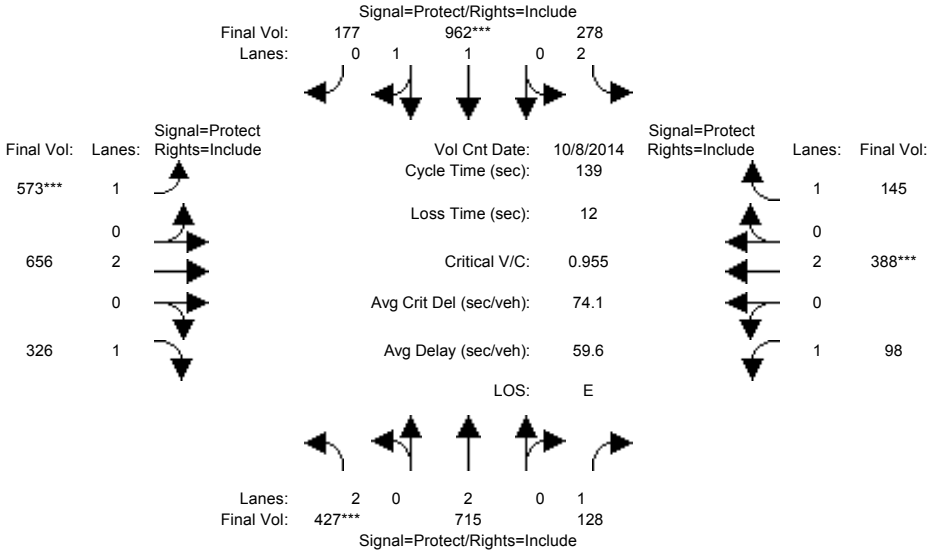
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	428	920	110	172	528	787	191	294	526	121	663	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	920	110	172	528	787	191	294	526	121	663	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	920	110	172	528	787	191	294	526	121	663	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	920	110	172	528	787	191	294	526	121	663	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	920	110	172	528	787	191	294	526	121	663	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	920	110	172	528	787	191	294	526	121	663	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.06	0.05	0.28	0.45	0.11	0.08	0.30	0.07	0.17	0.21
Crit Moves:	****					****			****	****		
Green Time:	18.1	63.5	63.5	14.3	59.8	59.8	16.8	40.0	40.0	9.2	32.4	32.4
Volume/Cap:	1.05	0.53	0.14	0.53	0.65	1.05	0.90	0.27	1.05	1.05	0.75	0.90
Delay/Veh:	117.3	27.4	21.9	60.8	32.0	77.8	96.9	38.4	102.1	161.3	53.2	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.3	27.4	21.9	60.8	32.0	77.8	96.9	38.4	102.1	161.3	53.2	74.7
LOS by Move:	F	C	C	E	C	E	F	D	F	F	D	E
HCM2k95thQ:	25	24	6	8	30	69	18	9	49	14	24	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3623: KING/MABURY [Study Int 27]



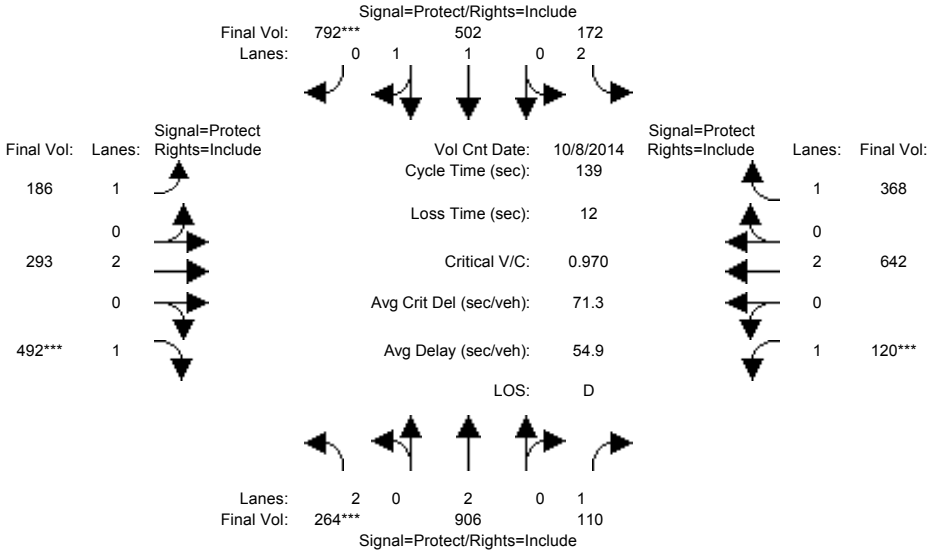
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	427		715	128	278		962	177	573		656	326	98		388	145
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	427		715	128	278		962	177	573		656	326	98		388	145
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	427		715	128	278		962	177	573		656	326	98		388	145
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	427		715	128	278		962	177	573		656	326	98		388	145
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	427		715	128	278		962	177	573		656	326	98		388	145
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	427		715	128	278		962	177	573		656	326	98		388	145
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		1.68	0.32	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	3150		3800	1750	3150		3125	575	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.14		0.19	0.07	0.09		0.31	0.31	0.33		0.17	0.19	0.06		0.10	0.08
Crit Moves:	****						****		****						****	
Green Time:	19.7		43.9	43.9	20.6		44.8	44.8	47.6		48.0	48.0	14.4		14.9	14.9
Volume/Cap:	0.96		0.60	0.23	0.60		0.96	0.96	0.96		0.50	0.54	0.54		0.96	0.78
Delay/Veh:	90.5		40.9	35.3	57.4		62.6	62.6	70.7		36.3	37.5	62.3		95.0	78.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	90.5		40.9	35.3	57.4		62.6	62.6	70.7		36.3	37.5	62.3		95.0	78.6
LOS by Move:	F		D	D	E		E	E	E		D	D	E		F	E
HCM2k95thQ:	23		23	8	13		45	45	47		20	21	8		18	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3623: KING/MABURY [Study Int 27]



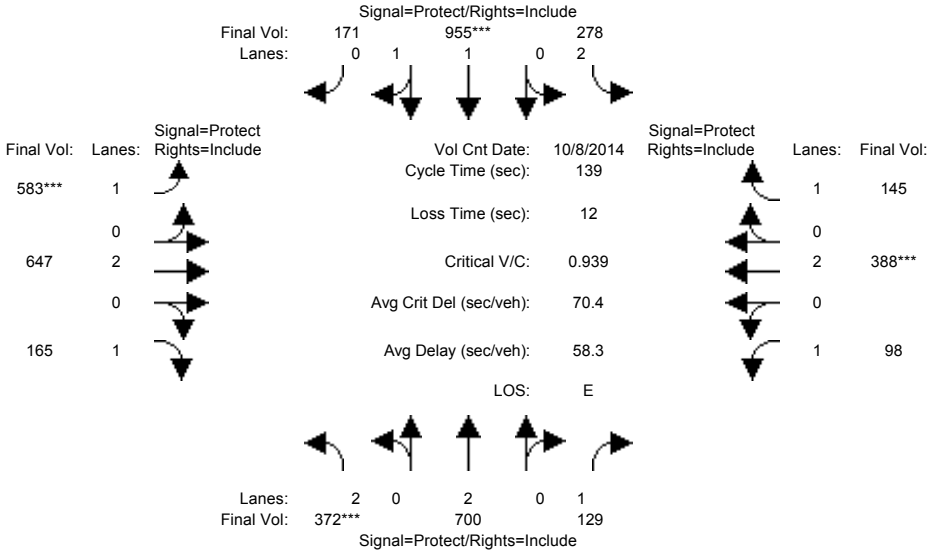
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	264		906	110	172		502	792	186		293	492	120		642	368
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	264		906	110	172		502	792	186		293	492	120		642	368
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	264		906	110	172		502	792	186		293	492	120		642	368
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	264		906	110	172		502	792	186		293	492	120		642	368
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	264		906	110	172		502	792	186		293	492	120		642	368
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	264		906	110	172		502	792	186		293	492	120		642	368
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	3150		3800	1750	3150		1900	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08	0.24		0.06	0.05	0.26		0.45	0.11	0.08		0.28	0.07	0.17		0.21
Crit Moves:	****							****				****	****			
Green Time:	12.0	62.6		62.6	14.3	64.9		64.9	16.8	40.3		40.3	9.8	33.3		33.3
Volume/Cap:	0.97	0.53		0.14	0.53	0.57		0.97	0.88	0.27		0.97	0.97	0.71		0.88
Delay/Veh:	109.4	27.9		22.5	60.8	27.2		53.9	91.4	38.1		80.9	135.7	50.9		69.5
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	27.9		22.5	60.8	27.2		53.9	91.4	38.1		80.9	135.7	50.9		69.5
LOS by Move:	F		C	C	E		C	D	F		D	F	F		D	E
HCM2k95thQ:	16		24	6	8		27	63	18		9	43	13		23	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3623: KING/MABURY [Study Int 27]



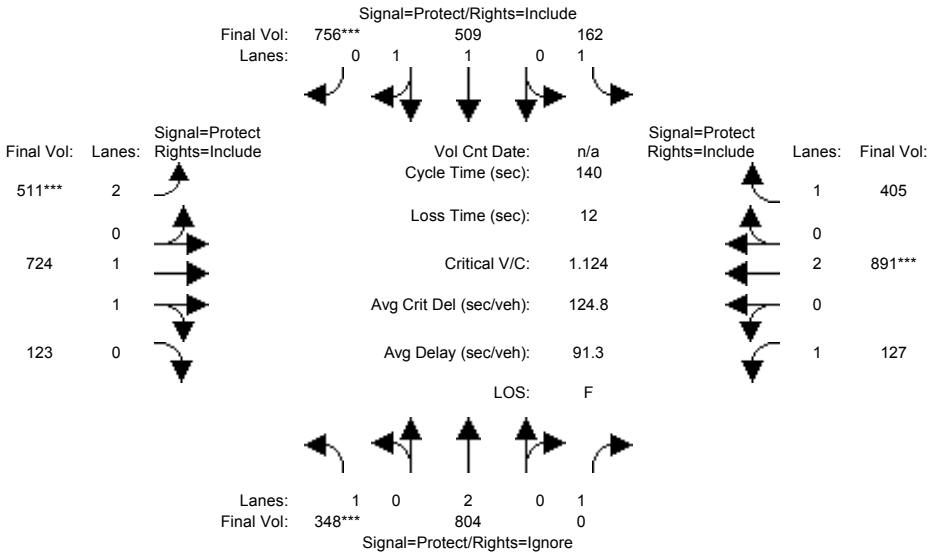
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	372	700	129	278	955	171	583	647	165	98	388	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	700	129	278	955	171	583	647	165	98	388	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	700	129	278	955	171	583	647	165	98	388	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	700	129	278	955	171	583	647	165	98	388	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	700	129	278	955	171	583	647	165	98	388	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	700	129	278	955	171	583	647	165	98	388	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3138	562	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.07	0.09	0.30	0.30	0.33	0.17	0.09	0.06	0.10	0.08
Crit Moves:	****				****		****				****	
Green Time:	17.5	42.3	42.3	20.3	45.1	45.1	49.3	48.5	48.5	16.0	15.1	15.1
Volume/Cap:	0.94	0.61	0.24	0.61	0.94	0.94	0.94	0.49	0.27	0.49	0.94	0.76
Delay/Veh:	90.3	42.2	36.6	57.9	59.4	59.4	65.6	35.8	32.8	59.6	90.7	76.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	42.2	36.6	57.9	59.4	59.4	65.6	35.8	32.8	59.6	90.7	76.6
LOS by Move:	F	D	D	E	E	E	E	D	C	E	F	E
HCM2k95thQ:	20	22	8	13	44	44	47	19	10	8	18	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3625: KING/McKEE [Study Int 7]



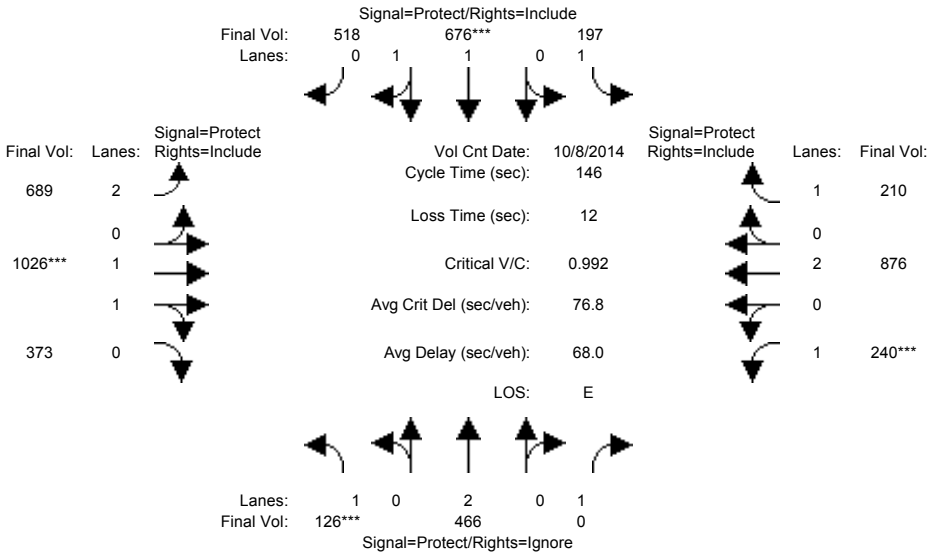
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	348		804	172	162		509	756	511		724	123	127		891	405
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	348		804	172	162		509	756	511		724	123	127		891	405
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	348		804	172	162		509	756	511		724	123	127		891	405
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	348		804	0	162		509	756	511		724	123	127		891	405
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	348		804	0	162		509	756	511		724	123	127		891	405
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	348		804	0	162		509	756	511		724	123	127		891	405
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.00	1.00	2.00		1.70	0.30	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		1900	1750	3150		3162	537	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.20		0.21	0.00	0.09		0.27	0.43	0.16		0.23	0.23	0.07		0.23	0.23
Crit Moves:	****							****	****						****	
Green Time:	24.8		54.7	0.0	23.9		53.8	53.8	20.2		37.5	37.5	11.9		29.2	29.2
Volume/Cap:	1.12		0.54	0.00	0.54		0.70	1.12	1.12		0.85	0.85	0.85		1.12	1.11
Delay/Veh:	146.5		33.4	0.0	55.1		37.4	110.8	140.5		56.0	56.0	98.6		127	135.4
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:	146.5		33.4	0.0	55.1		37.4	110.8	140.5		56.0	56.0	98.6		127	135.4
LOS by Move:	F		C	A	E		D	F	F		E	E	F		F	F
HCM2k95thQ:	38		23	0	13		31	74	31		31	31	13		44	42

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3625: KING/McKEE [Study Int 7]



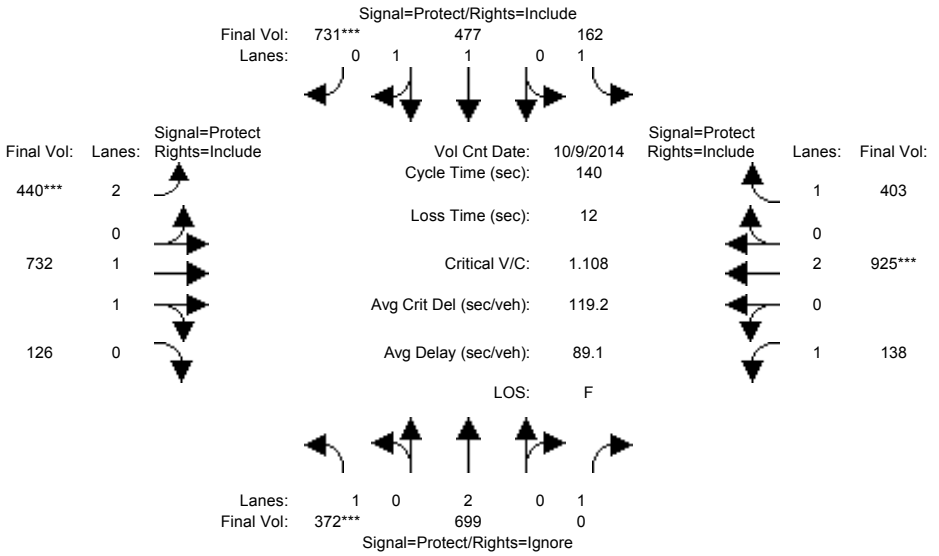
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	126		466	301	197		676	518	689		1026	373	240		876	210
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	126		466	301	197		676	518	689		1026	373	240		876	210
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	126		466	301	197		676	518	689		1026	373	240		876	210
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	126		466	0	197		676	518	689		1026	373	240		876	210
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	126		466	0	197		676	518	689		1026	373	240		876	210
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	126		466	0	197		676	518	689		1026	373	240		876	210
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.99	0.95	0.83		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.11	0.89	2.00		1.45	0.55	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		2094	1604	3150		2713	986	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.12	0.00	0.11		0.32	0.32	0.22		0.38	0.38	0.14		0.23	0.12
Crit Moves:	****				****						****		****			
Green Time:	10.6		30.3	0.0	27.8		47.5	47.5	36.9		55.7	55.7	20.2		38.9	38.9
Volume/Cap:	0.99		0.59	0.00	0.59		0.99	0.99	0.86		0.99	0.99	0.99		0.86	0.45
Delay/Veh:	144.8		53.4	0.0	56.7		72.9	72.9	61.9		66.9	66.9	118.2		58.9	45.3
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:	144.8		53.4	0.0	56.7		72.9	72.9	61.9		66.9	66.9	118.2		58.9	45.3
LOS by Move:	F		D	A	E		E	E	E		E	E	F		E	D
HCM2k95thQ:	15		17	0	16		51	51	30		53	53	25		34	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3625: KING/McKEE [Study Int 7]



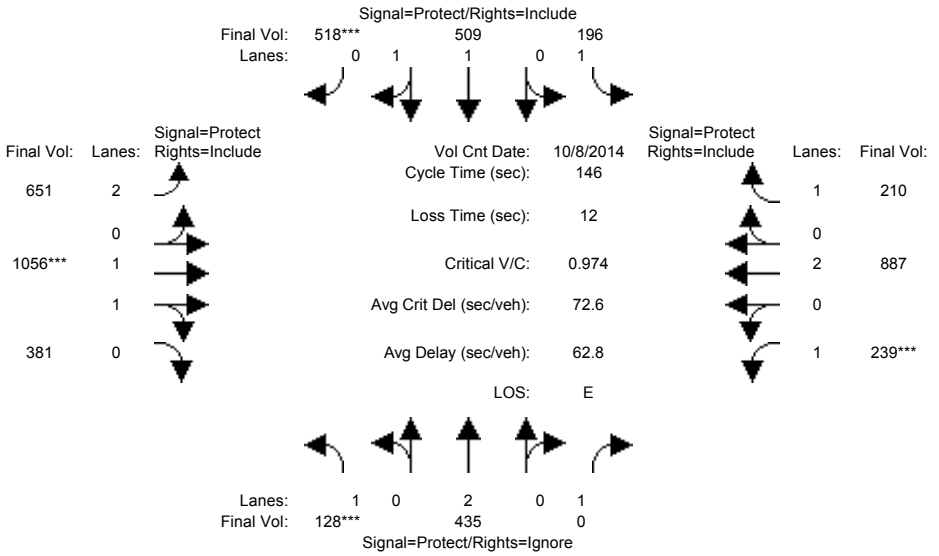
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	372		699	172	162		477	731	440		732	126	138		925	403
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	372		699	172	162		477	731	440		732	126	138		925	403
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	372		699	172	162		477	731	440		732	126	138		925	403
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	372		699	0	162		477	731	440		732	126	138		925	403
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	372		699	0	162		477	731	440		732	126	138		925	403
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	372		699	0	162		477	731	440		732	126	138		925	403
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.00	1.00	2.00		1.70	0.30	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		1900	1750	3150		3156	543	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.21		0.18	0.00	0.09		0.25	0.42	0.14		0.23	0.23	0.08		0.24	0.23
Crit Moves:	****							****	****						****	
Green Time:	26.8		53.0	0.0	26.7		52.8	52.8	17.6		36.1	36.1	12.3		30.7	30.7
Volume/Cap:	1.11		0.49	0.00	0.49		0.67	1.11	1.11		0.90	0.90	0.90		1.11	1.05
Delay/Veh:	138.1		33.4	0.0	51.7		37.2	105.7	139.0		61.5	61.5	107.6		120	113.8
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:	138.1		33.4	0.0	51.7		37.2	105.7	139.0		61.5	61.5	107.6		120	113.8
LOS by Move:	F		C	A	D		D	F	F		E	E	F		F	F
HCM2k95thQ:	39		20	0	13		29	70	27		33	33	14		44	40

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3625: KING/McKEE [Study Int 7]



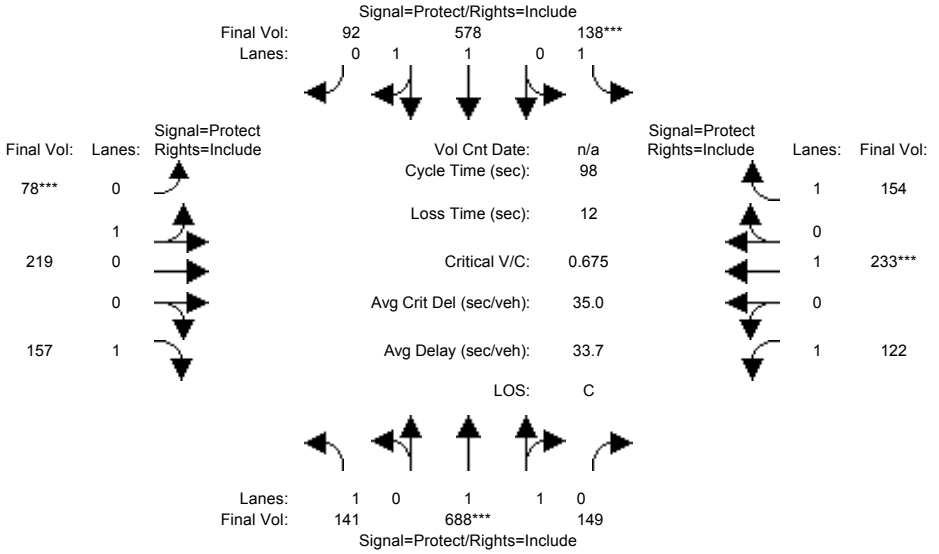
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	128	435	308	196	509	518	651	1056	381	239	887	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	435	308	196	509	518	651	1056	381	239	887	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	435	308	196	509	518	651	1056	381	239	887	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	435	0	196	509	518	651	1056	381	239	887	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	435	0	196	509	518	651	1056	381	239	887	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	435	0	196	509	518	651	1056	381	239	887	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.46	0.54	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	2718	981	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.11	0.27	0.30	0.21	0.39	0.39	0.14	0.23	0.12
Crit Moves:	****					****		****			****	
Green Time:	11.0	28.0	0.0	27.4	44.4	44.4	36.9	58.2	58.2	20.5	41.7	41.7
Volume/Cap:	0.97	0.60	0.00	0.60	0.88	0.97	0.82	0.97	0.97	0.97	0.82	0.42
Delay/Veh:	137.7	55.3	0.0	57.3	56.4	71.9	57.9	60.7	60.7	112.6	53.5	42.9
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:	137.7	55.3	0.0	57.3	56.4	71.9	57.9	60.7	60.7	112.6	53.5	42.9
LOS by Move:	F	E	A	E	E	E	E	E	E	F	D	D
HCM2k95thQ:	14	16	0	16	39	46	28	53	53	24	33	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



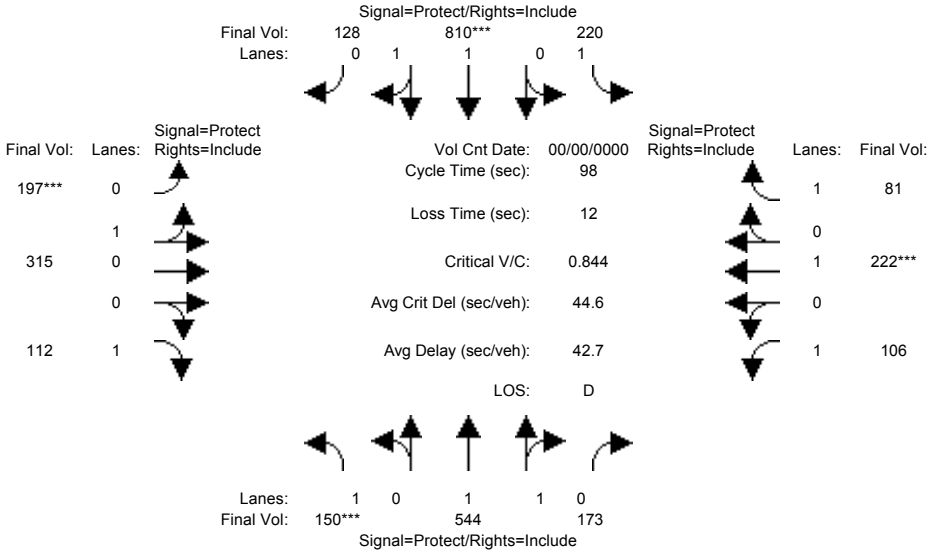
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	688	149	138	578	92	78	219	157	122	233	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	688	149	138	578	92	78	219	157	122	233	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	688	149	138	578	92	78	219	157	122	233	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	688	149	138	578	92	78	219	157	122	233	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	688	149	138	578	92	78	219	157	122	233	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	688	149	138	578	92	78	219	157	122	233	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	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.72	0.28	0.26	0.74	1.00	1.00	1.00	1.00
Final Sat.:	1750	3041	659	1750	3192	508	473	1327	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.08	0.18	0.18	0.17	0.17	0.09	0.07	0.12	0.09
Crit Moves:		****			****			****			****	
Green Time:	13.6	32.8	32.8	11.4	30.6	30.6	23.9	25.8	25.8	15.9	17.8	17.8
Volume/Cap:	0.58	0.68	0.68	0.68	0.58	0.58	0.68	0.63	0.34	0.43	0.68	0.48
Delay/Veh:	43.0	29.5	29.5	50.2	29.0	29.0	37.7	34.5	29.7	38.0	42.7	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	29.5	29.5	50.2	29.0	29.0	37.7	34.5	29.7	38.0	42.7	37.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	9	20	20	9	16	16	18	17	8	8	15	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



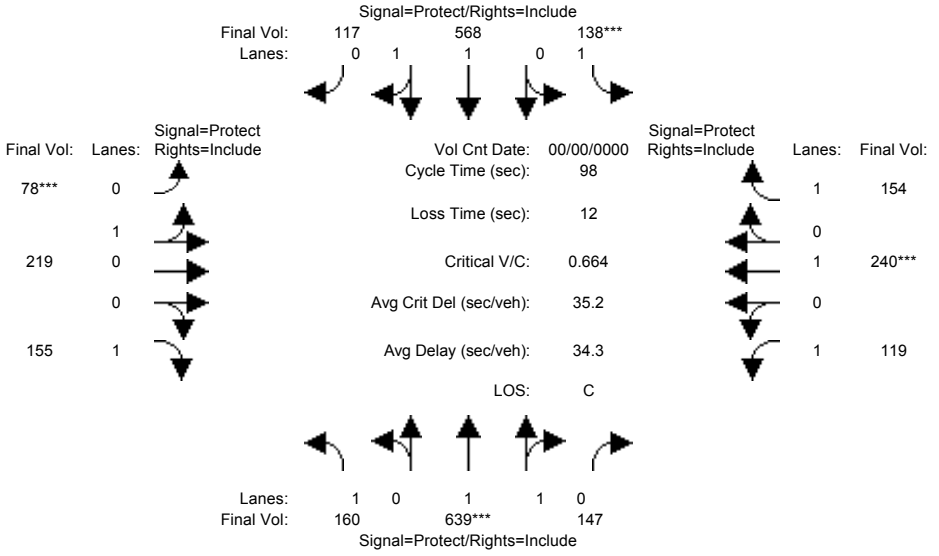
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	150	544	173	220	810	128	197	315	112	106	222	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	544	173	220	810	128	197	315	112	106	222	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	544	173	220	810	128	197	315	112	106	222	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	544	173	220	810	128	197	315	112	106	222	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	544	173	220	810	128	197	315	112	106	222	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	544	173	220	810	128	197	315	112	106	222	81
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	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.72	0.28	0.38	0.62	1.00	1.00	1.00	1.00
Final Sat.:	1750	2807	893	1750	3195	505	693	1107	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.13	0.25	0.25	0.28	0.28	0.06	0.06	0.12	0.05
Crit Moves:	****				****		****				****	
Green Time:	10.0	23.9	23.9	15.5	29.4	29.4	33.0	34.3	34.3	12.3	13.6	13.6
Volume/Cap:	0.84	0.79	0.79	0.79	0.84	0.84	0.84	0.81	0.18	0.48	0.84	0.33
Delay/Veh:	72.3	39.7	39.7	54.4	38.2	38.2	40.6	36.9	22.3	41.6	62.5	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.3	39.7	39.7	54.4	38.2	38.2	40.6	36.9	22.3	41.6	62.5	39.0
LOS by Move:	E	D	D	D	D	D	D	D	C	D	E	D
HCM2k95thQ:	11	20	20	14	26	26	31	29	5	8	17	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



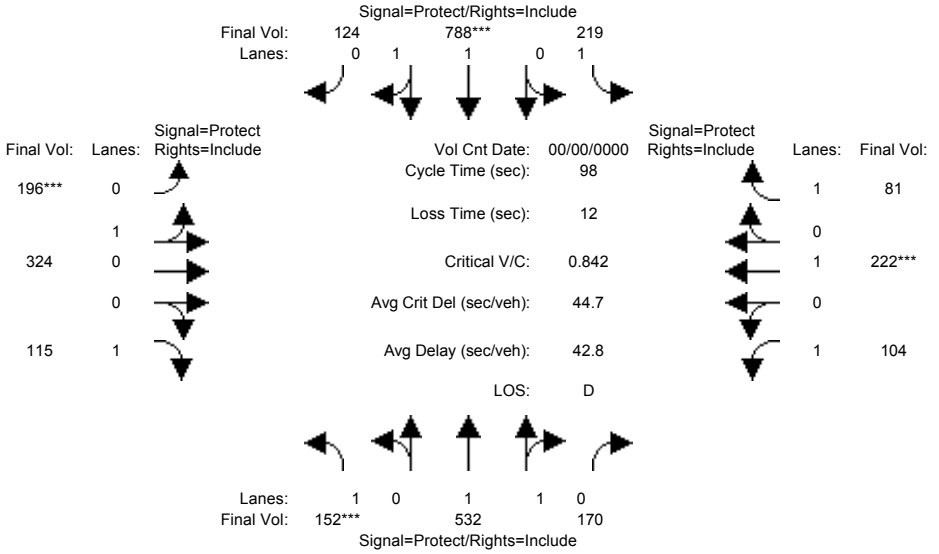
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	160		639	147	138		568	117	78		219	155	119		240	154
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	160		639	147	138		568	117	78		219	155	119		240	154
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	160		639	147	138		568	117	78		219	155	119		240	154
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	160		639	147	138		568	117	78		219	155	119		240	154
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	160		639	147	138		568	117	78		219	155	119		240	154
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	160		639	147	138		568	117	78		219	155	119		240	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		0.98	0.95	0.95		0.95	0.92	0.92		1.00	0.92
Lanes:	1.00		1.62	0.38	1.00		1.65	0.35	0.26		0.74	1.00	1.00		1.00	1.00
Final Sat.:	1750		3007	692	1750		3068	632	473		1327	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.21	0.21	0.08		0.19	0.19	0.17		0.17	0.09	0.07		0.13	0.09
Crit Moves:			****				****				****				****	
Green Time:	14.2		31.4	31.4	11.6		28.8	28.8	24.4		26.6	26.6	16.4		18.6	18.6
Volume/Cap:	0.63		0.66	0.66	0.66		0.63	0.63	0.66		0.61	0.33	0.41		0.66	0.46
Delay/Veh:	44.5		30.2	30.2	49.2		31.2	31.2	36.9		33.4	29.0	37.3		41.4	36.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.5		30.2	30.2	49.2		31.2	31.2	36.9		33.4	29.0	37.3		41.4	36.2
LOS by Move:	D		C	C	D		C	C	D		C	C	D		D	D
HCM2k95thQ:	10		19	19	9		17	17	18		17	8	8		15	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



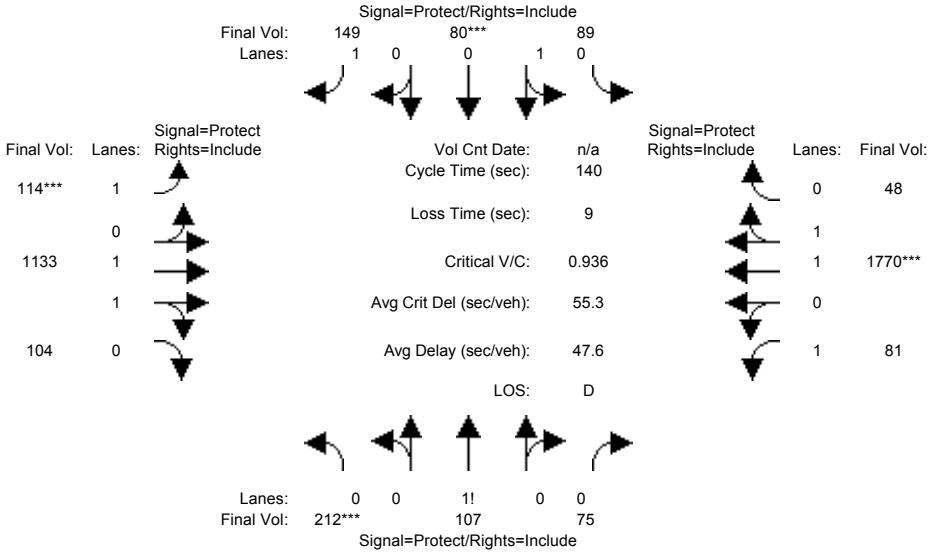
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	152	532	170	219	788	124	196	324	115	104	222	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	532	170	219	788	124	196	324	115	104	222	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	532	170	219	788	124	196	324	115	104	222	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	532	170	219	788	124	196	324	115	104	222	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	532	170	219	788	124	196	324	115	104	222	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	532	170	219	788	124	196	324	115	104	222	81
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	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.72	0.28	0.38	0.62	1.00	1.00	1.00	1.00
Final Sat.:	1750	2803	896	1750	3197	503	678	1122	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.13	0.25	0.25	0.29	0.29	0.07	0.06	0.12	0.05
Crit Moves:	****				****		****				****	
Green Time:	10.1	23.4	23.4	15.4	28.7	28.7	33.6	34.9	34.9	12.3	13.6	13.6
Volume/Cap:	0.84	0.80	0.80	0.80	0.84	0.84	0.84	0.81	0.18	0.47	0.84	0.33
Delay/Veh:	71.6	40.1	40.1	54.6	38.6	38.6	39.9	36.3	21.9	41.4	62.2	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	40.1	40.1	54.6	38.6	38.6	39.9	36.3	21.9	41.4	62.2	38.9
LOS by Move:	E	D	D	D	D	D	D	D	C	D	E	D
HCM2k95thQ:	11	20	20	14	25	25	31	30	5	7	17	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3678: MCKEE/33RD [Study Int 6]



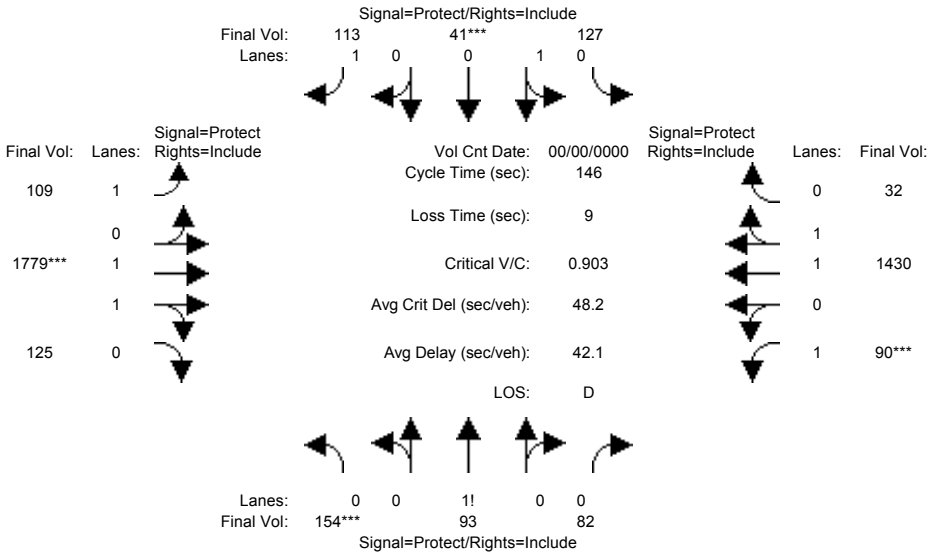
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	107	75	89	80	149	114	1133	104	81	1770	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	107	75	89	80	149	114	1133	104	81	1770	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	107	75	89	80	149	114	1133	104	81	1770	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	107	75	89	80	149	114	1133	104	81	1770	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	107	75	89	80	149	114	1133	104	81	1770	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	107	75	89	80	149	114	1133	104	81	1770	48
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	0.97	0.95
Lanes:	0.54	0.27	0.19	0.53	0.47	1.00	1.00	1.83	0.17	1.00	1.95	0.05
Final Sat.:	942	475	333	948	852	1750	1750	3389	311	1750	3602	98
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.09	0.09	0.09	0.07	0.33	0.33	0.05	0.49	0.49
Crit Moves:	****				****		****				****	
Green Time:	33.7	33.7	33.7	14.0	14.0	14.0	9.7	72.4	72.4	10.8	73.5	73.5
Volume/Cap:	0.94	0.94	0.94	0.94	0.94	0.85	0.94	0.65	0.65	0.60	0.94	0.94
Delay/Veh:	80.3	80.3	80.3	111.1	111	92.1	126.4	25.3	25.3	69.7	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.3	80.3	80.3	111.1	111	92.1	126.4	25.3	25.3	69.7	40.2	40.2
LOS by Move:	F	F	F	F	F	F	F	C	C	E	D	D
HCM2k95thQ:	34	34	34	20	20	17	12	33	33	7	55	55

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3678: MCKEE/33RD [Study Int 6]



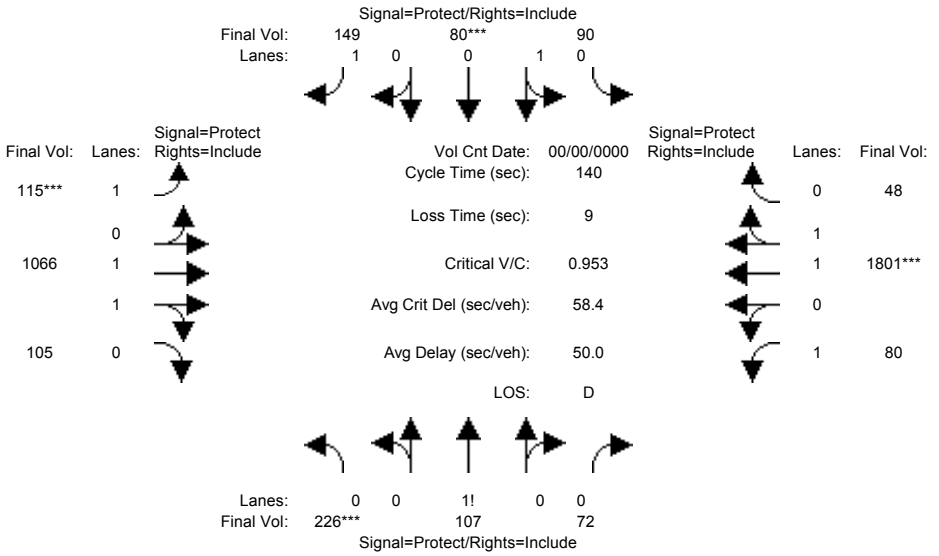
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	154		93	82	127		41	113	109	1779		125	90	1430		32
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	154		93	82	127		41	113	109	1779		125	90	1430		32
Added Vol:	0		0	0	0		0	0	0	0		0	0	0		0
PasserByVol:	0		0	0	0		0	0	0	0		0	0	0		0
Initial Fut:	154		93	82	127		41	113	109	1779		125	90	1430		32
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	154		93	82	127		41	113	109	1779		125	90	1430		32
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	154		93	82	127		41	113	109	1779		125	90	1430		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:	154		93	82	127		41	113	109	1779		125	90	1430		32
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	0.97		0.95
Lanes:	0.47		0.28	0.25	0.76		0.24	1.00	1.00	1.87		0.13	1.00	1.96		0.04
Final Sat.:	819		495	436	1361		439	1750	1750	3457		243	1750	3619		81
Capacity Analysis Module:																
Vol/Sat:	0.19		0.19	0.19	0.09		0.09	0.06	0.06	0.51		0.51	0.05	0.40		0.40
Crit Moves:	****				****					****			****			
Green Time:	30.4		30.4	30.4	15.1		15.1	15.1	12.5	83.2		83.2	8.3	79.1		79.1
Volume/Cap:	0.90		0.90	0.90	0.90		0.90	0.62	0.73	0.90		0.90	0.90	0.73		0.73
Delay/Veh:	81.2		81.2	81.2	104.5		105	69.4	81.8	33.7		33.7	128.3	26.8		26.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	81.2		81.2	81.2	104.5		105	69.4	81.8	33.7		33.7	128.3	26.8		26.8
LOS by Move:	F		F	F	F		F	E	F	C		C	F	C		C
HCM2k95thQ:	29		29	29	20		20	12	10	62		62	9	40		40

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3678: MCKEE/33RD [Study Int 6]



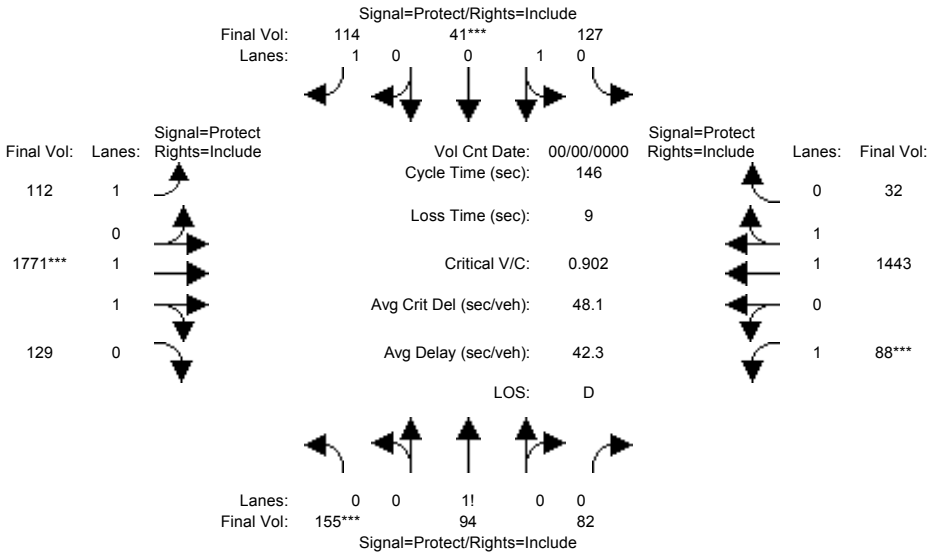
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	226		107	72	90		80	149	115		1066	105	80		1801	48
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	226		107	72	90		80	149	115		1066	105	80		1801	48
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	226		107	72	90		80	149	115		1066	105	80		1801	48
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	226		107	72	90		80	149	115		1066	105	80		1801	48
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	226		107	72	90		80	149	115		1066	105	80		1801	48
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	226		107	72	90		80	149	115		1066	105	80		1801	48
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		0.97	0.95
Lanes:	0.56		0.26	0.18	0.53		0.47	1.00	1.00		1.82	0.18	1.00		1.95	0.05
Final Sat.:	977		462	311	953		847	1750	1750		3368	332	1750		3604	96
Capacity Analysis Module:																
Vol/Sat:	0.23		0.23	0.23	0.09		0.09	0.09	0.07		0.32	0.32	0.05		0.50	0.50
Crit Moves:	****				****				****				****			
Green Time:	34.0		34.0	34.0	13.9		13.9	13.9	9.7		71.8	71.8	11.3		73.4	73.4
Volume/Cap:	0.95		0.95	0.95	0.95		0.95	0.86	0.95		0.62	0.62	0.56		0.95	0.95
Delay/Veh:	83.8		83.8	83.8	116.2		116	94.4	131.9		24.9	24.9	67.1		42.9	42.9
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:	83.8		83.8	83.8	116.2		116	94.4	131.9		24.9	24.9	67.1		42.9	42.9
LOS by Move:	F		F	F	F		F	F	F		C	C	E		D	D
HCM2k95thQ:	35		35	35	20		20	17	12		31	31	7		58	58

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3678: MCKEE/33RD [Study Int 6]



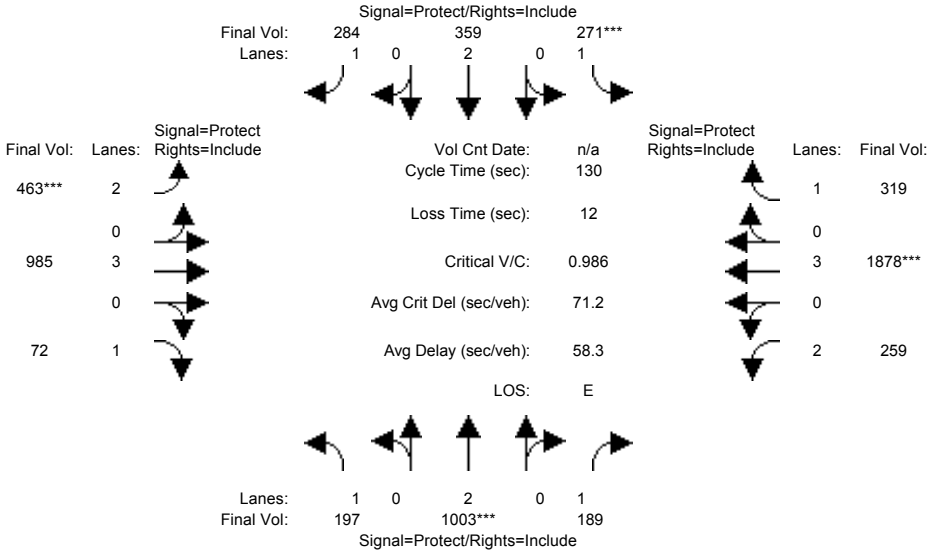
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	155		94	82	127		41	114	112		1771	129	88		1443	32
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	155		94	82	127		41	114	112		1771	129	88		1443	32
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	155		94	82	127		41	114	112		1771	129	88		1443	32
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	155		94	82	127		41	114	112		1771	129	88		1443	32
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	155		94	82	127		41	114	112		1771	129	88		1443	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:	155		94	82	127		41	114	112		1771	129	88		1443	32
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		0.97	0.95
Lanes:	0.47		0.28	0.25	0.76		0.24	1.00	1.00		1.86	0.14	1.00		1.96	0.04
Final Sat.:	819		497	434	1361		439	1750	1750		3449	251	1750		3620	80
Capacity Analysis Module:																
Vol/Sat:	0.19		0.19	0.19	0.09		0.09	0.07	0.06		0.51	0.51	0.05		0.40	0.40
Crit Moves:	****				****				****				****			
Green Time:	30.6		30.6	30.6	15.1		15.1	15.1	12.6		83.1	83.1	8.1		78.6	78.6
Volume/Cap:	0.90		0.90	0.90	0.90		0.90	0.63	0.74		0.90	0.90	0.90		0.74	0.74
Delay/Veh:	80.7		80.7	80.7	104.2		104	69.7	82.6		33.7	33.7	128.9		27.3	27.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	80.7		80.7	80.7	104.2		104	69.7	82.6		33.7	33.7	128.9		27.3	27.3
LOS by Move:	F		F	F	F		F	E	F		C	C	F		C	C
HCM2k95thQ:	29		29	29	20		20	12	10		62	62	9		41	41

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



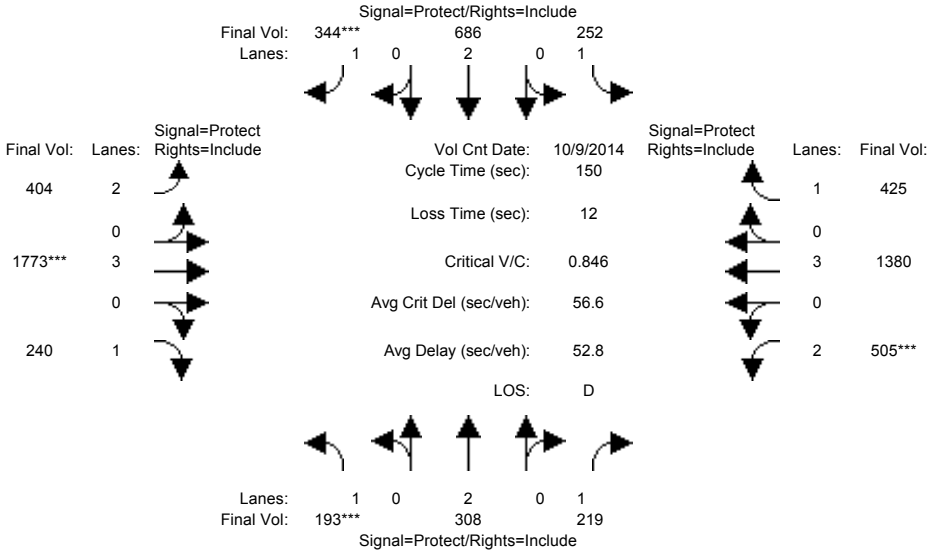
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	197		1003	189	271		359	284	463		985	72	259		1878	319
Growth Adj:	1.00		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		1003	189	271		359	284	463		985	72	259		1878	319
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	197		1003	189	271		359	284	463		985	72	259		1878	319
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		1003	189	271		359	284	463		985	72	259		1878	319
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	197		1003	189	271		359	284	463		985	72	259		1878	319
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	197		1003	189	271		359	284	463		985	72	259		1878	319
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.26	0.11	0.15		0.09	0.16	0.15		0.17	0.04	0.08		0.33	0.18
Crit Moves:			****				****				****				****	
Green Time:	22.6		34.8	34.8	20.4		32.6	32.6	19.4		42.6	42.6	20.2		43.4	43.4
Volume/Cap:	0.65		0.99	0.40	0.99		0.38	0.65	0.99		0.53	0.13	0.53		0.99	0.55
Delay/Veh:	54.8		72.2	39.7	105.0		40.6	46.9	93.0		35.8	30.8	51.6		60.4	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:	54.8		72.2	39.7	105.0		40.6	46.9	93.0		35.8	30.8	51.6		60.4	36.3
LOS by Move:	D		E	D	F		D	D	F		D	C	D		E	D
HCM2k95thQ:	17		42	13	25		11	20	28		20	4	11		47	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



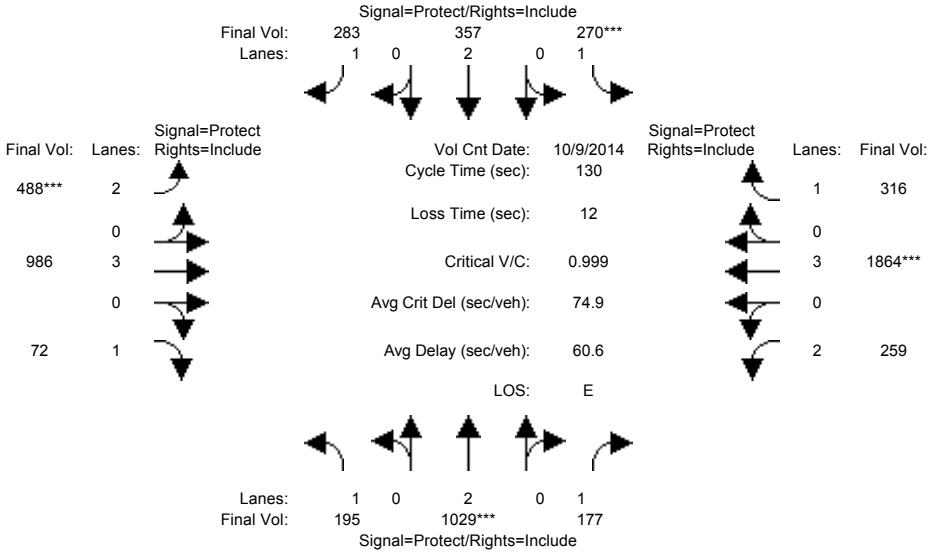
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	193	308	219	252	686	344	404	1773	240	505	1380	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	308	219	252	686	344	404	1773	240	505	1380	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	308	219	252	686	344	404	1773	240	505	1380	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	308	219	252	686	344	404	1773	240	505	1380	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	308	219	252	686	344	404	1773	240	505	1380	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	308	219	252	686	344	404	1773	240	505	1380	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.13	0.14	0.18	0.20	0.13	0.31	0.14	0.16	0.24	0.24
Crit Moves:	****					****		****		****		
Green Time:	19.6	25.3	25.3	29.1	34.9	34.9	28.9	55.2	55.2	28.4	54.7	54.7
Volume/Cap:	0.85	0.48	0.74	0.74	0.78	0.85	0.67	0.85	0.37	0.85	0.66	0.67
Delay/Veh:	87.9	57.0	68.9	65.4	58.3	70.0	58.9	46.9	35.1	69.5	40.8	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:	87.9	57.0	68.9	65.4	58.3	70.0	58.9	46.9	35.1	69.5	40.8	42.7
LOS by Move:	F	E	E	E	E	E	E	D	D	E	D	D
HCM2k95thQ:	21	13	21	22	27	30	20	44	16	25	30	30

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



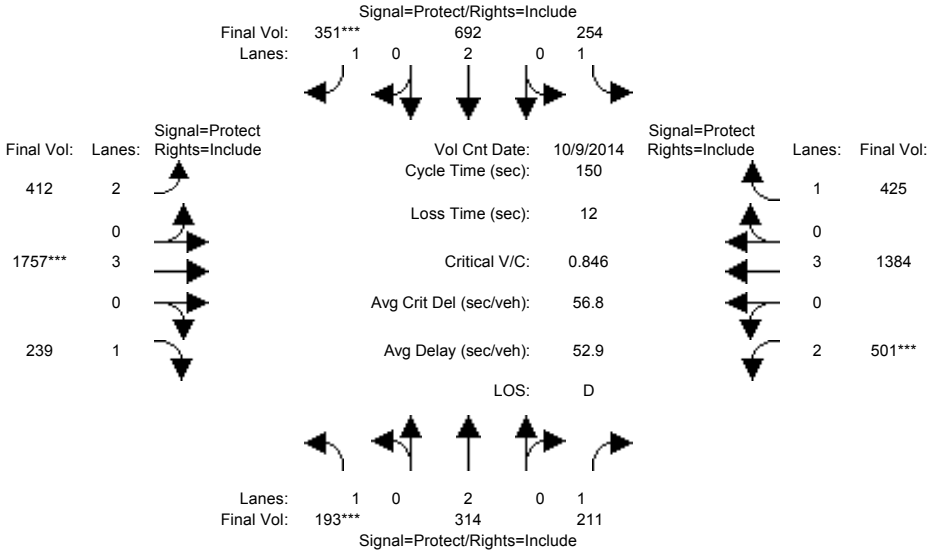
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	195		1029	177	270		357	283	488		986	72	259		1864	316
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	195		1029	177	270		357	283	488		986	72	259		1864	316
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	195		1029	177	270		357	283	488		986	72	259		1864	316
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	195		1029	177	270		357	283	488		986	72	259		1864	316
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	195		1029	177	270		357	283	488		986	72	259		1864	316
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	195		1029	177	270		357	283	488		986	72	259		1864	316
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.11		0.27	0.10	0.15		0.09	0.16	0.15		0.17	0.04	0.08		0.33	0.18
Crit Moves:			****				****		****						****	
Green Time:	22.6		35.2	35.2	20.1		32.7	32.7	20.2		42.5	42.5	20.2		42.5	42.5
Volume/Cap:	0.64		1.00	0.37	1.00		0.37	0.64	1.00		0.53	0.13	0.53		1.00	0.55
Delay/Veh:	54.6		75.2	38.9	109.5		40.4	46.6	95.4		35.9	30.8	51.6		64.4	37.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	54.6		75.2	38.9	109.5		40.4	46.6	95.4		35.9	30.8	51.6		64.4	37.1
LOS by Move:	D		E	D	F		D	D	F		D	C	D		E	D
HCM2k95thQ:	16		43	12	26		11	20	29		20	4	11		48	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



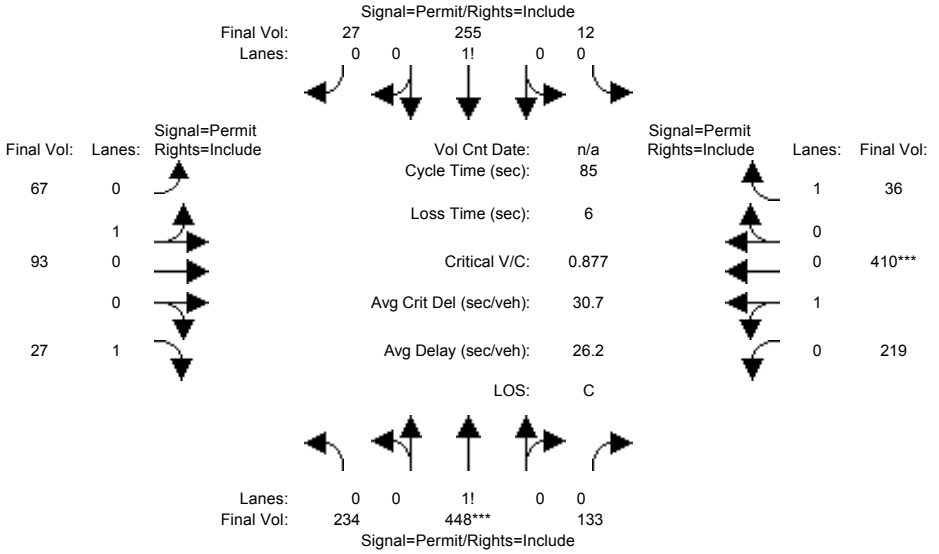
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	193	314	211	254	692	351	412	1757	239	501	1384	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	314	211	254	692	351	412	1757	239	501	1384	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	314	211	254	692	351	412	1757	239	501	1384	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	314	211	254	692	351	412	1757	239	501	1384	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	314	211	254	692	351	412	1757	239	501	1384	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	314	211	254	692	351	412	1757	239	501	1384	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.12	0.15	0.18	0.20	0.13	0.31	0.14	0.16	0.24	0.24
Crit Moves:	****					****		****		****		
Green Time:	19.6	25.0	25.0	30.1	35.6	35.6	29.0	54.7	54.7	28.2	53.9	53.9
Volume/Cap:	0.85	0.50	0.72	0.72	0.77	0.85	0.68	0.85	0.37	0.85	0.68	0.68
Delay/Veh:	87.9	57.4	67.8	63.3	57.4	69.4	59.2	47.2	35.5	69.7	41.6	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:	87.9	57.4	67.8	63.3	57.4	69.4	59.2	47.2	35.5	69.7	41.6	43.6
LOS by Move:	F	E	E	E	E	E	E	D	D	E	D	D
HCM2k95thQ:	21	13	20	22	27	30	21	44	16	25	31	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



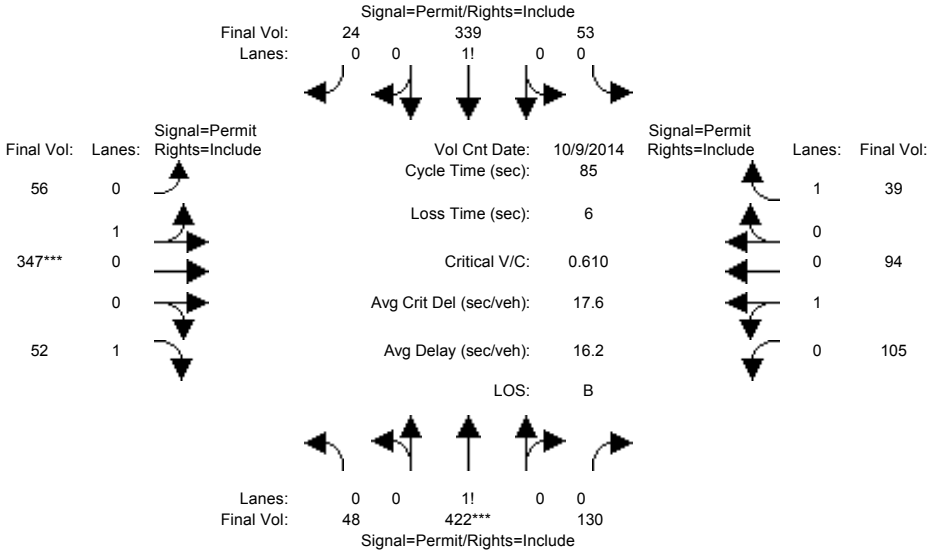
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	234		448	133	12		255	27	67		93	27	219		410	36
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	234		448	133	12		255	27	67		93	27	219		410	36
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	234		448	133	12		255	27	67		93	27	219		410	36
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	234		448	133	12		255	27	67		93	27	219		410	36
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	234		448	133	12		255	27	67		93	27	219		410	36
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	234		448	133	12		255	27	67		93	27	219		410	36
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	0.29		0.55	0.16	0.04		0.87	0.09	0.42		0.58	1.00	0.35		0.65	1.00
Final Sat.:	502		962	286	71		1518	161	754		1046	1750	627		1173	1750
Capacity Analysis Module:																
Vol/Sat:	0.47		0.47	0.47	0.17		0.17	0.17	0.09		0.09	0.02	0.35		0.35	0.02
Crit Moves:			****												****	
Green Time:	45.1		45.1	45.1	45.1		45.1	45.1	33.9		33.9	33.9	33.9		33.9	33.9
Volume/Cap:	0.88		0.88	0.88	0.32		0.32	0.32	0.22		0.22	0.04	0.88		0.88	0.05
Delay/Veh:	27.0		27.0	27.0	11.4		11.4	11.4	17.0		17.0	15.6	35.5		35.5	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:	27.0		27.0	27.0	11.4		11.4	11.4	17.0		17.0	15.6	35.5		35.5	15.7
LOS by Move:	C		C	C	B		B	B	B		B	B	D		D	B
HCM2k95thQ:	36		36	36	9		9	9	6		6	1	30		30	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



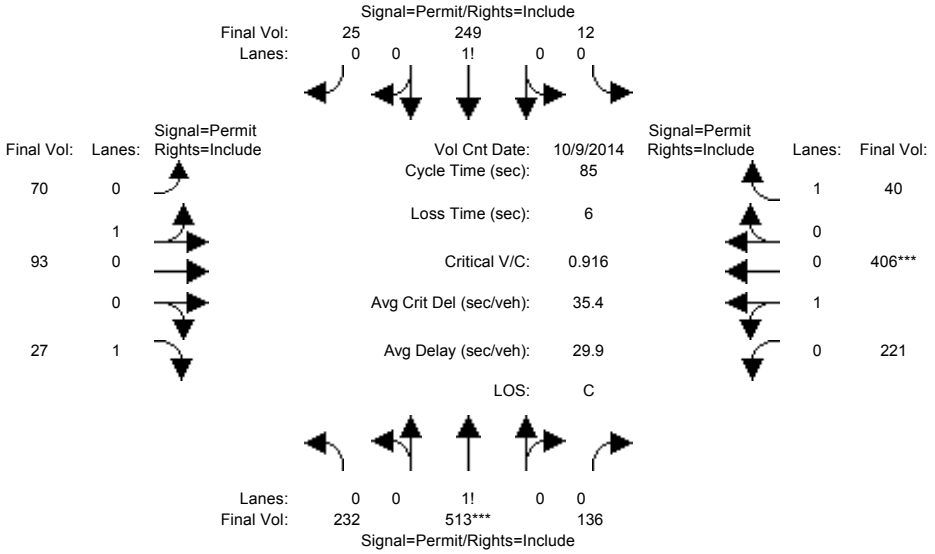
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	48		422	130	53		339	24	56		347	52	105		94	39
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	48		422	130	53		339	24	56		347	52	105		94	39
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	48		422	130	53		339	24	56		347	52	105		94	39
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	48		422	130	53		339	24	56		347	52	105		94	39
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	48		422	130	53		339	24	56		347	52	105		94	39
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	48		422	130	53		339	24	56		347	52	105		94	39
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	0.08		0.70	0.22	0.13		0.81	0.06	0.14		0.86	1.00	0.53		0.47	1.00
Final Sat.:	140		1231	379	223		1426	101	250		1550	1750	950		850	1750
Capacity Analysis Module:																
Vol/Sat:	0.34		0.34	0.34	0.24		0.24	0.24	0.22		0.22	0.03	0.11		0.11	0.02
Crit Moves:			****								****					
Green Time:	47.8		47.8	47.8	47.8		47.8	47.8	31.2		31.2	31.2	31.2		31.2	31.2
Volume/Cap:	0.61		0.61	0.61	0.42		0.42	0.42	0.61		0.61	0.08	0.30		0.30	0.06
Delay/Veh:	13.5		13.5	13.5	11.0		11.0	11.0	23.6		23.6	17.6	19.4		19.4	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:	13.5		13.5	13.5	11.0		11.0	11.0	23.6		23.6	17.6	19.4		19.4	17.4
LOS by Move:	B		B	B	B		B	B	C		C	B	B		B	B
HCM2k95thQ:	20		20	20	13		13	13	18		18	2	7		7	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



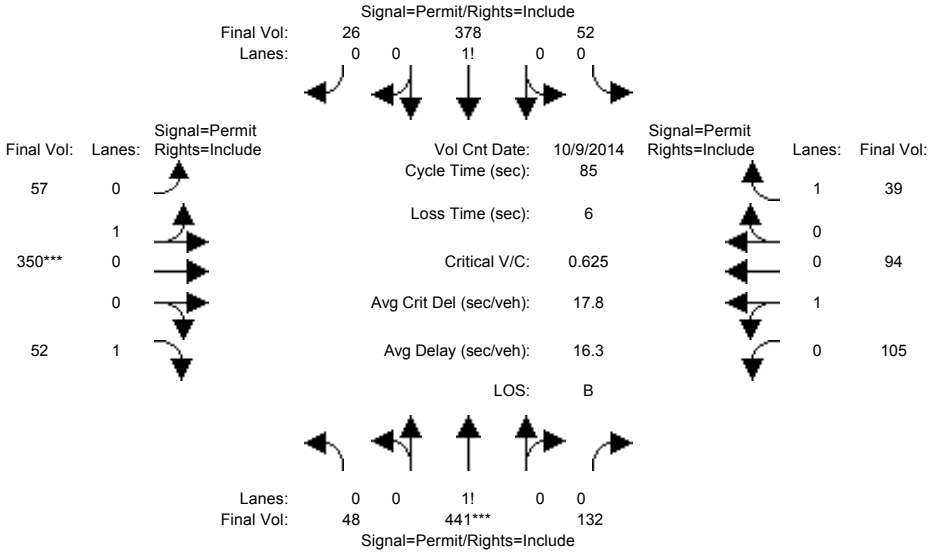
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	232	513	136	12	249	25	70	93	27	221	406	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:	232	513	136	12	249	25	70	93	27	221	406	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	513	136	12	249	25	70	93	27	221	406	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	513	136	12	249	25	70	93	27	221	406	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	513	136	12	249	25	70	93	27	221	406	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	513	136	12	249	25	70	93	27	221	406	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.26	0.59	0.15	0.04	0.87	0.09	0.43	0.57	1.00	0.35	0.65	1.00
Final Sat.:	461	1019	270	73	1524	153	773	1027	1750	634	1166	1750
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.16	0.16	0.16	0.09	0.09	0.02	0.35	0.35	0.02
Crit Moves:		****									****	
Green Time:	46.7	46.7	46.7	46.7	46.7	46.7	32.3	32.3	32.3	32.3	32.3	32.3
Volume/Cap:	0.92	0.92	0.92	0.30	0.30	0.30	0.24	0.24	0.04	0.92	0.92	0.06
Delay/Veh:	30.6	30.6	30.6	10.5	10.5	10.5	18.1	18.1	16.6	42.2	42.2	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	30.6	10.5	10.5	10.5	18.1	18.1	16.6	42.2	42.2	16.8
LOS by Move:	C	C	C	B	B	B	B	B	B	D	D	B
HCM2k95thQ:	41	41	41	9	9	9	6	6	1	32	32	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



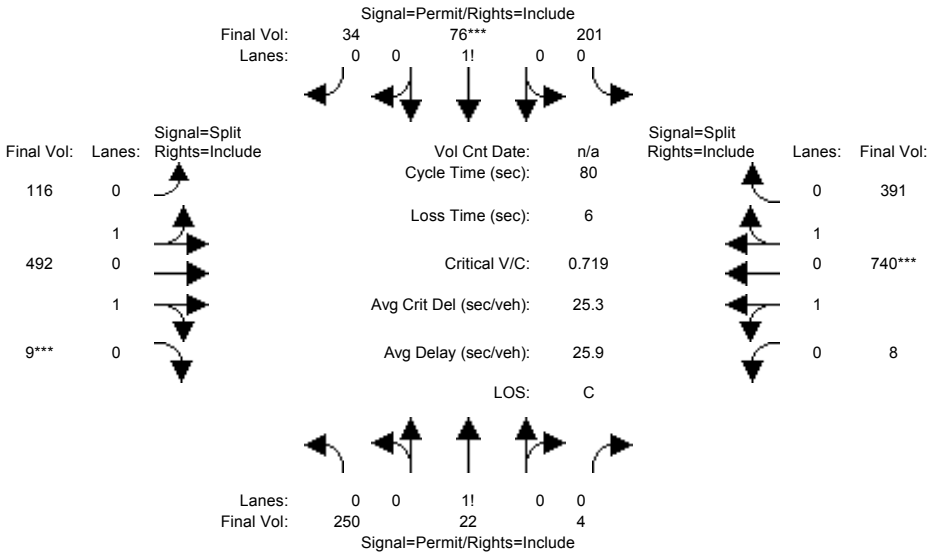
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	48		441	132	52		378	26	57		350	52	105		94	39
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	48		441	132	52		378	26	57		350	52	105		94	39
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	48		441	132	52		378	26	57		350	52	105		94	39
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	48		441	132	52		378	26	57		350	52	105		94	39
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	48		441	132	52		378	26	57		350	52	105		94	39
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	48		441	132	52		378	26	57		350	52	105		94	39
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.95		0.95	0.92	0.95		0.95	0.92
Lanes:	0.08		0.71	0.21	0.11		0.83	0.06	0.14		0.86	1.00	0.53		0.47	1.00
Final Sat.:	135		1243	372	200		1451	100	252		1548	1750	950		850	1750
Capacity Analysis Module:																
Vol/Sat:	0.35		0.35	0.35	0.26		0.26	0.26	0.23		0.23	0.03	0.11		0.11	0.02
Crit Moves:			****								****					
Green Time:	48.3		48.3	48.3	48.3		48.3	48.3	30.7		30.7	30.7	30.7		30.7	30.7
Volume/Cap:	0.63		0.63	0.63	0.46		0.46	0.46	0.63		0.63	0.08	0.31		0.31	0.06
Delay/Veh:	13.6		13.6	13.6	11.1		11.1	11.1	24.3		24.3	17.9	19.7		19.7	17.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	13.6		13.6	13.6	11.1		11.1	11.1	24.3		24.3	17.9	19.7		19.7	17.8
LOS by Move:	B		B	B	B		B	B	C		C	B	B		B	B
HCM2k95thQ:	21		21	21	15		15	15	18		18	2	8		8	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



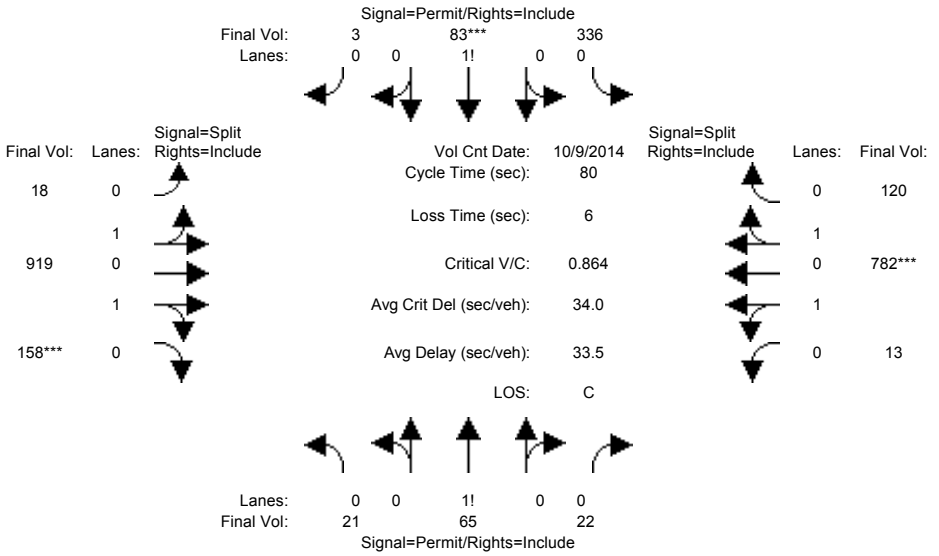
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	22	4	201	76	34	116	492	9	8	740	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	22	4	201	76	34	116	492	9	8	740	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	22	4	201	76	34	116	492	9	8	740	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:	250	22	4	201	76	34	116	492	9	8	740	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	22	4	201	76	34	116	492	9	8	740	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	22	4	201	76	34	116	492	9	8	740	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.91	0.08	0.01	0.65	0.24	0.11	0.38	1.59	0.03	0.01	1.30	0.69
Final Sat.:	1585	139	25	1131	428	191	677	2871	53	25	2339	1236
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.18	0.18	0.17	0.17	0.17	0.32	0.32	0.32
Crit Moves:					****				****		****	
Green Time:	19.8	19.8	19.8	19.8	19.8	19.8	19.1	19.1	19.1	35.2	35.2	35.2
Volume/Cap:	0.64	0.64	0.64	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	30.1	30.1	30.1	33.4	33.4	33.4	31.0	31.0	31.0	20.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	30.1	33.4	33.4	33.4	31.0	31.0	31.0	20.0	20.0	20.0
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2k95thQ:	14	14	14	17	17	17	17	17	17	22	22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



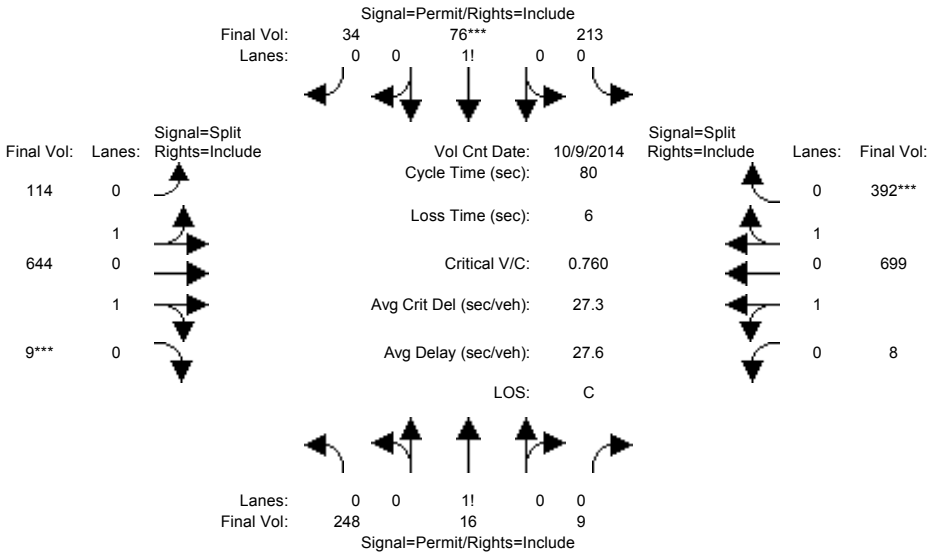
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	21	65	22	336	83	3	18	919	158	13	782	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:	21	65	22	336	83	3	18	919	158	13	782	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	65	22	336	83	3	18	919	158	13	782	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	65	22	336	83	3	18	919	158	13	782	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	65	22	336	83	3	18	919	158	13	782	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:	21	65	22	336	83	3	18	919	158	13	782	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.19	0.61	0.20	0.79	0.20	0.01	0.03	1.68	0.29	0.03	1.71	0.26
Final Sat.:	340	1053	356	1393	344	12	59	3021	519	51	3077	472
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.24	0.24	0.24	0.30	0.30	0.30	0.25	0.25	0.25
Crit Moves:					****				****		****	
Green Time:	22.3	22.3	22.3	22.3	22.3	22.3	28.2	28.2	28.2	23.5	23.5	23.5
Volume/Cap:	0.22	0.22	0.22	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Delay/Veh:	22.4	22.4	22.4	42.2	42.2	42.2	30.6	30.6	30.6	34.3	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	42.2	42.2	42.2	30.6	30.6	30.6	34.3	34.3	34.3
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	5	5	5	25	25	25	29	29	29	22	22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



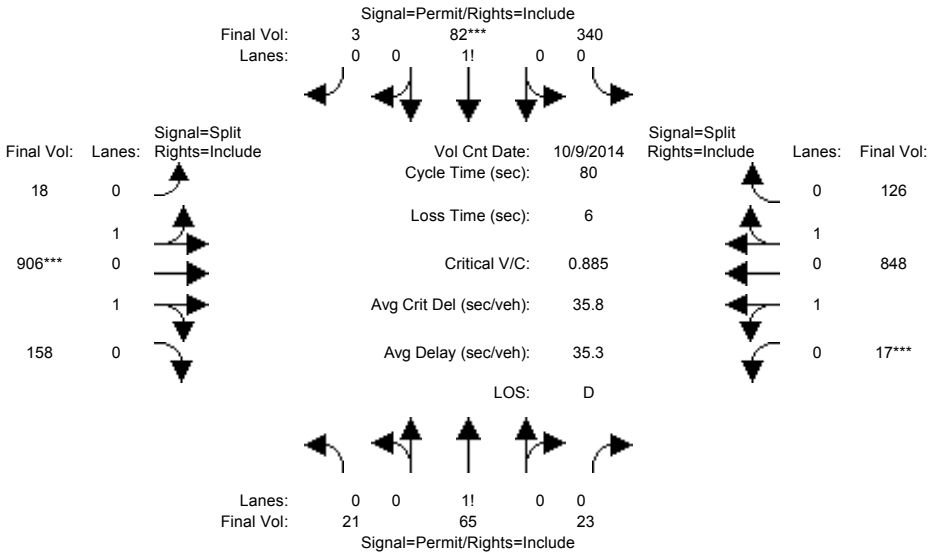
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	248	16	9	213	76	34	114	644	9	8	699	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	16	9	213	76	34	114	644	9	8	699	392
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	16	9	213	76	34	114	644	9	8	699	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	16	9	213	76	34	114	644	9	8	699	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	16	9	213	76	34	114	644	9	8	699	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	16	9	213	76	34	114	644	9	8	699	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.91	0.06	0.03	0.66	0.24	0.10	0.30	1.68	0.02	0.01	1.28	0.71
Final Sat.:	1590	103	58	1154	412	184	535	3023	42	26	2290	1284
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.18	0.18	0.21	0.21	0.21	0.31	0.31	0.31
Crit Moves:					****				****			****
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	22.4	22.4	22.4	32.1	32.1	32.1
Volume/Cap:	0.64	0.64	0.64	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Delay/Veh:	30.5	30.5	30.5	35.9	35.9	35.9	29.7	29.7	29.7	23.0	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	30.5	35.9	35.9	35.9	29.7	29.7	29.7	23.0	23.0	23.0
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	14	14	14	18	18	18	20	20	20	23	23	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



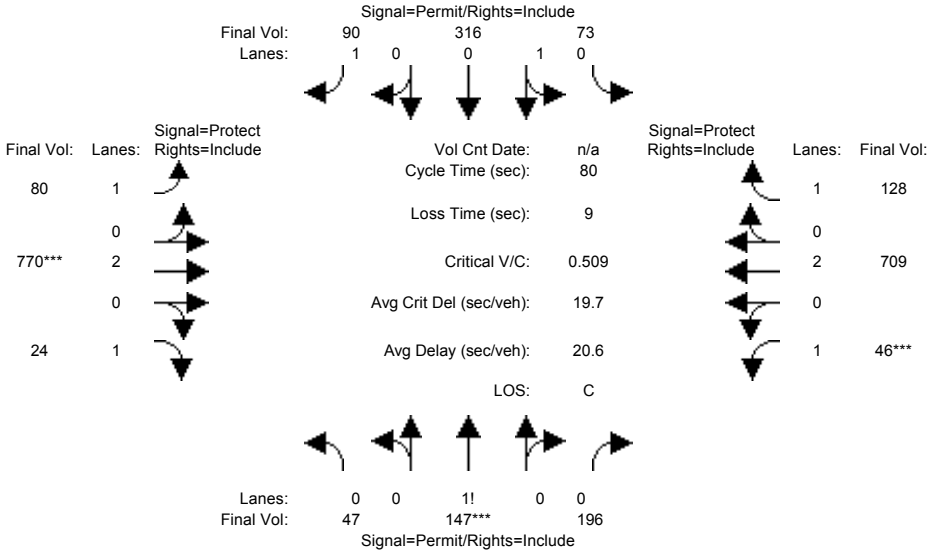
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	21	65	23	340	82	3	18	906	158	17	848	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	65	23	340	82	3	18	906	158	17	848	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	65	23	340	82	3	18	906	158	17	848	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	65	23	340	82	3	18	906	158	17	848	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	65	23	340	82	3	18	906	158	17	848	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
FinalVolume:	21	65	23	340	82	3	18	906	158	17	848	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.19	0.60	0.21	0.80	0.19	0.01	0.03	1.68	0.29	0.03	1.72	0.25
Final Sat.:	337	1044	369	1400	338	12	60	3014	526	62	3081	458
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.24	0.24	0.24	0.30	0.30	0.30	0.28	0.28	0.28
Crit Moves:				****				****		****		
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	27.2	27.2	27.2	24.9	24.9	24.9
Volume/Cap:	0.23	0.23	0.23	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Delay/Veh:	22.7	22.7	22.7	45.4	45.4	45.4	33.0	33.0	33.0	34.9	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	22.7	45.4	45.4	45.4	33.0	33.0	33.0	34.9	34.9	34.9
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	5	5	5	26	26	26	29	29	29	24	24	24

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



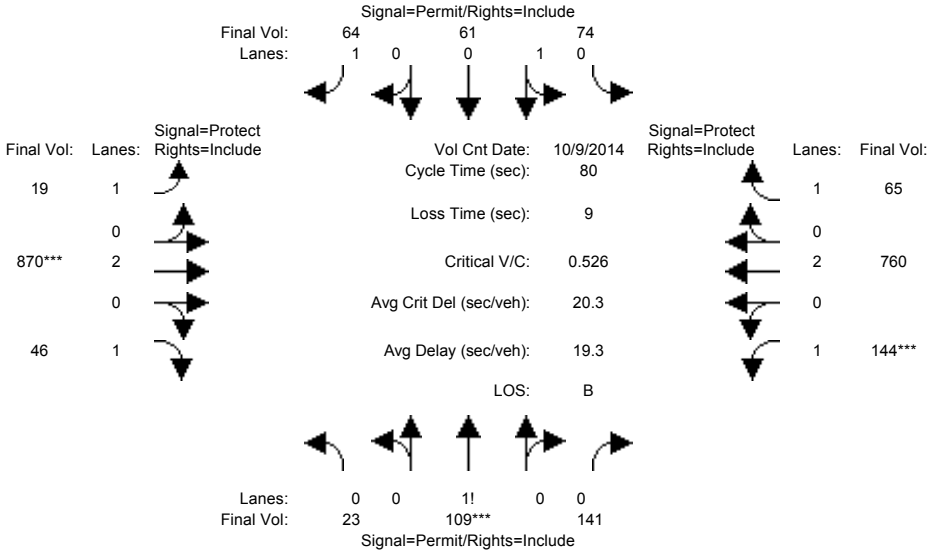
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	147	196	73	316	90	80	770	24	46	709	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	73	316	90	80	770	24	46	709	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	147	196	73	316	90	80	770	24	46	709	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	73	316	90	80	770	24	46	709	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	73	316	90	80	770	24	46	709	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	147	196	73	316	90	80	770	24	46	709	128
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.19	0.81	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	338	1462	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.22	0.22	0.05	0.05	0.20	0.01	0.03	0.19	0.07
Crit Moves:		****						****			****	
Green Time:	33.5	33.5	33.5	33.5	33.5	33.5	12.0	30.5	30.5	7.0	25.5	25.5
Volume/Cap:	0.53	0.53	0.53	0.52	0.52	0.12	0.31	0.53	0.04	0.30	0.59	0.23
Delay/Veh:	18.1	18.1	18.1	17.8	17.8	14.3	31.0	19.6	15.6	35.3	23.6	20.2
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:	18.1	18.1	18.1	17.8	17.8	14.3	31.0	19.6	15.6	35.3	23.6	20.2
LOS by Move:	B	B	B	B	B	B	C	B	B	D	C	C
HCM2k95thQ:	14	14	14	14	14	3	4	14	1	2	14	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



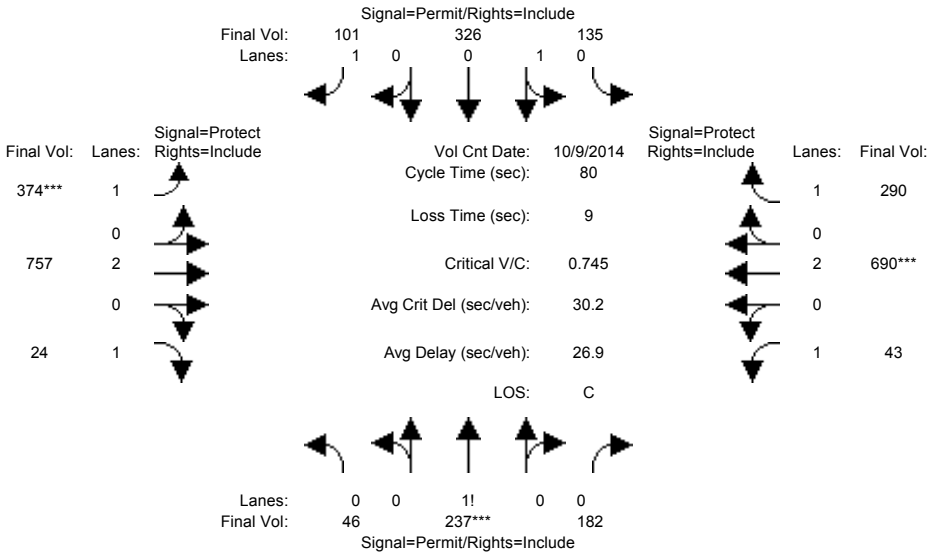
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	23	109	141	74	61	64	19	870	46	144	760	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:	23	109	141	74	61	64	19	870	46	144	760	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	109	141	74	61	64	19	870	46	144	760	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	109	141	74	61	64	19	870	46	144	760	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	109	141	74	61	64	19	870	46	144	760	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	109	141	74	61	64	19	870	46	144	760	65
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.40	0.52	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	147	699	904	987	813	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.04	0.01	0.23	0.03	0.08	0.20	0.04
Crit Moves:		****						****			****	
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	14.4	34.8	34.8	12.5	32.9	32.9
Volume/Cap:	0.53	0.53	0.53	0.25	0.25	0.12	0.06	0.53	0.06	0.53	0.49	0.09
Delay/Veh:	24.5	24.5	24.5	21.7	21.7	20.7	27.3	16.9	13.2	32.9	17.6	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:	24.5	24.5	24.5	21.7	21.7	20.7	27.3	16.9	13.2	32.9	17.6	14.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	12	12	12	5	5	2	1	15	1	7	13	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



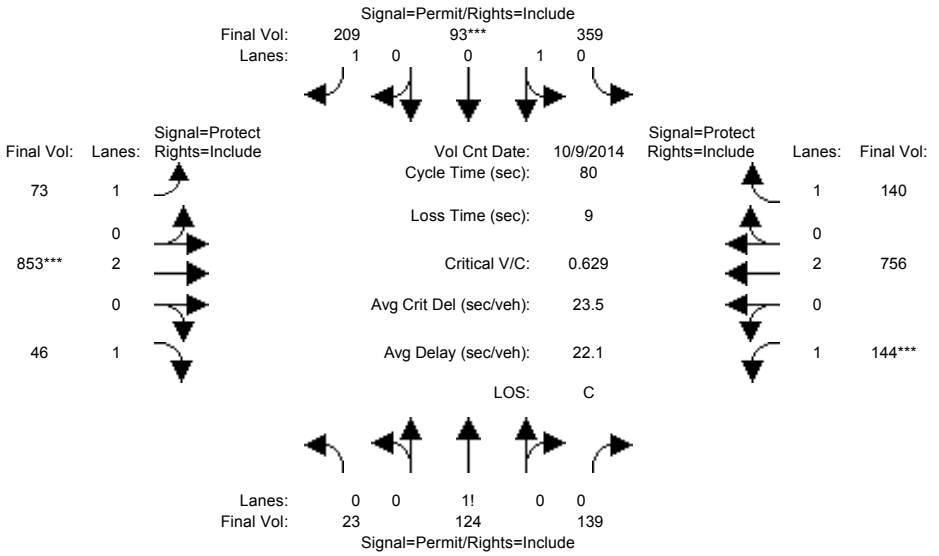
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	46	237	182	135	326	101	374	757	24	43	690	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	237	182	135	326	101	374	757	24	43	690	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	237	182	135	326	101	374	757	24	43	690	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	237	182	135	326	101	374	757	24	43	690	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	237	182	135	326	101	374	757	24	43	690	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	237	182	135	326	101	374	757	24	43	690	290
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.51	0.39	0.29	0.71	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	173	892	685	527	1273	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.26	0.26	0.06	0.21	0.20	0.01	0.02	0.18	0.17
Crit Moves:		****					****				****	
Green Time:	28.5	28.5	28.5	28.5	28.5	28.5	23.0	29.5	29.5	13.0	19.5	19.5
Volume/Cap:	0.74	0.74	0.74	0.72	0.72	0.16	0.74	0.54	0.04	0.15	0.74	0.68
Delay/Veh:	27.4	27.4	27.4	26.2	26.2	17.7	31.9	20.3	16.2	29.0	31.3	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:	27.4	27.4	27.4	26.2	26.2	17.7	31.9	20.3	16.2	29.0	31.3	31.8
LOS by Move:	C	C	C	C	C	B	C	C	B	C	C	C
HCM2k95thQ:	20	20	20	19	19	4	17	14	1	2	15	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



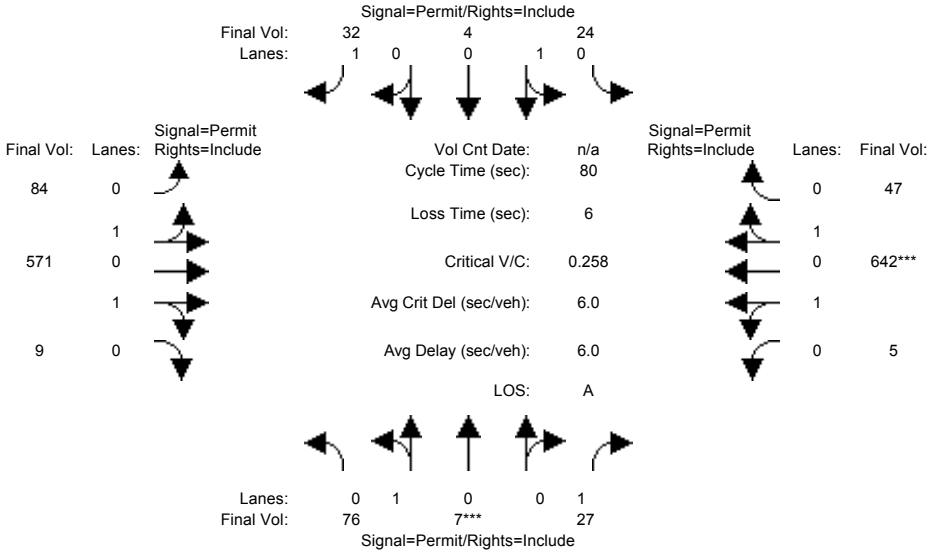
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	23	124	139	359	93	209	73	853	46	144	756	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	124	139	359	93	209	73	853	46	144	756	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	124	139	359	93	209	73	853	46	144	756	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	124	139	359	93	209	73	853	46	144	756	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	124	139	359	93	209	73	853	46	144	756	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	124	139	359	93	209	73	853	46	144	756	140
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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.43	0.49	0.79	0.21	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	141	759	851	1430	370	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.25	0.25	0.12	0.04	0.22	0.03	0.08	0.20	0.08
Crit Moves:				****				****		****		
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	11.9	28.6	28.6	10.5	27.1	27.1
Volume/Cap:	0.41	0.41	0.41	0.63	0.63	0.30	0.28	0.63	0.07	0.63	0.59	0.24
Delay/Veh:	17.6	17.6	17.6	21.0	21.0	16.6	30.8	22.3	17.0	38.4	22.5	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.6	21.0	21.0	16.6	30.8	22.3	17.0	38.4	22.5	19.2
LOS by Move:	B	B	B	C	C	B	C	C	B	D	C	B
HCM2k95thQ:	10	10	10	17	17	7	3	16	2	7	14	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



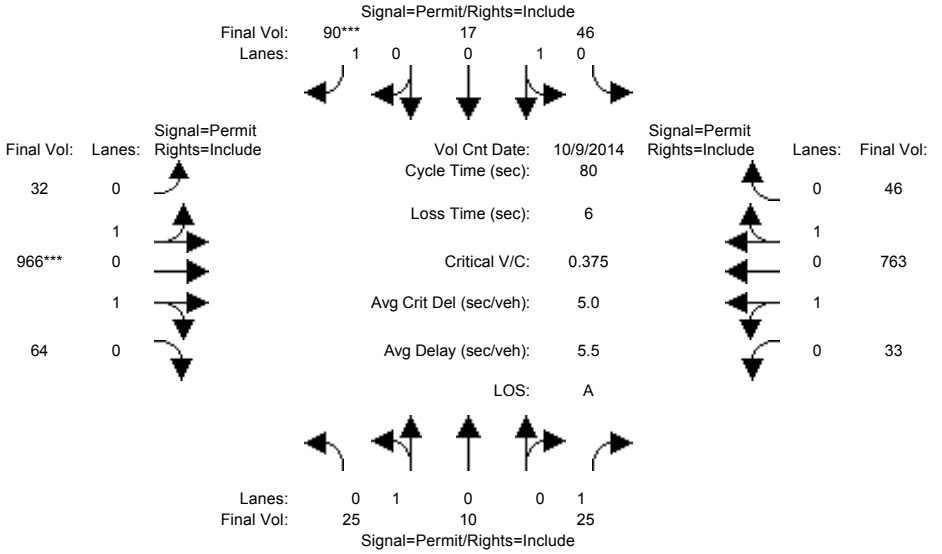
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	7	27	24	4	32	84	571	9	5	642	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	7	27	24	4	32	84	571	9	5	642	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	7	27	24	4	32	84	571	9	5	642	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	7	27	24	4	32	84	571	9	5	642	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	7	27	24	4	32	84	571	9	5	642	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:	76	7	27	24	4	32	84	571	9	5	642	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.92	0.08	1.00	0.86	0.14	1.00	0.25	1.72	0.03	0.01	1.85	0.14
Final Sat.:	1648	152	1750	1543	257	1750	455	3096	49	26	3330	244
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.02	0.02	0.02	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****									****	
Green Time:	14.3	14.3	14.3	14.3	14.3	14.3	59.7	59.7	59.7	59.7	59.7	59.7
Volume/Cap:	0.26	0.26	0.09	0.09	0.09	0.10	0.25	0.25	0.25	0.26	0.26	0.26
Delay/Veh:	28.7	28.7	27.5	27.5	27.5	27.6	3.2	3.2	3.2	3.2	3.2	3.2
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:	28.7	28.7	27.5	27.5	27.5	27.6	3.2	3.2	3.2	3.2	3.2	3.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	1	1	2	5	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



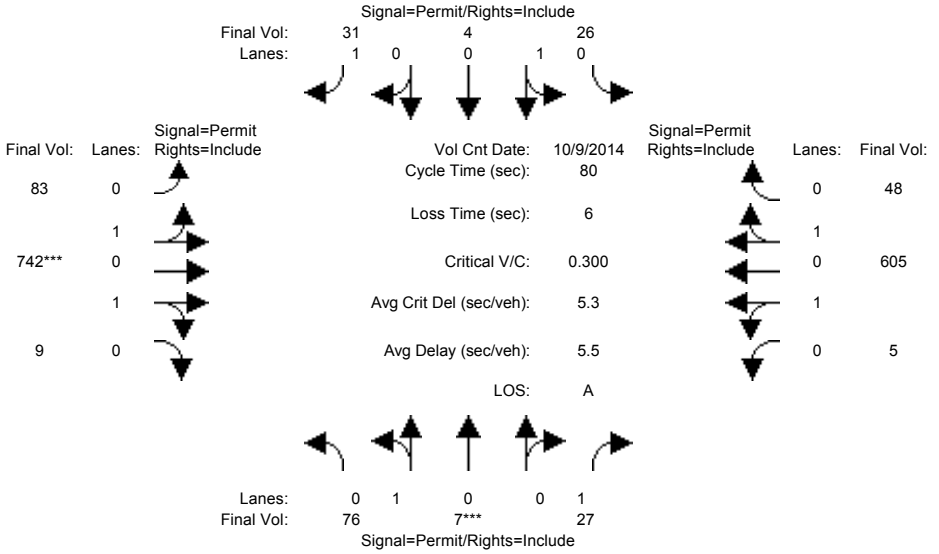
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	25	10	25	46	17	90	32	966	64	33	763	46
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:	25	10	25	46	17	90	32	966	64	33	763	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	10	25	46	17	90	32	966	64	33	763	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	10	25	46	17	90	32	966	64	33	763	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	10	25	46	17	90	32	966	64	33	763	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:	25	10	25	46	17	90	32	966	64	33	763	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.71	0.29	1.00	0.73	0.27	1.00	0.06	1.82	0.12	0.08	1.81	0.11
Final Sat.:	1286	514	1750	1314	486	1750	108	3275	217	141	3262	197
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.04	0.04	0.05	0.30	0.30	0.30	0.23	0.23	0.23
Crit Moves:						****		****				
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	63.0	63.0	63.0	63.0	63.0	63.0
Volume/Cap:	0.14	0.14	0.10	0.25	0.25	0.37	0.37	0.37	0.37	0.30	0.30	0.30
Delay/Veh:	30.6	30.6	30.4	31.4	31.4	32.4	2.6	2.6	2.6	2.4	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	30.4	31.4	31.4	32.4	2.6	2.6	2.6	2.4	2.4	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	5	8	8	8	6	6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



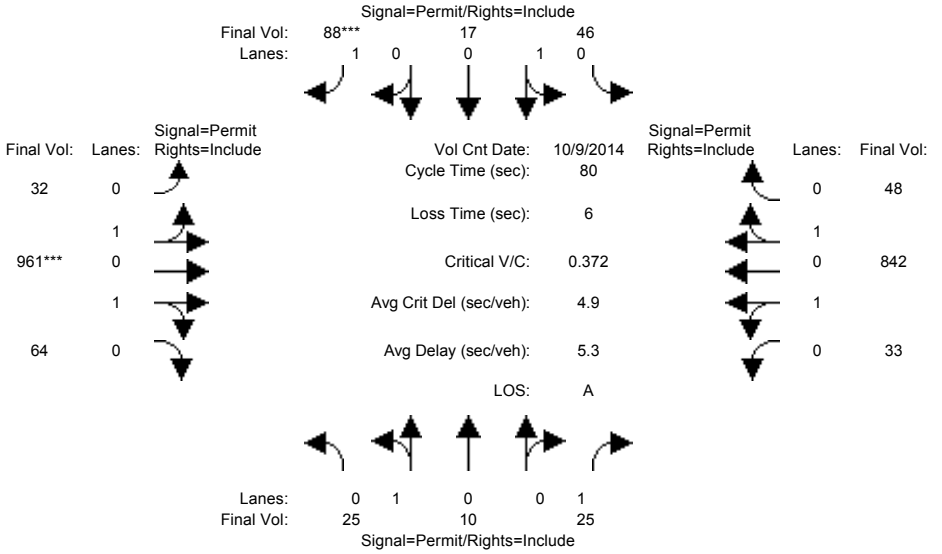
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	76		7	27	26		4	31	83		742	9	5		605	48
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	76		7	27	26		4	31	83		742	9	5		605	48
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	76		7	27	26		4	31	83		742	9	5		605	48
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	76		7	27	26		4	31	83		742	9	5		605	48
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	76		7	27	26		4	31	83		742	9	5		605	48
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	76		7	27	26		4	31	83		742	9	5		605	48
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.95		0.95	0.92	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	0.92		0.08	1.00	0.87		0.13	1.00	0.20		1.78	0.02	0.01		1.84	0.15
Final Sat.:	1648		152	1750	1560		240	1750	358		3203	39	27		3310	263
Capacity Analysis Module:																
Vol/Sat:	0.05		0.05	0.02	0.02		0.02	0.02	0.23		0.23	0.23	0.18		0.18	0.18
Crit Moves:			****								****					
Green Time:	12.3		12.3	12.3	12.3		12.3	12.3	61.7		61.7	61.7	61.7		61.7	61.7
Volume/Cap:	0.30		0.30	0.10	0.11		0.11	0.12	0.30		0.30	0.30	0.24		0.24	0.24
Delay/Veh:	30.7		30.7	29.3	29.3		29.3	29.4	2.8		2.8	2.8	2.6		2.6	2.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	30.7		30.7	29.3	29.3		29.3	29.4	2.8		2.8	2.8	2.6		2.6	2.6
LOS by Move:	C		C	C	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	4		4	1	2		2	2	6		6	6	5		5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



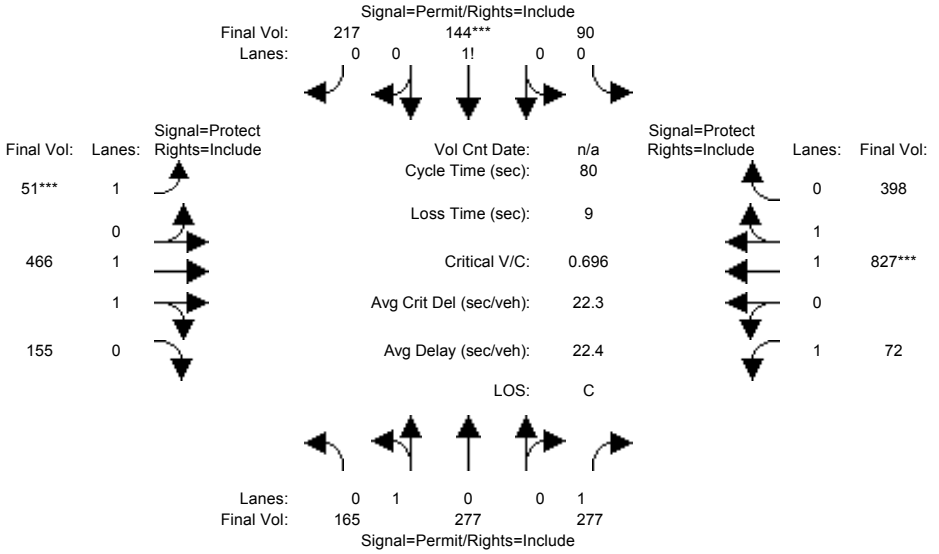
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	25		10	25	46		17	88	32		961	64	33		842	48
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	25		10	25	46		17	88	32		961	64	33		842	48
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	25		10	25	46		17	88	32		961	64	33		842	48
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	25		10	25	46		17	88	32		961	64	33		842	48
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	25		10	25	46		17	88	32		961	64	33		842	48
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	25		10	25	46		17	88	32		961	64	33		842	48
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.95		0.95	0.92	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	0.71		0.29	1.00	0.73		0.27	1.00	0.06		1.82	0.12	0.07		1.83	0.10
Final Sat.:	1286		514	1750	1314		486	1750	109		3273	218	129		3284	187
Capacity Analysis Module:																
Vol/Sat:	0.02		0.02	0.01	0.04		0.04	0.05	0.29		0.29	0.29	0.26		0.26	0.26
Crit Moves:								****				****				
Green Time:	10.8		10.8	10.8	10.8		10.8	10.8	63.2		63.2	63.2	63.2		63.2	63.2
Volume/Cap:	0.14		0.14	0.11	0.26		0.26	0.37	0.37		0.37	0.37	0.32		0.32	0.32
Delay/Veh:	30.8		30.8	30.5	31.6		31.6	32.5	2.6		2.6	2.6	2.4		2.4	2.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	30.8		30.8	30.5	31.6		31.6	32.5	2.6		2.6	2.6	2.4		2.4	2.4
LOS by Move:	C		C	C	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	2		2	1	3		3	5	8		8	8	7		7	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



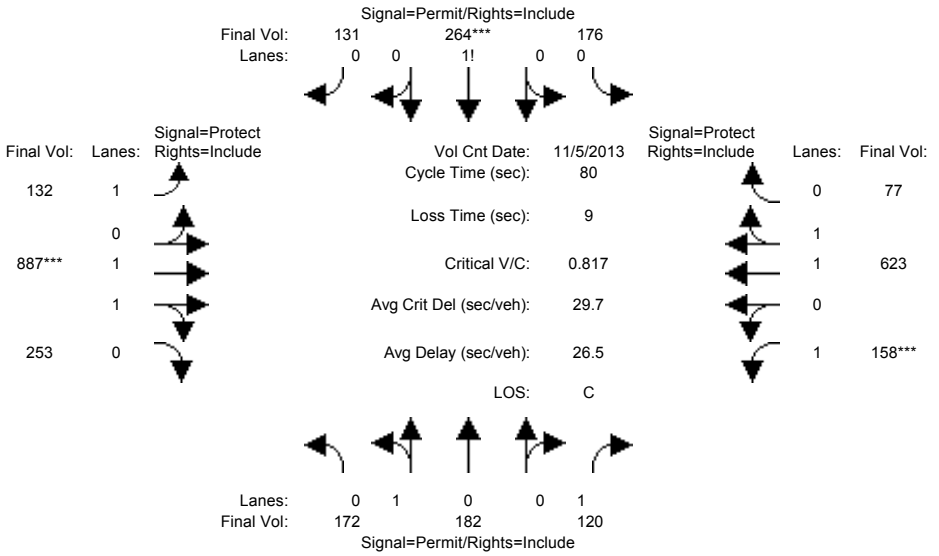
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	277	277	90	144	217	51	466	155	72	827	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	277	277	90	144	217	51	466	155	72	827	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	277	277	90	144	217	51	466	155	72	827	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:	1.00	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	277	277	90	144	217	51	466	155	72	827	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	277	277	90	144	217	51	466	155	72	827	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	277	277	90	144	217	51	466	155	72	827	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.37	0.63	1.00	0.20	0.32	0.48	1.00	1.49	0.51	1.00	1.33	0.67
Final Sat.:	672	1128	1750	349	559	842	1750	2776	923	1750	2497	1202
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.16	0.26	0.26	0.26	0.03	0.17	0.17	0.04	0.33	0.33
Crit Moves:					****			****			****	
Green Time:	28.0	28.0	28.0	28.0	28.0	28.0	7.0	28.3	28.3	14.7	36.0	36.0
Volume/Cap:	0.70	0.70	0.45	0.74	0.74	0.74	0.33	0.48	0.48	0.22	0.74	0.74
Delay/Veh:	25.9	25.9	20.6	27.4	27.4	27.4	35.6	20.4	20.4	28.1	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	20.6	27.4	27.4	27.4	35.6	20.4	20.4	28.1	19.9	19.9
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	19	19	11	22	22	22	3	11	11	3	23	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



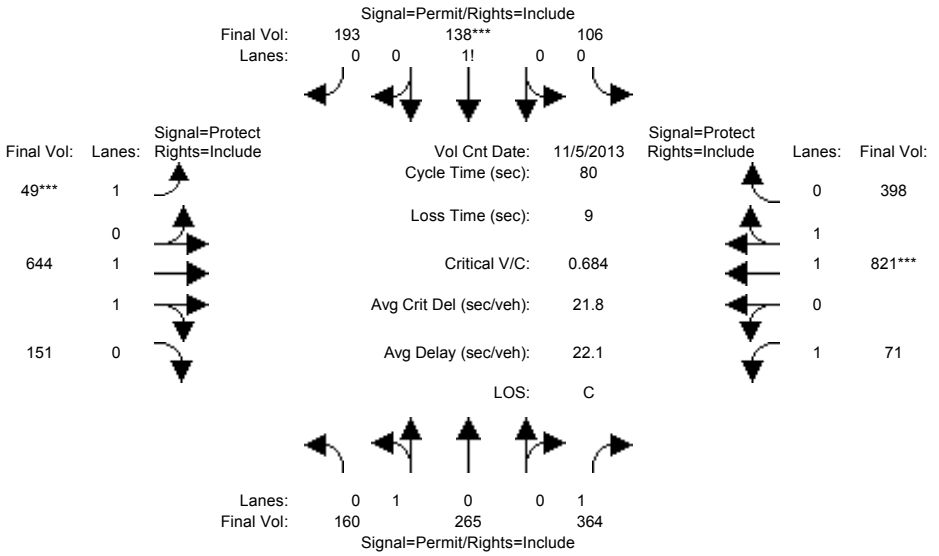
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	172	182	120	176	264	131	132	887	253	158	623	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	182	120	176	264	131	132	887	253	158	623	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	182	120	176	264	131	132	887	253	158	623	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	182	120	176	264	131	132	887	253	158	623	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	182	120	176	264	131	132	887	253	158	623	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	182	120	176	264	131	132	887	253	158	623	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.49	0.51	1.00	0.31	0.46	0.23	1.00	1.54	0.46	1.00	1.77	0.23
Final Sat.:	875	925	1750	539	809	401	1750	2878	821	1750	3293	407
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.33	0.33	0.33	0.08	0.31	0.31	0.09	0.19	0.19
Crit Moves:				****				****		****		
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	12.3	30.2	30.2	8.8	26.7	26.7
Volume/Cap:	0.49	0.49	0.17	0.82	0.82	0.82	0.49	0.82	0.82	0.82	0.57	0.57
Delay/Veh:	18.5	18.5	15.6	28.8	28.8	28.8	32.3	26.3	26.3	57.7	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.5	15.6	28.8	28.8	28.8	32.3	26.3	26.3	57.7	22.5	22.5
LOS by Move:	B	B	B	C	C	C	C	C	C	E	C	C
HCM2k95thQ:	13	13	4	28	28	28	6	24	24	9	14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



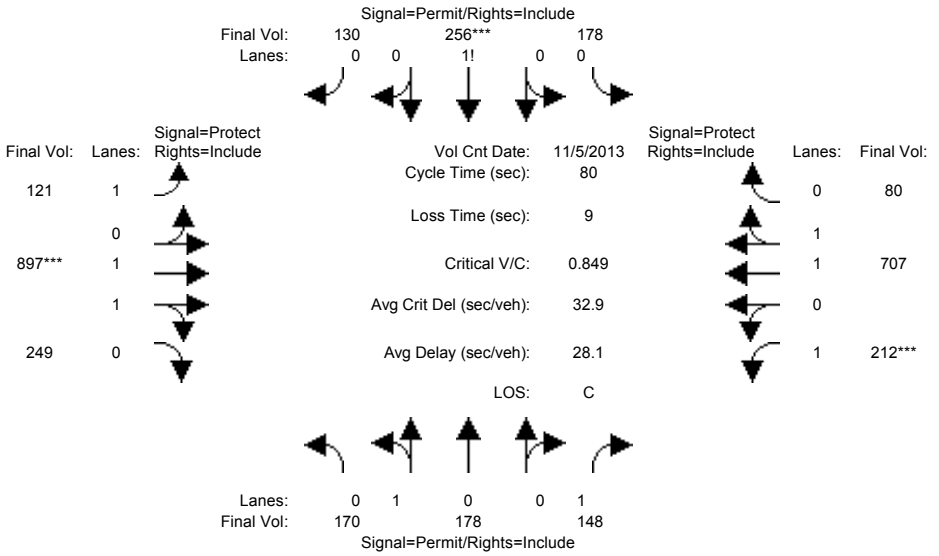
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<																
Base Vol:	160		265	364	106		138	193	49		644	151	71		821	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:	160		265	364	106		138	193	49		644	151	71		821	398
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	160		265	364	106		138	193	49		644	151	71		821	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	160		265	364	106		138	193	49		644	151	71		821	398
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	160		265	364	106		138	193	49		644	151	71		821	398
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	160		265	364	106		138	193	49		644	151	71		821	398
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.92	0.92	0.92		0.98	0.95	0.92		0.99	0.95
Lanes:	0.38		0.62	1.00	0.24		0.32	0.44	1.00		1.61	0.39	1.00		1.33	0.67
Final Sat.:	678		1122	1750	424		553	773	1750		2997	703	1750		2491	1208
Capacity Analysis Module:																
Vol/Sat:	0.24		0.24	0.21	0.25		0.25	0.25	0.03		0.21	0.21	0.04		0.33	0.33
Crit Moves:					****				****						****	
Green Time:	27.6		27.6	27.6	27.6		27.6	27.6	7.0		30.9	30.9	12.6		36.4	36.4
Volume/Cap:	0.68		0.68	0.60	0.72		0.72	0.72	0.32		0.56	0.56	0.26		0.72	0.72
Delay/Veh:	25.6		25.6	23.4	27.2		27.2	27.2	35.5		19.7	19.7	30.1		19.3	19.3
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:	25.6		25.6	23.4	27.2		27.2	27.2	35.5		19.7	19.7	30.1		19.3	19.3
LOS by Move:	C		C	C	C		C	C	D		B	B	C		B	B
HCM2k95thQ:	18		18	15	21		21	21	2		15	15	3		23	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



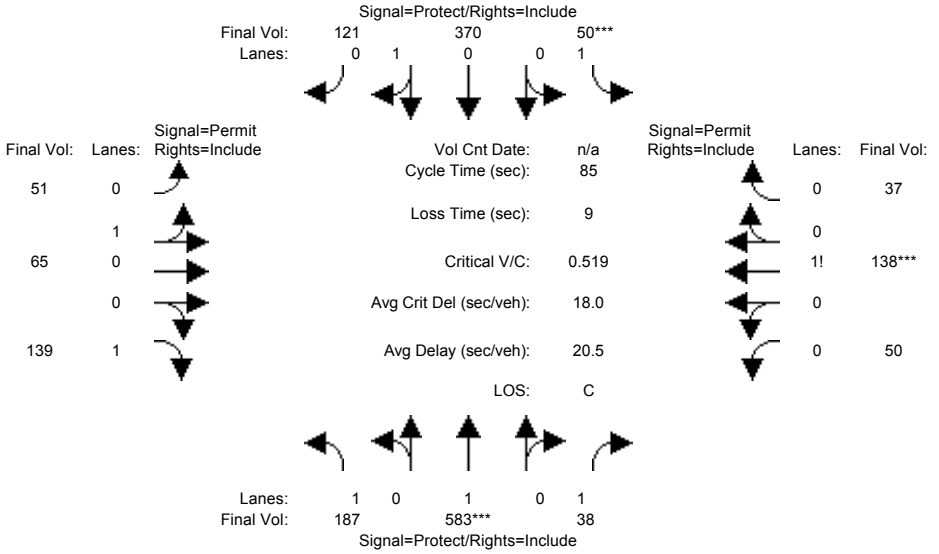
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<																
Base Vol:	170		178	148	178		256	130	121		897	249	212		707	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:	170		178	148	178		256	130	121		897	249	212		707	80
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	170		178	148	178		256	130	121		897	249	212		707	80
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	170		178	148	178		256	130	121		897	249	212		707	80
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	170		178	148	178		256	130	121		897	249	212		707	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:	170		178	148	178		256	130	121		897	249	212		707	80
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.92	0.92	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	0.49		0.51	1.00	0.32		0.45	0.23	1.00		1.55	0.45	1.00		1.79	0.21
Final Sat.:	879		921	1750	552		794	403	1750		2895	804	1750		3324	376
Capacity Analysis Module:																
Vol/Sat:	0.19		0.19	0.08	0.32		0.32	0.32	0.07		0.31	0.31	0.12		0.21	0.21
Crit Moves:					****						****		****			
Green Time:	30.4		30.4	30.4	30.4		30.4	30.4	11.8		29.2	29.2	11.4		28.8	28.8
Volume/Cap:	0.51		0.51	0.22	0.85		0.85	0.85	0.47		0.85	0.85	0.85		0.59	0.59
Delay/Veh:	19.7		19.7	17.0	32.7		32.7	32.7	32.5		28.6	28.6	56.4		21.5	21.5
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:	19.7		19.7	17.0	32.7		32.7	32.7	32.5		28.6	28.6	56.4		21.5	21.5
LOS by Move:	B		B	B	C		C	C	C		C	C	E		C	C
HCM2k95thQ:	13		13	5	29		29	29	6		25	25	12		15	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



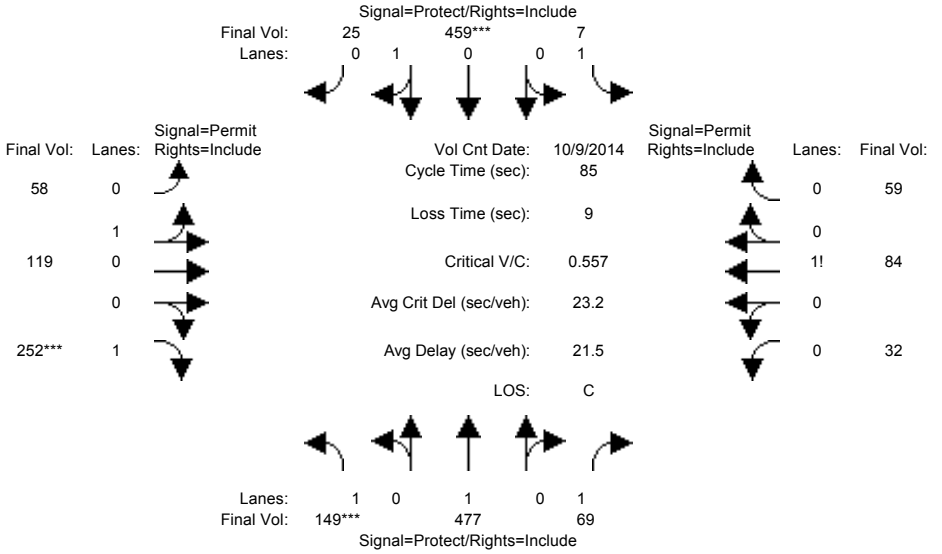
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	187		583	38	50		370	121	51		65	139	50		138	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	187		583	38	50		370	121	51		65	139	50		138	37
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	187		583	38	50		370	121	51		65	139	50		138	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	187		583	38	50		370	121	51		65	139	50		138	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	187		583	38	50		370	121	51		65	139	50		138	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	187		583	38	50		370	121	51		65	139	50		138	37
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.95	0.95	0.95		0.95	0.92	0.92		0.92	0.92
Lanes:	1.00		1.00	1.00	1.00		0.75	0.25	0.44		0.56	1.00	0.22		0.62	0.16
Final Sat.:	1750		1900	1750	1750		1356	444	791		1009	1750	389		1073	288
Capacity Analysis Module:																
Vol/Sat:	0.11		0.31	0.02	0.03		0.27	0.27	0.06		0.06	0.08	0.13		0.13	0.13
Crit Moves:			****		****										****	
Green Time:	15.7		48.6	48.6	7.0		40.0	40.0	20.4		20.4	20.4	20.4		20.4	20.4
Volume/Cap:	0.58		0.54	0.04	0.35		0.58	0.58	0.27		0.27	0.33	0.54		0.54	0.54
Delay/Veh:	34.3		11.8	8.0	38.3		17.4	17.4	26.6		26.6	27.2	29.6		29.6	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:	34.3		11.8	8.0	38.3		17.4	17.4	26.6		26.6	27.2	29.6		29.6	29.6
LOS by Move:	C		B	A	D		B	B	C		C	C	C		C	C
HCM2k95thQ:	10		17	1	3		18	18	5		5	7	12		12	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



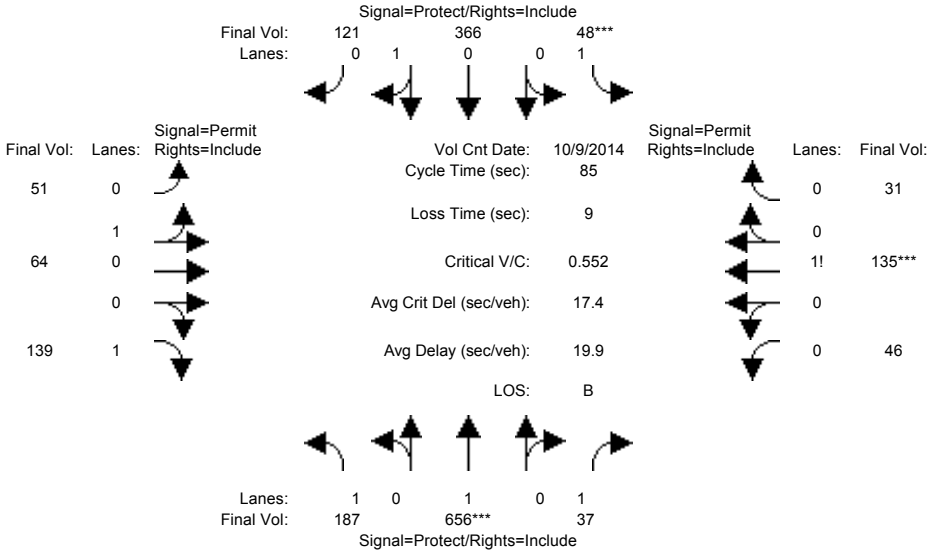
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	149	477	69	7	459	25	58	119	252	32	84	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	477	69	7	459	25	58	119	252	32	84	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	477	69	7	459	25	58	119	252	32	84	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	477	69	7	459	25	58	119	252	32	84	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	477	69	7	459	25	58	119	252	32	84	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	477	69	7	459	25	58	119	252	32	84	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.33	0.67	1.00	0.18	0.48	0.34
Final Sat.:	1750	1900	1750	1750	1707	93	590	1210	1750	320	840	590
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.04	0.00	0.27	0.27	0.10	0.10	0.14	0.10	0.10	0.10
Crit Moves:	****				****				****			
Green Time:	13.0	40.7	40.7	13.3	41.0	41.0	22.0	22.0	22.0	22.0	22.0	22.0
Volume/Cap:	0.56	0.52	0.08	0.03	0.56	0.56	0.38	0.38	0.56	0.39	0.39	0.39
Delay/Veh:	35.9	16.0	12.1	30.4	16.4	16.4	26.4	26.4	28.8	26.5	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	16.0	12.1	30.4	16.4	16.4	26.4	26.4	28.8	26.5	26.5	26.5
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	8	16	2	0	17	17	8	8	13	9	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



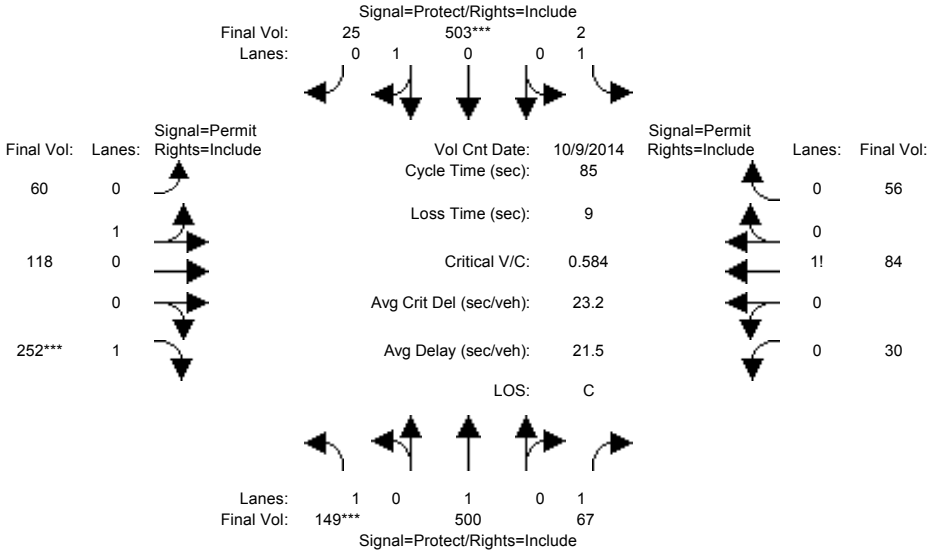
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	187		656	37	48		366	121	51		64	139	46		135	31
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	187		656	37	48		366	121	51		64	139	46		135	31
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	187		656	37	48		366	121	51		64	139	46		135	31
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	187		656	37	48		366	121	51		64	139	46		135	31
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	187		656	37	48		366	121	51		64	139	46		135	31
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	187		656	37	48		366	121	51		64	139	46		135	31
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		0.95	0.95	0.95		0.95	0.92	0.92		0.92	0.92
Lanes:	1.00		1.00	1.00	1.00		0.75	0.25	0.44		0.56	1.00	0.22		0.64	0.14
Final Sat.:	1750		1900	1750	1750		1353	447	798		1002	1750	380		1114	256
Capacity Analysis Module:																
Vol/Sat:	0.11		0.35	0.02	0.03		0.27	0.27	0.06		0.06	0.08	0.12		0.12	0.12
Crit Moves:			****		****										****	
Green Time:	16.4		51.1	51.1	7.0		41.6	41.6	17.9		17.9	17.9	17.9		17.9	17.9
Volume/Cap:	0.55		0.57	0.04	0.33		0.55	0.55	0.30		0.30	0.38	0.57		0.57	0.57
Delay/Veh:	32.9		11.1	6.9	38.2		15.9	15.9	28.7		28.7	29.4	32.3		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:	32.9		11.1	6.9	38.2		15.9	15.9	28.7		28.7	29.4	32.3		32.3	32.3
LOS by Move:	C		B	A	D		B	B	C		C	C	C		C	C
HCM2k95thQ:	9		19	1	3		17	17	6		6	7	12		12	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



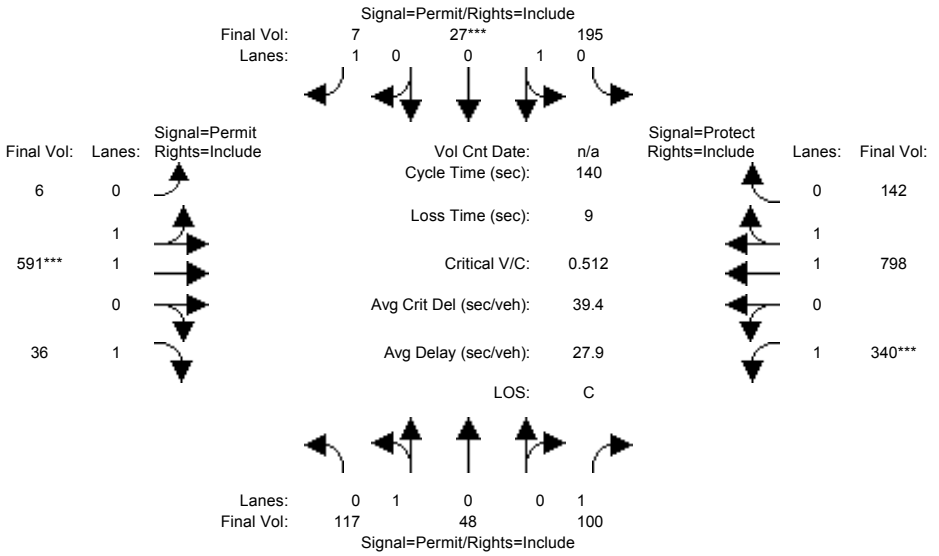
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	149	500	67	2	503	25	60	118	252	30	84	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	500	67	2	503	25	60	118	252	30	84	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	500	67	2	503	25	60	118	252	30	84	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	500	67	2	503	25	60	118	252	30	84	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	500	67	2	503	25	60	118	252	30	84	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	500	67	2	503	25	60	118	252	30	84	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.34	0.66	1.00	0.18	0.49	0.33
Final Sat.:	1750	1900	1750	1750	1715	85	607	1193	1750	309	865	576
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.04	0.00	0.29	0.29	0.10	0.10	0.14	0.10	0.10	0.10
Crit Moves:	****				****				****			
Green Time:	12.4	41.9	41.9	13.1	42.7	42.7	20.9	20.9	20.9	20.9	20.9	20.9
Volume/Cap:	0.58	0.53	0.08	0.01	0.58	0.58	0.40	0.40	0.58	0.39	0.39	0.39
Delay/Veh:	37.4	15.4	11.4	30.4	15.9	15.9	27.4	27.4	30.3	27.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	15.4	11.4	30.4	15.9	15.9	27.4	27.4	30.3	27.3	27.3	27.3
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	8	17	2	0	19	19	9	9	13	8	8	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #4005: JULIAN/28TH [Study Int 3]



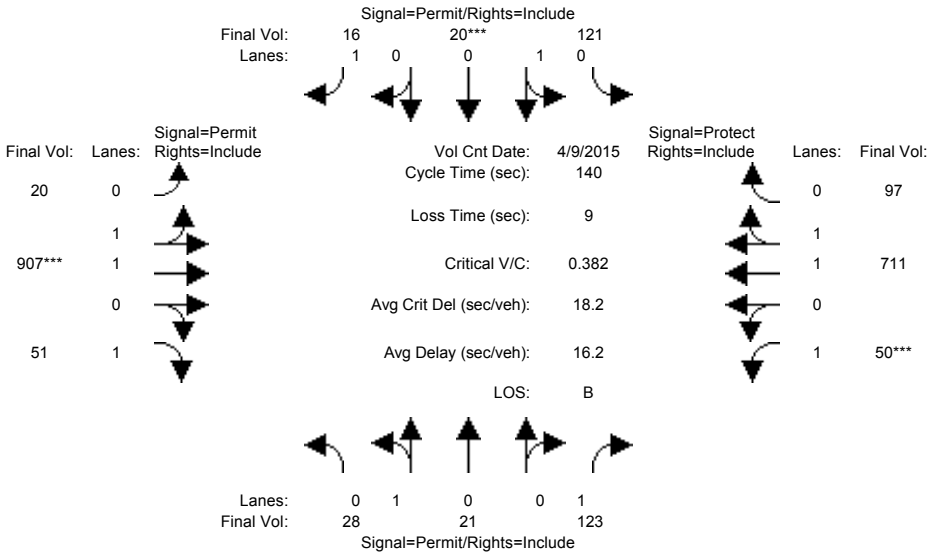
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	48	100	195	27	7	6	591	36	340	798	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	48	100	195	27	7	6	591	36	340	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	48	100	195	27	7	6	591	36	340	798	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:	117	48	100	195	27	7	6	591	36	340	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	48	100	195	27	7	6	591	36	340	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	48	100	195	27	7	6	591	36	340	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.71	0.29	1.00	0.88	0.12	1.00	0.02	1.98	1.00	1.00	1.69	0.31
Final Sat.:	1276	524	1750	1581	219	1750	37	3663	1750	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.12	0.12	0.00	0.16	0.16	0.02	0.19	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	33.7	33.7	33.7	33.7	33.7	33.7	44.1	44.1	44.1	53.1	97.3	97.3
Volume/Cap:	0.38	0.38	0.24	0.51	0.51	0.02	0.51	0.51	0.07	0.51	0.37	0.37
Delay/Veh:	45.0	45.0	43.1	47.0	47.0	40.5	39.5	39.5	33.6	34.1	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	43.1	47.0	47.0	40.5	39.5	39.5	33.6	34.1	8.8	8.8
LOS by Move:	D	D	D	D	D	D	D	D	C	C	A	A
HCM2k95thQ:	12	12	7	17	17	1	19	19	2	21	16	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #4005: JULIAN/28TH [Study Int 3]



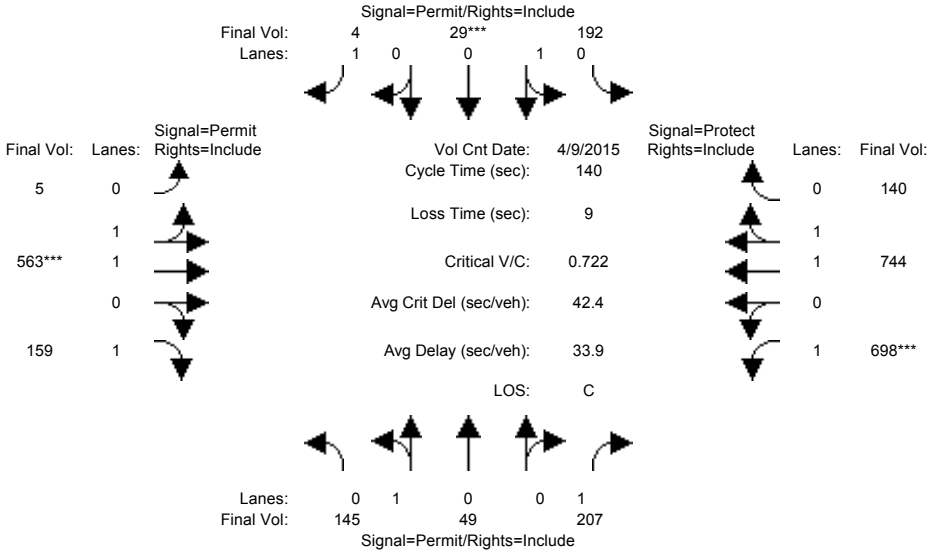
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	28	21	123	121	20	16	20	907	51	50	711	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	123	121	20	16	20	907	51	50	711	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	21	123	121	20	16	20	907	51	50	711	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	21	123	121	20	16	20	907	51	50	711	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	21	123	121	20	16	20	907	51	50	711	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:	28	21	123	121	20	16	20	907	51	50	711	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.57	0.43	1.00	0.86	0.14	1.00	0.04	1.96	1.00	1.00	1.75	0.25
Final Sat.:	1029	771	1750	1545	255	1750	80	3620	1750	1750	3255	444
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.08	0.08	0.01	0.25	0.25	0.03	0.03	0.22	0.22
Crit Moves:				****				****		****		
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	91.8	91.8	91.8	10.5	102	102.3
Volume/Cap:	0.13	0.13	0.34	0.38	0.38	0.04	0.38	0.38	0.04	0.38	0.30	0.30
Delay/Veh:	45.6	45.6	48.2	48.7	48.7	44.7	11.2	11.2	8.6	63.5	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	45.6	48.2	48.7	48.7	44.7	11.2	11.2	8.6	63.5	6.6	6.6
LOS by Move:	D	D	D	D	D	D	B	B	A	E	A	A
HCM2k95thQ:	4	4	9	11	11	1	17	17	2	4	12	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #4005: JULIAN/28TH [Study Int 3]



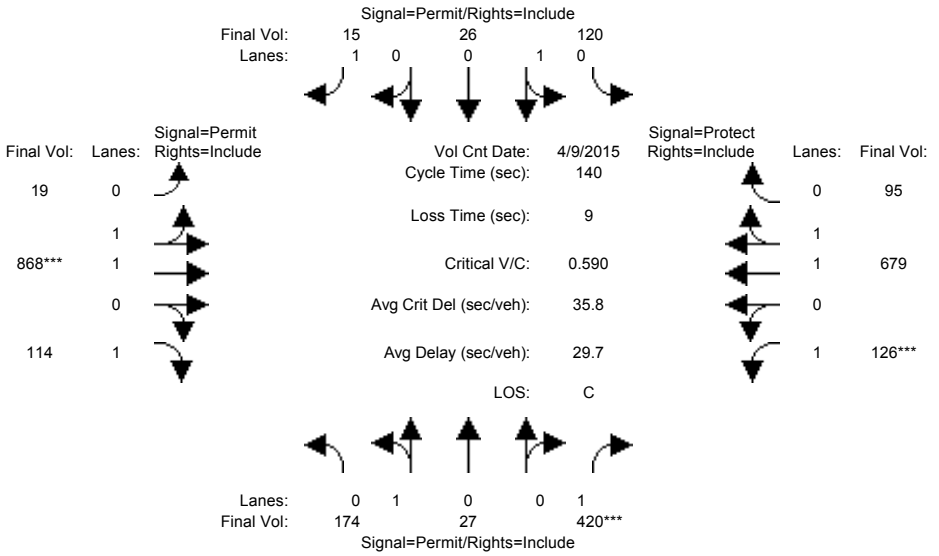
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	145	49	207	192	29	4	5	563	159	698	744	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	49	207	192	29	4	5	563	159	698	744	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	49	207	192	29	4	5	563	159	698	744	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	49	207	192	29	4	5	563	159	698	744	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	49	207	192	29	4	5	563	159	698	744	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	49	207	192	29	4	5	563	159	698	744	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.75	0.25	1.00	0.87	0.13	1.00	0.02	1.98	1.00	1.00	1.67	0.33
Final Sat.:	1345	455	1750	1564	236	1750	33	3667	1750	1750	3114	586
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.12	0.12	0.12	0.00	0.15	0.15	0.09	0.40	0.24	0.24
Crit Moves:				****				****		****		
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	29.8	29.8	29.8	77.4	107	107.2
Volume/Cap:	0.63	0.63	0.70	0.72	0.72	0.01	0.72	0.72	0.43	0.72	0.31	0.31
Delay/Veh:	58.3	58.3	61.7	63.1	63.1	48.3	54.5	54.5	48.5	26.0	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.3	61.7	63.1	63.1	48.3	54.5	54.5	48.5	26.0	5.1	5.1
LOS by Move:	E	E	E	E	E	D	D	D	D	C	A	A
HCM2k95thQ:	15	15	17	20	20	0	21	21	12	40	10	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #4005: JULIAN/28TH [Study Int 3]



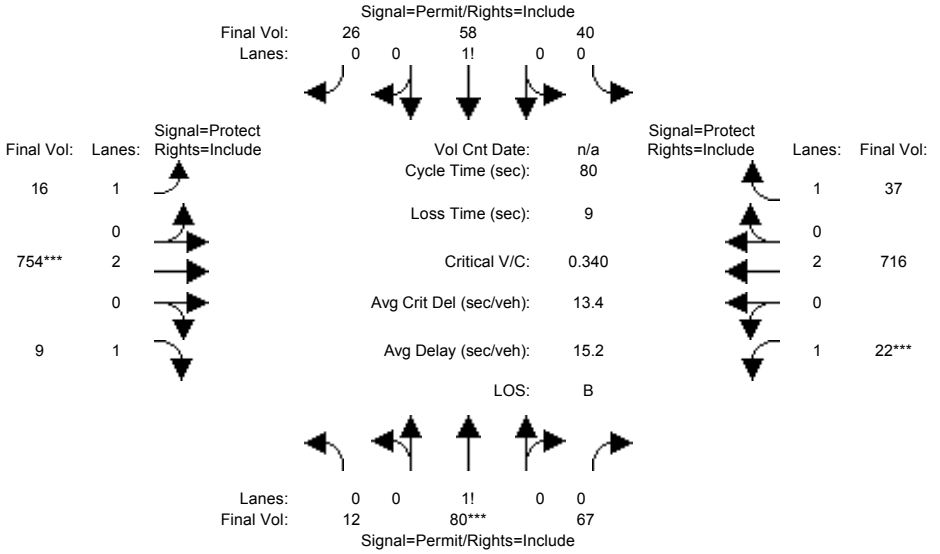
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	174	27	420	120	26	15	19	868	114	126	679	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	27	420	120	26	15	19	868	114	126	679	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	27	420	120	26	15	19	868	114	126	679	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	27	420	120	26	15	19	868	114	126	679	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	27	420	120	26	15	19	868	114	126	679	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	27	420	120	26	15	19	868	114	126	679	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.87	0.13	1.00	0.82	0.18	1.00	0.04	1.96	1.00	1.00	1.75	0.25
Final Sat.:	1558	242	1750	1479	321	1750	79	3621	1750	1750	3246	454
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.24	0.08	0.08	0.01	0.24	0.24	0.07	0.07	0.21	0.21
Crit Moves:			****					****			****	
Green Time:	57.0	57.0	57.0	57.0	57.0	57.0	56.9	56.9	56.9	17.1	74.0	74.0
Volume/Cap:	0.27	0.27	0.59	0.20	0.20	0.02	0.59	0.59	0.16	0.59	0.40	0.40
Delay/Veh:	27.9	27.9	33.7	26.9	26.9	24.8	33.0	33.0	26.5	62.4	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	33.7	26.9	26.9	24.8	33.0	33.0	26.5	62.4	19.8	19.8
LOS by Move:	C	C	C	C	C	C	C	C	C	E	B	B
HCM2k95thQ:	11	11	26	8	8	1	26	26	6	11	18	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



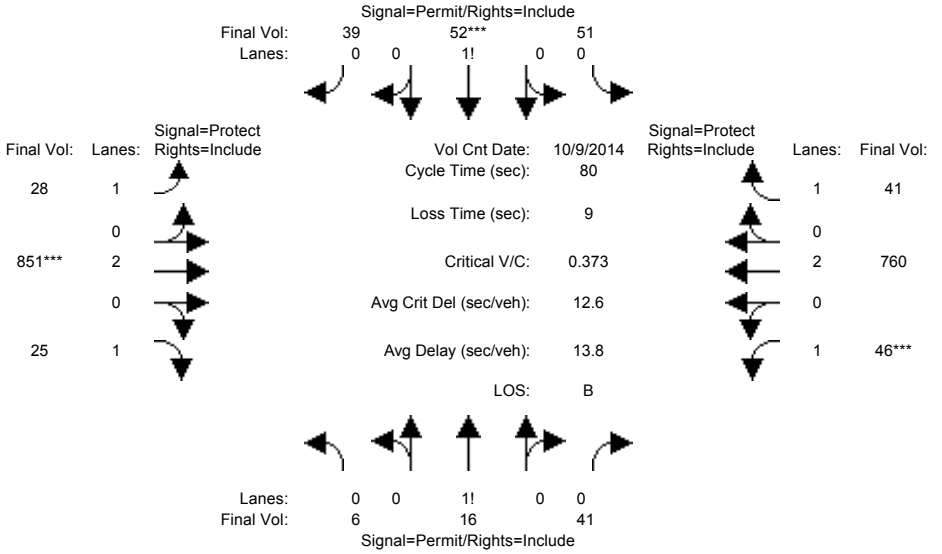
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	12		80	67	40		58	26	16		754	9	22		716	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	12		80	67	40		58	26	16		754	9	22		716	37
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	12		80	67	40		58	26	16		754	9	22		716	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	12		80	67	40		58	26	16		754	9	22		716	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	12		80	67	40		58	26	16		754	9	22		716	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	12		80	67	40		58	26	16		754	9	22		716	37
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.08		0.50	0.42	0.32		0.47	0.21	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	132		881	737	565		819	367	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.09	0.09	0.07		0.07	0.07	0.01		0.20	0.01	0.01		0.19	0.02
Crit Moves:			****								****				****	
Green Time:	20.1		20.1	20.1	20.1		20.1	20.1	16.1		43.9	43.9	7.0		34.8	34.8
Volume/Cap:	0.36		0.36	0.36	0.28		0.28	0.28	0.05		0.36	0.01	0.14		0.43	0.05
Delay/Veh:	25.2		25.2	25.2	24.5		24.5	24.5	25.8		10.3	8.2	34.2		15.9	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:	25.2		25.2	25.2	24.5		24.5	24.5	25.8		10.3	8.2	34.2		15.9	13.1
LOS by Move:	C		C	C	C		C	C	C		B	A	C		B	B
HCM2k95thQ:	7		7	7	6		6	6	1		10	0	1		11	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



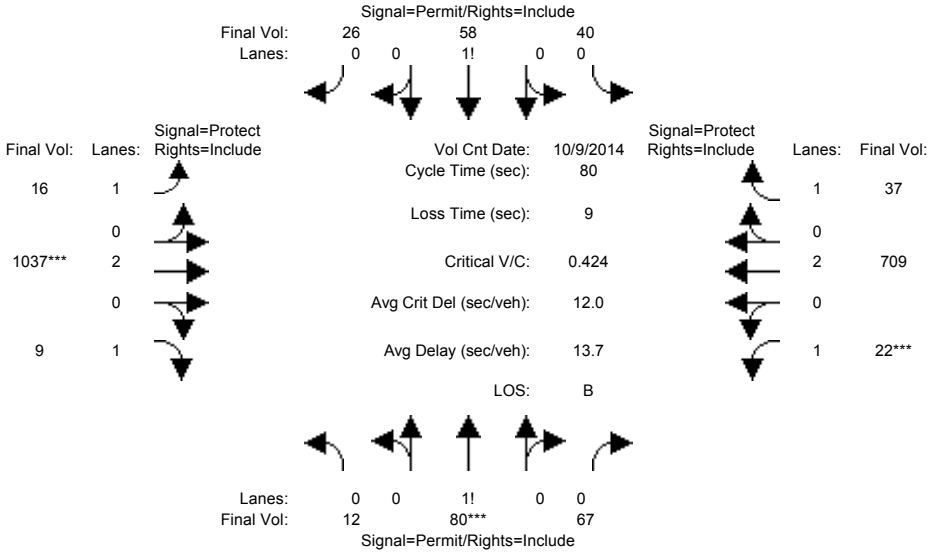
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	6		16	41	51		52	39	28		851	25	46		760	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:	6		16	41	51		52	39	28		851	25	46		760	41
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	6		16	41	51		52	39	28		851	25	46		760	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	6		16	41	51		52	39	28		851	25	46		760	41
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	6		16	41	51		52	39	28		851	25	46		760	41
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	6		16	41	51		52	39	28		851	25	46		760	41
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.10		0.25	0.65	0.36		0.37	0.27	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	167		444	1139	629		641	481	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.04	0.04	0.08		0.08	0.08	0.02		0.22	0.01	0.03		0.20	0.02
Crit Moves:					****						****		****			
Green Time:	17.0		17.0	17.0	17.0		17.0	17.0	16.4		47.0	47.0	7.0		37.6	37.6
Volume/Cap:	0.17		0.17	0.17	0.38		0.38	0.38	0.08		0.38	0.02	0.30		0.43	0.05
Delay/Veh:	25.9		25.9	25.9	27.6		27.6	27.6	25.8		8.9	6.9	35.3		14.2	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:	25.9		25.9	25.9	27.6		27.6	27.6	25.8		8.9	6.9	35.3		14.2	11.6
LOS by Move:	C		C	C	C		C	C	C		A	A	D		B	B
HCM2k95thQ:	3		3	3	7		7	7	1		11	1	2		12	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



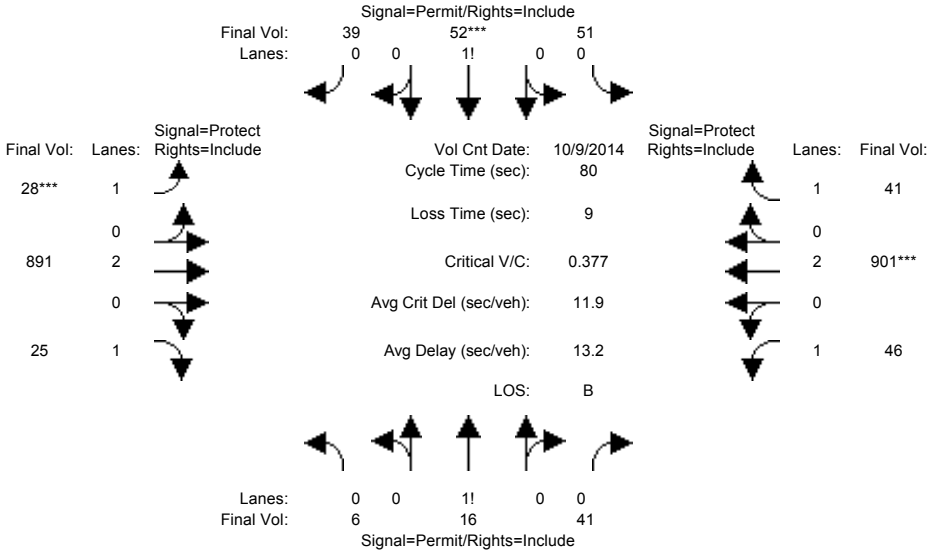
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	12		80	67	40		58	26	16		1037	9	22		709	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	12		80	67	40		58	26	16		1037	9	22		709	37
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	12		80	67	40		58	26	16		1037	9	22		709	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	12		80	67	40		58	26	16		1037	9	22		709	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	12		80	67	40		58	26	16		1037	9	22		709	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	12		80	67	40		58	26	16		1037	9	22		709	37
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.08		0.50	0.42	0.32		0.47	0.21	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	132		881	737	565		819	367	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.09		0.09	0.09	0.07		0.07	0.07	0.01		0.27	0.01	0.01		0.19	0.02
Crit Moves:			****								****				****	
Green Time:	16.0		16.0	16.0	16.0		16.0	16.0	17.6		48.0	48.0	7.0		37.5	37.5
Volume/Cap:	0.45		0.45	0.45	0.35		0.35	0.35	0.04		0.45	0.01	0.14		0.40	0.05
Delay/Veh:	29.1		29.1	29.1	28.2		28.2	28.2	24.6		8.9	6.4	34.2		14.1	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:	29.1		29.1	29.1	28.2		28.2	28.2	24.6		8.9	6.4	34.2		14.1	11.6
LOS by Move:	C		C	C	C		C	C	C		A	A	C		B	B
HCM2k95thQ:	8		8	8	6		6	6	1		13	0	1		10	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



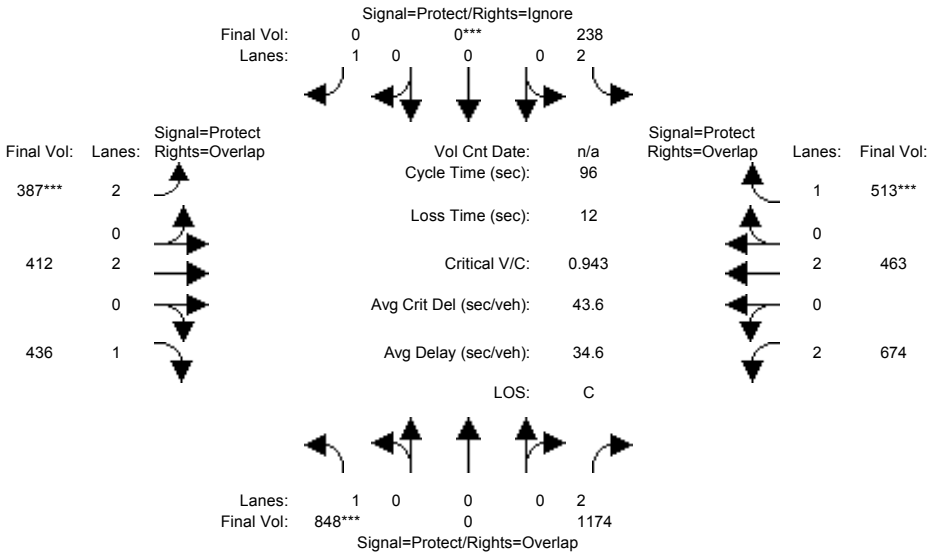
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<																
Base Vol:	6		16	41	51		52	39	28		891	25	46		901	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:	6		16	41	51		52	39	28		891	25	46		901	41
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	6		16	41	51		52	39	28		891	25	46		901	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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	6		16	41	51		52	39	28		891	25	46		901	41
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	6		16	41	51		52	39	28		891	25	46		901	41
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	6		16	41	51		52	39	28		891	25	46		901	41
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.92	0.92		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92
Lanes:	0.10		0.25	0.65	0.36		0.37	0.27	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	167		444	1139	629		641	481	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.04	0.04	0.08		0.08	0.08	0.02		0.23	0.01	0.03		0.24	0.02
Crit Moves:					****				****						****	
Green Time:	16.3		16.3	16.3	16.3		16.3	16.3	7.0		39.8	39.8	14.9		47.7	47.7
Volume/Cap:	0.18		0.18	0.18	0.40		0.40	0.40	0.18		0.47	0.03	0.14		0.40	0.04
Delay/Veh:	26.5		26.5	26.5	28.3		28.3	28.3	34.4		13.4	10.2	27.4		8.7	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:	26.5		26.5	26.5	28.3		28.3	28.3	34.4		13.4	10.2	27.4		8.7	6.7
LOS by Move:	C		C	C	C		C	C	C		B	B	C		A	A
HCM2k95thQ:	3		3	3	7		7	7	1		13	1	2		11	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #4038: 87/Taylor [Study Int 40]



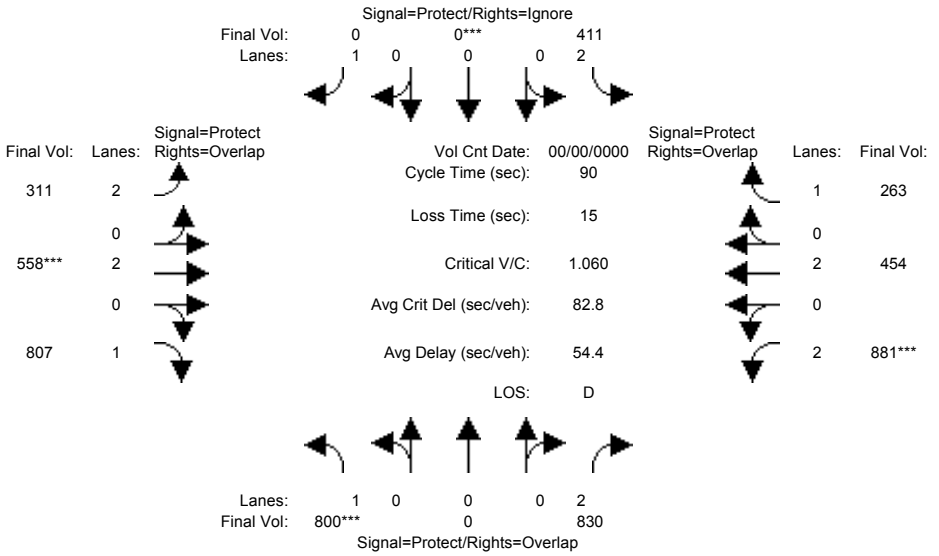
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	848	0	1174		238	0	319		387	412	436		674	463	513	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	848	0	1174		238	0	319		387	412	436		674	463	513	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	848	0	1174		238	0	319		387	412	436		674	463	513	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	848	0	1174		238	0	0		387	412	436		674	463	513	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	848	0	1174		238	0	0		387	412	436		674	463	513	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	848	0	1174		238	0	0		387	412	436		674	463	513	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.48	0.00	0.37		0.08	0.00	0.00		0.12	0.11	0.25		0.21	0.12	0.29	
Crit Moves:	****					****			****						****	
Green Time:	49.3	0.0	56.4		15.9	0.0	0.0		12.5	11.7	61.0		23.0	22.2	38.1	
Volume/Cap:	0.94	0.00	0.63		0.46	0.00	0.00		0.94	0.89	0.39		0.89	0.53	0.74	
Delay/Veh:	39.8	0.0	13.7		36.8	0.0	0.0		71.6	60.8	8.7		48.3	32.9	29.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.8	0.0	13.7		36.8	0.0	0.0		71.6	60.8	8.7		48.3	32.9	29.0	
LOS by Move:	D	A	B		D	A	A		E	E	A		D	C	C	
HCM2k95thQ:	50	0	25		8	0	0		14	12	12		27	12	27	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #4038: 87/Taylor [Study Int 40]



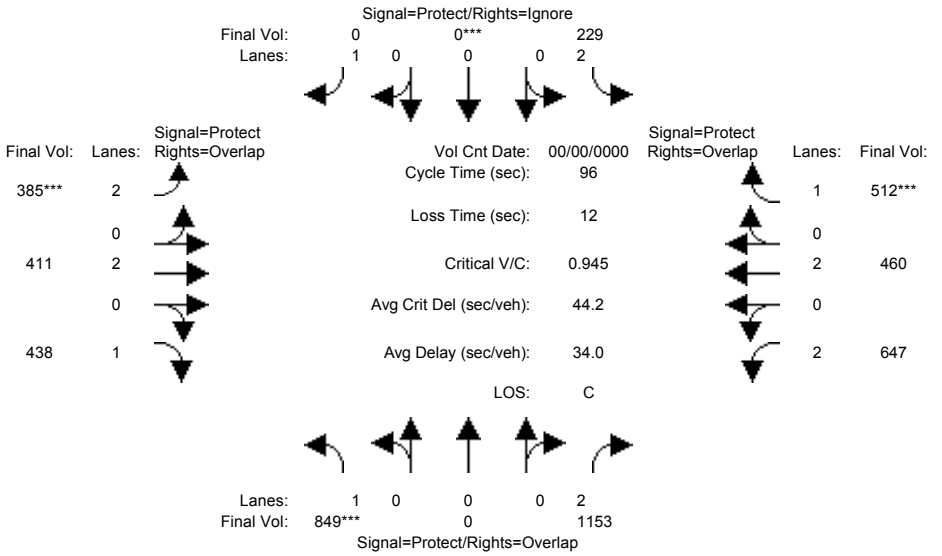
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	800	0	830		411	0	520		311	558	807		881	454	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:	800	0	830		411	0	520		311	558	807		881	454	263	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	800	0	830		411	0	520		311	558	807		881	454	263	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	800	0	830		411	0	0		311	558	807		881	454	263	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	800	0	830		411	0	0		311	558	807		881	454	263	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	800	0	830		411	0	0		311	558	807		881	454	263	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.46	0.00	0.26		0.13	0.00	0.00		0.10	0.15	0.46		0.28	0.12	0.15	
Crit Moves:	****					****				****				****		
Green Time:	38.8	0.0	23.7		38.8	0.0	0.0		16.4	12.5	51.3		23.7	19.8	58.6	
Volume/Cap:	1.06	0.00	1.00		0.30	0.00	0.00		0.54	1.06	0.81		1.06	0.54	0.23	
Delay/Veh:	75.6	0.0	64.1		16.9	0.0	0.0		34.5	95.0	20.5		81.6	31.8	6.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	75.6	0.0	64.1		16.9	0.0	0.0		34.5	95.0	20.5		81.6	31.8	6.5	
LOS by Move:	E		A	E	B		A	A	C		F	C	F		C	A
HCM2k95thQ:	56		0	35	9		0	0	8		17	31	39		12	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #4038: 87/Taylor [Study Int 40]



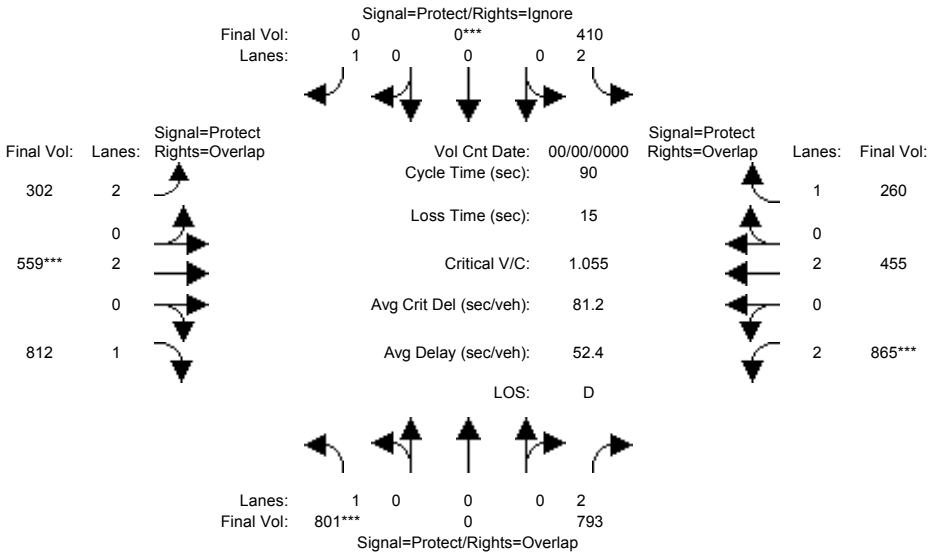
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	849	0	1153		229	0	312		385	411	438		647	460	512	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	849	0	1153		229	0	312		385	411	438		647	460	512	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	849	0	1153		229	0	312		385	411	438		647	460	512	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	849	0	1153		229	0	0		385	411	438		647	460	512	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	849	0	1153		229	0	0		385	411	438		647	460	512	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	849	0	1153		229	0	0		385	411	438		647	460	512	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.49	0.00	0.37		0.07	0.00	0.00		0.12	0.11	0.25		0.21	0.12	0.29	
Crit Moves:	****					****			****						****	
Green Time:	49.3	0.0	56.6		15.4	0.0	0.0		12.4	12.0	61.3		22.7	22.3	37.7	
Volume/Cap:	0.95	0.00	0.62		0.45	0.00	0.00		0.95	0.87	0.39		0.87	0.52	0.75	
Delay/Veh:	40.2	0.0	13.4		37.2	0.0	0.0		72.3	56.7	8.6		45.7	32.7	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:	40.2	0.0	13.4		37.2	0.0	0.0		72.3	56.7	8.6		45.7	32.7	29.5	
LOS by Move:	D	A	B		D	A	A		E	E	A		D	C	C	
HCM2k95thQ:	50	0	24		8	0	0		14	12	12		25	12	27	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #4038: 87/Taylor [Study Int 40]



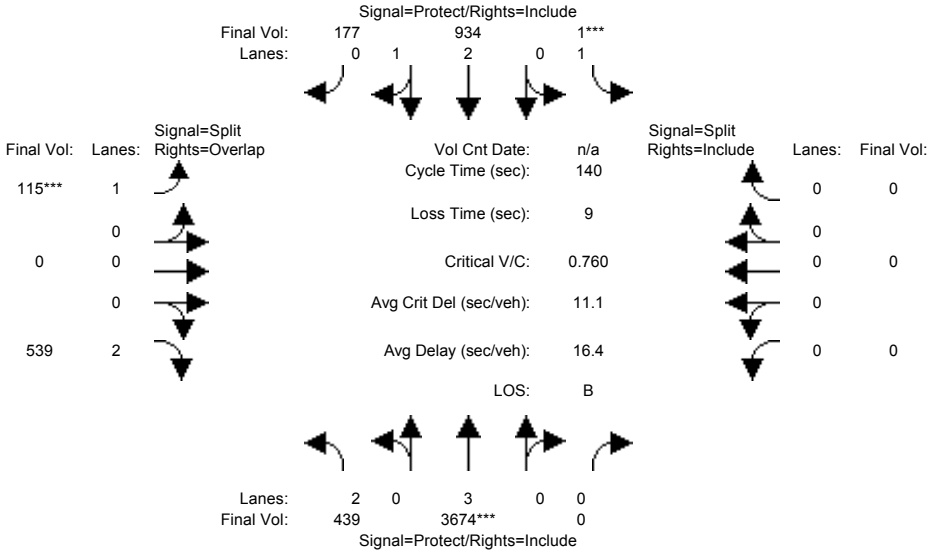
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 0 0 <<																
Base Vol:	801	0	793		410	0	517		302	559	812		865	455	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	801	0	793		410	0	517		302	559	812		865	455	260	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	801	0	793		410	0	517		302	559	812		865	455	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	801	0	793		410	0	0		302	559	812		865	455	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	801	0	793		410	0	0		302	559	812		865	455	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	801	0	793		410	0	0		302	559	812		865	455	260	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.00	0.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	0	3150		3150	0	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.46	0.00	0.25		0.13	0.00	0.00		0.10	0.15	0.46		0.27	0.12	0.15	
Crit Moves:	****					****				****				****		
Green Time:	39.0	0.0	23.4		39.0	0.0	0.0		16.0	12.5	51.6		23.4	20.0	59.0	
Volume/Cap:	1.06	0.00	0.97		0.30	0.00	0.00		0.54	1.06	0.81		1.06	0.54	0.23	
Delay/Veh:	73.7	0.0	56.6		16.7	0.0	0.0		34.7	93.2	20.3		80.3	31.7	6.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	73.7	0.0	56.6		16.7	0.0	0.0		34.7	93.2	20.3		80.3	31.7	6.4	
LOS by Move:	E		A	E	B		A	A	C		F	C	F		C	A
HCM2k95thQ:	56	0	32		9	0	0		8	17	31		38	12	6	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



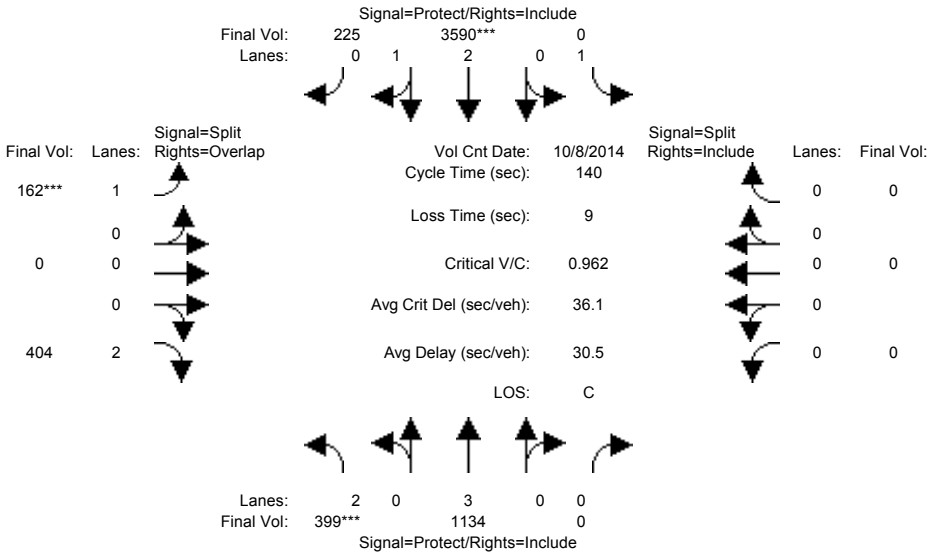
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	439		3674	0	1		934	177	115		0	539	0		0	0
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:	439		3674	0	1		934	177	115		0	539	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	439		3674	0	1		934	177	115		0	539	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	439		3674	0	1		934	177	115		0	539	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	439		3674	0	1		934	177	115		0	539	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	439		3674	0	1		934	177	115		0	539	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.50	0.50	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		4707	892	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.14		0.64	0.00	0.00		0.20	0.20	0.07		0.00	0.17	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	49.3		113	0.0	7.0		70.2	70.2	11.5		0.0	60.8	0.0		0.0	0.0
Volume/Cap:	0.40		0.80	0.00	0.01		0.40	0.40	0.80		0.00	0.39	0.00		0.00	0.00
Delay/Veh:	34.4		8.7	0.0	63.3		21.8	21.8	89.9		0.0	27.2	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:	34.4		8.7	0.0	63.3		21.8	21.8	89.9		0.0	27.2	0.0		0.0	0.0
LOS by Move:	C		A	A	E		C	C	F		A	C	A		A	A
HCM2k95thQ:	16		48	0	0		18	18	14		0	17	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



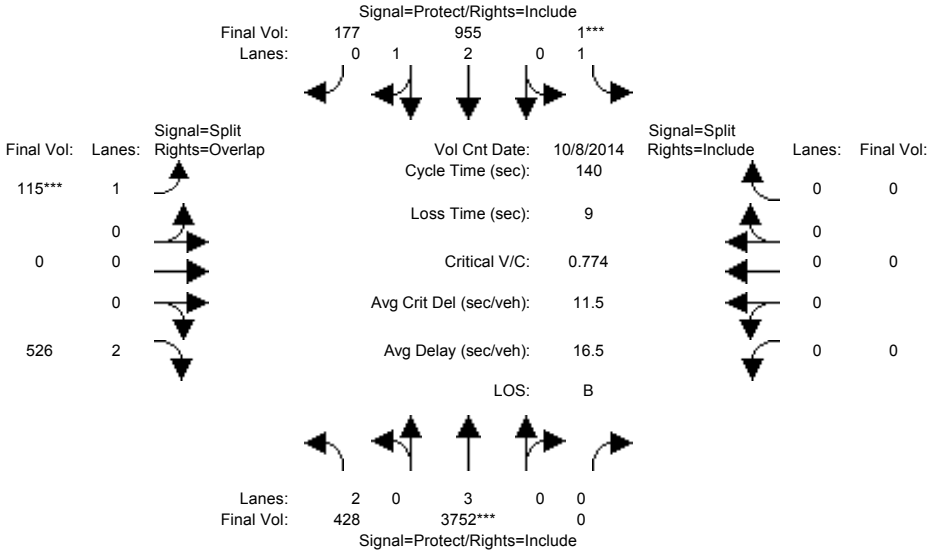
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	399		1134	0	0		3590	225	162		0	404	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	399		1134	0	0		3590	225	162		0	404	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	399		1134	0	0		3590	225	162		0	404	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	399		1134	0	0		3590	225	162		0	404	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	399		1134	0	0		3590	225	162		0	404	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	399		1134	0	0		3590	225	162		0	404	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.82	0.18	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5269	330	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.13		0.20	0.00	0.00		0.68	0.68	0.09		0.00	0.13	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	18.4		118	0.0	0.0		99.1	99.1	13.5		0.0	31.9	0.0		0.0	0.0
Volume/Cap:	0.96		0.24	0.00	0.00		0.96	0.96	0.96		0.00	0.56	0.00		0.00	0.00
Delay/Veh:	94.9		2.3	0.0	0.0		26.3	26.3	121.1		0.0	48.9	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	94.9		2.3	0.0	0.0		26.3	26.3	121.1		0.0	48.9	0.0		0.0	0.0
LOS by Move:	F		A	A	A		C	C	F		A	D	A		A	A
HCM2k95thQ:	25		7	0	0		81	81	20		0	18	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



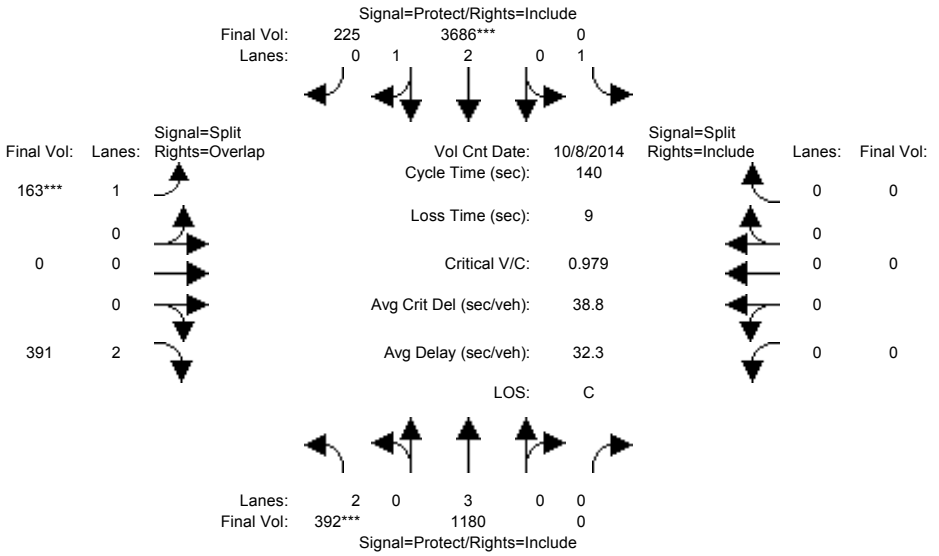
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	428		3752	0	1		955	177	115		0	526	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:	428		3752	0	1		955	177	115		0	526	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	428		3752	0	1		955	177	115		0	526	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	428		3752	0	1		955	177	115		0	526	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	428		3752	0	1		955	177	115		0	526	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	428		3752	0	1		955	177	115		0	526	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.99	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.51	0.49	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		4723	875	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.14		0.66	0.00	0.00		0.20	0.20	0.07		0.00	0.17	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	48.1		113	0.0	7.0		71.6	71.6	11.3		0.0	59.4	0.0		0.0	0.0
Volume/Cap:	0.40		0.82	0.00	0.01		0.40	0.40	0.82		0.00	0.39	0.00		0.00	0.00
Delay/Veh:	35.1		9.0	0.0	63.3		21.0	21.0	93.1		0.0	28.1	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	35.1		9.0	0.0	63.3		21.0	21.0	93.1		0.0	28.1	0.0		0.0	0.0
LOS by Move:	D		A	A	E		C	C	F		A	C	A		A	A
HCM2k95thQ:	16		51	0	0		18	18	14		0	17	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



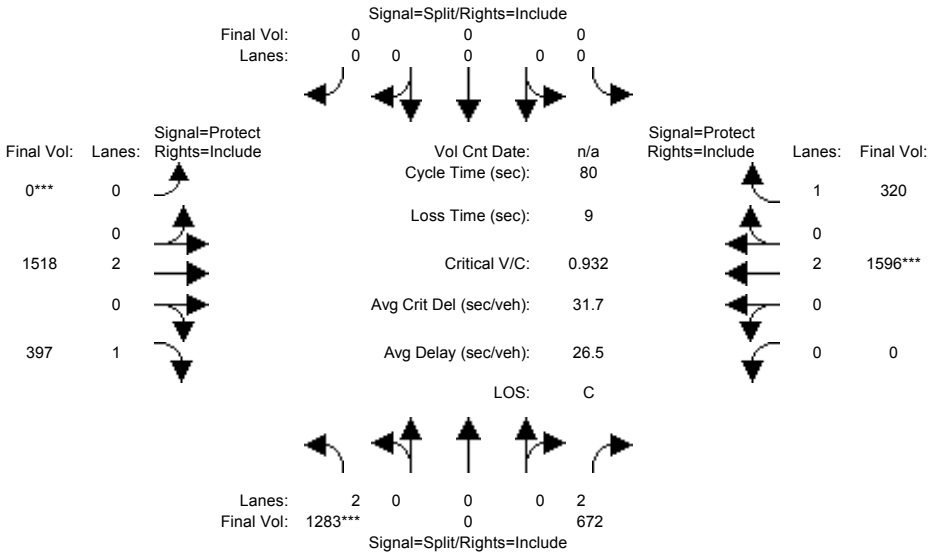
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	7		10	10	10		0	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	392		1180	0	0		3686	225	163		0	391	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:	392		1180	0	0		3686	225	163		0	391	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	392		1180	0	0		3686	225	163		0	391	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	392		1180	0	0		3686	225	163		0	391	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	392		1180	0	0		3686	225	163		0	391	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	392		1180	0	0		3686	225	163		0	391	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		0.98	0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	1.00		2.82	0.18	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	1750		5277	322	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.12		0.21	0.00	0.00		0.70	0.70	0.09		0.00	0.12	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	17.8		118	0.0	0.0		99.9	99.9	13.3		0.0	31.1	0.0		0.0	0.0
Volume/Cap:	0.98		0.25	0.00	0.00		0.98	0.98	0.98		0.00	0.56	0.00		0.00	0.00
Delay/Veh:	100.2		2.3	0.0	0.0		29.0	29.0	126.5		0.0	49.4	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	100.2		2.3	0.0	0.0		29.0	29.0	126.5		0.0	49.4	0.0		0.0	0.0
LOS by Move:	F		A	A	A		C	C	F		A	D	A		A	A
HCM2k95thQ:	25		7	0	0		86	86	21		0	17	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #4069: 101/Trimble [Study Int 62]



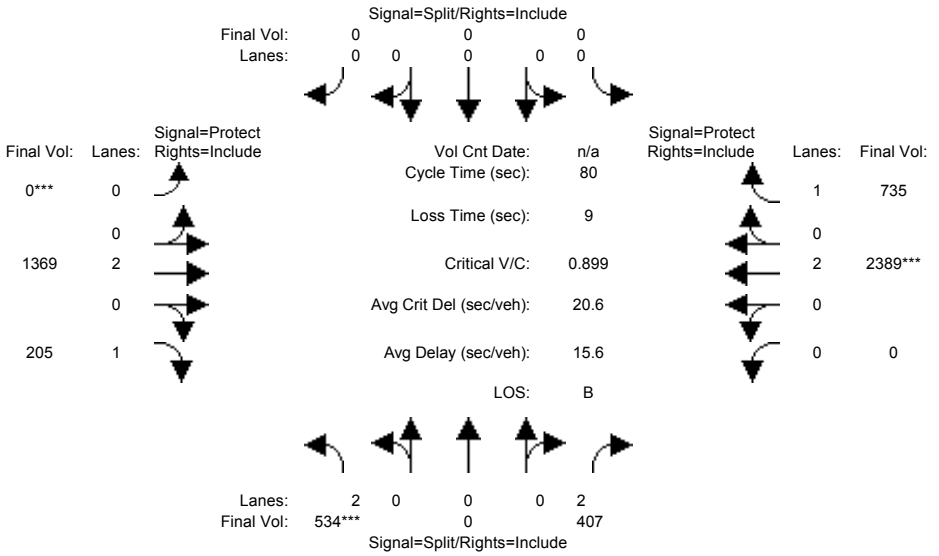
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module:																
Base Vol:	1283		0	672	0		0	0	0		1518	397	0		1596	320
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	1283		0	672	0		0	0	0		1518	397	0		1596	320
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	1283		0	672	0		0	0	0		1518	397	0		1596	320
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	1283		0	672	0		0	0	0		1518	397	0		1596	320
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	1283		0	672	0		0	0	0		1518	397	0		1596	320
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	1283		0	672	0		0	0	0		1518	397	0		1596	320
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.83	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	0.00		2.00	0.00	0.00		0.00	0.00	2.00		1.00	0.00	2.00		1.00
Final Sat.:	3150		0	3150	0		0	0	0		3800	1750	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.41	0.00		0.21	0.00	0.00		0.00	0.00	0.40		0.23	0.00	0.42		0.18
Crit Moves:	****								****					****		
Green Time:	35.0	0.0		35.0	0.0	0.0		0.0	0.0	36.0		36.0	0.0	36.0		36.0
Volume/Cap:	0.93	0.00		0.49	0.00	0.00		0.00	0.00	0.89		0.50	0.00	0.93		0.41
Delay/Veh:	33.0	0.0		16.4	0.0	0.0		0.0	0.0	26.1		16.1	0.0	30.6		15.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	33.0	0.0		16.4	0.0	0.0		0.0	0.0	26.1		16.1	0.0	30.6		15.1
LOS by Move:	C		A	B	A		A	A	A		C	B	A		C	B
HCM2k95thQ:	39		0	14	0		0	0	0		32	14	0		40	11

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #4069: 101/Trimble [Study Int 62]



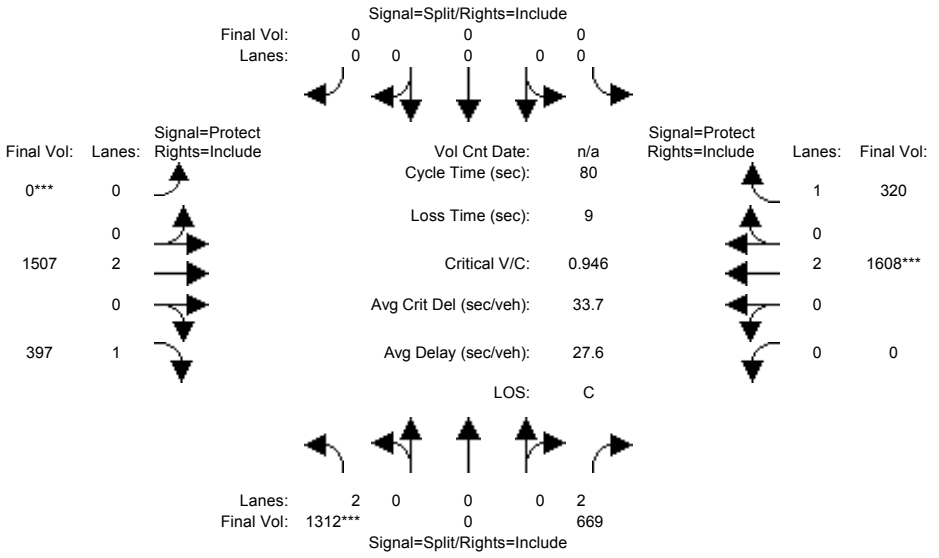
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	534	0	407	0	0	0	0	1369	205	0	2389	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	0	407	0	0	0	0	1369	205	0	2389	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	0	407	0	0	0	0	1369	205	0	2389	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	0	407	0	0	0	0	1369	205	0	2389	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	0	407	0	0	0	0	1369	205	0	2389	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	534	0	407	0	0	0	0	1369	205	0	2389	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.13	0.00	0.00	0.00	0.00	0.36	0.12	0.00	0.63	0.42
Crit Moves:	****						****				****	
Green Time:	15.1	0.0	15.1	0.0	0.0	0.0	0.0	55.9	55.9	0.0	55.9	55.9
Volume/Cap:	0.90	0.00	0.69	0.00	0.00	0.00	0.00	0.52	0.17	0.00	0.90	0.60
Delay/Veh:	48.3	0.0	33.6	0.0	0.0	0.0	0.0	5.8	4.2	0.0	14.4	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	0.0	33.6	0.0	0.0	0.0	0.0	5.8	4.2	0.0	14.4	7.1
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	21	0	13	0	0	0	0	15	4	0	45	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #4069: 101/Trimble [Study Int 62]



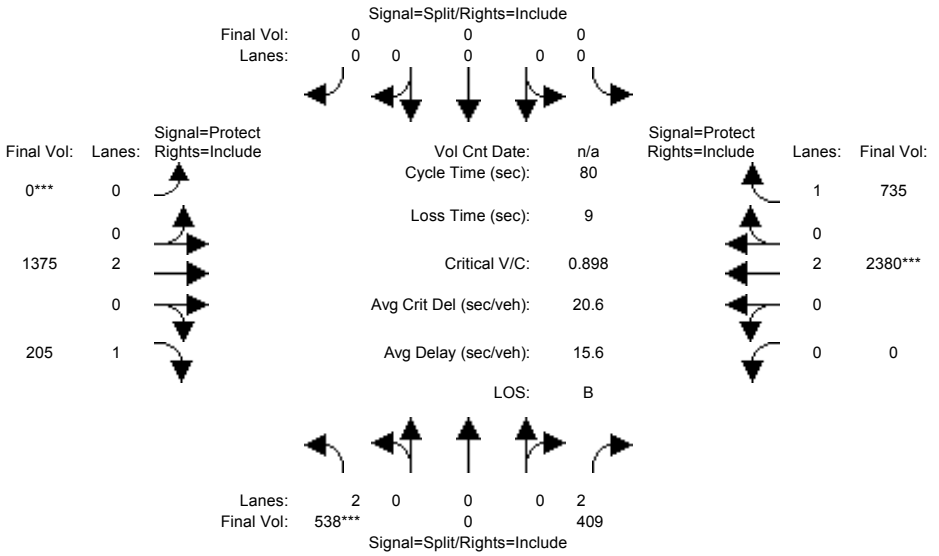
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	1312		0	669	0		0	0	0		1507	397	0		1608	320
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	1312		0	669	0		0	0	0		1507	397	0		1608	320
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	1312		0	669	0		0	0	0		1507	397	0		1608	320
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	1312		0	669	0		0	0	0		1507	397	0		1608	320
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	1312		0	669	0		0	0	0		1507	397	0		1608	320
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	1312		0	669	0		0	0	0		1507	397	0		1608	320
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		0.00	2.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		2.00	1.00
Final Sat.:	3150		0	3150	0		0	0	0		3800	1750	0		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.42		0.00	0.21	0.00		0.00	0.00	0.00		0.40	0.23	0.00		0.42	0.18
Crit Moves:	****								****						****	
Green Time:	35.2		0.0	35.2	0.0		0.0	0.0	0.0		35.8	35.8	0.0		35.8	35.8
Volume/Cap:	0.95		0.00	0.48	0.00		0.00	0.00	0.00		0.89	0.51	0.00		0.95	0.41
Delay/Veh:	34.9		0.0	16.2	0.0		0.0	0.0	0.0		26.3	16.4	0.0		32.7	15.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	34.9		0.0	16.2	0.0		0.0	0.0	0.0		26.3	16.4	0.0		32.7	15.3
LOS by Move:	C		A	B	A		A	A	A		C	B	A		C	B
HCM2k95thQ:	40		0	14	0		0	0	0		32	14	0		41	11

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #4069: 101/Trimble [Study Int 62]



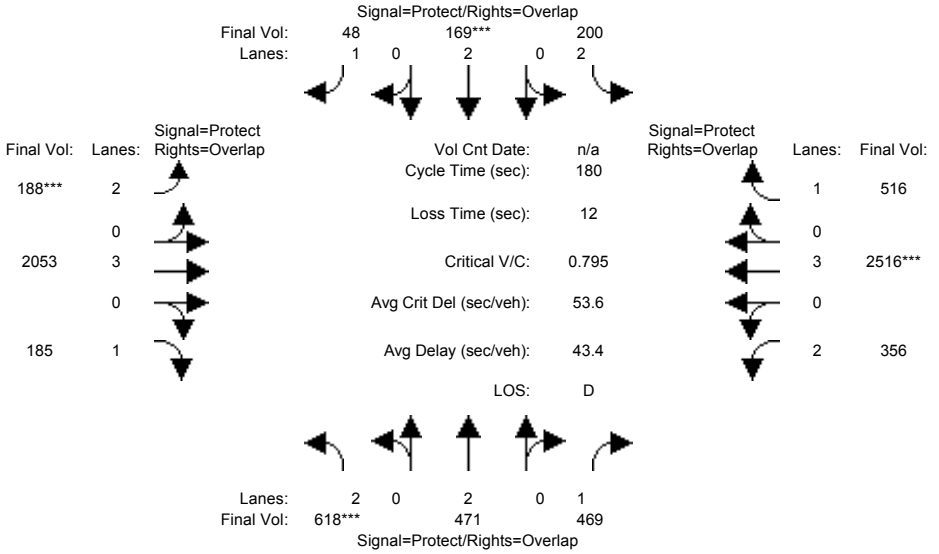
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	538	0	409	0	0	0	0	1375	205	0	2380	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	0	409	0	0	0	0	1375	205	0	2380	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	538	0	409	0	0	0	0	1375	205	0	2380	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	538	0	409	0	0	0	0	1375	205	0	2380	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	0	409	0	0	0	0	1375	205	0	2380	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	538	0	409	0	0	0	0	1375	205	0	2380	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.13	0.00	0.00	0.00	0.00	0.36	0.12	0.00	0.63	0.42
Crit Moves:	****						****				****	
Green Time:	15.2	0.0	15.2	0.0	0.0	0.0	0.0	55.8	55.8	0.0	55.8	55.8
Volume/Cap:	0.90	0.00	0.68	0.00	0.00	0.00	0.00	0.52	0.17	0.00	0.90	0.60
Delay/Veh:	48.0	0.0	33.4	0.0	0.0	0.0	0.0	5.9	4.2	0.0	14.4	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	0.0	33.4	0.0	0.0	0.0	0.0	5.9	4.2	0.0	14.4	7.2
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	21	0	13	0	0	0	0	15	4	0	45	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



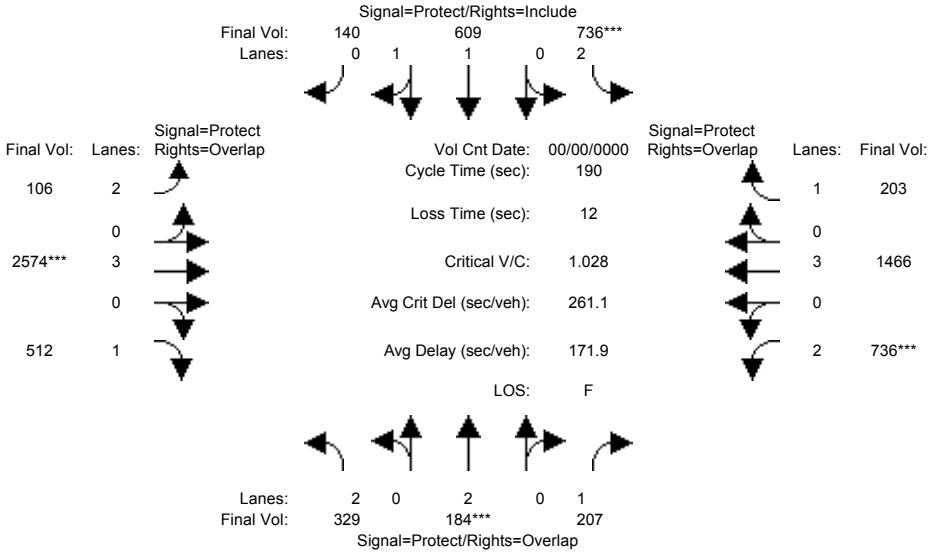
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	618	471	469	200	169	48	188	2053	185	356	2516	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	618	471	469	200	169	48	188	2053	185	356	2516	516
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	618	471	469	200	169	48	188	2053	185	356	2516	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	618	471	469	200	169	48	188	2053	185	356	2516	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	471	469	200	169	48	188	2053	185	356	2516	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	618	471	469	200	169	48	188	2053	185	356	2516	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.27	0.06	0.04	0.03	0.06	0.36	0.11	0.11	0.44	0.29
Crit Moves:	****				****		****				****	
Green Time:	44.3	36.2	63.3	18.2	10.0	24.0	14.0	86.5	130.8	27.1	99.7	117.8
Volume/Cap:	0.80	0.62	0.76	0.63	0.80	0.21	0.77	0.75	0.15	0.75	0.80	0.45
Delay/Veh:	69.4	67.1	57.2	81.7	103	69.9	90.4	15.7	0.1	79.7	43.7	23.4
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:	69.4	67.1	57.2	81.7	103	69.9	90.4	15.7	0.1	79.7	43.7	23.4
LOS by Move:	E	E	E	F	F	E	F	B	A	E	D	C
HCM2k95thQ:	34	22	43	12	10	5	15	34	0	20	61	34

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



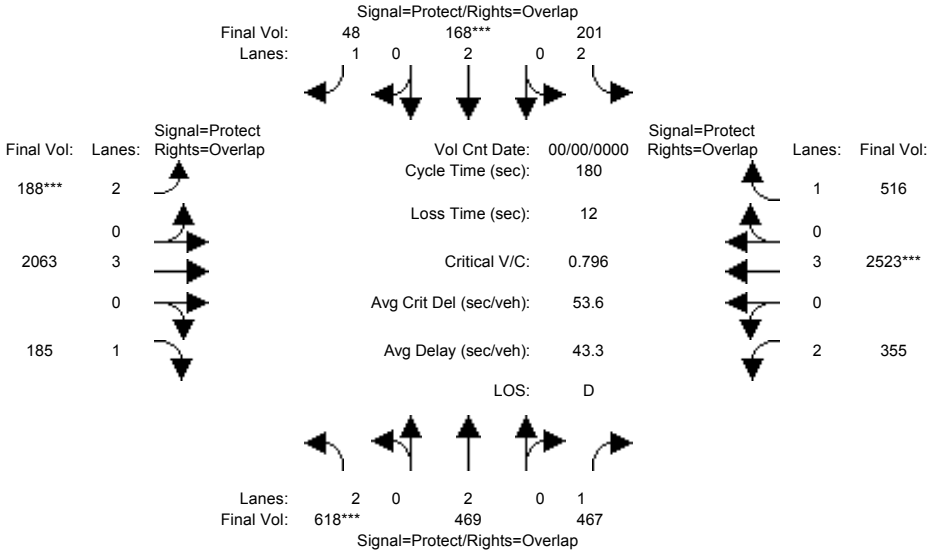
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	28		42	42	20		34	34	19		105	105	23		109	109
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 0 0 << 5:00-6:00PM																
Base Vol:	329	184		207	736	609		140	106	2574		512	736	1466		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:	329	184		207	736	609		140	106	2574		512	736	1466		203
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	329	184		207	736	609		140	106	2574		512	736	1466		203
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	329	184		207	736	609		140	106	2574		512	736	1466		203
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	329	184		207	736	609		140	106	2574		512	736	1466		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:	329	184		207	736	609		140	106	2574		512	736	1466		203
Saturation Flow 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	1.62		0.38	2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	3150	3800		1750	3150	3008		691	3150	5700		1750	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.10	0.05		0.12	0.23	0.20		0.20	0.03	0.45		0.29	0.23	0.26		0.12
Crit Moves:		****				****				****				****		
Green Time:	26.3	39.5		61.1	18.8	32.0		32.0	17.9	98.8		125.1	21.6	103		121.3
Volume/Cap:	0.75	0.23		0.37	2.36	1.20		1.20	0.36	0.87		0.44	2.05	0.48		0.18
Delay/Veh:	91.0	66.7		53.1	712.8	190		190.1	86.5	56.8		25.7	572.5	20.3		7.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	91.0	66.7		53.1	712.8	190		190.1	86.5	56.8		25.7	572.5	20.3		7.1
LOS by Move:	F		E	D	F		F	F	F		E	C	F		C	A
HCM2k95thQ:	22		9	19	88	52		52	8	77		38	83	23		5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



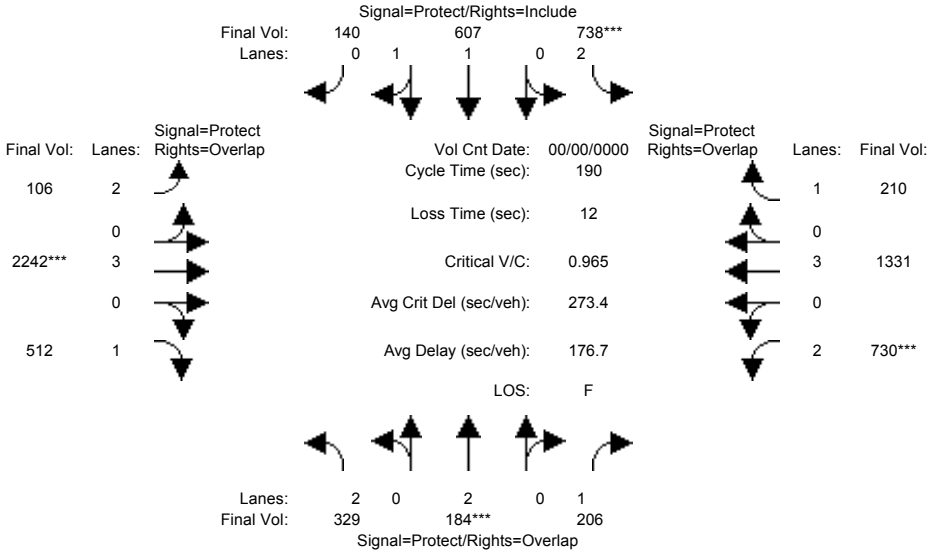
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00-6:00PM												
Base Vol:	618	469	467	201	168	48	188	2063	185	355	2523	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	618	469	467	201	168	48	188	2063	185	355	2523	516
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	618	469	467	201	168	48	188	2063	185	355	2523	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	618	469	467	201	168	48	188	2063	185	355	2523	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	469	467	201	168	48	188	2063	185	355	2523	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	618	469	467	201	168	48	188	2063	185	355	2523	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.27	0.06	0.04	0.03	0.06	0.36	0.11	0.11	0.44	0.29
Crit Moves:	****				****		****				****	
Green Time:	44.2	36.0	63.1	18.2	10.0	24.0	14.0	86.8	131.0	27.0	99.8	118.0
Volume/Cap:	0.80	0.62	0.76	0.63	0.80	0.21	0.77	0.75	0.15	0.75	0.80	0.45
Delay/Veh:	69.6	67.2	57.4	81.8	103	69.9	90.4	15.6	0.1	79.9	43.7	23.3
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:	69.6	67.2	57.4	81.8	103	69.9	90.4	15.6	0.1	79.9	43.7	23.3
LOS by Move:	E	E	E	F	F	E	F	B	A	E	D	C
HCM2k95thQ:	34	22	43	12	10	5	15	34	0	20	62	34

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



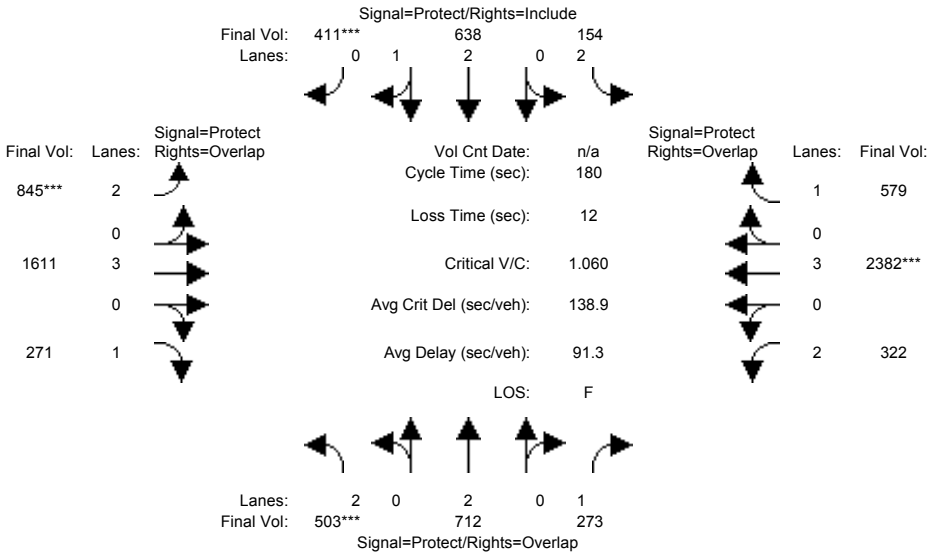
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00-6:00PM												
Base Vol:	329	184	206	738	607	140	106	2577	512	730	1496	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	184	206	738	607	140	106	2577	512	730	1496	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	184	206	738	607	140	106	2577	512	730	1496	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	184	206	738	607	140	106	2242	512	730	1331	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	184	206	738	607	140	106	2242	512	730	1331	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	184	206	738	607	140	106	2242	512	730	1331	210
Saturation Flow 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	1.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3006	693	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.12	0.23	0.20	0.20	0.03	0.39	0.29	0.23	0.23	0.12
Crit Moves:		****		****				****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.75	0.23	0.37	2.37	1.20	1.20	0.36	0.76	0.44	2.04	0.43	0.19
Delay/Veh:	91.0	66.7	53.1	715.7	189	188.8	86.5	49.7	25.7	565.1	19.7	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.0	66.7	53.1	715.7	189	188.8	86.5	49.7	25.7	565.1	19.7	7.2
LOS by Move:	F	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	22	9	19	88	51	51	8	63	38	82	20	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



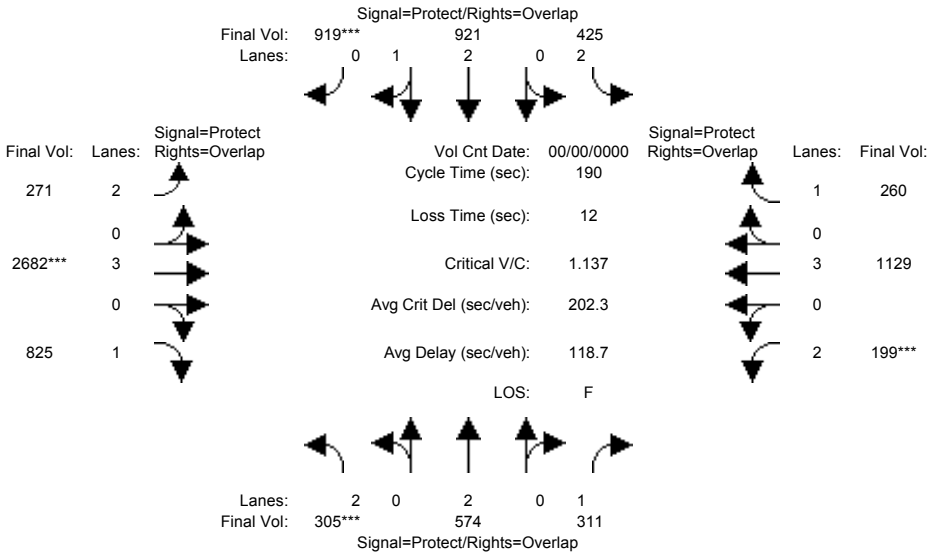
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	503	712	273	154	638	411	845	1611	271	322	2382	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	712	273	154	638	411	845	1611	271	322	2382	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	503	712	273	154	638	411	845	1611	271	322	2382	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	712	273	154	638	411	845	1611	271	322	2382	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	712	273	154	638	411	845	1611	271	322	2382	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	712	273	154	638	411	845	1611	271	322	2382	579
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	3800	1900	3800	3800	1900	3800	4845	1900	3800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.14	0.04	0.17	0.22	0.22	0.33	0.14	0.08	0.42	0.30
Crit Moves:	****					****	****				****	
Green Time:	18.1	33.6	58.1	14.0	29.5	29.5	30.4	95.9	114.0	24.4	90.0	104.0
Volume/Cap:	1.32	1.00	0.45	0.52	1.02	1.32	1.32	0.62	0.23	0.62	0.84	0.53
Delay/Veh:	247.4	119	64.1	85.9	119	236.9	228.7	29.9	14.2	75.8	41.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.4	119	64.1	85.9	119	236.9	228.7	29.9	14.2	75.8	41.0	23.6
LOS by Move:	F	F	E	F	F	F	F	C	B	E	D	C
HCM2k95thQ:	36	38	24	8	35	55	56	33	12	16	64	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



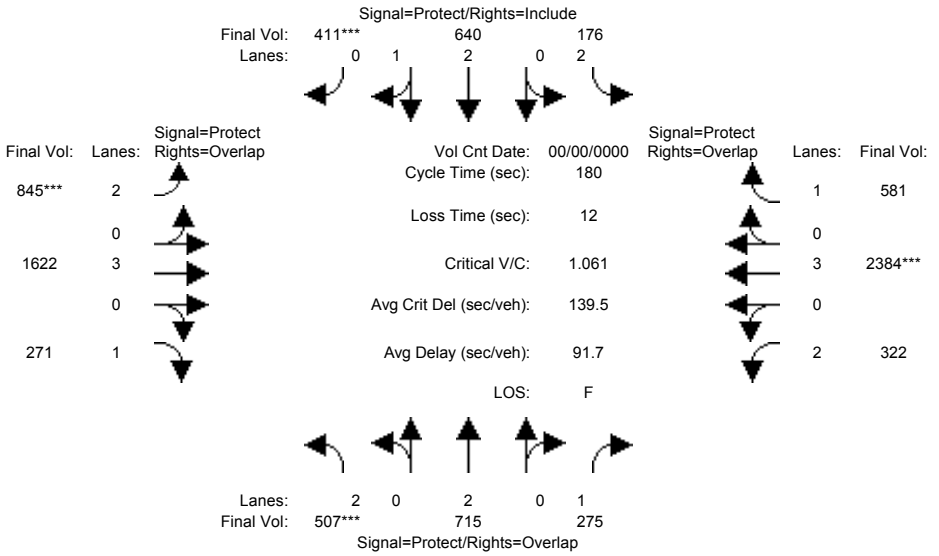
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	18		35	35	23		39	39	19		112	112	21		113	113
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-9:00																
Base Vol:	305		574	311	425		921	919	271		3083	825	199		1269	260
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	305		574	311	425		921	919	271		3083	825	199		1269	260
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	305		574	311	425		921	919	271		3083	825	199		1269	260
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.87	1.00	1.00		0.89	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	305		574	311	425		921	919	271		2682	825	199		1129	260
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	305		574	311	425		921	919	271		2682	825	199		1129	260
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	305		574	311	425		921	919	271		2682	825	199		1129	260
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.10		0.15	0.18	0.13		0.24	0.53	0.09		0.47	0.47	0.06		0.20	0.15
Crit Moves:	****							****				****				
Green Time:	16.8		32.8	52.4	21.5		37.4	55.4	17.9		105	121.7	19.7		107	128.1
Volume/Cap:	1.09		0.88	0.64	1.19		1.23	1.80	0.91		0.85	0.74	0.61		0.35	0.22
Delay/Veh:	173.2		94.6	67.7	200.4		191	436.9	121.6		53.0	39.4	90.5		24.5	12.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	173.2		94.6	67.7	200.4		191	436.9	121.6		53.0	39.4	90.5		24.5	12.8
LOS by Move:	F		F	E	F		F	F	F		D	D	F		C	B
HCM2k95thQ:	25		31	31	36		62	170	19		75	68	14		22	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



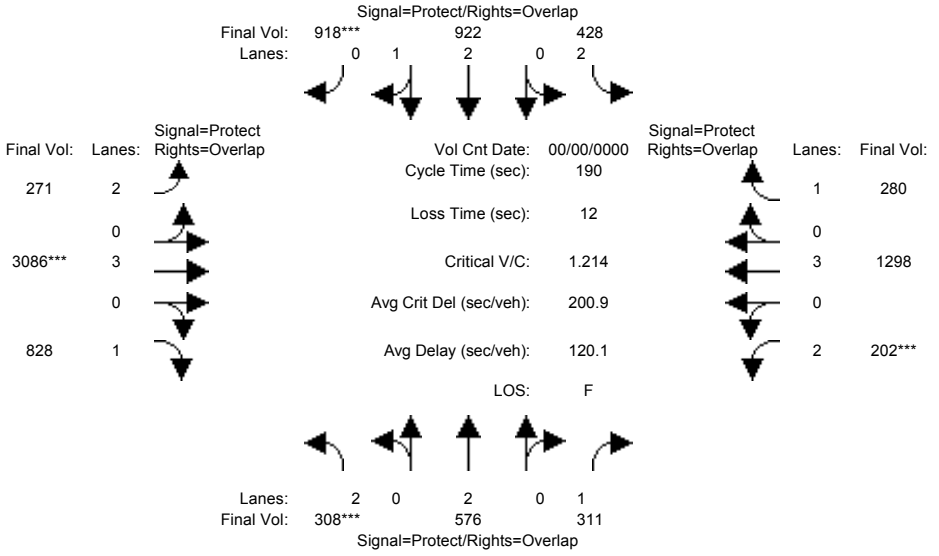
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-9:00												
Base Vol:	507	715	275	176	640	411	845	1622	271	322	2384	581
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	715	275	176	640	411	845	1622	271	322	2384	581
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	715	275	176	640	411	845	1622	271	322	2384	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	715	275	176	640	411	845	1622	271	322	2384	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	715	275	176	640	411	845	1622	271	322	2384	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	507	715	275	176	640	411	845	1622	271	322	2384	581
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	3800	1900	3800	3800	1900	3800	4845	1900	3800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.14	0.05	0.17	0.22	0.22	0.33	0.14	0.08	0.42	0.31
Crit Moves:	****					****	****				****	
Green Time:	18.2	33.7	58.0	14.0	29.5	29.5	30.3	96.0	114.2	24.3	90.0	104.0
Volume/Cap:	1.32	1.01	0.45	0.60	1.03	1.32	1.32	0.63	0.22	0.63	0.84	0.53
Delay/Veh:	248.3	119	64.2	88.1	121	238.0	229.7	29.9	14.1	76.0	41.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	248.3	119	64.2	88.1	121	238.0	229.7	29.9	14.1	76.0	41.0	23.6
LOS by Move:	F	F	E	F	F	F	F	C	B	E	D	C
HCM2k95thQ:	36	38	24	9	36	55	56	34	12	16	64	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



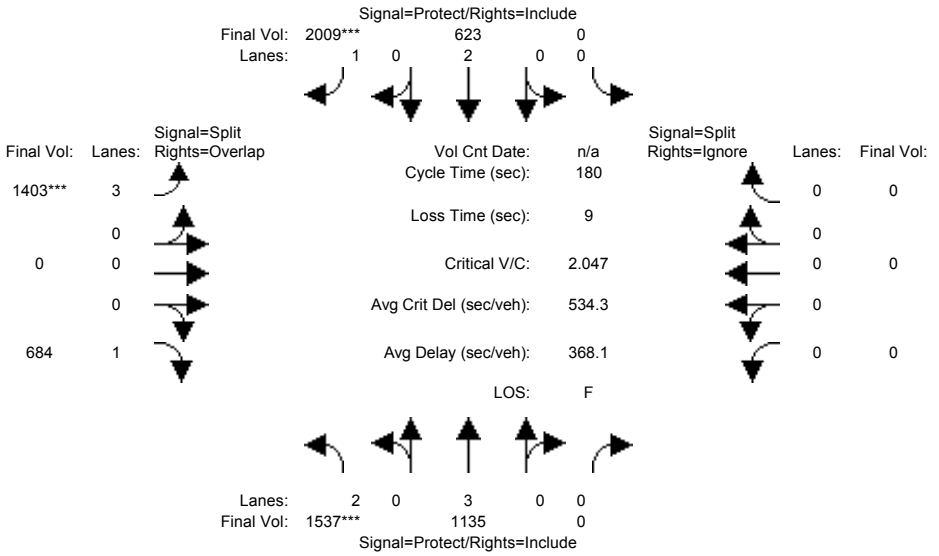
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-9:00												
Base Vol:	308	576	311	428	922	918	271	3086	828	202	1298	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:	308	576	311	428	922	918	271	3086	828	202	1298	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	576	311	428	922	918	271	3086	828	202	1298	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:	308	576	311	428	922	918	271	3086	828	202	1298	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	576	311	428	922	918	271	3086	828	202	1298	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
FinalVolume:	308	576	311	428	922	918	271	3086	828	202	1298	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.18	0.14	0.24	0.52	0.09	0.54	0.47	0.06	0.23	0.16
Crit Moves:	****					****			****			
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	1.10	0.88	0.64	1.20	1.23	1.80	0.91	0.98	0.74	0.62	0.41	0.24
Delay/Veh:	176.7	94.9	67.7	203.6	192	436.1	121.6	70.3	39.6	90.8	25.4	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.7	94.9	67.7	203.6	192	436.1	121.6	70.3	39.6	90.8	25.4	12.9
LOS by Move:	F	F	E	F	F	F	F	E	D	F	C	B
HCM2k95thQ:	26	31	31	37	62	170	19	99	69	14	26	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



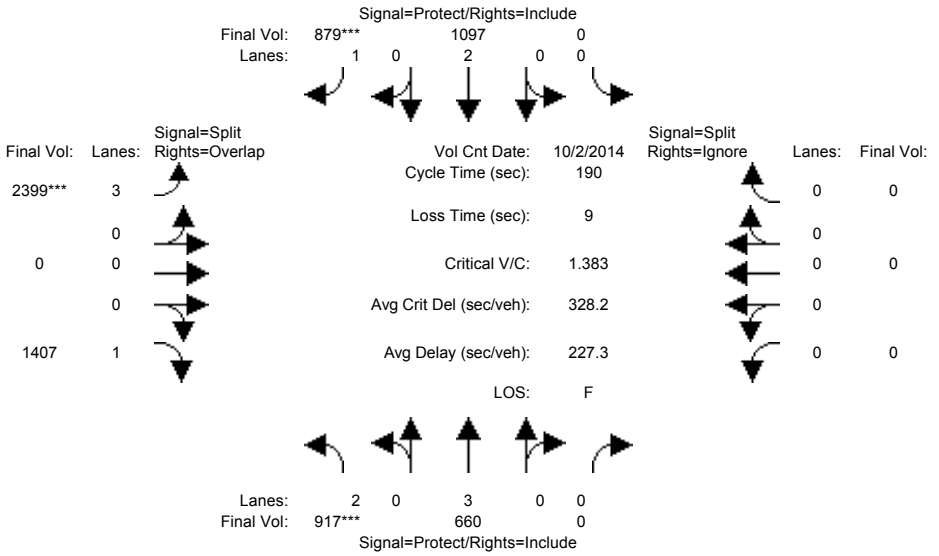
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	1537	1135	0		0	623	2009		1403	0	684		0	0	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:	1537	1135	0		0	623	2009		1403	0	684		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1537	1135	0		0	623	2009		1403	0	684		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1537	1135	0		0	623	2009		1403	0	684		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1537	1135	0		0	623	2009		1403	0	684		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1537	1135	0		0	623	2009		1403	0	684		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		0.80	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		3.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		4551	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.49	0.20	0.00		0.00	0.16	1.15		0.31	0.00	0.39		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green Time:	42.9	144	0.0		0.0	101	101.0		27.1	0.0	70.0		0.0	0.0	0.0	
Volume/Cap:	2.05	0.25	0.00		0.00	0.29	2.05		2.05	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	544.1	4.6	0.0		0.0	20.8	514.0		552.5	0.0	85.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	544.1	4.6	0.0		0.0	20.8	514.0		552.5	0.0	85.4		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	C	F		F	A	F		A	A	A	
HCM2k95thQ:	160	10	0		0	16	376		102	0	70		0	0	0	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



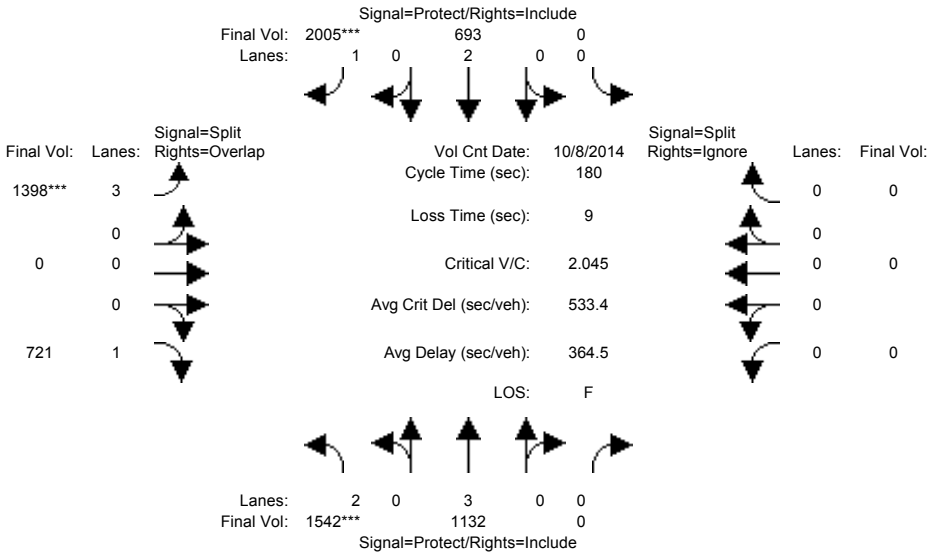
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<												
Base Vol:	917	660	0	0	1097	879	2399	0	1407	0	0	0
Growth 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:	917	660	0	0	1097	879	2399	0	1407	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	917	660	0	0	1097	879	2399	0	1407	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	917	660	0	0	1097	879	2399	0	1407	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	917	660	0	0	1097	879	2399	0	1407	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	917	660	0	0	1097	879	2399	0	1407	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	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.00	0.00	0.29	0.50	0.53	0.00	0.80	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	3.05	0.30	0.00	0.00	1.01	1.75	0.92	0.00	1.20	0.00	0.00	0.00
Delay/Veh:	1021	43.1	0.0	0.0	100	418.3	30.4	0.0	112.2	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:	1021	43.1	0.0	0.0	100	418.3	30.4	0.0	112.2	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	F	C	A	F	A	A	A
HCM2k95thQ:	117	17	0	0	60	159	74	0	179	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



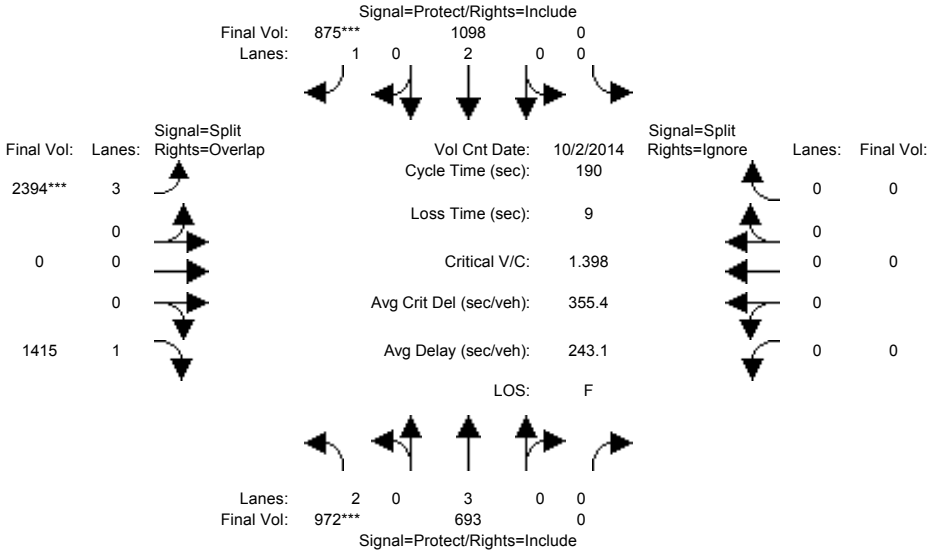
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	1542	1132	0		0	693	2005		1398	0	721		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:	1542	1132	0		0	693	2005		1398	0	721		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1542	1132	0		0	693	2005		1398	0	721		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1542	1132	0		0	693	2005		1398	0	721		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1542	1132	0		0	693	2005		1398	0	721		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1542	1132	0		0	693	2005		1398	0	721		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		0.80	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		3.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		4551	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.49	0.20	0.00		0.00	0.18	1.15		0.31	0.00	0.41		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green Time:	43.1	144	0.0		0.0	101	100.9		27.0	0.0	70.1		0.0	0.0	0.0	
Volume/Cap:	2.04	0.25	0.00		0.00	0.33	2.04		2.04	0.00	1.06		0.00	0.00	0.00	
Delay/Veh:	543.2	4.5	0.0		0.0	21.4	513.2		551.7	0.0	100.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	543.2	4.5	0.0		0.0	21.4	513.2		551.7	0.0	100.3		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	C	F		F	A	F		A	A	A	
HCM2k95thQ:	161	10	0		0	18	375		102	0	77		0	0	0	

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



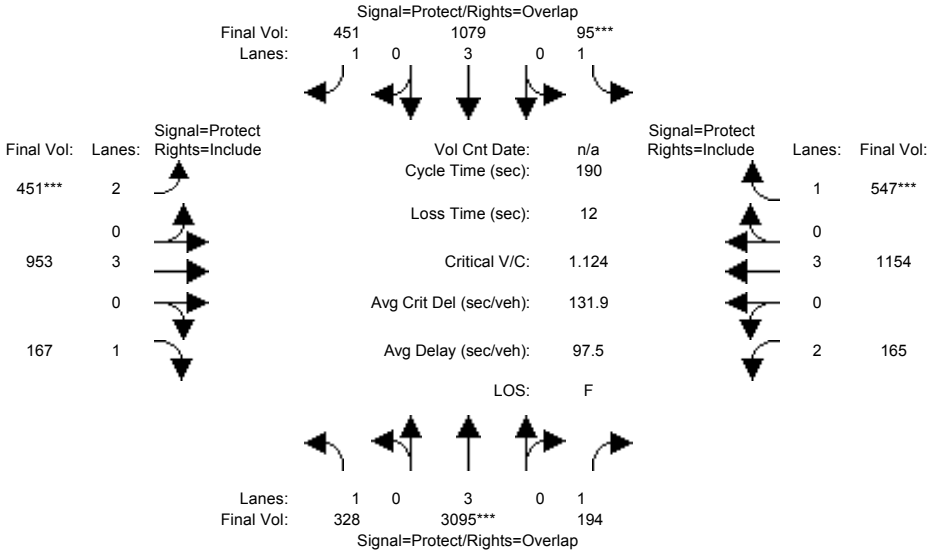
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<																
Base Vol:	972		693	0	0		1098	875	2394		0	1415	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:	972		693	0	0		1098	875	2394		0	1415	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	972		693	0	0		1098	875	2394		0	1415	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	972		693	0	0		1098	875	2394		0	1415	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	972		693	0	0		1098	875	2394		0	1415	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	972		693	0	0		1098	875	2394		0	1415	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	0.80		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		3.00	0.00	0.00		2.00	1.00	3.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	3150		5700	0	0		3800	1750	4551		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.31		0.12	0.00	0.00		0.29	0.50	0.53		0.00	0.81	0.00		0.00	0.00
Crit Moves:	****							****	****							
Green Time:	18.1		72.6	0.0	0.0		54.4	54.4	108.8		0.0	127.0	0.0		0.0	0.0
Volume/Cap:	3.23		0.32	0.00	0.00		1.01	1.75	0.92		0.00	1.21	0.00		0.00	0.00
Delay/Veh:	1103		43.4	0.0	0.0		100	414.7	30.2		0.0	115.0	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:	1103		43.4	0.0	0.0		100	414.7	30.2		0.0	115.0	0.0		0.0	0.0
LOS by Move:	F		D	A	A		F	F	C		A	F	A		A	A
HCM2k95thQ:	126		17	0	0		60	158	70		0	179	0		0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



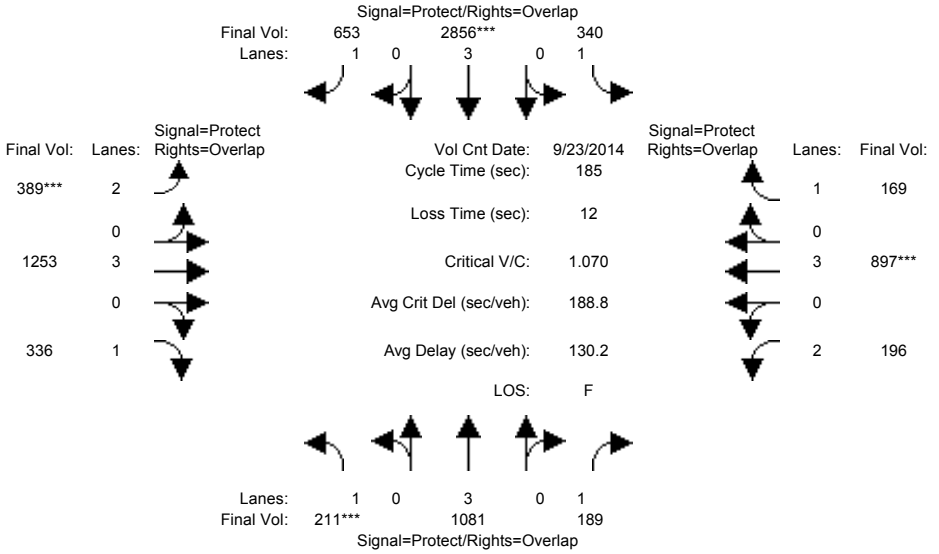
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	328		3684	194	95		1284	451	451		953	167	165		1154	547
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	328		3684	194	95		1284	451	451		953	167	165		1154	547
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	328		3684	194	95		1284	451	451		953	167	165		1154	547
User Adj:	1.00		0.84	1.00	1.00		0.84	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	328		3095	194	95		1079	451	451		953	167	165		1154	547
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	328		3095	194	95		1079	451	451		953	167	165		1154	547
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	328		3095	194	95		1079	451	451		953	167	165		1154	547
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		5700	1750	1750		5700	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.19		0.54	0.11	0.05		0.19	0.26	0.14		0.17	0.10	0.05		0.20	0.31
Crit Moves:			****		****				****							****
Green Time:	50.2		91.8	110.2	9.2		50.7	74.9	24.2		58.7	58.7	18.4		52.8	52.8
Volume/Cap:	0.71		1.12	0.19	1.12		0.71	0.65	1.12		0.54	0.31	0.54		0.73	1.12
Delay/Veh:	70.9		121	25.7	228.8		79.8	69.6	166.0		54.9	50.5	83.8		63.8	147.9
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:	70.9		121	25.7	228.8		79.8	69.6	166.0		54.9	50.5	83.8		63.8	147.9
LOS by Move:	E		F	C	F		E	E	F		D	D	F		E	F
HCM2k95thQ:	33		113	14	15		34	43	37		27	15	11		34	68

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



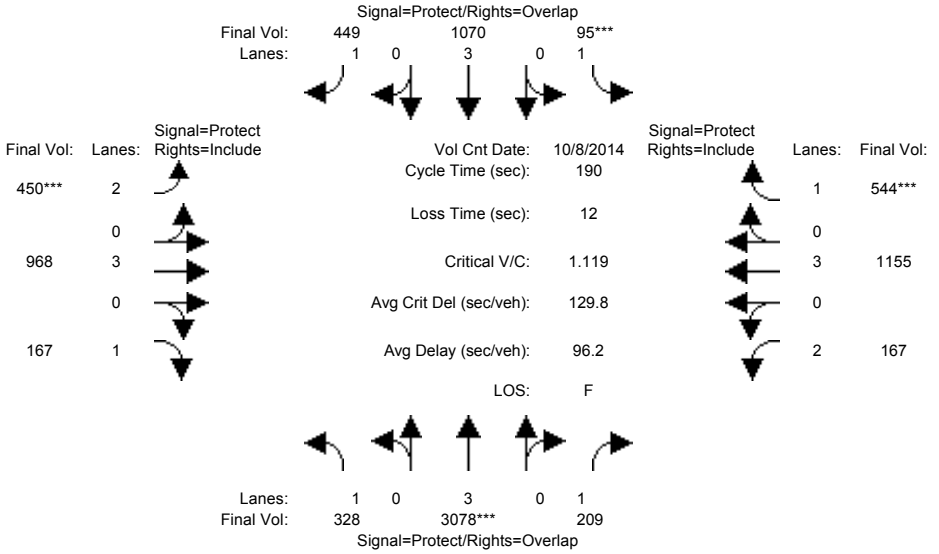
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	12		72	72	33		93	93	39		50	50	29		41	41
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 23 Sep 2014 <<																
Base Vol:	211	1422		189	340	3709		653	389	1253		336	196	897		169
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	211	1422		189	340	3709		653	389	1253		336	196	897		169
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	211	1422		189	340	3709		653	389	1253		336	196	897		169
User Adj:	1.00	0.76		1.00	1.00	0.77		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	211	1081		189	340	2856		653	389	1253		336	196	897		169
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	211	1081		189	340	2856		653	389	1253		336	196	897		169
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	211	1081		189	340	2856		653	389	1253		336	196	897		169
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.83		0.92	0.83	1.00		0.92	0.83	1.00		0.92
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	1750	5700		1750	1750	4731		1750	3150	5700		1750	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.12	0.19		0.11	0.19	0.60		0.37	0.12	0.22		0.19	0.06	0.16		0.10
Crit Moves:	****					****			****					****		
Green Time:	11.3	67.6		95.2	31.0	87.3		124.0	36.6	47.5		58.8	27.6	38.5		69.5
Volume/Cap:	1.98	0.52		0.21	1.16	1.28		0.56	0.62	0.86		0.60	0.42	0.76		0.26
Delay/Veh:	565.0	54.5		32.9	196.0	212		40.9	74.3	74.9		58.6	76.7	76.1		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:	565.0	54.5		32.9	196.0	212		40.9	74.3	74.9		58.6	76.7	76.1		42.7
LOS by Move:	F		D	C	F		F	D	E		E	E	E		E	D
HCM2k95thQ:	45		31	15	47	123		57	24	42		31	12	30		14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



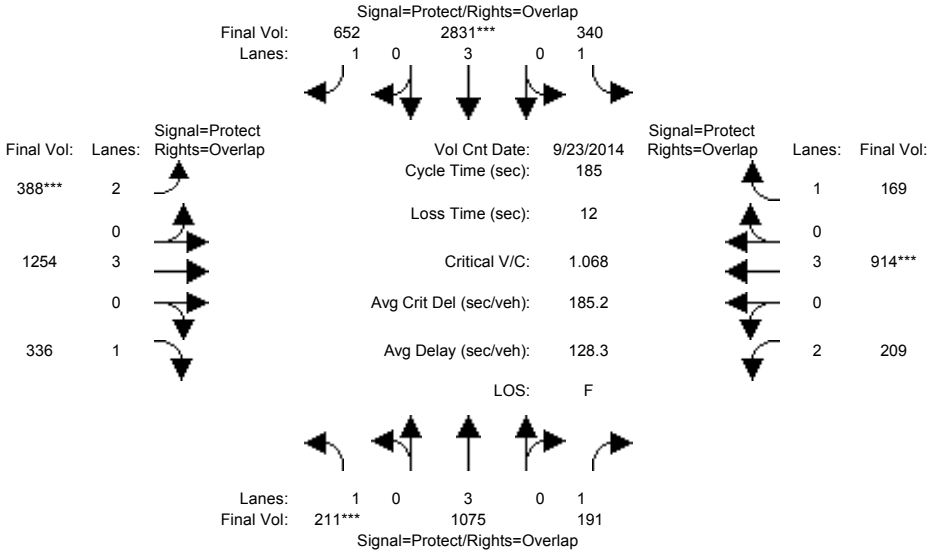
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	328		3664	209	95		1274	449	450		968	167	167		1155	544
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	328		3664	209	95		1274	449	450		968	167	167		1155	544
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	328		3664	209	95		1274	449	450		968	167	167		1155	544
User Adj:	1.00		0.84	1.00	1.00		0.84	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	328		3078	209	95		1070	449	450		968	167	167		1155	544
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	328		3078	209	95		1070	449	450		968	167	167		1155	544
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	328		3078	209	95		1070	449	450		968	167	167		1155	544
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	1750		5700	1750	1750		5700	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.19		0.54	0.12	0.05		0.19	0.26	0.14		0.17	0.10	0.05		0.20	0.31
Crit Moves:			****		****				****							****
Green Time:	50.4		91.7	110.0	9.2		50.5	74.8	24.3		58.7	58.7	18.3		52.8	52.8
Volume/Cap:	0.71		1.12	0.21	1.12		0.71	0.65	1.12		0.55	0.31	0.55		0.73	1.12
Delay/Veh:	70.7		119	26.0	226.8		79.8	69.6	164.0		55.0	50.5	84.0		63.9	146.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	70.7		119	26.0	226.8		79.8	69.6	164.0		55.0	50.5	84.0		63.9	146.0
LOS by Move:	E		F	C	F		E	E	F		D	D	F		E	F
HCM2k95thQ:	33		112	16	15		34	43	37		27	15	11		34	67

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



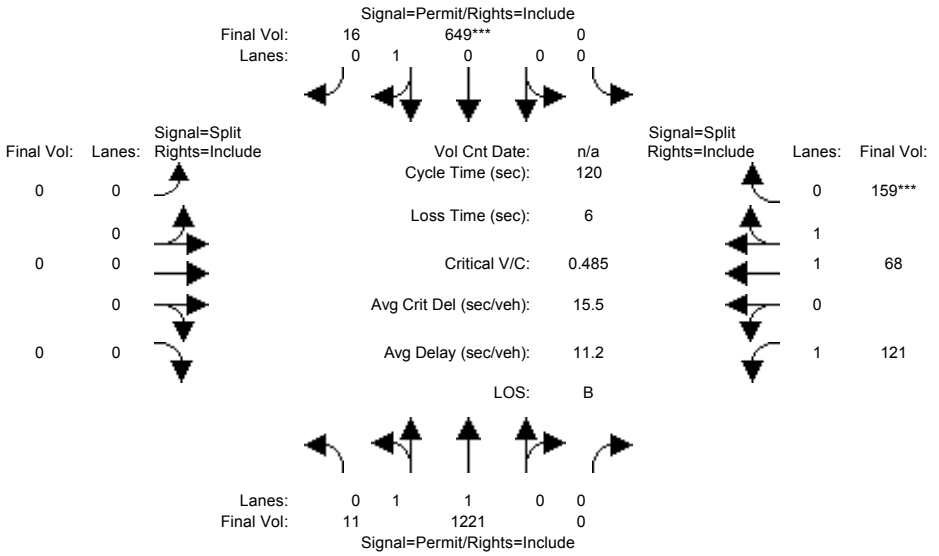
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	12		72	72	33		93	93	39		50	50	29		41	41
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 23 Sep 2014 <<																
Base Vol:	211	1414	191		340	3677	652		388	1254	336		209	914	169	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	211	1414	191		340	3677	652		388	1254	336		209	914	169	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	211	1414	191		340	3677	652		388	1254	336		209	914	169	
User Adj:	1.00	0.76	1.00		1.00	0.77	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	211	1075	191		340	2831	652		388	1254	336		209	914	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	211	1075	191		340	2831	652		388	1254	336		209	914	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	211	1075	191		340	2831	652		388	1254	336		209	914	169	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.83	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1750	5700	1750		1750	4731	1750		3150	5700	1750		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.19	0.11		0.19	0.60	0.37		0.12	0.22	0.19		0.07	0.16	0.10	
Crit Moves:	****					****			****					****		
Green Time:	11.3	67.6	95.2		31.0	87.3	124.0		36.6	47.5	58.8		27.6	38.5	69.5	
Volume/Cap:	1.98	0.52	0.21		1.16	1.27	0.56		0.62	0.86	0.60		0.45	0.77	0.26	
Delay/Veh:	565.0	54.4	32.9		196.0	207	40.8		74.2	74.9	58.6		77.1	76.7	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:	565.0	54.4	32.9		196.0	207	40.8		74.2	74.9	58.6		77.1	76.7	42.7	
LOS by Move:	F		D	C	F		F	D	E		E	E	E		E	D
HCM2k95thQ:	45		31	16	47	121		57	24	42		31	13	30		14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative No Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



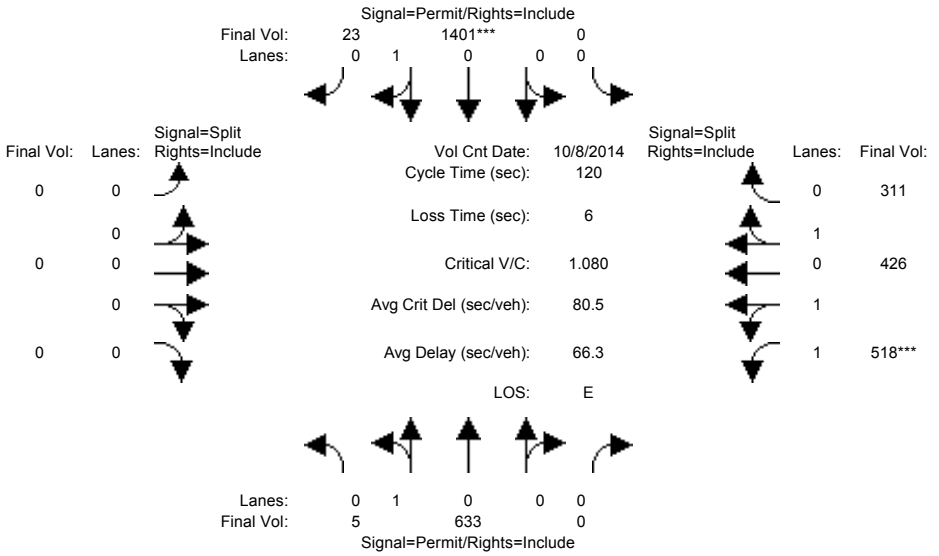
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	11		1221	0	0		649	16	0		0	0	121		68	159
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:	11		1221	0	0		649	16	0		0	0	121		68	159
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	11		1221	0	0		649	16	0		0	0	121		68	159
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	11		1221	0	0		649	16	0		0	0	121		68	159
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	11		1221	0	0		649	16	0		0	0	121		68	159
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	11		1221	0	0		649	16	0		0	0	121		68	159
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.97	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.02		1.98	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.00		1.00	1.00
Final Sat.:	33		3667	0	0		1757	43	0		0	0	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.33		0.33	0.00	0.00		0.37	0.37	0.00		0.00	0.00	0.07		0.04	0.09
Crit Moves:							****									****
Green Time:	91.5		91.5	0.0	0.0		91.5	91.5	0.0		0.0	0.0	22.5		22.5	22.5
Volume/Cap:	0.44		0.44	0.00	0.00		0.48	0.48	0.00		0.00	0.00	0.37		0.19	0.48
Delay/Veh:	5.2		5.2	0.0	0.0		5.6	5.6	0.0		0.0	0.0	43.3		41.2	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:	5.2		5.2	0.0	0.0		5.6	5.6	0.0		0.0	0.0	43.3		41.2	44.4
LOS by Move:	A		A	A	A		A	A	A		A	A	D		D	D
HCM2k95thQ:	15		15	0	0		17	17	0		0	0	9		4	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative No Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



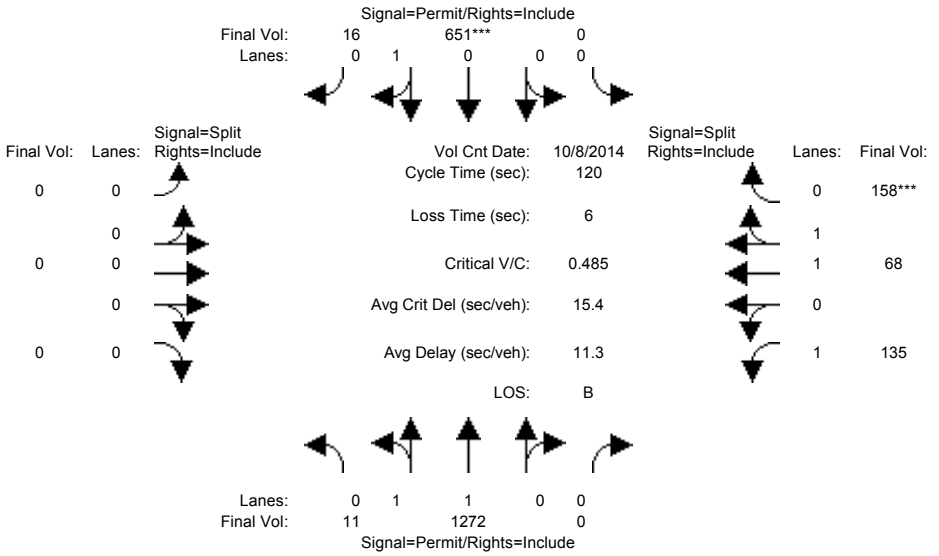
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	5		633	0	0		1401	23	0		0	0	518		426	311
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	5		633	0	0		1401	23	0		0	0	518		426	311
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		633	0	0		1401	23	0		0	0	518		426	311
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		633	0	0		1401	23	0		0	0	518		426	311
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		633	0	0		1401	23	0		0	0	518		426	311
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	5		633	0	0		1401	23	0		0	0	518		426	311
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.25		1.01	0.74
Final Sat.:	14		1786	0	0		1771	29	0		0	0	2208		1816	1326
Capacity Analysis Module:																
Vol/Sat:	0.35		0.35	0.00	0.00		0.79	0.79	0.00		0.00	0.00	0.23		0.23	0.23
Crit Moves:							****						****			
Green Time:	87.9		87.9	0.0	0.0		87.9	87.9	0.0		0.0	0.0	26.1		26.1	26.1
Volume/Cap:	0.48		0.48	0.00	0.00		1.08	1.08	0.00		0.00	0.00	1.08		1.08	1.08
Delay/Veh:	6.9		6.9	0.0	0.0		65.4	65.4	0.0		0.0	0.0	97.7		97.7	97.7
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:	6.9		6.9	0.0	0.0		65.4	65.4	0.0		0.0	0.0	97.7		97.7	97.7
LOS by Move:	A		A	A	A		E	E	A		A	A	F		F	F
HCM2k95thQ:	18		18	0	0		104	104	0		0	0	41		41	41

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Cumulative With Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



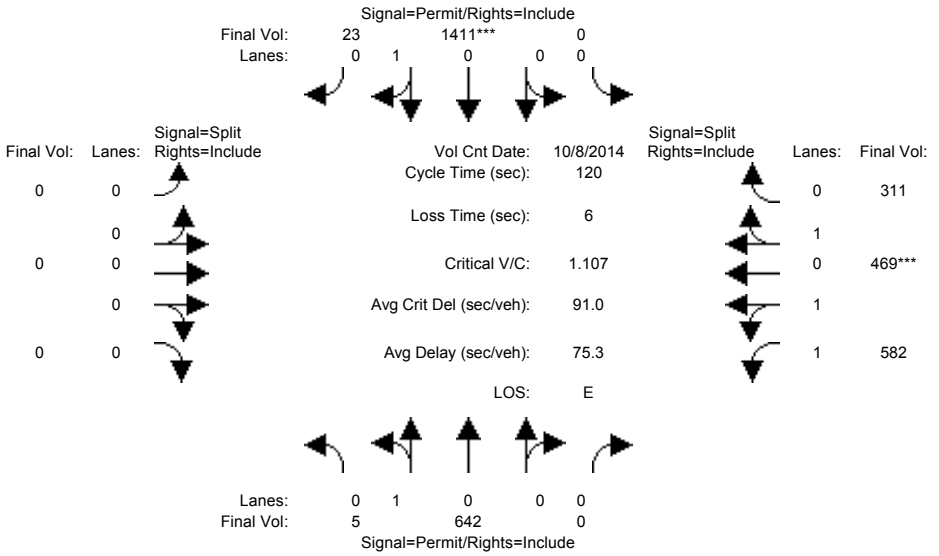
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	11	1272	0	0	651	16	0	0	0	135	68	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1272	0	0	651	16	0	0	0	135	68	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1272	0	0	651	16	0	0	0	135	68	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1272	0	0	651	16	0	0	0	135	68	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1272	0	0	651	16	0	0	0	135	68	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1272	0	0	651	16	0	0	0	135	68	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	32	3668	0	0	1757	43	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.08	0.04	0.09
Crit Moves:					****							****
Green Time:	91.7	91.7	0.0	0.0	91.7	91.7	0.0	0.0	0.0	22.3	22.3	22.3
Volume/Cap:	0.45	0.45	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.41	0.19	0.49
Delay/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.9	41.3	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.9	41.3	44.5
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	16	16	0	0	17	17	0	0	0	10	4	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Cumulative With Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



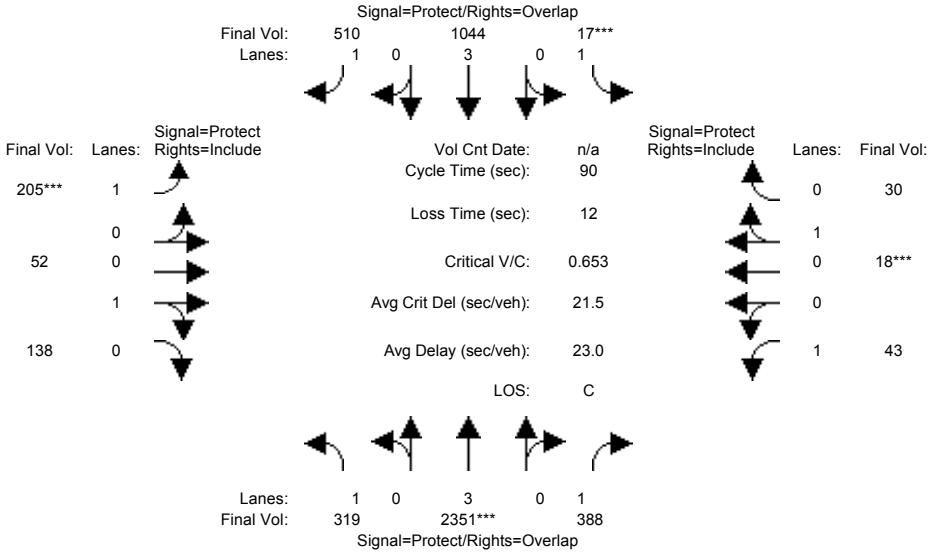
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	5		642	0	0		1411	23	0		0	0	582		469	311
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	5		642	0	0		1411	23	0		0	0	582		469	311
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		642	0	0		1411	23	0		0	0	582		469	311
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		642	0	0		1411	23	0		0	0	582		469	311
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		642	0	0		1411	23	0		0	0	582		469	311
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	5		642	0	0		1411	23	0		0	0	582		469	311
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.30		1.02	0.68
Final Sat.:	14		1786	0	0		1771	29	0		0	0	2286		1842	1221
Capacity Analysis Module:																
Vol/Sat:	0.36		0.36	0.00	0.00		0.80	0.80	0.00		0.00	0.00	0.25		0.25	0.25
Crit Moves:							****								****	
Green Time:	86.4		86.4	0.0	0.0		86.4	86.4	0.0		0.0	0.0	27.6		27.6	27.6
Volume/Cap:	0.50		0.50	0.00	0.00		1.11	1.11	0.00		0.00	0.00	1.11		1.11	1.11
Delay/Veh:	7.7		7.7	0.0	0.0		76.4	76.4	0.0		0.0	0.0	106.3		106	106.3
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:	7.7		7.7	0.0	0.0		76.4	76.4	0.0		0.0	0.0	106.3		106	106.3
LOS by Move:	A		A	A	A		E	E	A		A	A	F		F	F
HCM2k95thQ:	19		19	0	0		109	109	0		0	0	45		45	45

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Mitigated Bkgrd + Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



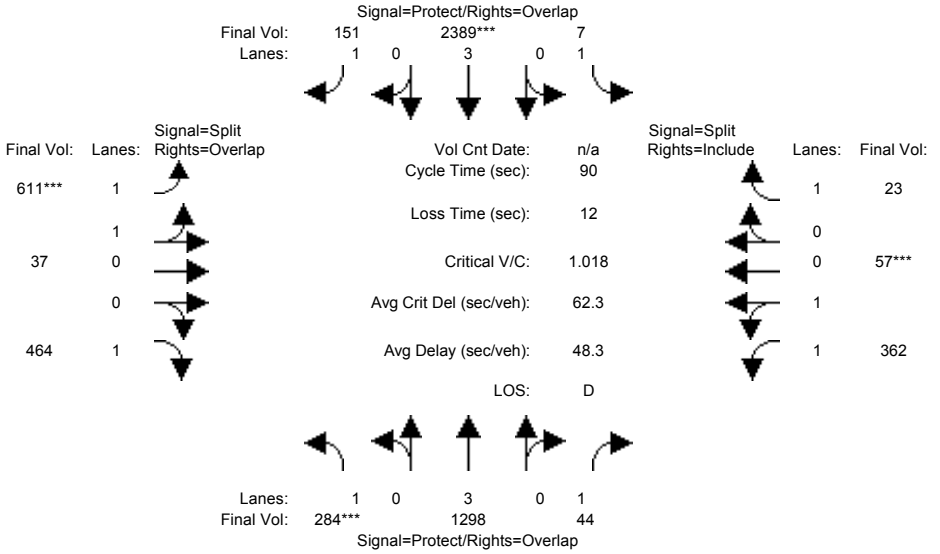
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	319		2351	388	17		1044	510	205		52	138	43		18	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	319		2351	388	17		1044	510	205		52	138	43		18	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	319		2351	388	17		1044	510	205		52	138	43		18	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	319		2351	388	17		1044	510	205		52	138	43		18	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	319		2351	388	17		1044	510	205		52	138	43		18	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	319		2351	388	17		1044	510	205		52	138	43		18	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.00		0.27	0.73	1.00		0.37	0.63
Final Sat.:	1750		5700	1750	1750		5700	1750	1750		493	1307	1750		675	1125
Capacity Analysis Module:																
Vol/Sat:	0.18		0.41	0.22	0.01		0.18	0.29	0.12		0.11	0.11	0.02		0.03	0.03
Crit Moves:			****		****				****						****	
Green Time:	27.2		47.5	57.2	7.0		27.3	40.8	13.5		13.8	13.8	9.7		10.0	10.0
Volume/Cap:	0.60		0.78	0.35	0.12		0.60	0.64	0.78		0.69	0.69	0.23		0.24	0.24
Delay/Veh:	28.8		18.5	7.9	39.1		27.3	20.8	50.9		43.1	43.1	37.4		37.2	37.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	28.8		18.5	7.9	39.1		27.3	20.8	50.9		43.1	43.1	37.4		37.2	37.2
LOS by Move:	C		B	A	D		C	C	D		D	D	D		D	D
HCM2k95thQ:	14		28	10	1		15	21	15		13	13	2		3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Mitigated Bkgrd + Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



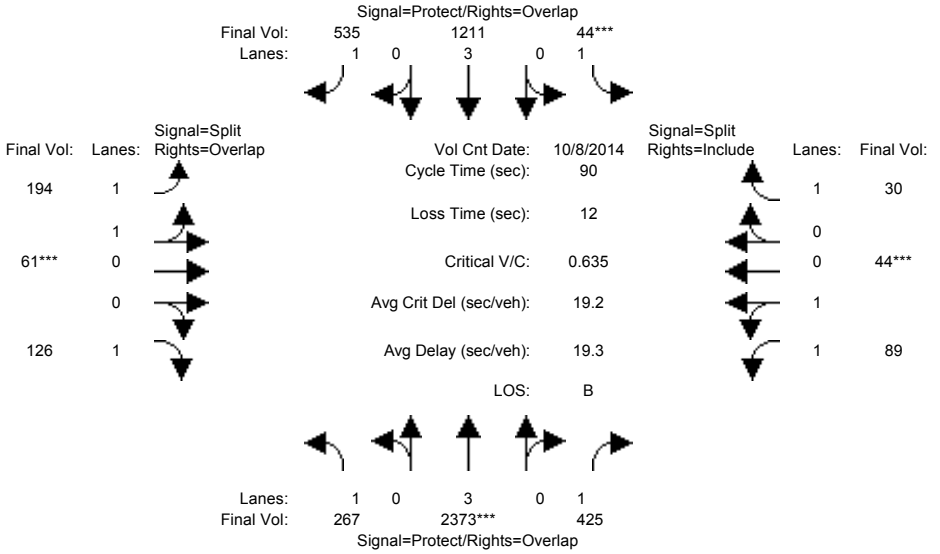
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	1298	44	7	2389	151	611	37	464	362	57	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1298	44	7	2389	151	611	37	464	362	57	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1298	44	7	2389	151	611	37	464	362	57	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1298	44	7	2389	151	611	37	464	362	57	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1298	44	7	2389	151	611	37	464	362	57	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1298	44	7	2389	151	611	37	464	362	57	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.89	0.11	1.00	1.73	0.27	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3347	203	1750	3067	483	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.03	0.00	0.42	0.09	0.18	0.18	0.27	0.12	0.12	0.01
Crit Moves:	****				****		****				****	
Green Time:	14.4	38.3	48.8	13.1	37.1	53.2	16.1	16.1	30.5	10.4	10.4	10.4
Volume/Cap:	1.02	0.53	0.05	0.03	1.02	0.15	1.02	1.02	0.78	1.02	1.02	0.11
Delay/Veh:	96.3	19.4	9.7	33.0	49.6	8.3	77.1	77.1	33.5	88.7	88.7	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:	96.3	19.4	9.7	33.0	49.6	8.3	77.1	77.1	33.5	88.7	88.7	35.9
LOS by Move:	F	B	A	C	D	A	E	E	C	F	F	D
HCM2k95thQ:	21	16	1	0	46	4	27	27	25	16	16	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Mitigated Cumulative Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



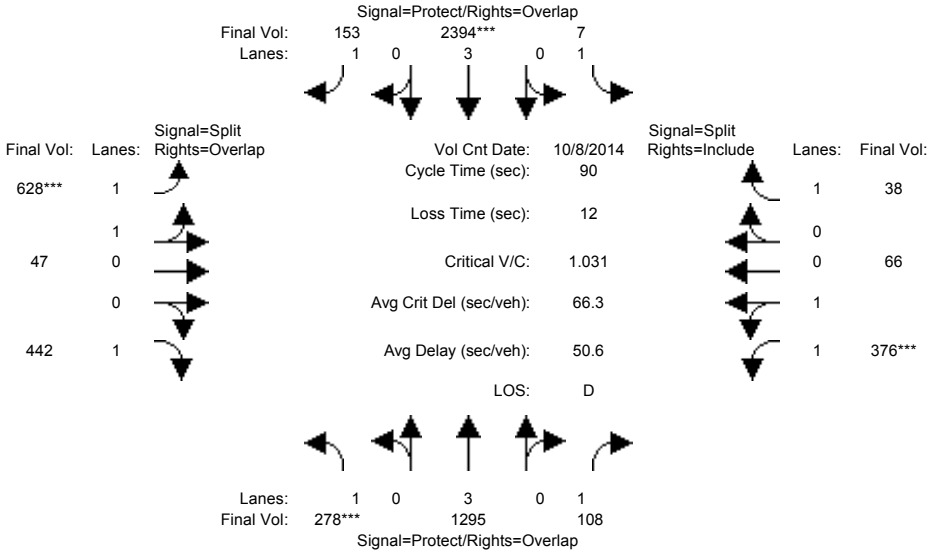
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	267		2373	425	44		1211	535	194		61	126	89		44	30
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	267		2373	425	44		1211	535	194		61	126	89		44	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	267		2373	425	44		1211	535	194		61	126	89		44	30
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	267		2373	425	44		1211	535	194		61	126	89		44	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	267		2373	425	44		1211	535	194		61	126	89		44	30
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	267		2373	425	44		1211	535	194		61	126	89		44	30
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.93		0.95	0.92	0.93		0.95	0.92
Lanes:	1.00		3.00	1.00	1.00		3.00	1.00	1.53		0.47	1.00	1.35		0.65	1.00
Final Sat.:	1750		5700	1750	1750		5700	1750	2701		849	1750	2375		1174	1750
Capacity Analysis Module:																
Vol/Sat:	0.15		0.42	0.24	0.03		0.21	0.31	0.07		0.07	0.07	0.04		0.04	0.02
Crit Moves:			****		****						****				****	
Green Time:	22.9		51.0	61.0	7.0		35.1	45.1	10.0		10.0	32.9	10.0		10.0	10.0
Volume/Cap:	0.60		0.73	0.36	0.32		0.54	0.61	0.65		0.65	0.20	0.34		0.34	0.15
Delay/Veh:	31.8		15.4	6.4	40.6		21.5	17.4	42.0		42.0	19.7	37.4		37.4	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:	31.8		15.4	6.4	40.6		21.5	17.4	42.0		42.0	19.7	37.4		37.4	36.5
LOS by Move:	C		B	A	D		C	B	D		D	B	D		D	D
HCM2k95thQ:	12		26	10	3		16	21	9		9	5	4		4	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Mitigated Cumulative Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



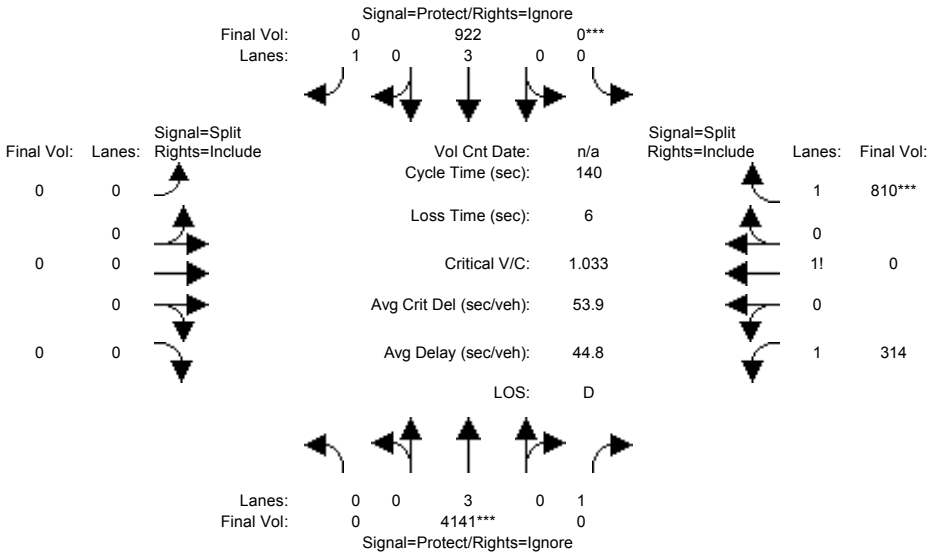
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	278	1295	108	7	2394	153	628	47	442	376	66	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1295	108	7	2394	153	628	47	442	376	66	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1295	108	7	2394	153	628	47	442	376	66	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1295	108	7	2394	153	628	47	442	376	66	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1295	108	7	2394	153	628	47	442	376	66	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	1295	108	7	2394	153	628	47	442	376	66	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.86	0.14	1.00	1.71	0.29	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3303	247	1750	3020	530	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.06	0.00	0.42	0.09	0.19	0.19	0.25	0.12	0.12	0.02
Crit Moves:	****				****		****			****		
Green Time:	13.9	37.6	48.5	12.9	36.7	53.3	16.6	16.6	30.5	10.9	10.9	10.9
Volume/Cap:	1.03	0.54	0.11	0.03	1.03	0.15	1.03	1.03	0.75	1.03	1.03	0.18
Delay/Veh:	101.1	20.0	10.2	33.2	53.8	8.3	80.1	80.1	31.5	91.2	91.2	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:	101.1	20.0	10.2	33.2	53.8	8.3	80.1	80.1	31.5	91.2	91.2	36.0
LOS by Move:	F	B	B	C	D	A	F	F	C	F	F	D
HCM2k95thQ:	21	16	3	0	47	4	29	29	24	17	17	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Mitigated Bkgrd + Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



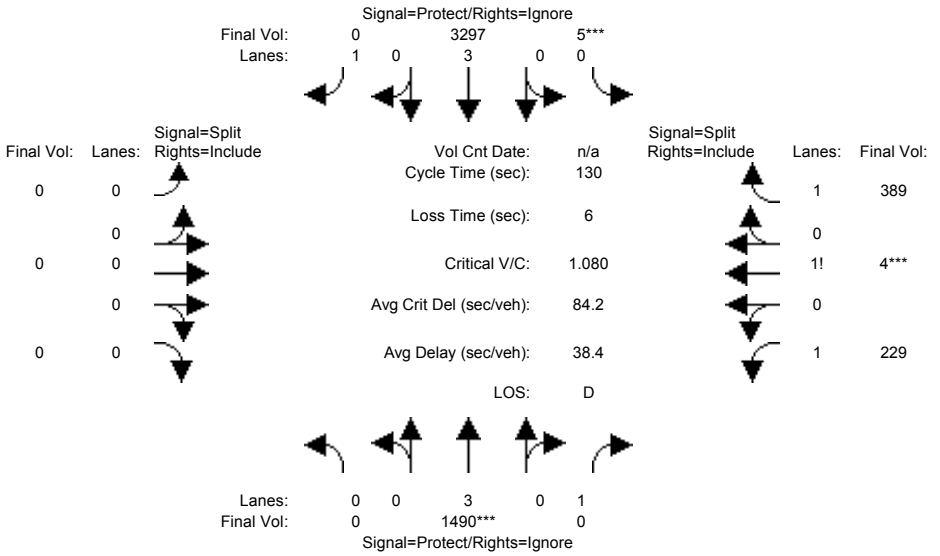
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		4141	179	0		922	193	0		0	0	314		0	810
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		4141	179	0		922	193	0		0	0	314		0	810
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		4141	179	0		922	193	0		0	0	314		0	810
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		4141	0	0		922	0	0		0	0	314		0	810
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		4141	0	0		922	0	0		0	0	314		0	810
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		4141	0	0		922	0	0		0	0	314		0	810
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.95
Lanes:	0.00		3.00	1.00	0.00		3.00	1.00	0.00		0.00	0.00	1.29		0.00	1.71
Final Sat.:	0		5700	1750	0		5700	1750	0		0	0	2249		0	3087
Capacity Analysis Module:																
Vol/Sat:	0.00		0.73	0.00	0.00		0.16	0.00	0.00		0.00	0.00	0.14		0.00	0.26
Crit Moves:			****		****											****
Green Time:	0.0		98.4	0.0	0.0		98.4	0.0	0.0		0.0	0.0	35.6		0.0	35.6
Volume/Cap:	0.00		1.03	0.00	0.00		0.23	0.00	0.00		0.00	0.00	0.55		0.00	1.03
Delay/Veh:	0.0		44.5	0.0	0.0		7.4	0.0	0.0		0.0	0.0	45.6		0.0	88.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		44.5	0.0	0.0		7.4	0.0	0.0		0.0	0.0	45.6		0.0	88.4
LOS by Move:	A		D	A	A		A	A	A		A	A	D		A	F
HCM2k95thQ:	0		106	0	0		9	0	0		0	0	19		0	46

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Mitigated Bkgrd + Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



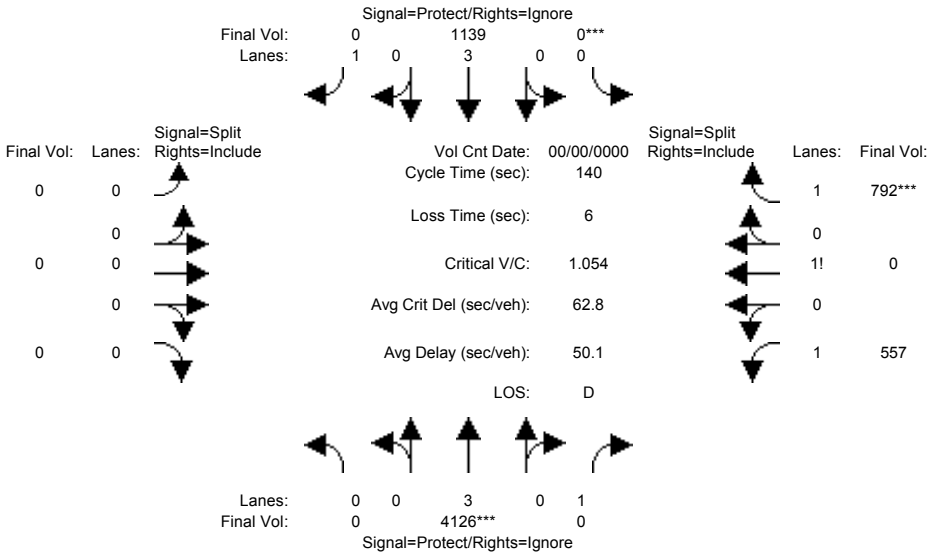
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0	1490		301	5	3297		773	0		0	0	229		4	389
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1490		301	5	3297		773	0		0	0	229		4	389
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1490		301	5	3297		773	0		0	0	229		4	389
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1490		0	5	3297		0	0		0	0	229		4	389
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1490		0	5	3297		0	0		0	0	229		4	389
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1490		0	5	3297		0	0		0	0	229		4	389
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.95	0.98		0.92	0.92		1.00	0.92	0.92		0.92	0.92
Lanes:	0.00	3.00		1.00	0.01	2.99		1.00	0.00		0.00	0.00	1.37		0.01	1.62
Final Sat.:	0	5700		1750	8	5592		1750	0		0	0	2390		22	2837
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26		0.00	0.59	0.59		0.00	0.00		0.00	0.00	0.10		0.18	0.14
Crit Moves:		****			****										****	
Green Time:	0.0	31.5		0.0	71.0	102		0.0	0.0		0.0	0.0	21.5		21.5	21.5
Volume/Cap:	0.00	1.08		0.00	1.08	0.75		0.00	0.00		0.00	0.00	0.58		1.08	0.83
Delay/Veh:	0.0	98.1		0.0	72.1	7.8		0.0	0.0		0.0	0.0	50.8		115	60.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	98.1		0.0	72.1	7.8		0.0	0.0		0.0	0.0	50.8		115	60.0
LOS by Move:	A	F		A	E	A		A	A		A	A	D		F	E
HCM2k95thQ:	0	46		0	88	40		0	0		0	0	14		35	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Mitigated Cumulative Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



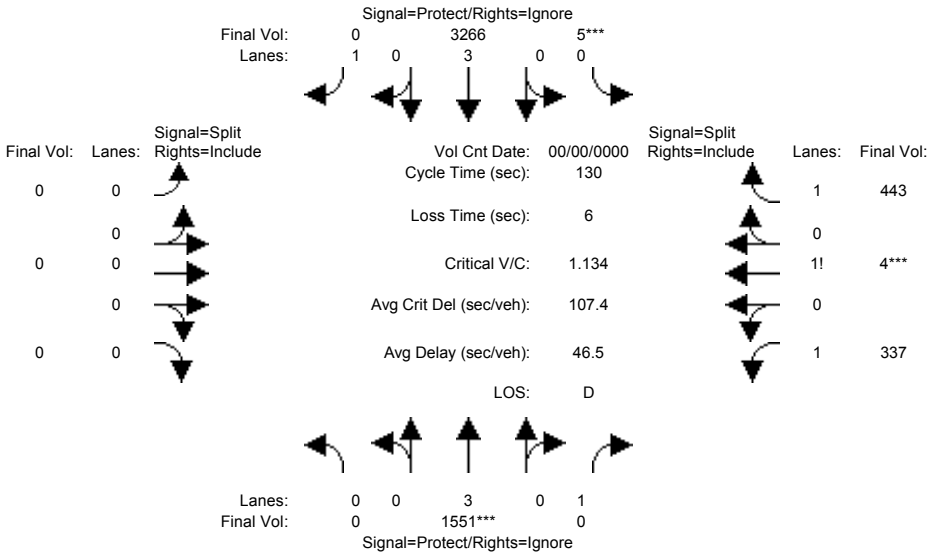
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0		4126	179	0		1139	193	0		0	0	557		0	792
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		4126	179	0		1139	193	0		0	0	557		0	792
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		4126	179	0		1139	193	0		0	0	557		0	792
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		4126	0	0		1139	0	0		0	0	557		0	792
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		4126	0	0		1139	0	0		0	0	557		0	792
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		4126	0	0		1139	0	0		0	0	557		0	792
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		3.00	1.00	0.00		3.00	1.00	0.00		0.00	0.00	1.41		0.00	1.59
Final Sat.:	0		5700	1750	0		5700	1750	0		0	0	2473		0	2777
Capacity Analysis Module:																
Vol/Sat:	0.00		0.72	0.00	0.00		0.20	0.00	0.00		0.00	0.00	0.23		0.00	0.29
Crit Moves:			****		****											****
Green Time:	0.0		96.1	0.0	0.0		96.1	0.0	0.0		0.0	0.0	37.9		0.0	37.9
Volume/Cap:	0.00		1.05	0.00	0.00		0.29	0.00	0.00		0.00	0.00	0.83		0.00	1.05
Delay/Veh:	0.0		53.3	0.0	0.0		8.6	0.0	0.0		0.0	0.0	51.9		0.0	91.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		53.3	0.0	0.0		8.6	0.0	0.0		0.0	0.0	51.9		0.0	91.8
LOS by Move:	A		D	A	A		A	A	A		A	A	D		A	F
HCM2k95thQ:	0		108	0	0		12	0	0		0	0	33		0	50

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Mitigated Cumulative Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



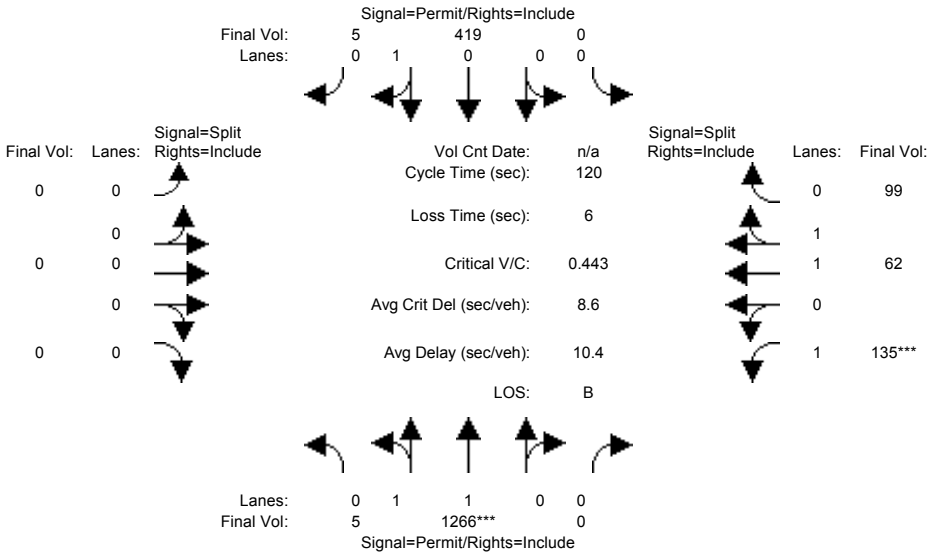
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	10	0		10	10	0		0	0	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM																
Base Vol:	0		1551	301	5		3266	773	0		0	0	337		4	443
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		1551	301	5		3266	773	0		0	0	337		4	443
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		1551	301	5		3266	773	0		0	0	337		4	443
User Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0		1551	0	5		3266	0	0		0	0	337		4	443
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		1551	0	5		3266	0	0		0	0	337		4	443
PCE Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		1551	0	5		3266	0	0		0	0	337		4	443
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.95		0.98	0.92	0.92		1.00	0.92	0.92		0.92	0.92
Lanes:	0.00		3.00	1.00	0.01		2.99	1.00	0.00		0.00	0.00	1.43		0.01	1.56
Final Sat.:	0		5700	1750	9		5591	1750	0		0	0	2498		18	2734
Capacity Analysis Module:																
Vol/Sat:	0.00		0.27	0.00	0.58		0.58	0.00	0.00		0.00	0.00	0.13		0.23	0.16
Crit Moves:			****		****										****	
Green Time:	0.0		31.2	0.0	67.0		98.2	0.0	0.0		0.0	0.0	25.8		25.8	25.8
Volume/Cap:	0.00		1.13	0.00	1.13		0.77	0.00	0.00		0.00	0.00	0.68		1.13	0.82
Delay/Veh:	0.0		119	0.0	96.6		10.3	0.0	0.0		0.0	0.0	49.9		129	55.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		119	0.0	96.6		10.3	0.0	0.0		0.0	0.0	49.9		129	55.3
LOS by Move:	A		F	A	F		B	A	A		A	A	D		F	E
HCM2k95thQ:	0		50	0	94		44	0	0		0	0	19		43	25

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Mitigated Bkgrd + Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



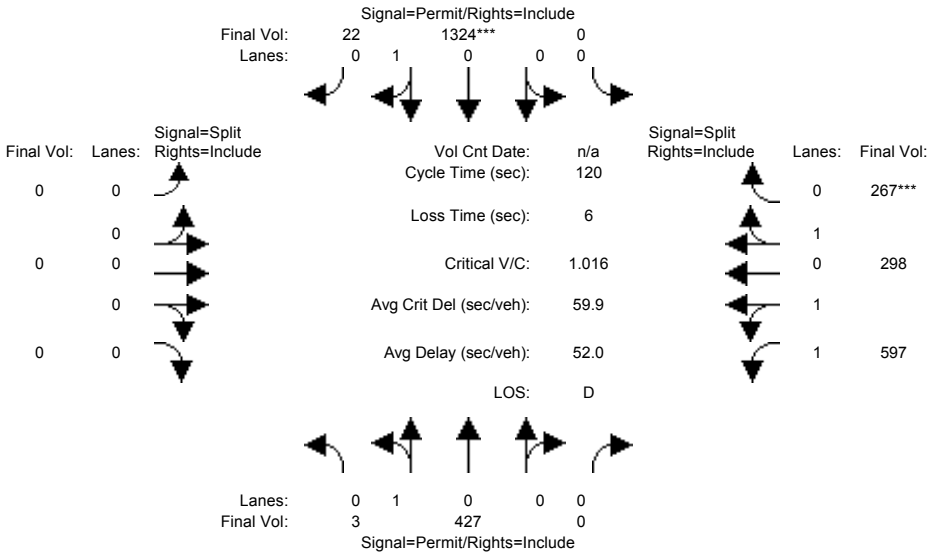
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	5		1266	0	0		419	5	0		0	0	135		62	99
Growth 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:	5		1266	0	0		419	5	0		0	0	135		62	99
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		1266	0	0		419	5	0		0	0	135		62	99
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		1266	0	0		419	5	0		0	0	135		62	99
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		1266	0	0		419	5	0		0	0	135		62	99
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	5		1266	0	0		419	5	0		0	0	135		62	99
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.97	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.01		1.99	0.00	0.00		0.99	0.01	0.00		0.00	0.00	1.00		1.00	1.00
Final Sat.:	15		3685	0	0		1779	21	0		0	0	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.34		0.34	0.00	0.00		0.24	0.24	0.00		0.00	0.00	0.08		0.03	0.06
Crit Moves:			****										****			
Green Time:	93.1		93.1	0.0	0.0		93.1	93.1	0.0		0.0	0.0	20.9		20.9	20.9
Volume/Cap:	0.44		0.44	0.00	0.00		0.30	0.30	0.00		0.00	0.00	0.44		0.19	0.32
Delay/Veh:	4.7		4.7	0.0	0.0		4.1	4.1	0.0		0.0	0.0	45.4		42.4	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:	4.7		4.7	0.0	0.0		4.1	4.1	0.0		0.0	0.0	45.4		42.4	43.8
LOS by Move:	A		A	A	A		A	A	A		A	A	D		D	D
HCM2k95thQ:	15		15	0	0		9	9	0		0	0	10		4	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Mitigated Bkgrd + Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



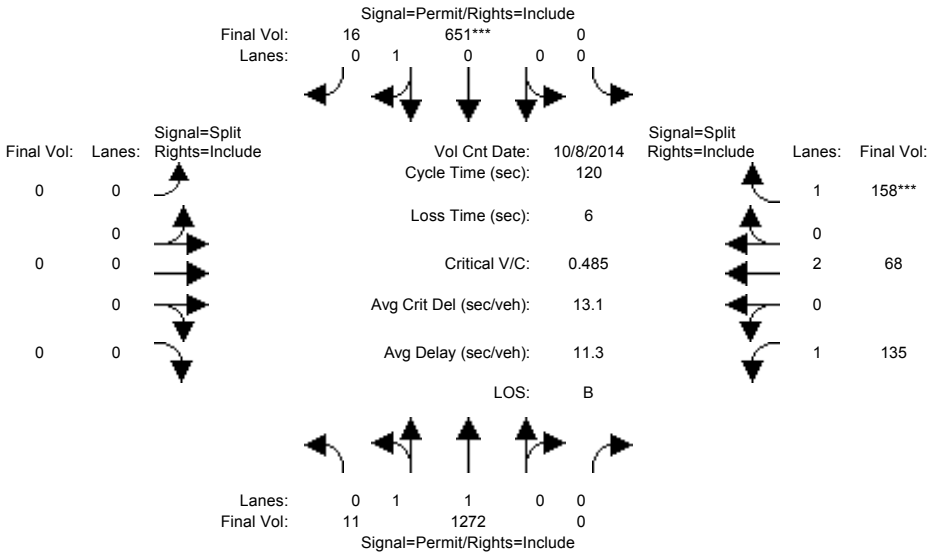
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	3		427	0	0		1324	22	0		0	0	597		298	267
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	3		427	0	0		1324	22	0		0	0	597		298	267
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	3		427	0	0		1324	22	0		0	0	597		298	267
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	3		427	0	0		1324	22	0		0	0	597		298	267
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	3		427	0	0		1324	22	0		0	0	597		298	267
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	3		427	0	0		1324	22	0		0	0	597		298	267
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.95	0.95
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.56		0.76	0.68
Final Sat.:	13		1787	0	0		1771	29	0		0	0	2748		1372	1229
Capacity Analysis Module:																
Vol/Sat:	0.24		0.24	0.00	0.00		0.75	0.75	0.00		0.00	0.00	0.22		0.22	0.22
Crit Moves:							****									****
Green Time:	88.3		88.3	0.0	0.0		88.3	88.3	0.0		0.0	0.0	25.7		25.7	25.7
Volume/Cap:	0.32		0.32	0.00	0.00		1.02	1.02	0.00		0.00	0.00	1.02		1.02	1.02
Delay/Veh:	5.6		5.6	0.0	0.0		44.6	44.6	0.0		0.0	0.0	77.8		77.8	77.8
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:	5.6		5.6	0.0	0.0		44.6	44.6	0.0		0.0	0.0	77.8		77.8	77.8
LOS by Move:	A		A	A	A		D	D	A		A	A	E		E	E
HCM2k95thQ:	11		11	0	0		89	89	0		0	0	36		36	36

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM - Mitigated Cumulative Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



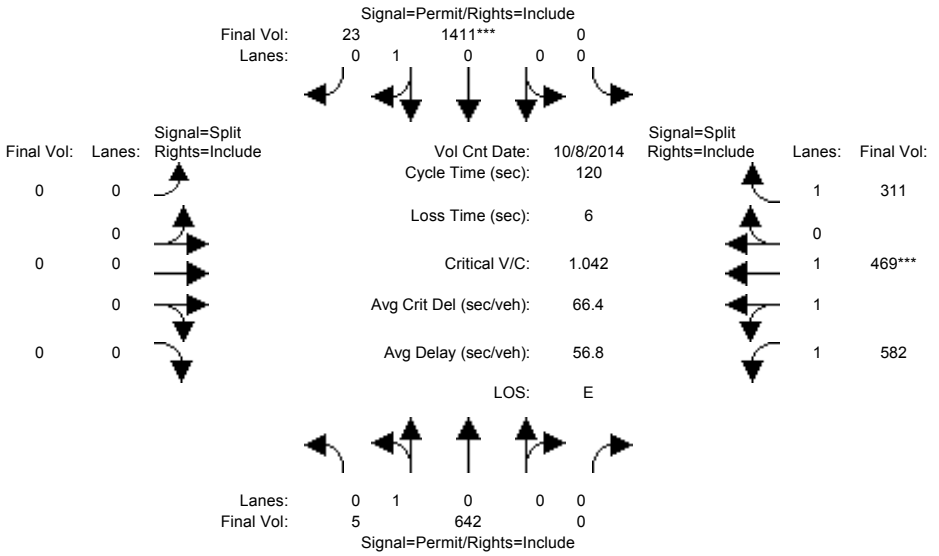
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	11		1272	0	0		651	16	0		0	0	135		68	158
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	11		1272	0	0		651	16	0		0	0	135		68	158
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	11		1272	0	0		651	16	0		0	0	135		68	158
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	11		1272	0	0		651	16	0		0	0	135		68	158
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	11		1272	0	0		651	16	0		0	0	135		68	158
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	11		1272	0	0		651	16	0		0	0	135		68	158
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.97	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.02		1.98	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.00		2.00	1.00
Final Sat.:	32		3668	0	0		1757	43	0		0	0	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.35		0.35	0.00	0.00		0.37	0.37	0.00		0.00	0.00	0.08		0.02	0.09
Crit Moves:							****									****
Green Time:	91.7		91.7	0.0	0.0		91.7	91.7	0.0		0.0	0.0	22.3		22.3	22.3
Volume/Cap:	0.45		0.45	0.00	0.00		0.49	0.49	0.00		0.00	0.00	0.41		0.10	0.49
Delay/Veh:	5.2		5.2	0.0	0.0		5.6	5.6	0.0		0.0	0.0	43.9		40.5	44.8
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:	5.2		5.2	0.0	0.0		5.6	5.6	0.0		0.0	0.0	43.9		40.5	44.8
LOS by Move:	A		A	A	A		A	A	A		A	A	D		D	D
HCM2k95thQ:	16		16	0	0		17	17	0		0	0	10		2	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM - Mitigated Cumulative Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<																
Base Vol:	5		642	0	0		1411	23	0		0	0	582		469	311
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	5		642	0	0		1411	23	0		0	0	582		469	311
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	5		642	0	0		1411	23	0		0	0	582		469	311
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	5		642	0	0		1411	23	0		0	0	582		469	311
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	5		642	0	0		1411	23	0		0	0	582		469	311
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	5		642	0	0		1411	23	0		0	0	582		469	311
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.95	0.92	0.92		0.95	0.95	0.92		1.00	0.92	0.93		0.99	0.92
Lanes:	0.01		0.99	0.00	0.00		0.98	0.02	0.00		0.00	0.00	1.70		1.30	1.00
Final Sat.:	14		1786	0	0		1771	29	0		0	0	3016		2430	1750
Capacity Analysis Module:																
Vol/Sat:	0.36		0.36	0.00	0.00		0.80	0.80	0.00		0.00	0.00	0.19		0.19	0.18
Crit Moves:							****								****	
Green Time:	91.8		91.8	0.0	0.0		91.8	91.8	0.0		0.0	0.0	22.2		22.2	22.2
Volume/Cap:	0.47		0.47	0.00	0.00		1.04	1.04	0.00		0.00	0.00	1.04		1.04	0.96
Delay/Veh:	5.4		5.4	0.0	0.0		50.0	50.0	0.0		0.0	0.0	88.7		88.7	87.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	5.4		5.4	0.0	0.0		50.0	50.0	0.0		0.0	0.0	88.7		88.7	87.5
LOS by Move:	A		A	A	A		D	D	A		A	A	F		F	F
HCM2k95thQ:	17		17	0	0		97	97	0		0	0	34		34	29

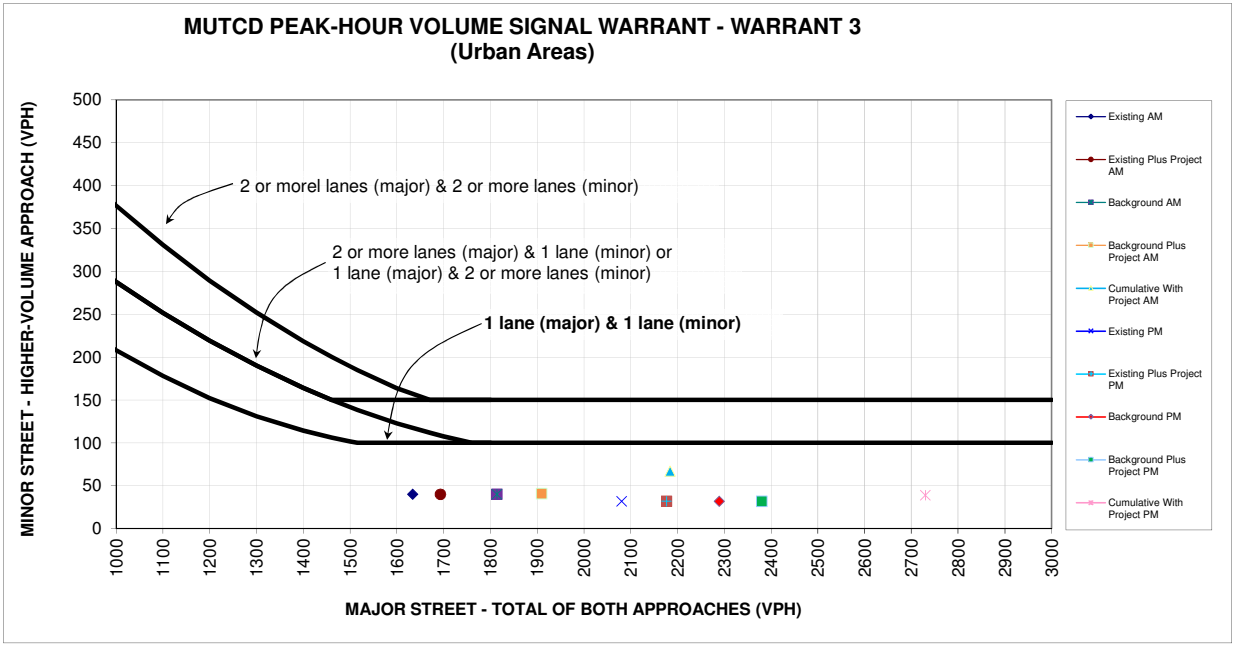
Note: Queue reported is the number of cars per lane.

Appendix F

Signal Warrant Worksheets

BART Extension Phase II

48 . Lafayette Street and Harrison Street



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition 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.

AM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative With Project AM
Major Street - Both Approaches	Lafayette Street	X		1634	1693	1814	1909	2184
Minor Street - Highest Approach	Harrison Street	X		40	40	40	41	67
Maximum warrant threshold for minor street volume				100	100	100	100	100
Difference between warrant threshold & minor street volume				60	60	60	59	33
		Warrant Met?		No	No	No	No	No

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative With Project PM
Major Street - Both Approaches	Lafayette Street	X		2081	2177	2290	2380	2730
Minor Street - Highest Approach	Harrison Street	X		32	32	32	32	39
Maximum warrant threshold for minor street volume				100	100	100	100	100
Difference between warrant threshold & minor street volume				68	68	68	68	61
		Warrant Met?		No	No	No	No	No

Appendix G

Transportation Impact Analysis

For the BART Extension Only

Appendix H

Project Workscope

Approved by City of San Jose

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Public Works
DEVELOPMENT SERVICES DIVISION

October 10, 2015

Mr. At van den Hout & Mr. Brian Jackson
Hexagon Transportation Consultants, Inc.
4 North Second Street, Suite 400
San Jose, CA 95113

Dear Mr. van den Hout & Mr. Jackson:

SUBJECT: TRAFFIC IMPACT ANALYSIS WORKSCOPE FOR BART PHASE II AND MIXED-USE DEVELOPMENT (3-22032)

This scope of work supersedes the scope of work provided on **9/14/2015.**

Enclosed is the information necessary to complete the traffic impact analysis for the proposed BART Phase II and mixed-use development within three station areas in San Jose including Alum Rock BART station, Downtown BART stations, Diridon BART Station, and associated mixed-use developments.

PROJECT DESCRIPTION

1. The proposed **Alum Rock BART station** and mixed-use development is bounded by East St. James Street, North 30th Street, 5 Wounds Lane, and North 28th Street. The project proposes replacing currently operating industrial uses with a BART station, 500,000 square feet of office space, 275 apartment units, and 20,000 square feet of retail. The analysis must demonstrate conformance to Council Policy 5-3, City of San Jose's Transportation Level of Service Policy and the VTA's Congestion Management Program requirements.

2. The **Downtown BART station** is proposing three (3) project sites. The sites are located within the City of San Jose's Downtown Core and must conform to the Downtown Strategy 2000 Plan. Conformance to the Strategy Plan does not require any level-of-service analysis since an area-wide EIR was completed which approved development levels in the downtown.

    - Southeast corner of Sixth Street/Santa Clara Street - Sixth Street proposes replacing a 38,000 square-foot retail store with a BART station, 222,230 square feet of office space and 121,530 square feet of retail space

    - Northwest corner of Fourth Street/ Santa Clara Street - Fourth Street proposes a BART station, 47,530 square feet of office space and 30,490 square feet of retail space.

- Northwest corner of Third Street/Santa Clara Street - Third Street proposes a BART station, 35,880 square feet of office space, and 10,250 square feet of retail space.

These project sites would replace existing commercial uses with a BART station and associated mixed-uses.

3. **The Diridon BART station** and mixed-use development is located within the Diridon Station Area Plan and is bounded by Santa Clara Street, Autumn Street, Stover Street and Cahill Street. The project proposes replacing an existing parking lot with a BART station, 640,000 square feet of office space, and 72,000 square feet of retail.

   On June 17, 2014 San Jose City Council approved the Diridon Station Area Plan and certified the EIR. The goals of the Plan anticipate maximum possible build-out of new transit-related development in a half-mile, 250 acre, radius around the Diridon Station. Level of Service analysis was already completed in the Diridon Station Plan and the Downtown Strategy 2000 plan; therefore, no further project LOS would be required.

In order to assist you in completing the traffic impact analysis, we are forwarding the following data and requirements to be included within the traffic analysis.

PROJECT ASSUMPTIONS

- Trip generation rates are approved as provided.

- Because the project sites are not fully developed, ingress/egress, traffic signal operations, queuing, loading docs, truck accommodations cannot be analyzed. Upon development of a detailed site, additional operational analysis would be required to address site specific issues.

- The trip distributions show retail traffic in excess of the office traffic. Based on the size of the proposed retail, and the downtown traffic and parking conditions, downtown retail is typically local serving or linked trips especially during peak travel. Please review traffic characteristics of retail site in the downtown.

TRIP CREDITS

- Trip credits can be applied to individual sites where there are occupied active uses

TRIP REDUCTIONS

- Pass-by/Diverted Link Trips
- Mixed Use Development
- Along LRT or Major Bus Line

PROJECT TRAFFIC SCENARIOS (Alum Rock Station Only)

- Existing Level of Service (Environmental Baseline)
- Existing + Project
- Background Scenario: Existing + Approved Projects
- Project Scenario: Existing + Approved Projects + Project

LEVEL OF SERVICE ANALYSIS (Alum Rock Station Only)

- Analyze twenty-five (25) signalized intersections (7 of them **CMP** intersections) for the AM and PM peak hours using TRAFFIX and conform to the City of San Jose LOS Council Policy 5-3, and the Congestion Management Program requirements (See Attachment A).

- Traffic counts submitted July 14, 2015 and September 17, 2015 are approved except for Santa Clara Street / 24th Street. Please use counts dated 11/05/2015 for that intersection.

- No new counts are required for level-of-service or CMP analyses (See Attachment A).

FREEWAY ANALYSIS (Alum Rock Station Only)

- Conform to the requirements of the VTA Congestion Management Program's requirements for freeway analysis for the Alum Rock Station.

- Analyze the freeway segments affected by project traffic along I-280, I-680, US-101.

- Perform queuing analysis at US-101 / Story Road ramps and identify any existing operational deficiency due to ramp metering or other downstream conditions. Identify the added projects and increase in delay, queue, if any.

- Perform queuing analysis at I-680 / King Road ramps and identify any existing operational deficiency due to ramp metering or other downstream conditions. Identify the added projects and increase in delay, queue, if any.

- Perform queuing analyses at I-680 / McKee Road ramps and identify any existing operational deficiency due to ramp metering or other downstream conditions. Identify the added projects and increase in delay, queue, if any.

CUMMULATIVE ANALYSIS

- Perform cumulative analysis for the Alum Rock Station. Contact the City of San Jose for the complete list of pending projects or use GP2040 buildout conditions.

BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES (All sites)

- Provide an evaluation of transit services, bicycle facilities, and pedestrian facilities near the future BART stations including circulation, recommendations and identified improvements.

- Analyze pedestrian and bicycle connections to nearby commercial services, employment centers and residential areas to be used by BART riders. Gaps in pedestrian and bicycle connectivity and challenges crossing intersections, especially given the proximity to US 101, should be identified and addressed.

OPERATIONAL ANALYSIS – In absence of a detailed site plan, the following operations should be addressed unless the project's lack the information required addressing:

Alum Rock BART Station & Mixed-Use Development

- Perform left-turn storage analysis at the following intersections:

  - Project Entrances
  - 28th Street/St. James Street
  - 28th Street/5 Wounds Lane
  - Santa Clara Street/28th Street
  - Any other left-turn pockets where stacking from the project will be significant.

- Perform operation analysis at the project entrance.

Downtown BART Stations & Mixed-Use Development (3 Project Sites)

- Include a discussion on the project's conformance to the Downtown Strategy and the any proposed mitigations identified for traffic impacts in Downtown.

Diridon BART Station & Mixed-Use Development

- Include a discussion of on-site circulation, truck (garbage, moving, delivery, and emergency vehicle) access and circulation; access to site and any proposed limited access driveways along the project frontages.

- Include a discussion on the operations relative to the SAP center.

- Include a discussion on how the project conforms to the Downtown Strategy 2000 and the Diridon Station Area Plan.

NEIGHBORHOOD INTERFACE (all sites)

Include a discussion on pedestrian and bicycle circulation (especially relative to the proximity of schools (Five Wounds School, Horace Mann Elementary), and residential neighborhoods).

MITIGATIONS (Alum Rock site)

All proposed mitigation must include a feasibility analysis, which includes an aerial photo print overlaid with the proposed mitigation. All buildings and right-of-way lines should be shown. When aerial photos are not available, a drawing may be submitted that is based on accurate topography, striping plans, or improvement plans. Confer with the Project Engineer for an alternate type of submittal.

FIELD OBSERVATION

- The report must include field observations documenting existing field conditions. The following list is a guideline of items to be considered in collecting new count data, evaluating the Level-of-Service, evaluating proposed mitigation, and evaluating operational impacts:

  - Upstream, downstream conditions
  - Queuing at intersection
  - Affects of ramp meters
  - Coordination of signal, use of green time, signal timing
  - Any unusual problem
  - Construction affecting new count data
  - Qualitatively describe overall intersection performance
  - Possible causes of congestion, recommend solutions

- The report must include field observations documenting existing field conditions with regard to transit, LRT, existing pedestrian, and bicycle routes. The following list is a guideline of items to be considered in collecting new count data, evaluating the Level-of-Service, evaluating proposed mitigation, and evaluating operational impacts:

  - Modification or elimination of bicycle or pedestrian facilities
  - Effects on future bicycle plans
  - Bicycle and pedestrian facilities proposed by the project
  - Demand for transit service
  - Improvements to provide better access to transit

COORDINATION WITH OTHER AGENCIES

- Caltrans
- VTA

GENERAL

- The base conditions for the Traffix and CSJ LOS intersections have been determined by Public Works staff. If any changes need to be made to the calculation sheets, contact Public Works staff prior to modifying.

- The Approved Trips Inventory (ATI), Traffix LOS calcs for existing and background conditions and list of ATI projects have been forwarded.

- The project traffic assignments and new traffic counts must be submitted for review and approval prior to preparation of the traffic report. Adhere to the City of San Jose's "Traffic Impact Analysis Handbook Volume I (2009) Methodologies & Requirements" and "Volume II (2011) Policy & Guidelines," and the Santa Clara Valley Transportation Authority "Transportation Impact Analysis Guidelines" for the preparation of the report.

TRAFFIC REPORT FEES

Fees totaling $14,998.00 are due. This includes the Traffic Report Workscope Fee in the amount of $3,892.00 and the Traffic Report Review Fee in the amount of $9,383.00 based on 2806 P.M. peak-hour trips generated by the project prior to any credits or deductions, as well as a $786.00 DOT Geometric Design Fee, and a Record Retention Fee of $937.00. These fees must be paid to the Department of Public Works when the draft traffic impact analysis is submitted for review.

If you have any questions, please contact me at Karen.Mack@sanjoseca.gov or (408) 535-6816. You may also reach the Senior Engineer overseeing the project, Jeff Lee at Jeff.Lee@sanjoseca.gov or (408) 535-6829.

Sincerely,

Karen Mack
Traffic Manager
Development Services Division
Department of Public Works

KM:aw
Enclosures
Workscope

C: Tom Fitzwater, VTA
David Kobayashi, VTA
Jessica Zenk, CSJ DOT