San José Community College
2025 Updated Facilities Master Plan

Draft Environmental Impact Report
SCH No. 2012082028

February 2013

Volume II - Appendices

Prepared for:

San José/Evergreen Community College District,
4750 San Felipe Road,
San José, California 95135

Prepared By:

Impact Sciences, Inc.
555 12th Street, Suite 1650
Oakland, California 94607

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APPENDIX 1.0

Notice of Preparation, Initial Study, and Scoping Comments

Notice of Preparation

State of California
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT

Project Title: San Jose City College 2025 Facilities Master Plan

Lead Agency: San Jose/Evergreen Community College District

Project Location: **San Jose City College**
2100 Moorpark Avenue, San Jose, California 95128

County: Santa Clara County

Contact Person: Mr. Douglas Smith
Vice Chancellor of Administrative Services
4750 San Felipe Road
San José, CA 95135

The San Jose/Evergreen Community College District proposes to adopt the 2025 Facilities Master Plan (FMP) for the San Jose City College campus in San Jose, California. The plan translates the program space needs established in the 2025 Educational Master Plan for the campus into physical facilities on campus. According to the 2025 Educational Master Plan for the SJCC campus, total enrollment on campus is expected to reach approximately 14,500 students by 2025, which equates to 9,400 Full-Time Equivalent (FTE) students (FTES). Based on these projections, future program needs on campus total approximately 353,500 square feet of space.

The 2025 FMP involves the reorganization of campus facilities and the reconfiguration of campus access and circulation. Facility recommendations contained in the plan include demolition/removal of existing buildings on campus; construction of new buildings; and renovation of existing buildings on campus to meet the future program needs.

Environmental Review and Comment

The San Jose/Evergreen Community College District (SJECCD) will be the Lead Agency and will prepare an EIR for the proposed project. An Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines to identify potential environmental impacts that will be addressed in the EIR (see **Attachment A**). The attached Initial Study also includes a more detailed description of the proposed project. At this time, it is anticipated that the EIR will address environmental impacts in the following resource areas: aesthetics, air quality, greenhouse gas emissions, land use and planning, noise, public services (fire and police), transportation and traffic, and utilities and service systems.

The SJECCD will hold a public scoping meeting for the SJCC 2025 FMP EIR on August 28, 2012. The public scoping meeting will be held in Room SC-204 of the Student Services/Career Center on the SJCC campus from 7:00 PM to 9:00 PM.

A copy of this NOP will be placed on the campus' website at sjeccd.edu.

We request your views as to the scope and contents of the EIR for the proposed project. This NOP is being circulated for 30 days from August 7, 2012 through September 7, 2012. Your response must be received no later than 5:00 PM on September 7, 2012. Your name should be included with your response. Please send your response to the attention of Douglas Smith at the address noted above or via email to the following address: **douglas.smithJ@sjeccd.edu. Email responses must also be received no later than 5:00 PM on September 7, 2012.**

If you have any questions regarding this NOP, please contact Douglas Smith at the above address or via email at **douglas.smithJ@sjeccd.edu**.

Signature: _____ Date: 8/6/12

Douglas Smith
Vice Chancellor of Administrative Services
San Jose/Evergreen Community College District

Attachment A: Initial Study

Initial Study

SAN JOSÉ CITY COLLEGE
2025 FACILITIES MASTER PLAN

Draft Initial Study

The following Initial Study has been prepared in compliance with CEQA.

Prepared For:

San José/Evergreen Community College District
4750 San Felipe Road
San José, California 95135
Contact: Mr. Douglas Smith, Vice Chancellor of Administrative Services

Prepared By:

Impact Sciences, Inc.
555 12th Street, Suite 1650
Oakland, California 94607
(510) 267-0494
Contact: Elizabeth Purl

August 2012

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INTRODUCTION

Initial Study

Pursuant to Section 15063 of the *California Environmental Quality Act (CEQA) Guidelines* (Title 14, California Code of Regulations, Sections 15000 et seq.), an Initial Study is a preliminary environmental analysis that is used by the lead agency as a basis for determining whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration, or a Negative Declaration is required for a project. The *State CEQA Guidelines* require that an Initial Study contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the names of persons who prepared the study.

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed San José City College (SJCC) 2025 Facilities Master Plan (FMP) and to determine what level of additional environmental review, if any, is appropriate. As shown in the **Determination** in **Section IV** of this document and based on the analysis contained in this Initial Study, it has been determined that the proposed SJCC 2025 FMP could result in potentially significant impacts; therefore, preparation of an EIR is appropriate.

Anticipated Project Approvals

The San José/Evergreen Community College District (SJECCD) will prepare an EIR that fully evaluates the environmental effects associated with the implementation of the proposed 2025 FMP. Necessary project approvals are anticipated to include, but are not limited to, consideration of the following by the SJECCD Board of Trustees (anticipated in spring/summer 2011/2012):

- Certification of the SJCC 2025 FMP EIR and
- Approval of the proposed SJCC 2025 FMP.

Public and Agency Review

The Notice of Preparation (NOP) and this Initial Study will be circulated for public and agency review from August 7, 2012 through September 7, 2012. Copies of the Initial Study are available during normal operating hours at the District office at the address below and online at http://www.sjcc.edu. Comments on the NOP/Initial Study must be received by 5:00 PM on September 7, 2012. They may be e-mailed to douglas.smith@sjeccd.edu or sent to:

San José/Evergreen Community College District
Administrative Services
4750 San Felipe Road
San José, California 95135
Attn: Douglas Smith, Vice Chancellor

A public scoping meeting for the SJCC 2025 FMP EIR will be held on Tuesday, August 28, 2012 in the Student Center, Room SC204, on the SJCC campus at 2100 Moorpark Avenue, San Jose, from 6:00 PM to 7:00 PM. The public and agency review period for the Draft EIR is anticipated to commence in autumn 2012.

Organization of the Initial Study

This Initial Study is organized into the following sections.

- **Section I – Project Information:** provides summary background information about the proposed project, including project location, lead agency, and contact information.
- **Section II – Project Location and Description:** includes a description of the proposed project, including the need for the project, the project's objectives, and the elements included in the project.
- **Section III – Environmental Factors Potentially Affected:** identifies what environmental resources, if any, would involve at least one significant or potentially significant impact that cannot be reduced to a less than significant level.
- **Section IV – Determination:** indicates whether impacts associated with the proposed project would be significant, and what, if any, additional environmental documentation is required.
- **Section V – Evaluation of Environmental Impacts:** contains the Environmental Checklist form for each resource. The checklist is used to assist in evaluating the potential environmental impacts of the proposed project. This section also presents an explanation of all checklist answers.
- **Section VI – Supporting Information Sources:** lists references used in the preparation of this document.
- **Section VII – Initial Study Preparers:** lists the names of individuals involved in the preparation of this document.

I. PROJECT INFORMATION

1. Project title:

   San José City College 2025 Facilities Master Plan

2. Lead agency name and address:

   San José/Evergreen Community College District Board of Trustees
   4750 San Felipe Road
   San José, California 95135

3. Contact person and phone number:

   Mr. Douglas Smith
   Vice Chancellor, Administrative Services

   (408) 270-6428
   douglas.smith@sjeccd.edu

4. Project location:

   San José City College
   2100 Moorpark Avenue
   San José, California 95128

5. Project sponsor's name and address:

   San José/Evergreen Community College District
   4750 San Felipe Road
   San José, California 95135

6. Custodian of the administrative record for this project (if different from response to **item 3** above.):

   Same as above.

II. PROJECT LOCATION AND DESCRIPTION

1. Description of project:

Location: San José City College is located at 2100 Moorpark Avenue in central San José in Santa Clara County. The location of the campus within the City of San José is shown in **Figure 1, Regional and Site Location**. The campus is immediately south of Interstate 280 (I-280) and is bounded by Moorpark Avenue to the north, Rexford Way, Kingman Avenue and Fruitdale Avenue to the south, Laswell Avenue and South Bascom Avenue to the west, and Leigh Avenue to the east. Overall the campus encompasses about 54.5 acres.

Project Need: The 2025 FMP translates the program space needs established in the SJCC 2025 Educational Master Plan into physical facilities on campus. According to the 2025 Educational Master Plan for the SJCC campus, total enrollment on campus is expected to reach approximately 14,500 students by 2025, which equates to 9,400 Full-Time Equivalent (FTE) students (FTES). Based on these projections, future program needs on campus total approximately 353,500 square feet of space. The amount of space required on campus takes into account of all facility needs of the campus – academic space as well as space for support services. The 2025 FMP determined that SJCC has more space than it needs to house the 2025 program of instruction and related support services. However, SJCC does show modest space needs in a few categories. These will be best met through the remodel or replacement of existing space on campus.

Project Characteristics: The 2025 FMP involves the reorganization of campus facilities and the reconfiguration of campus access and circulation. The proposed 2025 FMP for the SJCC campus is depicted in **Figure 2, San Jose City College 2025 Facilities Master Plan**.[1] The recommendations contained in the 2025 FMP address the current and projected needs of the campus through 2025.

Facility recommendations contained in the 2025 FMP include demolition/removal of existing buildings on campus; construction of new buildings; and renovation of existing buildings on campus to meet the future programs needs as outlined in 2025 Educational Master Plan. A description of each of these elements is provided below.

Recommended Demolition/Removal

The 2025 FMP identifies several buildings for demolition/removal to eliminate non-functioning space and replace outdated facilities with new facilities. Facilities identified for demolition/removal include Drama/Theater, 100 Wing, 200 Wing, 300 Wing, Boiler Plant, Pool, General Education Building (partial), Auxiliary Gym, Field House, Handball Courts, Portable Restroom Building, and Locker Rooms. The location of each of these facilities is shown in **Figure 3, Recommended Demolition/Removal Plan**.

New Construction Projects

Descriptions of the new construction projects planned on the SJCC campus are organized below

[1] The Multidisciplinary Classrooms & Arts Complex is listed by the 2025 FMP as currently being under construction. The project has under gone separate California Environmental Quality Act (CEQA) review, and is not included under the CEQA review for the 2025 FMP.

into groups based on campus location. The order of the projects does not reflect priority order or a recommended sequence of development. Preliminary phasing plans will be developed following the completion of the 2025 FMP and will be tied to availability of funding.

Physical Education Complex - The proposed Physical Education (PE) Complex would support a number of athletic and physical education needs at SJCC, including disabled and adaptive PE program needs. The PE Complex would include three primary elements – a main gymnasium, a fitness center, and an aquatics facility. The complex replaces space that would be removed with the demolition of the Locker Rooms, Auxiliary Gym, Field House, Handball Courts, and Swimming Pool. Preliminary plans include locker rooms; team rooms; an athletic weight room; educational spaces; faculty offices; cardio and weight rooms for fitness; concessions; and potentially a 25-meter, 10- to 12-lane swimming pool.

Vocational Technology Building - The proposed Vocational Technology Building and yard would replace the existing 100, 200, and 300 Wing buildings, consolidate all the Vocational Technology programs together, and provide instructional space. This building would include, but is not limited to, the Applied Science and Technology Division, which includes the programs for Air Conditioning/Refrigeration Technology, Electrician Apprenticeship, Facilities Maintenance, Laser Technology, Machine Technology, Solar, and Transit.

Performing Arts Center – The proposed Performing Arts Center would replace the existing Theatre, Drama, and Speech Buildings with a new facility in a central location on campus. The new facility would provide state-of-the-art instructional space to support program needs. A new theater would include the support spaces required to support a variety of performances and community activities. The proposed location would be accessed from the proposed new drop-off along Moorpark Avenue and tie into the newly developed main campus quad. This link to the campus core would include a new Performing Arts Plaza that could be used for receptions before and after events.

General Education Building – The proposed General Education Building would replace the portions of the existing General Education Building that are recommended for removal as part of the 2025 FMP. The new facility would provide instructional space to support the program needs. The proposed location for this new building would create easy access to interdisciplinary instructional spaces along the campus promenade and adjacent to other instructional buildings on the west side of the campus. The proposed placement of the building would create an edge to the newly developed Vo Tech Plaza and provide outdoor activity and gathering spaces for the campus community.

Renovation Projects

The 2025 FMP recommends two types of renovations – change of use and renovation of existing buildings. A description of renovation projects planned on the SJCC campus is provided below. The order of the projects does not reflect priority order or a recommended sequence of development. The 2025 FMP recommends that these renovations be addressed on an as-needed basis and aligned with ongoing deferred maintenance projects.

Change of Use – The 2025 FMP recommends that the vacated floors of the existing High Technology Center be repurposed to support the instructional program needs identified in the 2025 Educational Master Plan. In addition, Building K is recommended to be renovated to support

the Maintenance and Operations function of the college.

Existing Buildings – SJCC has some buildings on campus that date back to the 1950s and 1960s. Many of these are in need of extensive renovation in order to support the programs that are housed there. The 2025 FMP identifies one of the buildings in the General Education Building Complex and the Business Building as facilities in need of renovation. In addition, the Jaguar Gymnasium (currently Main Gym) has been identified as an important building to preserve.

Site Improvements

In addition to the recommendations for facilities, a series of site improvement recommendations are identified in the 2025 FMP consisting of a recommended vehicular circulation plan, a recommended pedestrian circulation plan, and recommended landscape improvements. These are shown in **Figure 4, Recommended Vehicular Circulation Plan**; **Figure 5, Recommended Pedestrian Circulation Plan**; and **Figure 6, Recommended Landscape Improvements**.

2. Project objectives:

   The primary objective of the 2025 FMP is to provide the necessary facilities to accommodate the planned 2025 student population for the SJCC campus. Detailed objectives will be developed in the Draft EIR.

3. Surrounding land uses and environmental setting:

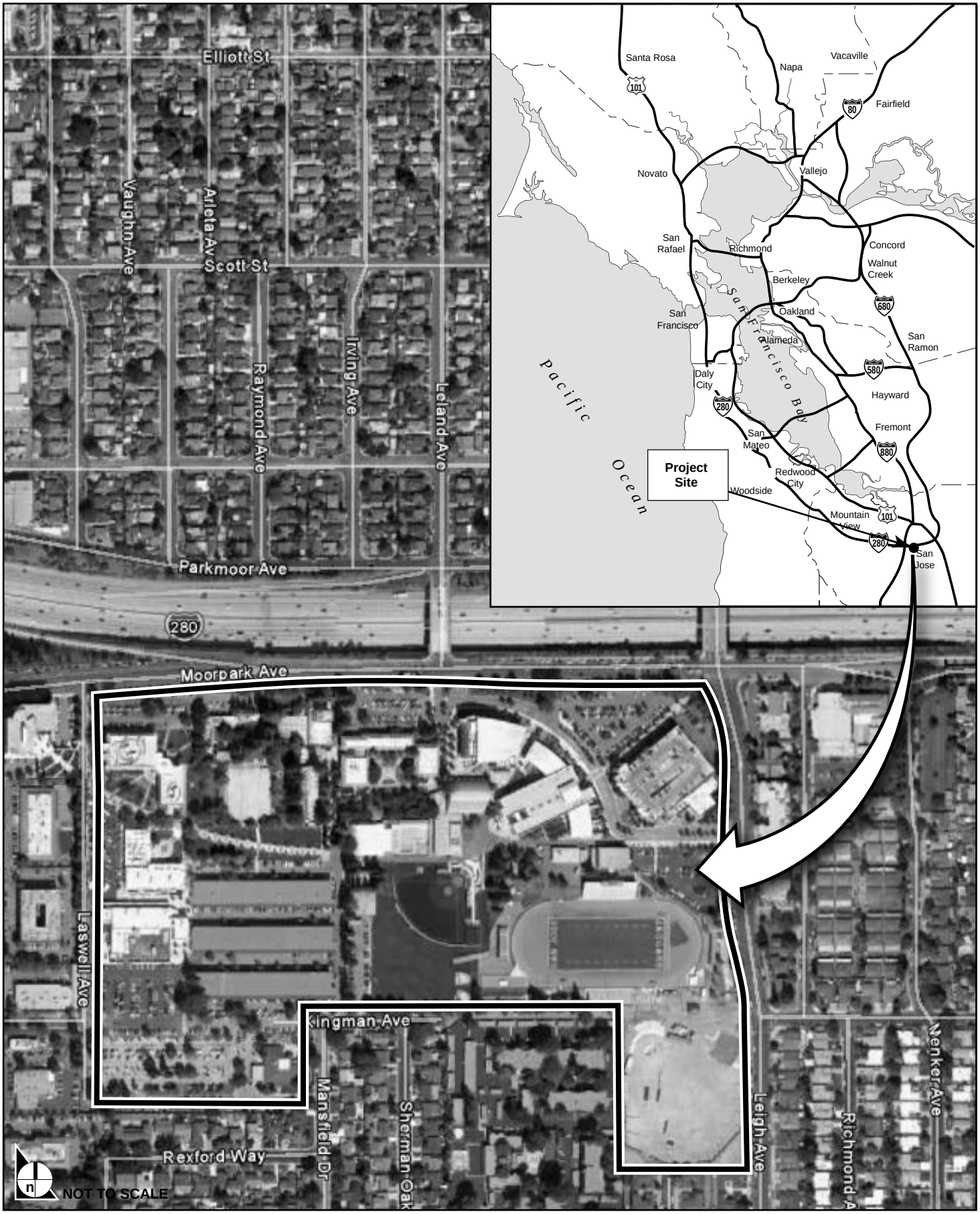
   The SJCC campus is in an urban setting and is surrounded by a variety of land uses. They include commercial uses and Valley Medical Center to the west, single-family and multi-family residential uses to the east and south, and I-280 to the north, with single-family residential uses across the freeway. Homes to the north of the campus are in unincorporated Santa Clara County. **Figure 7, Surrounding Land Uses** depicts the location of these land uses in relation to the SJCC campus.

4. Discretionary approval authority and other public agencies whose approval is required:

   As the public entity principally responsible for approving or carrying out the proposed project, the SJECCD is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the environmental document and approving the proposed project. The SJECCD Board of Trustees would make the decision on project approval.

   The project may also require approval by the following public agencies:

   - Division of the State Architect (DSA) for buildings, handicap accessibility, fire and life safety;
   - City of San Jose Public Works and Traffic;
   - City of San Jose Fire Department for site access and fire hydrants/water pressure;
   - Santa Clara County Water District;
   - San Jose Municipal Water District; and
   - California Department of Transportation for work in proximity to I-280.

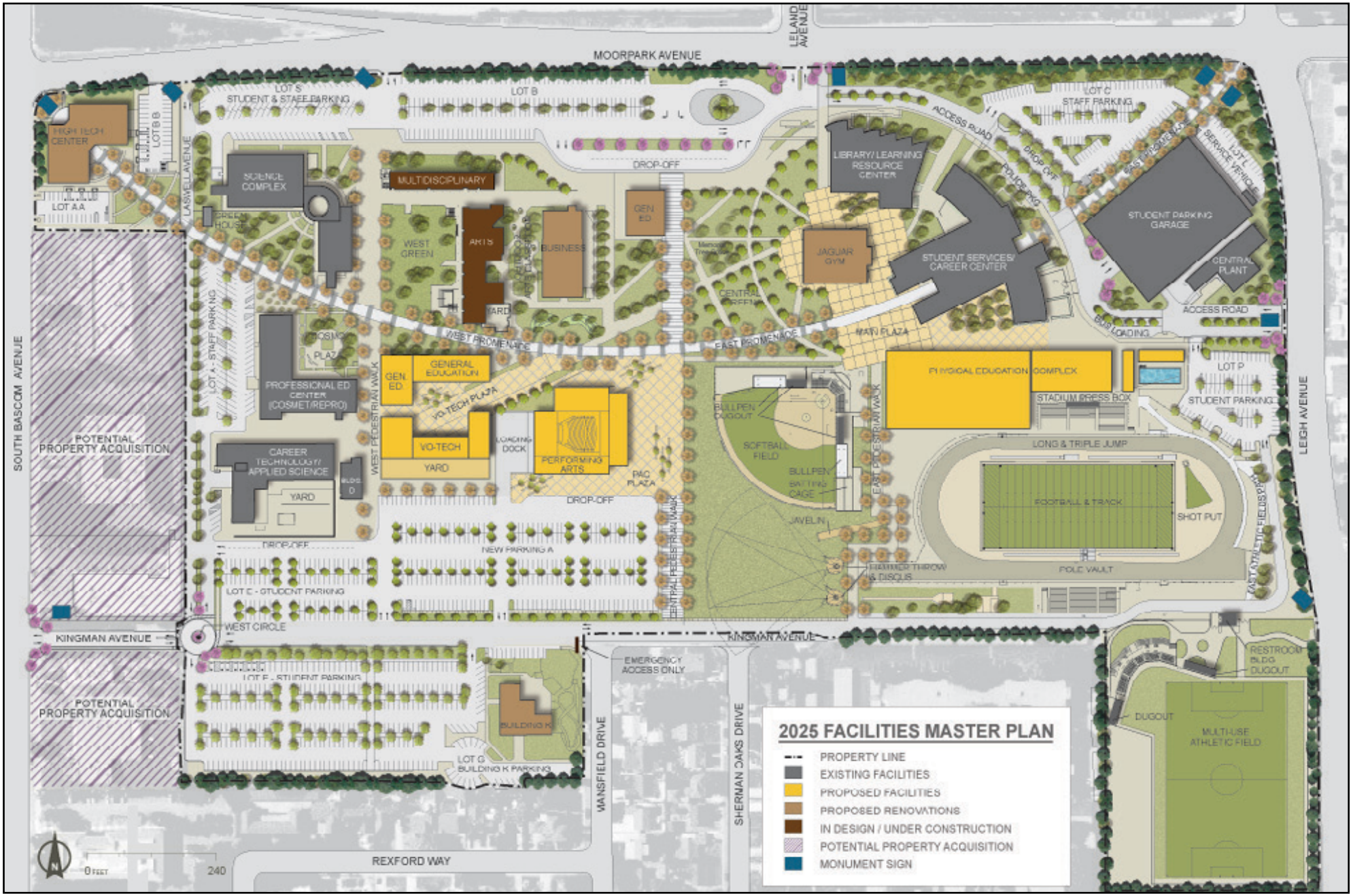


SOURCE: Impact Sciences, Inc. – May 2011

FIGURE **1**

Regional and Site Location

0461-003•07/12

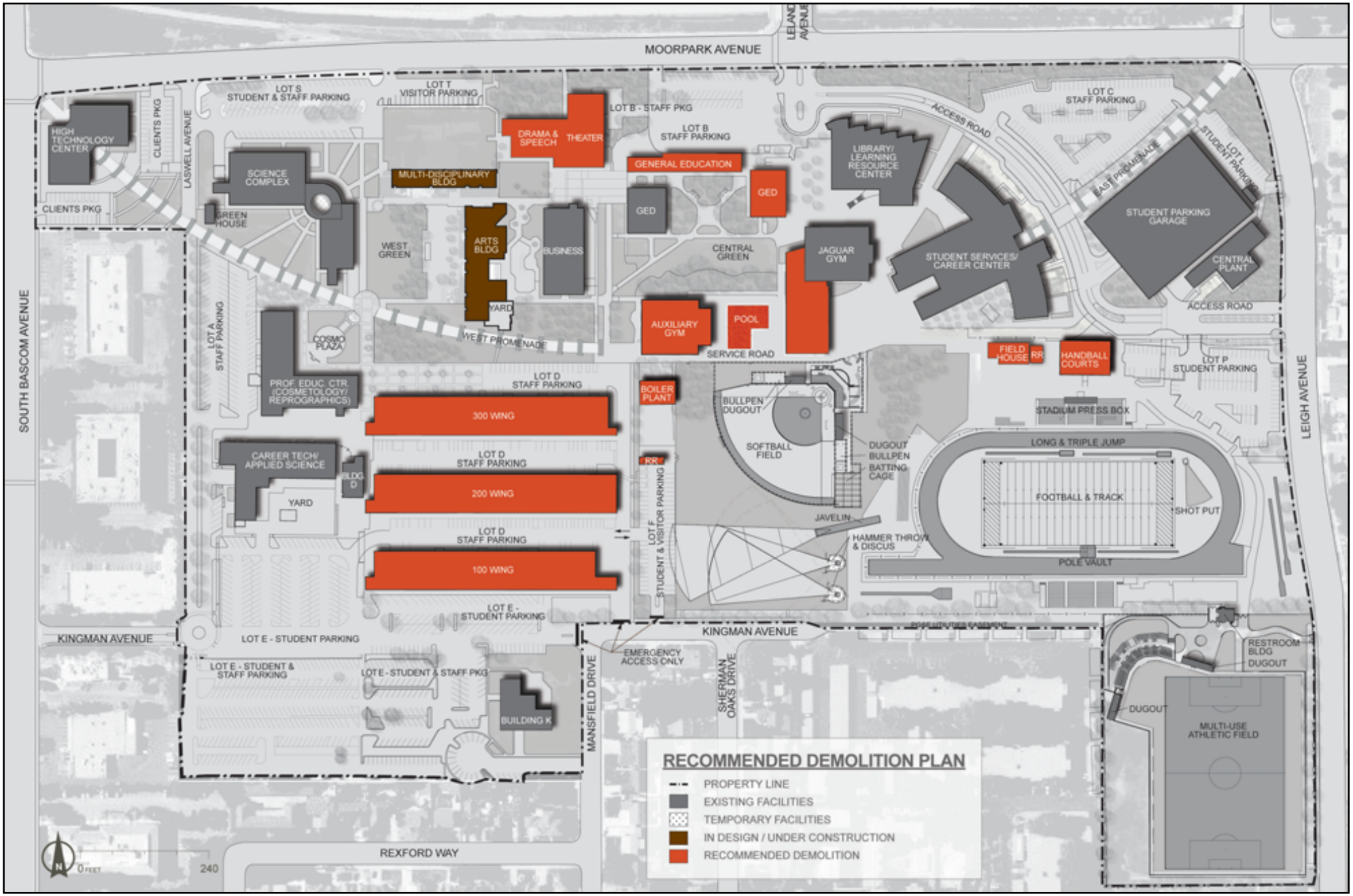


SOURCE: SJCC 2025 Facilities Master Plan – November 2011

FIGURE **2**

San Jose City College 2025 Facilities Master Plan

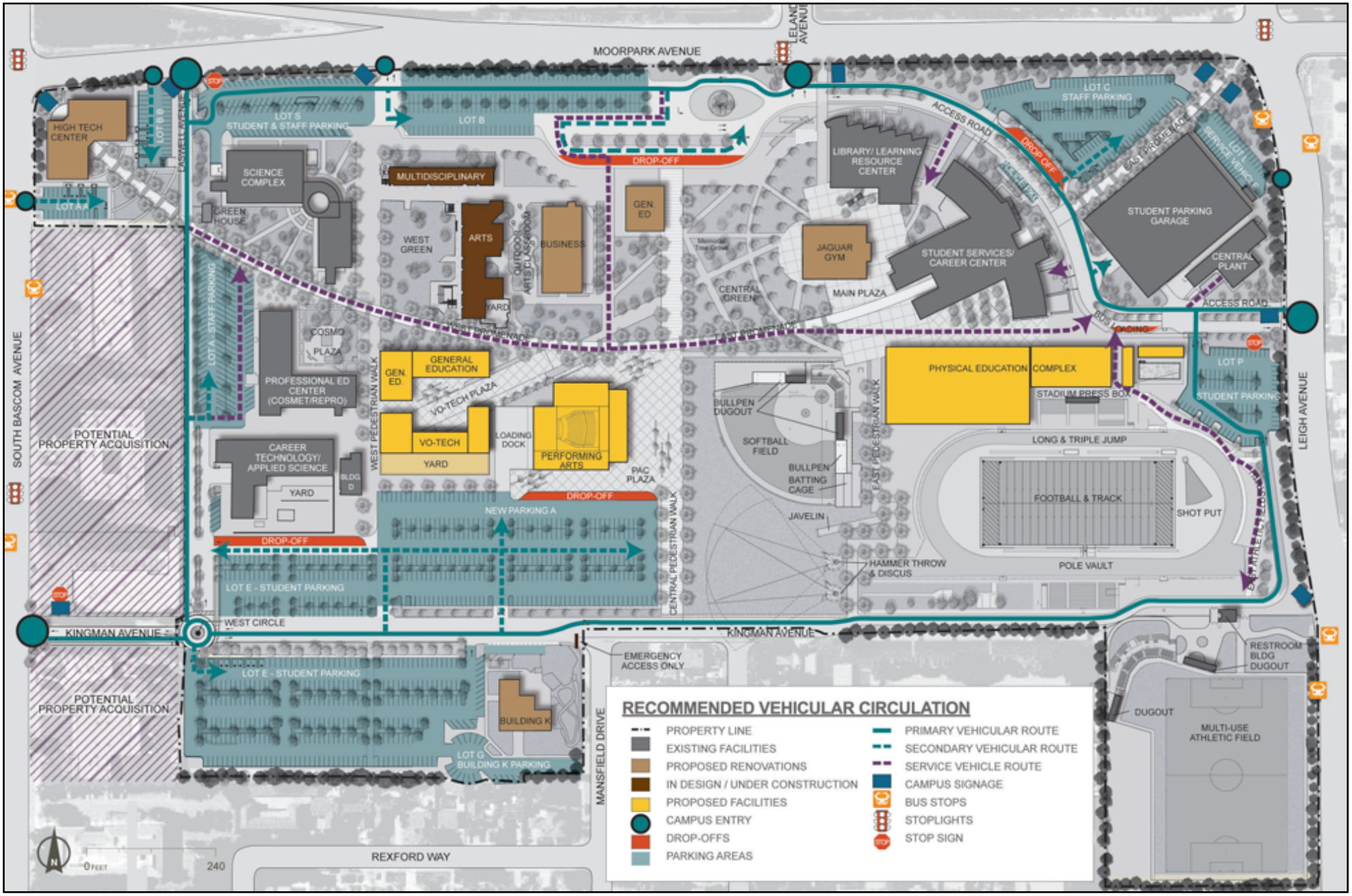
461-03•07/12



SOURCE: SJCC 2025 Facilities Master Plan – November 2011

FIGURE **3**

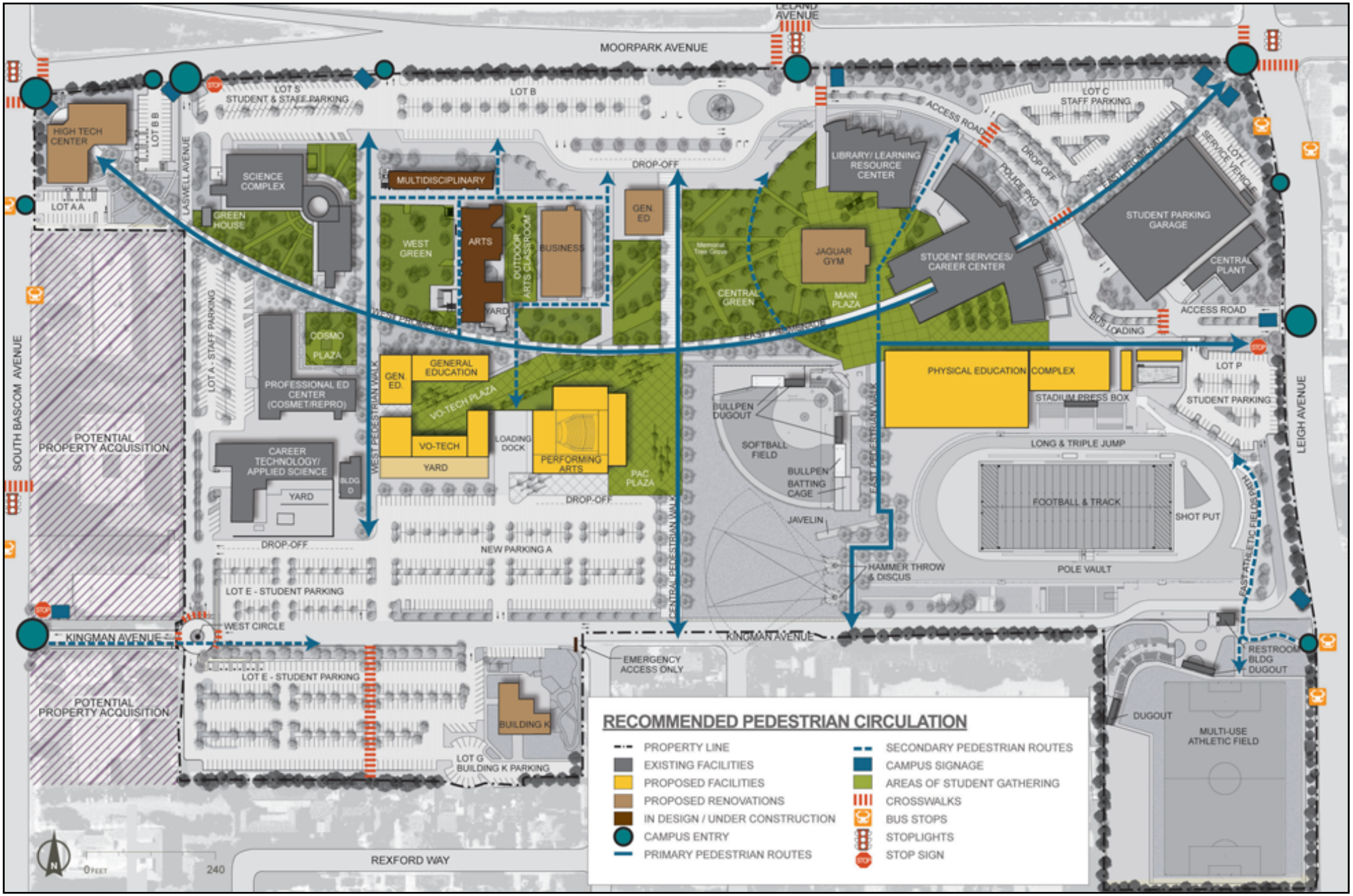
Recommended Demolition/Removal Plan



SOURCE: SJCC 2025 Facilities Master Plan – November 2011

FIGURE **4**

Recommended Vehicular Circulation Plan



SOURCE: SJCC 2025 Facilities Master Plan – November 2011

FIGURE 5

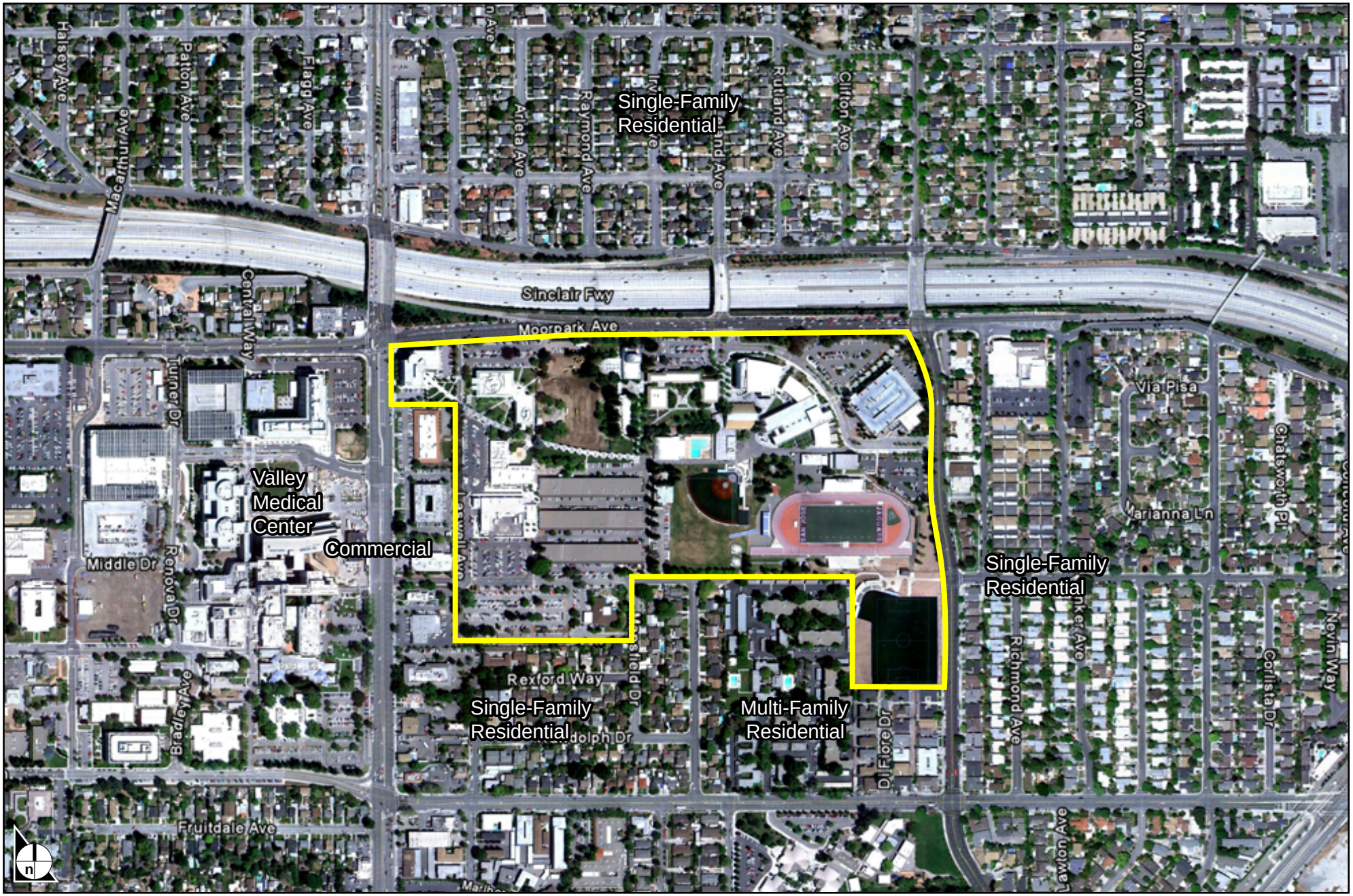
Recommended Pedestrian Circulation Plan

SOURCE: SJCC 2025 Facilities Master Plan – November 2011

FIGURE **6**

Recommended Landscape Improvements

461-03•07/12



SOURCE: Google Earth – August 2011

FIGURE 7

Surrounding Land Uses

461-03•07/12

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below could be potentially affected by the implementation of the proposed 2025 FMP and/or by cumulative impacts resulting from implementation of the proposed 2025 FMP in conjunction with other expected developments through 2025. These factors will be evaluated in the EIR.

- ■ Aesthetics
- ■ Air Quality
- □ Cultural Resources
- ■ Greenhouse Gas Emissions
- □ Hydrology and Water Quality
- □ Mineral Resources
- □ Population and Housing
- □ Recreation
- ■ Utilities and Service Systems
- □ Agriculture and Forest Resources
- □ Biological Resources
- □ Geology and Soils
- □ Hazards and Hazardous Materials
- ■ Land Use and Planning
- ■ Noise
- ■ Public Services
- ■ Transportation and Circulation
- ■ Mandatory Findings of Significance

IV. DETERMINATION:

On the basis of the initial evaluation that follows:

□ I find that the proposed project WOULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

□ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made that will avoid or reduce any potential significant effects to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.

■ I find that the proposed project MAY have a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.

Signature	Date
Douglas Smith	For

V. EVALUATION OF ENVIRONMENTAL IMPACTS

During the completion of the environmental evaluation, the SJECCD relied on the following categories of impacts, noted as column headings in the IS checklist.

A) "Potentially Significant Impact" is appropriate if there is substantial evidence that the project's effect may be significant. If there are one or more "Potentially Significant Impacts" for which effective mitigation may not be possible, an EIR will be prepared.

B) "Less Than Significant With Mitigation Incorporated" applies where the incorporation of project-specific mitigation would reduce an effect from "Potentially Significant Impact" to a "Less Than Significant Impact."

C) "Less Than Significant Impact" applies where the project would not result in a significant effect (i.e., the project impact would be less than significant without the need to incorporate mitigation).

D) "No Impact" applies where the project would not result in any impact in the category or the category does not apply. This may be because the impact category does not apply to the proposed project (for instance, the project site is not within a surface fault rupture hazard zone), or because of other project-specific factors.

Impact Questions and Responses

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	■	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	■	☐	☐	☐

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The topography of the campus is relatively flat, and the campus is completely developed. Based on a review of the San José *2020 General Plan*, there are no scenic vistas that include the campus as a major part of the view. I-280, which is located adjacent to Moorpark Avenue to the north of campus, is designated as a Landscaped Throughway by the City of San José *2020 General Plan* (San José 1994).

Discussion of Potential Project Impacts

a) A scenic vista is generally defined as an expansive view of highly valued landscape as observable from a publicly accessible vantage point. There are no scenic vistas that include the campus as a major part of the view. In addition, the campus and surrounding area are characterized by flat topography and do not contain any ridgelines or other topographic forms that would be affected by development or that provide views of the campus and its surroundings (SJECCD 2008). Ground-level views into the campus from surrounding areas are limited by buildings and trees on campus, and views of the surrounding areas are also limited by flat topography and extensive urban development. There are thus no scenic vistas in the campus area. Based on these factors, the proposed project would have no impact with regard to this criterion.

b) There are no state-designated scenic highways in the vicinity of the campus (CSHP 2011). I-280, which is located adjacent to Moorpark Avenue to the north of the campus, is designated as a Landscaped Throughway in the City's General Plan. However, the I-280 roadway is up to 15 feet below the surrounding ground level in the area of the campus, and the only parts of campus visible to drivers are the top of the Theatre building (which is about 65 feet tall) and tops of some trees. Implementation of the 2025 FMP would result in the demolition of the Theatre building; however, the removal of the Theatre building would not substantially affect views along this portion of I-280 as the area would still be highly

urbanized. Therefore, changes in the site's visual character as a result of the 2025 FMP would not affect visual resources associated with any state-designated or local scenic highway. There would be no impact with regard to this criterion.

c) Facilities identified in the 2025 FMP would be similar in type and scale to existing facilities on the campus, and new facilities would be constructed entirely within the campus. However, there is still the potential that implementation of the 2025 FMP could alter the existing visual character and quality of the campus as viewed from the surrounding neighborhoods. In addition, the construction of facilities identified in the 2025 FMP could result in the loss of mature trees, which would further alter the existing visual character of the campus. This represents a potentially significant impact. The effects of the 2025 FMP on the existing visual character or quality of the campus and its surroundings will be analyzed in the EIR.

d) Existing buildings on the campus are a source of light and glare, and cars on campus may also be a source of glare. Other sources of existing light and glare on campus include sports facilities and lighting in parking lots and along pathways. New buildings proposed under the 2025 FMP would shift some light and glare sources within the campus, and could increase light and glare in parts of the campus. This represents a potentially significant impact. The effects of light and glare associated with the 2025 FMP on the campus and its surroundings will be analyzed in the EIR.

Discussion of Potential Cumulative Impacts

The proposed project combined with other current projects and probable future projects and projected regional growth could result in significant cumulative impacts with regard to visual character. This issue will be addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or Timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The campus is designated as Urban and Built-Up Land on maps prepared by the California State Department of Conservation pursuant to the Farmland Mapping and Monitoring Program (FMMP) (FMMP 2011).

Discussion of Potential Project Impacts

a) The entire campus is developed and located in a densely developed area of the City of San José. The campus is not used for agriculture, and is not designated as Farmland on maps prepared pursuant to the FMMP. There would be no impact with regard to this criterion.

b-c) The campus is zoned for urban use by the City of San José. No portion of the campus is zoned for agricultural use, forest land, or timberland. In addition, there is no Williamson Act contract applicable to the campus. Therefore, future development on the campus would not conflict with existing zoning for agricultural or forest land or timberland use or with a Williamson Act contract. There would be no impact with regard to this criterion.

d) The campus and surrounding area does not include any forest land or timberland. There would be no impact with regard to this criterion.

e) No Farmland or other agricultural land is present in the vicinity of the campus. Therefore, implementation of the 2025 FMP would not involve any changes that could indirectly cause conversion of Farmland to non-agricultural use. There would be no impact with regard to this criterion.

Discussion of Potential Cumulative Impacts

The City of San José is urban in nature, and is not designated as Farmland on maps prepared pursuant to the FMMP. As a result, anticipated future development in San José, including the future development on the campus under the 2025 FMP, would not result in the loss of important farmland. In addition, land in the City is zoned for urban uses. Therefore, anticipated future development in San José would not displace land zoned for agricultural use or forest land or timberland, and would not conflict with land under a Williamson Act contact. The impact of cumulative development on agricultural and forest resources would be less than significant.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project*:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	□	□	□
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	□	□	□
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	□	□	□
d) Expose sensitive receptors to substantial pollutant concentrations?	■	□	□	□
e) Create objectionable odors affecting a substantial number of people?	□	□	■	□

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The nearest sensitive receptors to the campus include single-family and multifamily residential uses adjacent to the east and south, and single-family residential uses to the north across I-280. Other sensitive receptors in the vicinity of the campus include the Valley Medical Center to the west.

Discussion of Potential Project Impacts

a-c) The campus is located in the San Francisco Bay Area Air Basin, which is currently designated a non-attainment area for PM10 (particulate matter less than 10 microns in diameter), PM2.5 (particulate matter less than 2.5 microns in diameter), and ozone. Construction and operation of facilities identified in the 2025 FMP would be likely to add incrementally to regional ambient air pollutant emissions including short- and long-term emissions of criteria air pollutants from mobile and stationary sources. This represents a potentially significant impact. The EIR will estimate the total emissions from construction and operation of future buildings identified in the 2025 FMP and evaluate whether the emissions would

exceed the Bay Area Air Quality Management District (BAAQMD) recommended thresholds for evaluating impacts from criteria pollutant emissions.

d) Construction of facilities identified in the 2025 FMP would result in on-site emissions of diesel particulate matter, which the California Air Resources Board has identified as a toxic air contaminant. In addition, operation of facilities identified in the 2025 FMP could impact nearby sensitive receptors by creating the potential for localized carbon monoxide (CO) hotspots. This represents a potentially significant impact. The EIR will evaluate concentrations of CO, toxic air contaminants, and other pollutants associated with the 2025 FMP to determine whether they would result in a significant effect on sensitive receptors.

e) Construction of facilities identified in the 2025 FMP would require the use of diesel-fueled equipment and architectural coatings, both of which have an associated odor. However, these odors would be short-term and temporary and would not be pervasive enough to affect a substantial number of people or to be objectionable. Routine operation of facilities identified in the 2025 FMP would not involve activities that typically produce odors such as wastewater treatment, manufacturing, agriculture, etc. Occasional use of maintenance products on the campus could produce localized odors, but they would be temporary and limited in area. Consequently, odors associated with short-term construction and long-term operation of facilities under the 2025 FMP would not cause or be affected by odors, and the impact would be less than significant.

Discussion of Potential Cumulative Impacts

The construction and operation of facilities identified in the 2025 FMP combined with other current projects and probable future projects and projected regional growth could result in significant cumulative impacts with regard to air quality. This issue will be addressed in the EIR.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	■	☐	☐
e) Conflict with any applicable policies protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable local, regional, or state habitat conservation plan?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The entire campus is developed and located in a densely developed area of the City of San José. There are no natural habitats present on the campus, with the campus consisting entirely of buildings, paved parking lots and walking areas, athletic fields, and landscaped areas.

Discussion of Potential Project Impacts

a) The most recent version of the California Natural Diversity Database (CNDDB) was reviewed for the campus and surrounding area. No special-status species have been documented on the campus, but several special-status wildlife species have been documented in nearby urban areas, including Cooper's hawk (*Accipiter cooperii*), American peregrine falcon (*Falco peregrinus anatum*), and hoary bat (*Lasiurus cinereus*). American peregrine falcon is a state Fully Protected species and a federal Bird of Conservation Concern. Cooper's hawk and hoary bat are included on the California Department of Fish and Game (CDFG) Special Animals List, but do not have any formal state or federal protection status.[2]

According to the CNDDB, due to the presence of suitable habitat attributes, there is a potential for Cooper's hawk to nest in the clusters of trees on the campus. American peregrine falcon is known to nest nearby at San José City Hall. As this species nests on tall buildings in urbanized locations, it could nest on the large buildings on the campus. While hoary bat has been documented in the area, the potential for this or other bat species to roost on the campus is considered low. The campus is located in a heavily developed area and there is no favorable foraging habitat on the campus. Therefore, this species is presumed absent from the campus. Similarly, given the developed condition of the campus, suitable habitat for other special-status wildlife species known from the project region (e.g., burrowing owl, California tiger salamander), and for special-status plant species, is absent.

In the event that Cooper's hawk and/or American peregrine falcon were to nest on the campus, development under the 2025 FMP could result in the direct loss or noise-related disturbance of an active nest of these species. This is considered a potentially significant impact. However, with implementation of **Mitigation Measure BIO-1**, which requires a preconstruction survey and avoidance of active nests, the impact would be reduced to a less than significant level. It should also be noted that numerous common bird species could nest on the campus and that the active nests of all raptor species and most common bird species are protected by the Migratory Bird Treaty Act and the California Fish and Game Code.

> **Mitigation Measure BIO-1**: When outdoor construction activities within 100 feet of landscape plantings would commence during the nesting/breeding season of native bird species potentially nesting on the site (typically February through August in the project region), a pre-construction survey for nesting birds shall be conducted by a qualified biologist not more than four weeks before commencement of construction activities. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days before the start of clearance/construction work.
>
> If active nests are found in areas that could be directly affected or are within 100 feet (300 feet if adjacent to natural vegetation) of construction and would be subject to prolonged construction-related noise, no-disturbance buffer zones of 100 feet (300 feet adjacent to natural areas) shall be

[2] "Special Animals" is a general term that refers to all of the taxa the CNDDB is interested in tracking, regardless of their legal or protection status.

created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through consultation with the CDFG, taking into account factors such as the following:

- Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;
- Distance and amount of vegetation or other screening between the construction site and the nest; and
- Sensitivity of individual nesting species and behaviors of the nesting birds.

b) The campus is completely developed, and no riparian habitat or other sensitive natural community is present on the campus. Therefore, the project would not affect riparian habitat or other sensitive natural communities. There would be no impact with regard to this criterion.

c) The campus is completely developed, and no wetlands, as defined by the federal Clean Water Act or the California Fish and Game Code, are present on campus. There would be no impact with respect to this criterion.

d) The entire campus is developed and located in a densely developed area. As the campus is bordered on all sides by dense development, it does not provide habitat connectivity between undeveloped lands and is not part of a regional wildlife movement corridor. Therefore, there would be no impact to wildlife movement as a result of 2025 FMP implementation. As previously discussed, various bird species could nest on the campus, but the implementation of **Mitigation Measure BIO-1** (see above) would address potential impacts to nesting birds and the campus' potential function as a "wildlife nursery site" for birds.

e) Construction of facilities identified in the 2025 FMP may require the removal of some trees, regardless of health, to facilitate development or to mitigate potentially hazardous circumstances related to their proximity to existing facilities. The City of San José has a tree ordinance that requires a permit for removal of any trees on private property that have a trunk circumference of 56 inches or more, measured 2 feet above grade. As a state entity, the SJECCD is exempted by the state constitution from compliance with local land use regulations and ordinances. There would be no impact with respect to this criterion.

f) No adopted habitat conservation plan or natural community conservation plan applies to the campus. There would be no impact with respect to this criterion.

Discussion of Potential Cumulative Impacts

Anticipated future development in some portions of San José has the potential to adversely affect biological resources in the City. However, with mitigation, future development under the 2025 FMP would have no project-level impacts on biological resources. Therefore, implementation of the 2025 FMP would not make a cumulatively considerable contribution to a cumulative impact on biological resources that could result from other development in the City.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	■	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The ages of buildings on the campus range from the 1950s through the 1980s. According to the Northwest Information Center (NWIC), while there is a moderately low potential for identifying unrecorded Native American resources on or near the SJCC campus, there is a moderate potential for identifying unrecorded historic-period archaeological resources on or near the SJCC campus (NWIC 2011). Construction of individual buildings and facilities would include site grading and excavation, and thus could uncover unknown resources.

Discussion of Potential Project Impacts

a) Under CEQA, "historic resources" means historic buildings or features or historic or prehistoric archaeological deposits that qualify for inclusion on the California Register of Historic Resources based on their historical or prehistoric significance. Several building on campus are identified in the 2025 FMP for demolition. These include the Drama/Theater, 100 Wing, 200 Wing, 300 Wing, Boiler Plant, Pool, General Education Building (partial), Auxiliary Gym, Field House, Handball Courts, Portable Restroom Building, and Locker Rooms. The ages of these buildings range from the 1950s through the 1980s. Historical surveys to determine eligibility for inclusion in the National Register of Historic Places, or the California Register of Historic Resources were conducted for the 100 Wing, 200 Wing, 300 Wing, Boiler Plant, Pool, Auxiliary Gym, Field House, Handball Courts, and Locker Rooms. The surveys indicated that these structures do not qualify for listing on either of these registers (ARM, 2009a; ARM, 2009b). While the Drama/Theater building was built in the 1950s, it does not appear to be eligible for inclusion in the National Register of Historic Places, or the California Register of Historic Resources as it was built in a mid-century utilitarian style and does not possess distinctive architectural features, In addition, no historical events or persons associated with them are associated with the Drama/Theater building. Finally, the General Education Building was built during the 1980s and Portable Restroom Building was

built during the 2000s. As a result, these structures do not qualify for inclusion on any federal or state register. Thus, the implementation of the 2025 FMP will have no impact on significant historic resources. There would be no impact with regard to this criterion.

b) The NWIC was contacted to conduct an archaeological records search for the campus and surrounding area. The NWIC indicated that while there is a moderately low potential of identifying unrecorded Native American archaeological resources on or near the SJCC campus, there is a moderate potential of identifying unrecorded historic-period archaeological resources on or near the SJCC campus given that a review of older maps (1942 San José 15-minute topographic quadrangle and 1899 map) depict buildings within the project site that were associated with a County hospital (NWIC 2011). Any inadvertent damage to significant historic-period archaeological resources represents a potentially significant impact. However, implementation of **Mitigation Measures CUL-1** and **CUL-2** would reduce the impact to a less than significant level.

> **Mitigation Measure CUL-1**: Prior to ground disturbance, the Campus shall conduct archival research to determine the appropriate locations for archaeological monitoring during removal of asphalt or concrete fill, vegetation, or structures. Following the exposure of the original soils, a field inspection shall be conducted and a report containing "next step" recommendations be provided. Field study may include, but is not limited to, pedestrian survey, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of archaeological resources.
>
> **Mitigation Measure CUL-2**: If archaeological resources are encountered during construction, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the find and provided appropriate recommendations. Project personnel shall not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

c) The City of San José *2020 General Plan* does not mention paleontological resources as an area of concern for the City (San José 1994). The campus is developed and flat, and thus has no unique geologic features. Subsurface soils are classified as Yolo series soils, which are well-drained medium and moderately fine textured soils underlain by alluvium (SJECCD 2008). Such materials are considered to have a very low likelihood of containing significant geologic or paleontological features. In addition, potential building sites on the campus have likely been disturbed by past grading activities. Consequently, excavations on campus are unlikely to disturb or damage fossil resources. This impact is considered less than significant.

d) See the responses to **Items 5(a)** and **(b)**, above. As the campus is not located in an area with identified archaeological resources, human remains are not expected to be present on the campus, but the potential for their presence cannot be completely ruled out. Any disturbance of human remains would represent a potentially significant impact. However, with implementation of **Mitigation Measure CUL-3**, which outlines procedures to be followed in the event that previously unknown human remains are discovered, any impacts would be reduced to a less than significant level.

Mitigation Measure CUL-3: In the event of a discovery of human bone, potential human bone, or a known or potential human burial, all ground-disturbing work in the vicinity of the find will halt immediately and the area of the find will be protected until a qualified archaeologist determines whether the bone is human. If the qualified archaeologist determines the bone is human, the Campus will notify the County Coroner of the find. Consistent with California Health and Safety Code Section 7050.5(b), which prohibits disturbance of human remains uncovered by excavation until the Coroner has made a finding relative to the requirements of Public Resources Code Section 5097, the Campus will ensure that the remains and vicinity of the find are protected against further disturbance.

If it is determined that the find is of Native American origin, the Campus will comply with the provisions of Public Resources Code Section 5097.98 regarding identification and involvement of the Most Likely Descendant (MLD).

If the human remains cannot be protected in place following the Coroner's determination, the Campus shall ensure that the qualified archaeologist and the MLD are provided the opportunity to confer on repatriation and/or archaeological treatment of human remains, and that any appropriate studies, as identified through this consultation, are carried out prior to reinterment. The Campus shall provide results of all such studies to the Native American community, and shall provide an opportunity for Native American involvement in any interpretative reporting. As stipulated by the provisions of the California Native American Graves Protection and Repatriation Act, the Campus shall ensure that human remains and associated artifacts recovered from campus projects on state lands are repatriated to the appropriate local tribal group if requested.

Discussion of Potential Cumulative Impacts

Anticipated future development in some portions of San José has the potential to adversely affect cultural resources in the City. However, with mitigation, future development on the campus under the 2025 FMP would have no project-level impacts on cultural resources. Therefore, implementation of the 2025 FMP would not make a cumulatively considerable contribution to a cumulative impact on cultural resources that could result from other development in the City.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving*:*				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	■
ii) Strong seismic ground shaking?	☐	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	■	☐
d) Be located on expansive soil, as defined in the City's adopted building code, creating substantial risks to life or property?	☐	☐	■	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The topography of the campus is relatively flat, and the campus is completely developed. Thus, no unique geologic features are located on the campus.

Discussion of Potential Project Impacts

a)(i) The campus is not located within an established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards (CGS 2011). The closest Alquist-Priolo Earthquake Fault Zone is located approximately 7.5 miles to the east along the Hayward fault (ABAG 2001). Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath the campus. As a result, future development under the 2025 FMP would not expose people or structures to potential substantial adverse effects associated with the rupture of a known earthquake fault. There would be no impact with regard to this criterion.

a)(ii) The campus could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Bay area. This hazard exists throughout the Bay Area and could pose a risk to public safety and property by exposing people, property, or infrastructure to potentially adverse effects including strong seismic ground shaking. However, any future development on the campus under the 2025 FMP would be designed and constructed in accordance with the current California Building Code (CBC), and thus would be consistent with the current prevailing standard of care for structural and civil engineering and seismic safety. Impacts associated with exposure to seismic groundshaking are thus expected to be less than significant.

a)(iii) The campus is not located in a liquefaction hazard zone designated by the State of California pursuant to the Seismic Hazards Mapping Act of 1990 (CGS 2002). As a result, future development on the campus would not expose structures and people to hazards associated with liquefaction, including the potential for structural damage or failure and associated safety risks. There would be no impact with regard to this criterion.

a)(iv) The campus and the surrounding area are characterized by flat topography and are located at a substantial distance from the closest hilly or sloping areas that could generate landslides. The campus is therefore not subject to hazards related to landslides or landslide runout; this includes seismically induced and non-seismic landslides. No impact is anticipated with regard to this criterion.

b) Construction of facilities identified in the 2025 FMP would require activities such as vegetation removal and grading that would expose soil to erosion. For projects that would disturb more than 1 acre, coverage under the state's National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity would be required prior to construction and the construction contractor would be required to file a notice of intent (NOI) with the State Water Resources Control Board and develop and implement a site-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to control on-site erosion and off-site sedimentation, and to keep construction pollutants from coming into contact with storm water. The campus would have oversight responsibility and would have the authority to shut down construction in the event the SWPPP is improperly implemented. For projects that would disturb less than 1 acre, the campus would develop an erosion control plan which would include sediment and erosion controls to limit on-site erosion and off-site sedimentation, and to keep construction pollutants from coming into contact with storm water. With these measures in place, impacts related to accelerated erosion and sedimentation are expected to be less than significant.

c) Issues related to seismically induced and non-seismic landslide hazards are discussed in response to **Item (a)(iv)**, above. Issues related to liquefaction and related hazards are discussed in response to **Item (a)(iii)**, above. Issues related to soil properties are discussed in response to **Item (d)**, below. Construction of facilities identified in the 2025 FMP may require the creation of cut or fill slopes, which could be

unstable if they are improperly designed or constructed. However, as identified above, development would be designed and constructed in accordance with the current CBC, which includes provisions that specifically address good grading practices and cut and fill slope stability. Impacts related to unstable cut or fill slopes are therefore expected to be less than significant.

d) The potential for expansive soils exists on the campus (SJECCD 2008). The properties of any native materials that may underlie individual development sites on the campus at depth are not known at this time, but will be evaluated during the development of the site-specific geotechnical investigations that the campus will prepare for the project design of each new facility identified by the 2025 FMP. As discussed above, all facilities identified in the 2025 FMP will adhere to the current CBC, which includes detailed provisions to ensure that the design of new facilities is appropriate to site soil conditions, including requirements to address expansive and otherwise problematic soils. With adherence to the CBC, impacts related to site soil conditions—including but not limited to expansive soils, if any are present—would be less than significant.

e) Future development on the campus would not involve the installation of septic tanks or alternative wastewater disposal systems. There would be no impact with regard to this criterion.

Discussion of Potential Cumulative Impacts

Most of the geologic impacts such as those related to risk from faults, liquefaction potential, slope stability, landslide potential, expansive and compressible soils are site specific and do not cumulate. Therefore, future development on the campus and other development in the vicinity of the campus would not result in a significant cumulative impact related to geologic risks. The one area where the impacts of concurrent construction projects have the potential to cumulate is related to soil erosion and discharge of sediment into receiving waters during construction. This represents a significant cumulative impact. However, all construction on campus would comply with NPDES requirements to minimize erosion and sedimentation. Therefore, the contribution of future development on campus under the 2025 FMP to this impact would not be cumulatively considerable.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	☐	☐	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	■	☐	☐	☐

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus.

Discussion of Potential Project Impacts

a-b) Construction and operation of facilities identified in the 2025 FMP to meet future growth projections on the campus would generate greenhouse gas (GHG) emissions. This represents a potentially significant impact. The EIR will estimate the direct and indirect GHG emissions from the operation of facilities identified in the 2025 FMP and discuss whether the emissions would exceed the BAAQMD's recommended threshold for GHGs emitted by land use development projects. The EIR will also estimate and report GHG emissions that would be generated during construction of facilities identified in the 2025 FMP.

Discussion of Potential Cumulative Impacts

The contribution of the 2025 FMP to the global cumulative impact will be addressed in the EIR.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	■	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The campus contains several older buildings that are identified for demolition in the 2005 FMP. The closest school is the Neighborhood Christian Preschool, located approximately 300 feet east of the campus. The nearest airport is San José International Airport, located approximately 2.5 miles north of the campus.

Discussion of Potential Project Impacts

a) Although the construction of facilities identified in the 2025 FMP would use small quantities of hazardous materials on each construction site, compliance with local, state, and federal regulations would minimize risks associated with the routine transport, use, or disposal of hazardous materials during construction activities. Any hazardous materials used during the operation of facilities identified in the 2025 FMP would be limited to those typically used in academic support and standard maintenance activities (e.g., laboratory chemicals, photo processing chemicals, solvents, paints, cleaning agents). The use of all hazardous materials during operation would be required to comply with stringent local, state, and federal regulations on hazardous materials use. Given the types and quantities of hazardous materials that would be used as well as stringent regulations, the impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

b) See response to **Item (a)**, above. Buildings to be demolished as part of the 2025 FMP could contain asbestos, lead, and polychlorinated biphenyls (PCBs). State law requires that contractors and workers be notified of the presence of asbestos in buildings constructed before 1979. The California Department of Public Health requires certification of employees and supervisors performing lead-related construction activities in residential and public buildings. Standard specifications included in all campus construction contracts specify that contractors who disturb or potentially disturb asbestos or lead must comply with all federal, state, and local rules and regulations regarding these materials. Contractors are also required to stop work and inform the Campus if they encounter material believed to be asbestos, PCBs, lead, or other hazardous materials. Compliance with federal, state, and local regulations would minimize possible exposure to staff and students. Therefore, this impact would be less than significant.

c) The campus is located within 0.25 mile of a school. Risks associated with the use of hazardous materials on the campus would be addressed through compliance with applicable regulations as discussed in **Item (a)**, above, and the campus does not and would not handle large quantities of such materials that could create a substantial release affecting off-campus areas. Therefore, the impacts with respect to this criterion are considered less than significant overall.

d) The SJCC campus is included on a list of hazardous materials sites subject to corrective action compiled pursuant to Government Code Section 65962.5 (Cortese List). This listing stems from reported cases of leaking underground storage tanks (LUST) on campus. The LUST contamination is related to fuel tanks that have since been removed and have a "case closed" status. In addition, the campus is also included on a number of federal, state, and local databases. These findings are based on an EDR report that was prepared for the campus.

The generation of hazardous waste at the SJCC campus is related to academic uses and may include inorganic and organic chemicals, chemical reagents and reaction products, solvents, mercury, radioisotopes, biohazards, fuels, oils, paints, cleansers, and pesticides that are currently used in laboratory research, building and grounds maintenance, vehicle maintenance, and fine arts. In addition,

hazardous materials associated with electrical transmission are also located on campus. There is currently no known contamination on the campus (Dias 2011).

The EDR report indicated that several other sites with known or potential contamination, hazardous materials use, hazardous waste generation, or other hazardous-materials-related conditions are within 1 mile of the campus (EDR 2011). LUST (including one located at 840 Bascom Avenue, near the southwestern corner of the campus) also appear to be the main source of local soil and groundwater contamination. Because of the site status and orientation relative to groundwater flow direction for the identified sites, it is unlikely that groundwater contamination from these sites may have migrated to the campus (EDR 2011). However, given the uncertainty of contamination on the project site from sources off site, this assessment conservatively assumes that contamination could be present and, if encountered during construction, could result in the exposure of the public or construction workers to hazardous materials. This is considered a potentially significant impact. However, with the implementation of **Mitigation Measure HAZ-1**, which requires an assessment and cleanup of potential contamination that may be encountered during construction, this impact would be reduced to a less than significant level.

> **Mitigation Measure HAZ-1**: If evidence of contaminated soil and/or groundwater, such as discolored soil, odors or oil sheen, is encountered during the removal of on-site debris or during excavation and/or grading both on and off site, the construction contractors shall stop work and immediately inform the Campus. An environmental hazardous materials professional shall be contracted to conduct an on-site assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local laws. Soil remediation methods could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include in-situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.

e) The campus is not located within the immediate vicinity of the San José International Airport. Given the distance of the campus from the airport, future development under the 2025 FMP would not place persons within an airport hazard zone. There would be no impact with regard to this criterion.

f) The campus is not located in the vicinity of a private airstrip, and there would be no impact with regard to this criterion.

g) The City of San Jose Emergency Operations Plan does not list Moorpark Avenue, Leigh Avenue, Fruitdale Avenue, or South Bascom Avenue as emergency evacuation routes (City of San Jose 2004). In addition, construction of facilities identified in the 2025 FMP would occur within the boundaries of the campus, and thus would not impede traffic on roadways surrounding campus. There would be no impact with regard to this criterion.

h) The project site is located in an urban area. It is not located in or adjacent to a wildland area, and there would be no impact with regard to this criterion.

Discussion of Potential Cumulative Impacts

Anticipated future development in San José has the potential to expose the public and the environment to risks associated with hazards from on-site contamination and routine use of hazardous materials. However, with mitigation, future development under the 2025 FMP would not expose the public or the environment to potential on-site contamination during construction. In addition, while implementation of the 2025 FMP would involve the continued routine use of hazardous materials during operation, the use of these materials on campus would comply with all applicable local, state, and federal regulations. Therefore, it would not contribute to a cumulative impact during operation.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	■
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or of-site?	☐	☐	☐	■
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	■
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	■
f) Otherwise substantially degrade water quality?	☐	☐	☐	■
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. Construction of individual buildings and facilities would include site grading and excavation. All runoff from pavements, roofs, and other impervious surfaces that are developed on the campus would be routed to the City of San José's storm drain system. The campus is underlain by the Santa Clara groundwater basin (DWR 2003). The campus is not located within a 100-year flood plain or a flood inundation zone (FEMA 2009). The nearest body of water is the Vasona Reservoir, located 5 miles south of the campus. The San Francisco Bay is located about 12 miles north of the campus.

Discussion of Potential Project Impacts

a) During construction of facilities identified in the 2025 FMP, there is a potential for increased erosion, sedimentation, and discharge of polluted runoff from the site. However, as identified in Geology and Soils **Item 6(b)**, the construction contractor would be required to implement a SWPPP, including erosion and pollution control measures, or an erosion control plan to control increases in off-site sediment delivery. The impact to water quality from construction activities would be less than significant.

The development of facilities identified in the 2025 FMP would increase the amount of impervious surfaces on the campus that would increase the amount of runoff generated on the campus. During operation, all site drainage would be routed to the City's storm drain system. This drainage is subject to the conditions of the Municipal Regional Stormwater NPDES Permit No. CAS612008 for the San Francisco Bay Region. This permit requires permittees to comply with the discharge prohibitions and receiving water limitations through the timely implementation of control measures and other actions as specified in the permit (San Francisco Bay RWQCB, 2009). Future development on the campus would be required by law to comply with applicable NPDES requirements for stormwater quality. Therefore, implementation of the 2025 FMP would not result in any direct or indirect discharges that would violate water quality standards or waste discharge requirements. The impact to water quality would be less than significant during operation.

b) The campus is underlain by the Santa Clara groundwater basin and a majority of the potable water on campus is obtained from the basin through the local water retailer. Implementation of the 2025 FMP would increase the amount of potable water used on campus. However, as the increase in potable water on campus would be small, there would be no substantial impact to groundwater supplies. Natural recharge in the basin occurs principally as infiltration from streambeds that flow from the upland areas within the drainage basin and from direct percolation of precipitation that falls on the basin floor (DWR 2003). Implementation of the 2025 FMP would increase the amount of impervious surface on campus.

However, as this increase in impervious surface would be small, there would be no substantial impact to groundwater recharge. There would be no impact with regard to this criterion.

c) Storm water generated by future development under the 2025 FMP would be directed toward existing storm drainage facilities serving the campus. As discussed in **Item 6(b)** above, each project on campus would be required to control for soil erosion or siltation during construction through either the preparation of a SWPPP if the project is large than 1 acre in size or the preparation of an erosion control plan if the project is less than 1 acre in size. Implementation of the SWPPP would reduce the potential for erosion on the construction sites and minimize the discharge of sediment into the storm drain system. Once the new or replacement facilities are constructed, the project sites would be either under impervious surfaces (buildings, pavement, etc.) or would be landscaped. This would minimize the potential for erosion and sedimentation in the long term. In addition, while the implementation of the 2025 FMP would increase the amount of impervious surface on campus, this increase in impervious surface would be small. As a result, the amount of additional runoff entering the City's storm drain system would not be substantial enough to result in off-site erosion or siltation in downstream locations. Therefore, this impact is considered less than significant.

d) As discussed in the previous response above, storm water generated by future development under the 2025 FMP would be directed toward existing storm drainage facilities serving the campus. There are no existing flooding problems on campus, and each project built on campus would be designed to control for on-site flooding. In addition, while the implementation of the 2025 FMP would increase the amount of impervious surface on campus, this increase in impervious surface would be small. As a result, the amount of additional runoff entering the City's storm drain system would not be substantial enough to result in off-site flooding in downstream locations. Therefore, this impact is considered less than significant.

e) Implementation of the 2025 FMP would increase impervious surfaces on campus, which could increase the volume of stormwater runoff in the City's storm drain system. However, this increase in runoff would be small and would not substantially exceed the capacity of existing or planned stormwater drainage systems. See response to **Item 9(a)**, above, with regard to water quality. Each project would be required to implement a SWPPP, including erosion and pollution control measures, or an erosion control plan to control increases in off-site sediment delivery during construction. During operation all runoff generated on campus would be subject to the Municipal Regional Stormwater NPDES Permit. As a result, implementation of the 2025 FMP would not provide substantial additional sources of polluted runoff. Therefore, this impact is considered less than significant.

f) See responses to **Items 9(a)** through **(d)**, above, and related discussions in the **Hazards and Hazardous Materials** section of this checklist. No other potential project impacts to water quality were identified.

g-h) The campus is not located within a 100-year flood zone. The campus is located within Flood Zone D, which is defined as an area with undetermined flooding, but where flooding is considered possible (FEMA 2009). There are no existing residential uses on campus and no residential uses are included in the 2025 FMP. As a result, implementation of the 2005 FMP would not place housing or structures within an area at risk of flood flows. There would be no impact with regard to this criterion.

i) The campus is located within the inundation area for the Lexington Dam, located in the foothills of the Santa Cruz Mountains approximately 9 miles to the southwest (ABAG 1995). The dam is owned and operated by the Santa Clara Valley Water District (SCVWD). The SCVWD routinely monitors the

conditions of the dam to ensure its safety. Actions taken by the SCVWD include dam maintenance, period studies, and annual inspections. For this reason, the risk of the campus being inundated due to a failure of the Lexington Dam is low. Therefore, implementation of the 2025 FMP would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. This impact would be less than significant.

j) The campus is located well inland from the San Francisco Bay and no bodies of water are located in the vicinity of the campus. As a result, the campus is not at risk of seiche or tsunami inundation. Because of the location of the campus in flat topography at a substantial distance from the Santa Cruz Mountains range front, there is no substantial risk of debris flow or mudflow. There would be no impact with regard to this criterion.

Discussion of Potential Cumulative Impacts

Anticipated future development in San José could result in the violation of water quality or waste discharge requirements during construction. However, construction projects in the City involving more than 1 acre of land disturbance are required to prepare and implement a SWPPP that includes erosion and pollution control measures and measures to control increases in off-site sediment delivery. Furthermore, future development on the campus would be required to adhere to requirements in the Regional NPDES permit. As a result, the cumulative impact with regard to water quality would be less than significant.

Anticipated future development in San José would result in some alteration of drainage patterns on each of the cumulative development project sites. However, all site drainage from these sites would be designed and constructed in accordance with the current NPDES and applicable City requirements and as discussed above and be routed to the City's storm drain system. As a result, the cumulative impact with regard to site drainage would be less than significant.

Anticipated future development in San José could place housing or structures within a 100-year flood zone or within a dam inundation area. In addition, anticipated future development could place future development within a tsunami inundation area. However, as the campus is not located within either a 100-year flood zone or within a tsunami inundation area, future development anticipated under the 2025 FMP would not contribute to this impact.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	■	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. Land use plans applicable to the area surrounding the campus include the City of San José *2020 General Plan* and the County of Santa Clara General Plan.

Discussion of Potential Project Impacts

a) Implementation of the 2025 FMP would not physically divide an established community since the campus already exists and future development on the campus would occur with campus boundaries. There would be no impact with regard to this criterion.

b) The SJECCD is not subject to local plans, policies, or regulations. However, SJECCD is required by Section 15125(d) of the *State CEQA Guidelines* to address inconsistencies between its proposed project and applicable general plans, specific plans, and regional plans. It is generally the policy of the SJECCD to be consistent with local and regional plans, policies, or regulations to the maximum extent possible. Any conflict between the 2025 FMP and applicable local and regional plans could result in a potentially significant impact As a result, the EIR will discuss the consistency of the 2025 FMP with applicable regional plans such as the Bay Area 2010 Clean Air Plan, State Water Quality Control Board NPDES Permit, Santa Clara Valley Urban Runoff Pollution Prevention Program, and Santa Clara County Congestion Management Program.

c) There is no habitat conservation plan or natural community conservation plan applicable to the campus. There would be no impact related to this criterion.

Discussion of Potential Cumulative Impacts

The proposed project combined with other current projects and probable future projects and projected regional growth could result in significant cumulative impacts with regard to consistency with regional plans. This issue will be addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The City of San José *2020 General Plan* does not designate the campus as a mineral resource area (San José 1994).

Discussion of Potential Project Impacts

a, b) The campus is not designated as a mineral resource area, and no known or potential mineral resources are located on the campus. In addition, existing zoning and land uses preclude the use of the campus for mineral extraction (for example, sand, and gravel). Therefore, future development on the campus would not impede extraction or result in the loss of availability of a known mineral resource. There would be no impacts with regard to these criteria.

Discussion of Potential Cumulative Impacts

The City of San José is urban in nature, and minerals are not found to any appreciable extent in the developed part of the City. As a result, anticipated future development in San José, including future development under the 2025 FMP, would not result in the loss of availability of a known resource. The cumulative impact would be less than significant.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
12. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?	■	□	□	□
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■	□	□	□
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (including construction)?	■	□	□	□
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. Construction of each individual facility would generate noise, and once construction is completed, the operation of each individual facility would add to current sources of traffic noise by increasing, redirecting, and rerouting vehicle trips on nearby roadways. The nearest sensitive receptors to the campus include single-family and multifamily residential uses to the east and south of the campus, and single-family residential uses to the north across I-280. Other sensitive receptors in the vicinity of the campus include the Valley Medical Center to the west. The nearest airport is San José International Airport, located approximately 2.5 miles north of the campus.

Discussion of Potential Project Impacts

a) Implementation of the 2025 FMP could result in increases or changes in noise levels from sources such as construction activities, stationary sources, and increased vehicular traffic, which could exceed applicable noise standards. For example, construction activity or new stationary sources could exceed the State's exterior noise standard of 70 A-weighted decibels (dB(A)) community noise equivalent level (CNEL) for schools. These impacts are considered potentially significant. The EIR will evaluate the potential for facilities identified in the 2025 FMP to expose people to noise in excess of state standards.

b) Construction activities associated with the 2025 FMP could generate excessive groundborne vibration and noise on and near the campus. This represents a potentially significant impact. The EIR will evaluate the potential for increased groundborne vibration or noise levels associated with construction of facilities identified in the 2025 FMP to affect nearby sensitive receptors.

c) Vehicle traffic associated with facilities identified in the 2025 FMP could result in substantial permanent increases in ambient noise levels in the vicinity of the project site. These impacts are considered potentially significant. The EIR will evaluate the potential for facilities identified in the 2025 FMP to permanently increase ambient noise levels.

d) Construction activities associated with the 2025 FMP could result in substantial temporary increases in ambient noise levels on campus and in the vicinity of the project. These impacts are considered potentially significant. The EIR will evaluate the potential for the construction of facilities identified in the 2025 FMP to temporarily increase ambient noise levels.

e) The campus is not located within the immediate vicinity of an airport. Other than aircraft overflights, the project site would not be exposed to noise from public airports. There would be no impact with respect to this criterion.

f) The proposed project is not located in the vicinity of a private airstrip, and there would be no impact with regard to this criterion.

Discussion of Potential Cumulative Impacts

Future development under the 2025 FMP combined with other current projects and probable future projects and projected regional growth could result in significant cumulative impacts with regard to noise. This issue will be addressed in the EIR.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	■	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. Implementation of the 2025 FMP would accommodate an increase in enrollment on campus from approximately 11,800 to 14,500 students by 2025. A corresponding increase in faculty and employees on the campus is also anticipated.

Discussion of Potential Project Impacts

a) The SJCC campus generally serves the existing regional community. It does not provide housing and students typically commute to campus from the surrounding communities. As enrollment grows, more students would commute to campus from the surrounding communities; it is unlikely that students would move into the San Jose area with the primary purpose of being closer to campus. New faculty and staff required to serve the increase in students would likely be living in the Bay Area at the time of hire and, although some may be new to the Bay Area, could live anywhere in the region and commute to campus. Therefore, it is unlikely that additional students, faculty, and staff would substantially increase population in the San Jose area. Therefore, this impact is considered less than significant.

b) The campus is currently developed with academic and related uses. No housing exists on the campus, and there would be no impact with respect to this criterion.

c) See response to **Item 13(b)**, above. There would be no impact with regard to this criterion.

Discussion of Potential Cumulative Impacts

Anticipated future development in San José would result in an increase in population throughout the City, which could result in an overall population that exceeds population projections. As discussed above, the increase in campus population associated with the 2025 FMP would not be substantial. Therefore, the contribution of the 2025 FMP to this impact would not be cumulatively considerable.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES – Would the project:				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	■	☐	☐	☐
b) Police protection?	■	☐	☐	☐
c) Schools?	☐	☐	■	☐
d) Parks?	☐	☐	■	☐
e) Other public facilities?	☐	☐	■	☐

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The City of San José Fire Department provides fire protection services to the campus. The San José/Evergreen Valley Community College District (SJECCD) Police Department provides law enforcement services to the campus. Several neighborhood parks are located approximately 1 mile from the campus. The closest off campus library, the Rose Garden Branch Library, is located approximately 1 mile from the campus.

Discussion of Potential Project Impacts

a-b) Implementation of the 2025 FMP would result in additional population on the campus. This increase in population could place additional demand on the San José Fire Department for fire protection services and the SJECCD Police Department for police protection services, and may result in the need for construction or expansion of fire protection facilities. This impact is potentially significant, and will be further analyzed in the EIR.

c) No residential uses are associated with the 2025 FMP. Therefore, future development on the campus would not result in a direct impact on schools due to an increase in residential population. New students, facility, and staff associated with the 2025 FMP would likely be living in the surrounding communities or Bay Area at the time of enrollment or hire. To the extent that new students or employees move into Bay Area communities to study or work at the college, their numbers would not be large and would not add a substantial number of school age students to any one community. This impact is considered less than significant.

d) No residential uses are associated with the 2025 FMP. Therefore, future development on the campus would not result in a direct impact on parks due to an increase in residential population. The closest neighborhood parks are located approximately 1 mile from the campus. As a result, it is unlikely that students, faculty, and staff would use these facilities. In addition, existing recreation facilities located on campus and future recreation facilities identified in the 2025 FMP would be available to meet the recreational needs of the campus population. Therefore, the impact of the campus population on existing parks in the vicinity of the campus would be less than significant.

e) No residential uses are associated with the 2025 FMP. Therefore, future development on the campus would not result in a direct impact on other public facilities such as libraries due to an increase in residential population. The closest off-campus library is located approximately 1 mile from campus. As a result, it is unlikely that students, faculty, and staff would utilize this facility. In addition, the campus has an existing library that is available to the campus population for use. For these reasons, the impact on libraries would be less than significant.

Discussion of Potential Cumulative Impacts

Future development under the 2025 FMP combined with other current projects and probable future projects and projected regional growth could result in significant cumulative impacts with regard to fire protection services provided by the San Jose City Fire Department. This issue will be addressed in the EIR.

Future development under the 2025 FMP combined with future development on the Evergreen Valley College campus could result in significant cumulative impacts with regard to police protection services provided by the SJECCD Police Department. This issue will be addressed in the EIR.

Although substantial portions of the City are built out, future development or redevelopment would increase population in the City, thus resulting in an increase in demand for schools, parks and other public facilities such as libraries. As a result of the increased demand, future growth in the City may require new or physically altered facilities to accommodate staff and equipment to meet increased demand, the construction of which could cause significant environmental impacts. As the 2025 FMP does not include a residential component, the proposed project would not have any direct impacts on schools, parks, or libraries. Therefore, the project's contribution to the cumulative impact would not be cumulatively considerable.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
15. RECREATION – Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	■	☐	☐	☐

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. Under the 2025 FMP several existing recreation facilities would be demolished, including the field house, handball courts, locker rooms, auxiliary gym and pool, and several new recreation facilities would be constructed, including a physical education complex consisting of a main gymnasium, a fitness center, and an aquatics facility and the renovation of the main gym. Several neighborhood parks are located approximately 1 mile from campus.

Discussion of Potential Project Impacts

a) See the response to **Item 14(d)**, above. Given the distance of neighborhood parks from the campus, the presence of existing recreational facilities on the campus, and the construction of future facilities identified in the 2025 FMP, the increase in campus population under the 2025 FMP would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities that would cause substantial physical deterioration of existing facilities to occur or be accelerated. Therefore, the impact on recreation facilities would be less than significant.

b) No public parks or recreational facilities would be constructed as part of the 2025 FMP. The 2025 FMP includes recreational facilities for use by the campus and community, the construction of which could result in adverse physical effects on the environment. The EIR will analyze the air quality and noise effects of constructing these recreational facilities. The effects to biological and cultural resources from constructing these recreational facilities are addressed in **Items 4** and **5**, above, respectively.

Discussion of Potential Cumulative Impacts

Anticipated future development in San José would increase the extent of development in the City, thus resulting in a cumulative increase in the use of recreational facilities. As a result, future growth in the City may cause substantial physical deterioration of recreational facilities to occur or be accelerated, or may require the construction or expansion of recreational facilities, the construction of which could cause significant environmental impacts. As discussed above, no residential population is associated with 2025 FMP that would require parks or other City recreational facilities and existing park facilities are located far enough away that no increase in use of park facilities by the students and employees on the campus

would occur. Therefore, the project would make no contribution to the cumulative impact with regard to the deterioration of recreational facilities. However, the 2025 FMP does include recreational facilities, the construction of which could cause significant air quality and noise impacts, which could combine with the construction phase impacts of other concurrent projects thus resulting in significant cumulative environmental impacts. This issue will be addressed in the EIR.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
16. TRANSPORTATION AND TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	■	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	☐	☐	☐
e) Result in inadequate emergency access?	■	☐	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	■	☐	☐	☐

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. The campus is immediately south of I-280. Roadways that surround the campus include Moorpark Avenue to the north; Rexford Way, Kingman Avenue and Fruitdale Avenue to the south; Laswell Avenue and South Bascom Avenue to the west; and Leigh Avenue to the east. South Bascom Avenue is designated as a pedestrian corridor by the City of San José *2020 General Plan* (City of San José 1994).

Discussion of Potential Project Impacts

a-b) Implementation of the 2025 FMP could potentially cause an increase in traffic on surrounding roadways or redirect traffic that is already in the area. These potential changes in traffic and circulation in the vicinity of the campus could result in congestion. This represents a potentially significant impact.

A detailed Traffic Impact Study will be prepared to evaluate the impacts of the 2025 FMP on local roadway capacity and this issue will be addressed in the EIR.

c) The 2025 FMP does not include uses that would affect air traffic or result in changes to air patterns. There would be no impact with regard to this criterion.

d) Traffic generated by facilities identified in the 2025 FMP would use the existing network of regional arterial and local roadways located in the vicinity of the campus. The 2005 FMP includes recommended vehicular and pedestrian circulation plans. The design of the pedestrian and vehicle circulation plans could result in pedestrian and vehicle conflicts on the campus. This represents a potentially significant impact. The effects of the recommended vehicular and pedestrian circulation plans on public safety will be analyzed in the EIR.

e) Implementation of the 2025 FMP would result in land use changes and development of land that could affect emergency access by causing roadway changes that could hinder emergency access. This represents a potentially significant impact. The effects of the 2025 FMP on emergency access will be analyzed in the EIR.

f) The EIR will describe the existing adopted policies, plans, and programs supporting alternative transportation on the campus. Any conflicts between the 2025 FMP and alternative transportation represent a potentially significant impact. The effects of the 2025 FMP on alternative transportation will be analyzed in the EIR.

Discussion of Potential Cumulative Impacts

Implementation of the 2025 FMP combined with other current projects and probable future projects and projected regional growth could result in significant cumulative impacts with regard to transportation/traffic. This issue will be addressed in the EIR.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	☐	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	☐	☐	☐
g) Comply with applicable federal, state, and local statutes and regulations related to solid waste?	■	☐	☐	☐

Relevant Elements of the Project and its Setting

The proposed project consists of the demolition of existing campus buildings and construction of replacement facilities identified in the 2025 FMP to meet future growth projections on campus. Wastewater generated on campus is treated at the San José/Santa Clara Water Pollution Control Plant (WPCP). Potable water is supplied to the campus by the San José Water Company (SJWC).

Discussion of Potential Project Impacts

a) The San Francisco Bay Regional Water Quality Control Board (RWQCB) regulates water quality and quantity of effluent discharged from the Water Pollution Control Program (WPCP). Implementation of the 2025 FMP may increase the volume of wastewater received at the WPCP for treatment. Any exceedance of treatment requirements at the WPCP due to the increase in wastewater from the campus

under the 2025 FMP would result in a potentially significant impact. The effects of the 2025 FMP on the ability of the WPCP to meet wastewater treatment requirements set by the San Francisco Bay RWQCB will be analyzed in the EIR.

b, e) Implementation of the 2025 FMP would result in an increase in water use and generation of wastewater. This increase may result in the need for new water or wastewater treatment and conveyance facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects. This represents a potentially significant impact. The effects of the 2025 FMP on existing water and wastewater treatment facilities will be analyzed in the EIR.

c) Implementation of the 2025 FMP would increase impervious surfaces on the campus, which could increase the volume of stormwater drainage conveyed to existing stormwater facilities. However, this increase in runoff would be small and would not substantially exceed the capacity of existing or planned stormwater drainage systems. Therefore, implementation of the 2025 FMP would not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, this impact is considered less than significant.

d) Implementation of the 2025 FMP would result in an increase in demand for water on campus and this demand could exceed the amount of water available to the SJWC from existing entitlements and resources. This represents a potentially significant impact. The effects of the 2025 FMP on existing water entitlement and resources will be analyzed in the EIR.

f, g) Implementation of the 2025 FMP could result in an increase in solid waste generated on campus. Various municipal suppliers collect and dispose of solid waste that is generated by the campus. The amount of solid waste generated on campus requiring disposal could potentially exceed the capacity of local landfills. In addition, implementation of the 2025 FMP could conflict with applicable federal, state, and local statutes and regulations related to solid waste. This represents a potentially significant impact. The effects of the 2025 FMP on landfill capacity and compliance with applicable regulations will be analyzed in the EIR.

Discussion of Potential Cumulative Impacts

Implementation of the 2025 FMP combined with other current projects and probable future projects and projected regional growth could result in significant cumulative impacts with regard to utilities. This issue will be addressed in the EIR.

Issues	Potentially Significant Impact	Less than Significant with Project Mitigation	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	■	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	☐	☐	☐

Discussion of Potential Project Impacts

a) As discussed under Biological Resources **Items 4(a)** through **(f)**, and Cultural Resources **Items 5(a)** through **(d)**, above, future development on campus would not significantly affect fish or wildlife habitat, nor would it eliminate examples of California history or prehistory. The mitigation measures identified in this Initial Study would reduce all impacts to a less than significant level, and the District has determined that the 2025 FMP would not degrade the quality of the environment. Impacts under this criterion would be less than significant.

b) An analysis of whether the potential impacts of the proposed project combined with other current projects and probable future projects and projected regional growth in the surrounding area would result in significant cumulative impacts will be included in the EIR.

c) As indicated in the preceding discussion, implementation of the 2025 FMP has the potential to result in potentially significant impacts. An evaluation of whether any of those impacts would have the potential to result in substantial effects to human beings will be included in the EIR.

VI. SUPPORTING INFORMATION SOURCES

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Association of Bay Area Governments. 1995. Dam Failure Inundation Hazard Map for San Jose. Available at: http://www.abag.ca.gov/cgi-bin/pickdamx.pl. (ABAG 1995)

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Archaeological Resource Management. 2009. Stage II: Historical Evaluation of 12 Structures on the San José City College Campus. October 23. (ARM 2009b)

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California Department of Conservation, Division of Land Resource Protection, Farmland Mitigation and Monitoring Program. 2011. Santa Clara County Important Farmland 2010. (FMMP 2011)

California Department of Transportation, California Scenic Highway Program. Accessed May 17, 2011. http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm. (CSHP 2011)

California Department of Water Resources. 2003. *California's Groundwater - Bulletin 118, Update 2003.* (DWR 2003)

City of San Jose. 1994. *City of San Jose 2020 General Plan, as amended 2008.* (City of San Jose 1994)

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Dias, Robert. 2011. Executive Director Facilities-Construction Management, San Jose/Evergreen Community College District. Personal communication with Paul Stephenson, Project Manager, Impact Sciences, Inc., June 1. (Dias 2011)

Environmental Data Resources, Inc. 2011. EDR Radius Map Report with Geotech, San José City College. June 8. (EDR 2011)

Federal Emergency Management Agency. May 18, 2009. Flood Insurance Rate Map No. 06085C0233H for Santa Clara County, California. (FEMA 2009)

Northwest Information Center. 2011. Records search results for the proposed San José City College 2025 Facilities Master Plan Project, San José, California. (NWIC 2011)

San Francisco Bay Regional Water Quality Control Board. 2009. California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order R2-2009-0074, NPDES Permit No. CAS612008. (San Francisco Bay RWQCB, 2009)

San José/Evergreen Community College District. 2008. Initial Study for San José City College Facilities Master Plan Update 2021. (SJECCD 2008)

VII. INITIAL STUDY PREPARERS

San José/Evergreen Community College District

Douglas Smith, Vice Chancellor of Administrative Services
Scott Jewell, Project Manager, Gilbane Companies

Impact Sciences, Inc.

Shabnam Barati, Ph.D., Managing Principal
Elizabeth Purl, Senior Project Manager
Paul Stephenson, Project Manager
Ian Hillway, B.S., Publications Manager

Scoping Comments

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Penny -
Pls keep on file
D

Notice of Preparation

August 7, 2012

To: Reviewing Agencies

Re: San Jose City College 2025 Facilities Master Plan
SCH# 2012082028

Attached for your review and comment is the Notice of Preparation (NOP) for the San Jose City College 2025 Facilities Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Douglas Smith
San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2012082028
Project Title San Jose City College 2025 Facilities Master Plan
Lead Agency San Jose Community College District

Type NOP Notice of Preparation

Description The 2025 Facilities Master Plan (FMP) addresses the facility needs of the campus to meet expected enrollment through 2025. The 2025 FMP involves reorganization of campus facilities and reconfiguration of campus access and circulation. Activities outlined in the 2025 FMP include (1) the demolition/removal of existing buildings on campus; (2) the construction of new buildings on campus; and (3) the renovation of existing buildings on campus. In addition, the 2025 FMP includes recommended vehicle and pedestrian circulation plans for the campus and recommended landscape improvements.

Lead Agency Contact

Name Douglas Smith
Agency San Jose/Evergreen Community College District
Phone 408-274-6700 **Fax**
email
Address 4750 San Felipe Road
City San Jose **State** CA **Zip** 95135

Project Location

County Santa Clara
City San Jose
Region
Cross Streets Moorpark Avenue and Leigh Avenue
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-280, SR-17
Airports
Railways
Waterways
Schools Lincoln HS, Del Mar HS
Land Use Community College/Single Family Residential/Public/Quasi Public

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse

Reviewing Agencies Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2; Resources Agency

Date Received 08/07/2012 **Start of Review** 08/07/2012 **End of Review** 09/05/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

SL County: Santa Clara SCH# 2012082028

Resources Agency

- [■] Resources Agency — Nadell Gayou
- [ ] Dept. of Boating & Waterways — Nicole Wong
- [ ] California Coastal Commission — Elizabeth A. Fuchs
- [ ] Colorado River Board — Gerald R. Zimmerman
- [ ] Dept. of Conservation — Elizabeth Carpenter
- [ ] California Energy Commission — Eric Knight
- [ ] Cal Fire — Dan Foster
- [ ] Central Valley Flood Protection Board — James Herota
- [■] Office of Historic Preservation — Ron Parsons
- [■] Dept of Parks & Recreation — Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery — Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- [■] Dept. of Water Resources Resources Agency — Nadell Gayou

Fish and Game

- [ ] Depart. of Fish & Game — Scott Flint, Environmental Services Division
- [ ] Fish & Game Region 1 — Donald Koch
- [ ] Fish & Game Region 1E — Laurie Harnsberger
- [ ] Fish & Game Region 2 — Jeff Drongesen
- [■] Fish & Game Region 3 — Charles Armor
- [ ] Fish & Game Region 4 — Julie Vance
- [ ] Fish & Game Region 5 — Leslie Newton-Reed, Habitat Conservation Program
- [ ] Fish & Game Region 6 — Gabrina Gatchel, Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M — Brad Henderson, Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M — George Isaac, Marine Region

Other Departments

- [ ] Food & Agriculture — Sandra Schubert, Dept. of Food and Agriculture
- [ ] Depart. of General Services — Public School Construction
- [ ] Dept. of General Services — Anna Garbeff, Environmental Services Section
- [ ] Dept. of Public Health — Bridgette Binning, Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council — Kevan Samsam

Independent Commissions, Boards

- [ ] Delta Protection Commission — Michael Machado
- [ ] Cal EMA (Emergency Management Agency) — Dennis Castrillo
- [■] Native American Heritage Comm. — Debbie Treadway
- [ ] Public Utilities Commission — Leo Wong
- [ ] Santa Monica Bay Restoration — Guangyu Wang
- [ ] State Lands Commission — Jennifer Deleong
- [ ] Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics — Philip Crimmins
- [ ] Caltrans - Planning — Terri Pencovic
- [■] California Highway Patrol — Suzann Ikeuchi, Office of Special Projects
- [ ] Housing & Community Development — CEQA Coordinator, Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1 — Rex Jackman
- [ ] Caltrans, District 2 — Marcelino Gonzalez
- [ ] Caltrans, District 3 — Gary Arnold
- [■] Caltrans, District 4 — Erik Alm
- [ ] Caltrans, District 5 — David Murray
- [ ] Caltrans, District 6 — Michael Navarro
- [ ] Caltrans, District 7 — Dianna Watson
- [ ] Caltrans, District 8 — Dan Kopulsky
- [ ] Caltrans, District 9 — Gayle Rosander
- [ ] Caltrans, District 10 — Tom Dumas
- [ ] Caltrans, District 11 — Jacob Armstrong
- [ ] Caltrans, District 12 — Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects — Jim Lerner
- [ ] Transportation Projects — Douglas Ito
- [ ] Industrial Projects — Mike Tollstrup
- [ ] State Water Resources Control Board — Regional Programs Unit, Division of Financial Assistance
- [ ] State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit, Division of Water Quality
- [ ] State Water Resouces Control Board — Phil Crader, Division of Water Rights
- [■] Dept. of Toxic Substances Control — CEQA Tracking Center
- [ ] Department of Pesticide Regulation — CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1 — Cathleen Hudson, North Coast Region (1)
- [■] RWQCB 2 — Environmental Document Coordinator, San Francisco Bay Region (2)
- [ ] RWQCB 3 — Central Coast Region (3)
- [ ] RWQCB 4 — Teresa Rodgers, Los Angeles Region (4)
- [ ] RWQCB 5S — Central Valley Region (5)
- [ ] RWQCB 5F — Central Valley Region (5) Fresno Branch Office
- [ ] RWQCB 5R — Central Valley Region (5) Redding Branch Office
- [ ] RWQCB 6 — Lahontan Region (6)
- [ ] RWQCB 6V — Lahontan Region (6) Victorville Branch Office
- [ ] RWQCB 7 — Colorado River Basin Region (7)
- [ ] RWQCB 8 — Santa Ana Region (8)
- [ ] RWQCB 9 — San Diego Region (9)

- [ ] Other _____
- [ ] _____ Conservancy

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

August 23, 2012

SCL280365
SCL-289- 5.065
SCH#2012082028

Mr. Douglas Smith
San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135

Dear Mr. Smith:

San Jose City College 2025 Facilities Master Plan/Notice of Preparation

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. As the lead agency, the Evergreen Community College District is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document.

Traffic Impact Study (TIS)
One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. Therefore, a TIS or a lesser level of analysis may be required to assess the impact of the project on the adjacent transportation network, with specific attention to Interstate 280 if there are traffic impacts, please provide mitigation measures. We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* (*TIS Guide*) for determining which scenarios and methodologies to use in the analysis. The *TIS Guide* is a starting point for collaboration between the lead agency and Caltrans in determining whether a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The *TIS Guide* is available at the following website address:
http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be

supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including major road intersections and freeway ramps around the project site, to analyze the traffic impacts on roadways. The analysis should include existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. The Caltrans LOS threshold, which is the transition between LOS C and D, and is explained in detail in the *TIS Guide*, should be applied to all State facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.

6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Vehicle Trip Reduction

Caltrans encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

We also encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

Should you have any questions regarding this letter, please contact Keith Wayne of my staff by telephone at (510) 286-5737, or by email at keith_wayne@dot.ca.gov.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: Scott Morgan, State Clearinghouse

SANTA CLARA
Valley Transportation Authority

September 7, 2012

San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135

Attention: Douglas Smith

Subject: San Jose City College 2025 Facilities Master Plan

Dear Mr. Smith:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation for a Draft EIR (DEIR) for a Master Plan for up to 353,500 square feet of expansion for the college at the southeast corner of Moorpark Avenue and Bascom Avenue. We have the following comments.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated March 2009 version of the VTA CMP TIA Guidelines should be used when preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from http://www.vta.org/news/vtacmp/0 - CMP Technical Guidelines 2012/. For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at 408-952-4224.

Transportation Demand Management

The DEIR and TIA should address potential Transportation Demand Management (TDM) measures in the analysis of Transportation/Traffic impacts. In order to reduce the number of single occupant vehicle trips generated by the project, VTA requests that the Community College District consider a comprehensive transportation demand management (TDM) program in conjunction with the approval of this project. Effective TDM programs that may be applicable to the College include:

- Charging employees and/or students for parking
- Parking cash-out
- Transit fare incentives such as Eco Pass and commuter checks
- Employee carpool matching
- Vanpool program
- Bicycle Lockers and Bicycle Racks
- Showers and Clothes Lockers for bicycle commuters

- On-site or walk-accessible employee services (day-care, dry-cleaning, fitness, banking, convenience store)
- On-site or walk accessible restaurants
- Guaranteed ride home program

Transportation Demand Management – Transit Incentives

VTA encourages the District to explore the option of providing VTA Eco Passes or similar discounted transit passes on a continuing basis to students and employees of San Jose City College. The VTA Eco Pass is a photo ID validated with an annual sticker to provide unlimited rides on VTA Bus and Light Rail seven days a week. VTA sells Eco Passes at a discount to residential developments, employers, and educational institutions. We are aware that an Eco Pass program for students is already under consideration at the San José/Evergreen Community College District and encourage the District to include a policy supporting the adoption of transit fare incentives in the Master Plan. For more information about VTA's Eco Pass program, please contact Angela Sipp of VTA at (408) 321-7519.

Pedestrian Accommodations & Access to Transit

VTA requests that the DEIR and TIA address Pedestrian Accommodations in the analysis of Transportation/Circulation impacts of the project. This analysis should address internal pedestrian circulation on the site as well as pedestrian conditions on streets adjacent to the college such as Leigh Avenue and Moorpark Avenue. Additionally, the Draft Master Plan discusses "better pedestrian connections… [to] bus stops along Leigh Avenue." VTA supports this goal, and recommends that the District also consider that San Jose City College students will access the campus via Local Bus 25 at Fruitdale Avenue and Sherman Oaks Drive and Local Buses 61 & 62 at South Bascom Avenue and Renova Drive. Pedestrian connections to these bus stops should also be considered in the DEIR and TIA.

Bicycle Accommodations

VTA requests that the DEIR and TIA address Bicycle Accommodations in the analysis of Transportation/ Circulation impacts of the project. VTA supports bicycling as an important transportation mode and thus recommends inclusion of convenient bicycle access and parking for the project. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from http://www.vta.org/bike_information/bicycle_technical_guidelines.html. For more information on bicycle systems and parking, please contact Michelle DeRobertis of the VTA Congestion Management Agency Division at (408) 321-5716.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

SJEG1207

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

September 4, 2012

Mr. Douglas Smith
Vice Chancellor of Administrative Services
4750 San Felipe Road
San José, CA 95135

SUBJECT: NOTICE OF PREPARATION OF AN EIR FOR THE SAN JOSÉ CITY COLLEGE 2025 FACILITIES MASTER PLAN EIR (OA12-002)

Dear Mr. Smith:

On August 8, 2012, the City of San José received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed 2025 Facilities Master Plan (FMP) for the San José City College campus in San José from the San José/Evergreen Community College District (SJECCD). The City of San José appreciates the opportunity to review and provide comments on the NOP and offers the following comments:

1. The City has adopted a new general plan, "Envision San José 2040 General Plan." References to General Plan 2020 should be replaced.

2. The City of San José has adopted a Greenhouse Gas (GHG) Reduction Strategy in conjunction with the recently adopted Envision San José 2040 General Plan Update (GP2040) consistent with the implementation requirements of Assembly Bill 32 (AB32) – the Global Warming Solutions Act of 2006. If the proposed project is consistent with the Envision San José 2040 General Plan (GP2040), the Lead Agency may choose to tier from or incorporate by reference the City of San José's Greenhouse Gas (GHG) Reduction Strategy from the GP2040 EIR.
    a. The attached "Project Conformance with the Greenhouse Gas Reduction Strategy" lists mandatory and voluntary conformance measures. For further information, see the GP2040 EIR: http://www.sanjoseca.gov/planning/eir/EIR.asp.

3. Impacts to San Jose transportation facilities should be evaluated according to San Jose's transportation impact policy and guidelines (Council Policy 5-3).

We look forward to reviewing the Draft EIR when it becomes available for review. Please provide a hard copy and a CD version of the complete Draft EIR, including all technical reports/volumes of the document. You may send the document directly to my attention, as I will coordinate the review among other City departments. If you have questions, please contact me at (408) 535-7837 or by email at bill.roth@sanjoseca.gov.

Sincerely,

Bill Roth
Planner II

Project Conformance with the Greenhouse Gas Reduction Strategy

In San José, the primary question of conformance with the GHG Reduction Strategy is would the project conform to the Land Use and Transportation Diagram, including assumptions for density and with policies governing the specific land use designation, such as General Plan Policy LU-10.3.[1]

The project conforms to land use assumptions in the General Plan and will be required to conform with the following applicable measures listed in Attachment B of the GHG Reduction Strategy:

- Implementation of Green Building Ordinance and Green Building Practices (General Plan Policies MS-1.1, MS-1.2, MS-2.11, MS-14.4, MS-2.3)

- Provide pedestrian and bicycle facilities (including bicycle storage), a safe pedestrian environment, and connections to transit (General Plan Policies CD-2.1, CD-3.2, CD-3.3, CD-3.4, CD-3.6, CD-3.8, CD-3.10, CD-5.1, LU-5.4, LU-5.5, LU-9.1, TR-2.8, TR-2.11, TR-2.18, TR-3.3, TR-6.7)

OTHER MANDATORY MEASURES THAT WOULD BE LISTED, if applicable.

- Salvage building materials and architectural elements from historic structures to be demolished to allow re-use (General Plan Policy LU-16.4), *if applicable*

- Complete an evaluation of operational energy efficiency and design measures for energy-intensive industries (e.g., data centers) (General Plan Policy MS-2.8), *if applicable*

- Preparation and implementation of a Transportation Demand Management (TDM) Program at large employers (General Plan Policy-7.1), *if applicable*

- Limits on Drive-Through and Vehicle Serving Uses; all new uses that serve the occupants of vehicles (e.g., drive-through windows, car washes, service stations) must not disrupt pedestrian flow. (General Plan Policy LU-3.6), *if applicable*

Several of the policies listed in the GHG Reduction Strategy are encouraged, but not required for every project. In addition to the requirements above, the proposed project would be consistent with the following General Plan policies listed in the GHG Reduction Strategy. [*Add discussion of any inconsistency here*]

[1] Policy LU-10.3 calls for projects to "Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.".

Policies	Description of Project Measure	Project Conformance/ Applicability
Car share programs Promote car share programs to minimize the need for parking spaces TR-8.5	*Example:* A car share program is not currently available in North San José and no spaces are proposed to be reserved in the parking structure for this use.	☐ Proposed ☒ Not Proposed or ☐ Not Applicable
Parking in Downtown and Urban Village Overlay areas Avoid the construction of surface parking except as an interim use and use structured parking to fulfill parking requirements. CD-2.11	*Example:* The project site is not located in Downtown or an Urban Village Overlay area. Or *Example if in Downtown:* The project proposes structured parking to serve employees and residents of this mixed-use project.	☐ Surface Parking Proposed ☒ Surface Parking Not Proposed or ☐ Not Applicable
Limit parking above code requirements TR-8.4	*Example:* The proposed number of parking spaces would not exceed requirements in the Municipal Code. Or Example: A parking study completed by XXX shows that due to overlap of parking utilization between employees and residents, additional parking spaces are required to avoid parking intrusion into the surrounding neighborhood during the period of 4 PM – 9 PM.	☒ Project is Parked at or below Code Requirements ☐ Project is Parked above Code Requirements or ☐ Not Applicable
Consider opportunities for reducing parking spaces (including measures such as shared parking, TDM, and parking pricing to reduce demand) TR-8.12	*Example:* The project includes shared parking for the proposed mix of uses. The office uses will include a carpool program, which will reduce demand for parking spaces during daytime hours.	☒ Proposed ☐ Project Does Not Propose or ☐ Not Applicable

Scoping comments - SJCC

Comment: is intersection of Moorpark at N side of campus still programmed to be expanded to a full intersection? Greg: not part of FMP per se, but will be negotiated between College and Caltrans.

Concerened about timing of traffic counts – they were done in fall when community wanted them, but metering lights have been turned on on 280 and will be turned on in the other direction soon. Any effect on counts?

Any discussion of plans for multi-use field? – not in this FMP.

Land Use and noise are big issues – noise from football field. Construciton noise needs better mitigation than last time when it was toward exterior and toward residents. – most construction in middle of campus. Won't be like last bond program.

Need noise mitigation for stadium – removal of trees raised noise levels.

Stadium noise levels – concerts can be inaudible in some directions, very loud in others. Amplification is the issue. No mods to stadium in this plan. Concerned about noise bouncing off gym etc. bldg but those are part of existing conditions because already approved and soon to be built.

Recreation impacts – are any facilities included? – no.

Circulation/internal roadway: abandoned easement could be attractive nuisance – borderline EIR problem. College doesn't want to do anything with it because of cost. Has been vacated. School doesn't have access; can EIR establish who has reponsibility and ownership?

City furlough – late in the year. Make sure review time accounts for it.

Other EIR – transportation project – not nearby, but east of here. Housing project.

APPENDIX 4.2

Air Quality Worksheets

1/11/2013 12:23:53 PM

Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name:

Project Name: SJCC Construction

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2019 TOTALS (lbs/day unmitigated)	10.38	17.17	17.00	0.01	5.05	0.90	5.82	1.05	0.83	1.77
2019 TOTALS (lbs/day mitigated)	10.38	17.17	17.00	0.01	3.89	0.90	4.66	0.81	0.83	1.52

1/11/2013 12:24:54 PM

Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name:

Project Name: SJCC Construction

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2019 TOTALS (lbs/day unmitigated)	10.38	17.17	17.00	0.01	5.05	0.90	5.82	1.05	0.83	1.77
2019 TOTALS (lbs/day mitigated)	10.38	17.17	17.00	0.01	3.89	0.90	4.66	0.81	0.83	1.52

1/11/2013 12:24:38 PM

Urbemis 2007 Version 9.2.4

Summary Report for Annual Emissions (Tons/Year)

File Name:

Project Name: SJCC Construction

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2019 TOTALS (tons/year unmitigated)	0.30	1.33	1.36	0.00	0.38	0.06	0.44	0.08	0.06	0.14	304.82
2019 TOTALS (tons/year mitigated)	0.30	1.33	1.36	0.00	0.36	0.06	0.43	0.08	0.06	0.13	304.82
Percent Reduction	0.00	0.00	0.00	0.00	4.41	0.00	3.78	4.41	0.00	2.55	0.00

1/17/2012 2:20:03 PM

Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: Z:\EBell\San Jose Colleges\Modeling\SJCC Existing.urb924

Project Name: SJCC Existing

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	2.92	4.15	5.02	0.00	0.02	0.02

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	86.99	106.47	1,164.53	1.16	209.88	39.82

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	89.91	110.62	1,169.55	1.16	209.90	39.84

1/17/2012 2:20:13 PM

Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: Z:\EBell\San Jose Colleges\Modeling\SJCC Existing.urb924

Project Name: SJCC Existing

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	2.80	4.13	3.47	0.00	0.01	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	105.08	161.57	1,255.85	0.99	209.88	39.82

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	107.88	165.70	1,259.32	0.99	209.89	39.83

1/17/2012 2:22:40 PM

Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: Z:\EBell\San Jose Colleges\Modeling\SJCC Proposed.urb924

Project Name: SJCC Proposed

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	2.44	3.44	4.42	0.00	0.02	0.02

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	50.55	46.54	607.58	1.41	256.76	48.30

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	52.99	49.98	612.00	1.41	256.78	48.32

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Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: Z:\EBell\San Jose Colleges\Modeling\SJCC Proposed.urb924

Project Name: SJCC Proposed

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	2.32	3.42	2.87	0.00	0.01	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	58.41	70.91	629.32	1.21	256.76	48.30

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	60.73	74.33	632.19	1.21	256.77	48.31

SJCC
Stationary Source Emissions
Natural Gas Boilers

Boiler Data

Nominal Rating per Boiler:	5.5	MMBtu/hr
Number of New Boilers:	4	
Operational hours:	24	hr/day
	8,760	hr/yr
Capacity Factor:	75%	
Standard Temp	60	deg F
Molar Volume	379.70	scf/mole
Heat Content of Natural Gas	1,020	Btu/scf

Table STA-1
Natural Gas Boiler Emissions

Units	Criteria Pollutants						Greenhouse Gases			
	ROG	NO_X	CO	SO_X	PM10	PM2.5	CO_2	CH_4	N_2O	CO_2e
ppm @ 3% O_2		30.00								
lbs/MMBtu	0.0054	0.0360	0.0824	0.0006	0.0075	0.0075	116.98	0.0110	0.0002	117.28
lbs/hr	0.09	0.59	1.36	0.01	0.12	0.12	1,930.12	0.18	0.00	1,935.07
lbs/day	1.60	10.69	24.46	0.17	2.21	2.21	34,742.25	3.27	0.07	4,906.07
lbs/yr	584.54	3,902.58	8,927.47	63.77	807.72	807.72	12,680,920.80	1,194.96	23.90	12,713,423.73
tons/yr	0.29	1.95	4.46	0.03	0.40	0.40	6,340.46	0.60	0.01	6,356.71
metric tons/yr							5,751.97	0.54	0.01	5,766.71

Notes:

1. Emission factors for ROG, CO, PM10, and SO_X: U.S. Environmental Protection Agency, *AP-42 Compilation of Air Pollutant Emission Factors*, Chapter 1.4, Table 1.4-1 and 1.4-2.
2. Emission factor for NO_X assumes compliance with 30 ppm standard.
3. Emission factor for PM2.5 assumes all PM is less than 1 micron in diameter.
4. Emission factors for CO_2, CH_4, and N_2O: California Climate Action Registry, *General Reporting Protocol*, Version 3.1, (2009) 101, 103.
5. Emissions of CO_2e assumes the following global warming potentials: CO_2 = 1, CH_4 = 21, N_2O = 310.

SJCC
Stationary Source Emissions
Emergency Generator

Generator Data

Nominal Rating of Generator:	25	kW
Number of New Generators:	1	
Engine size	34	hp
Operational hours:	1	hr/day
	50	hr/yr
Capacity Factor:	100%	
MMBtu/yr	4	

Table STA-2
Emergency Generator Emissions

Units	Criteria Pollutants						Greenhouse Gases			
	ROG	NO_X	CO	SO_X	PM10	PM2.5	CO_2	CH_4	N_2O	CO_2e
lbs/hp-hr	2.47E-03	3.10E-02	6.68E-03	1.21E-05	2.20E-03	2.20E-03				
lbs/hr	0.08	1.05	0.23	0.00	0.07	0.07				
lbs/day	0.01	0.14	0.03	0.00	0.01	0.01				
lbs/yr	4.20	52.70	11.36	0.02	3.74	3.74				
tons/yr	0.00	0.03	0.01	0.00	0.00	0.00				
kg/MMBtu							19.95	1.10E-02	6.00E-04	20.37
metric tons/yr							0.09	4.69E-05	2.56E-06	0.09

Notes:

1. Emission factors for ROG, NO_X, CO, PM10, and SO_X: U.S. Environmental Protection Agency, *AP-42 Compilation of Air Pollutant Emission Factors* , Chapter 3.3, Table 3.3-1. Emission Factor for SO_X is based on 15 ppm (0.0015%).
2. Emission factors for SO_X: U.S. Environmental Protection Agency, *AP-42 Compilation of Air Pollutant Emission Factors* , Chapter 3.4, Table 3.4-1. Emission Factor for SO_X is based on 15 ppm (0.0015%).
3. Emission factor for PM2.5 assumes all PM is less than 1 micron in diameter.
4. Emission factors for CO_2, CH_4, and N_2O: California Climate Action Registry, *General Reporting Protocol* , Version 3.1, (2009) 101, 103.
5. Emissions of CO_2e assumes the following global warming potentials: CO_2 = 1, CH_4 = 21, N_2O = 310.

APPENDIX 4.3

Greenhouse Gas Emissions Worksheets

Summary Results

Project Name: SJCC Existing

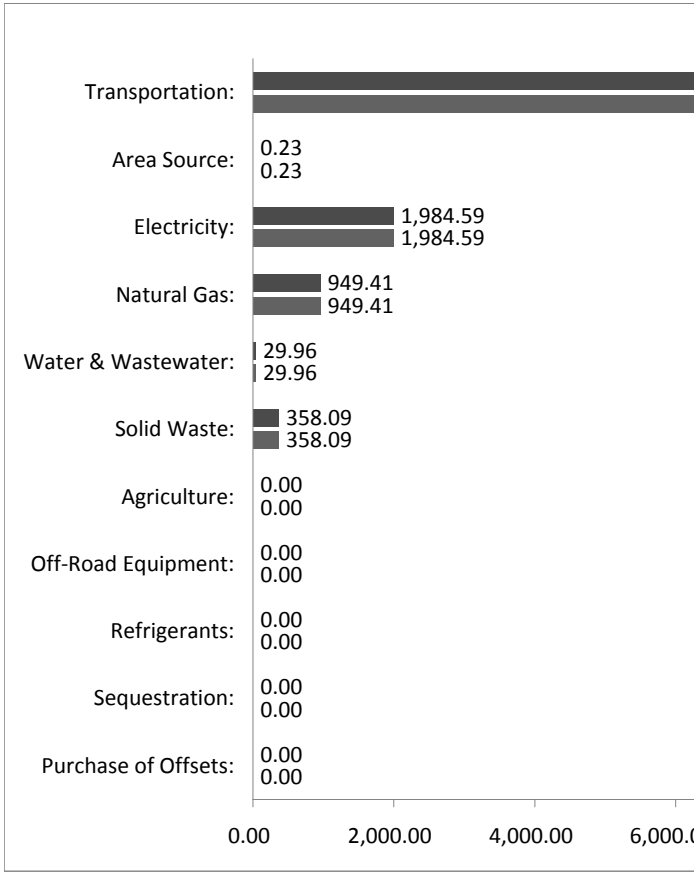
Project and Baseline Years: 2012 N/A

Results	Unmitigated Project-Baseline CO2e (metric tons/year)	Mitigated Project-Baseline CO2e (metric tons/year)
Transportation:	18,690.05	18,690.05
Area Source:	0.23	0.23
Electricity:	1,984.59	1,984.59
Natural Gas:	949.41	949.41
Water & Wastewater:	29.96	29.96
Solid Waste:	358.09	358.09
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	N/A	0.00
Purchase of Offsets:	N/A	0.00
Total:	22,012.34	22,012.34

Baseline is currently: **OFF**

Baseline Project Name:

Go to Settings Tab to Turn On Baseline



Detailed Results

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				18,690.05	84.91%
Area Source:	0.23	0.00	0.00	0.23	0.00%
Electricity:	1,981.42	0.02	0.01	1,984.59	9.02%
Natural Gas:	946.99	0.09	0.00	949.41	4.31%
Water & Wastewater:	29.91	0.00	0.00	29.96	0.14%
Solid Waste:	2.62	16.93	N/A	358.09	1.63%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				22,012.34	100.00%

* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.
After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley"
regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air condi
Finally, CO2e is adjusted to account for th low carbon fuels rule.

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				18,690.05	84.91%
Area Source:	0.23	0.00	0.00	0.23	0.00%
Electricity:	1,981.42	0.02	0.01	1,984.59	9.02%
Natural Gas:	946.99	0.09	0.00	949.41	4.31%
Water & Wastewater:	29.91	0.00	0.00	29.96	0.14%
Solid Waste:	2.62	16.93	N/A	358.09	1.63%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				22,012.34	100.00%

Mitigation Measures Selected:

Transportation: Go to the following tab: Transp. Detail Mit for a list of the transportation mitigation measures selected (in URBE

Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

Natural Gas: The following mitigation measure(s) have been selected to reduce natural gas emissions.

Water and Wastewater: The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

Solid Waste: The following mitigation measure has been selected to reduce solid waste related GHG emissions.

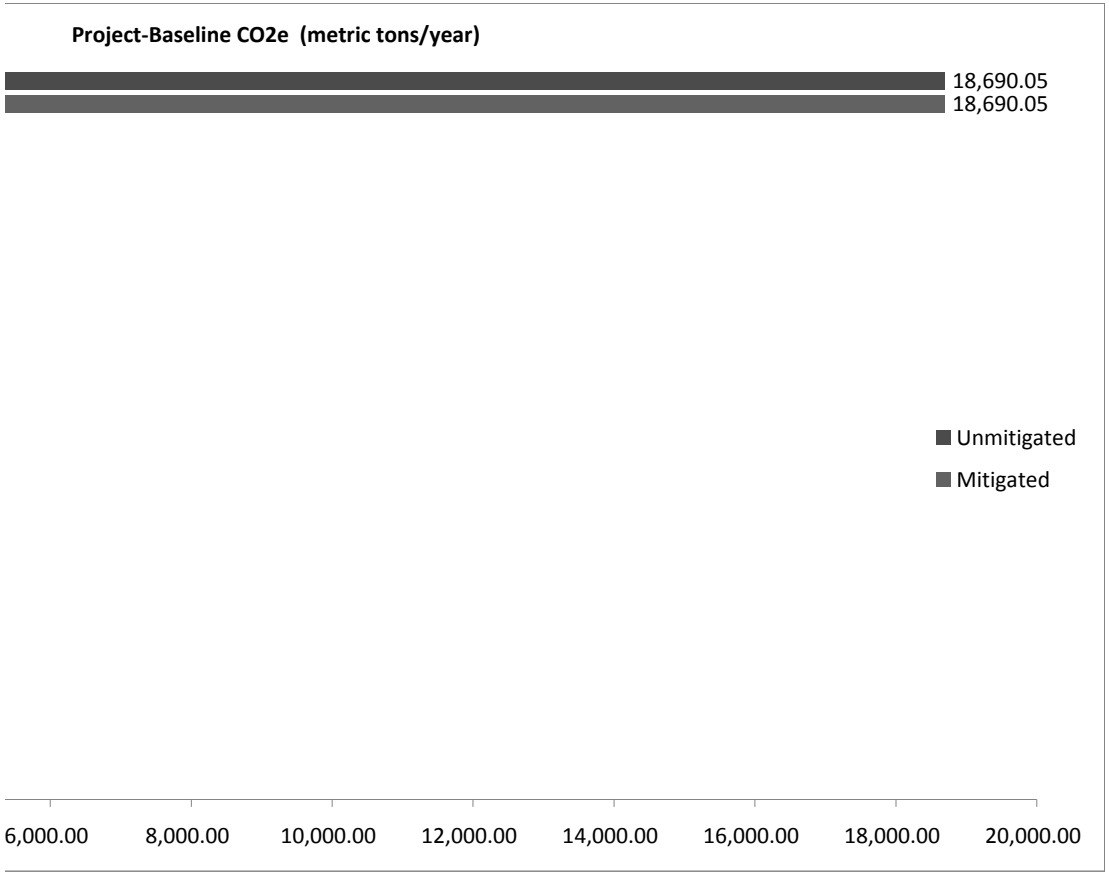
Ag: No existing mitigation measures available.

Off-Road Equipment: No existing mitigation measures available.

Refrigerants: The following mitigation measure has ben selected to reduce refrigerant emissions:

Carbon Sequestration: Project does not include carbon sequestration through tree planting.

Emission Offsets/Credits: Project does not include purchase of emission offsets/credits.


Project-Baseline CO2e (metric tons/year)
18,690.05
18,690.05
Unmitigated
Mitigated
6,000.00
8,000.00
10,000.00
12,000.00
14,000.00
16,000.00
18,000.00
20,000.00

Summary Results

Project Name: SJCC Proposed

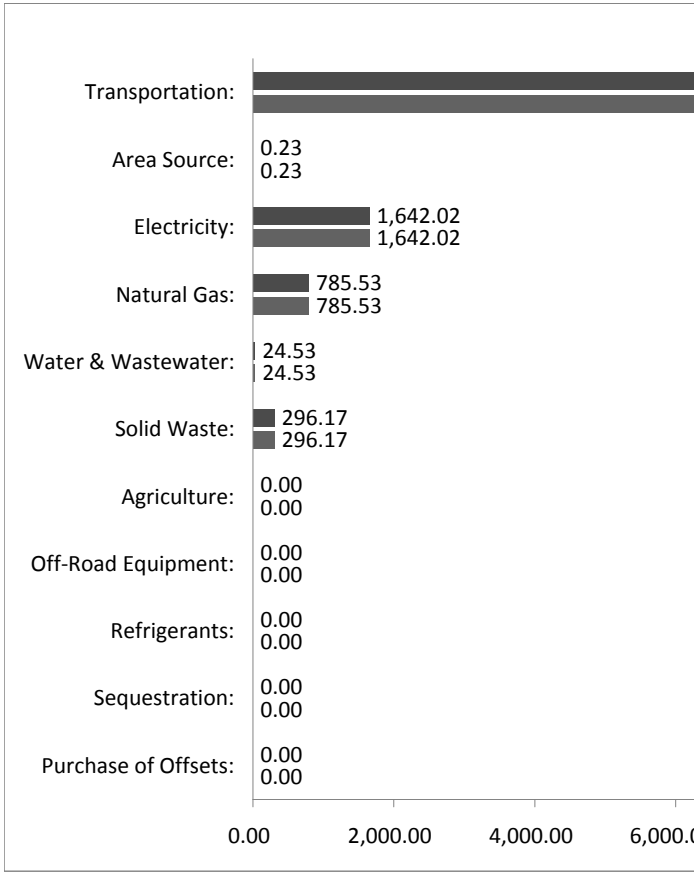
Project and Baseline Years: 2025 N/A

Results	Unmitigated Project-Baseline CO2e (metric tons/year)	Mitigated Project-Baseline CO2e (metric tons/year)
Transportation:	17,666.31	17,666.31
Area Source:	0.23	0.23
Electricity:	1,642.02	1,642.02
Natural Gas:	785.53	785.53
Water & Wastewater:	24.53	24.53
Solid Waste:	296.17	296.17
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	N/A	0.00
Purchase of Offsets:	N/A	0.00
Total:	20,414.78	20,414.78

Baseline is currently: **OFF**

Baseline Project Name:

Go to Settings Tab to Turn On Baseline



Detailed Results

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				17,666.31	86.54%
Area Source:	0.23	0.00	0.00	0.23	0.00%
Electricity:	1,639.40	0.01	0.01	1,642.02	8.04%
Natural Gas:	783.52	0.07	0.00	785.53	3.85%
Water & Wastewater:	24.49	0.00	0.00	24.53	0.12%
Solid Waste:	2.06	14.01	N/A	296.17	1.45%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				20,414.78	100.00%

* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.
After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley"
regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air condi
Finally, CO2e is adjusted to account for th low carbon fuels rule.

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				17,666.31	86.54%
Area Source:	0.23	0.00	0.00	0.23	0.00%
Electricity:	1,639.40	0.01	0.01	1,642.02	8.04%
Natural Gas:	783.52	0.07	0.00	785.53	3.85%
Water & Wastewater:	24.49	0.00	0.00	24.53	0.12%
Solid Waste:	2.06	14.01	N/A	296.17	1.45%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				20,414.78	100.00%

Mitigation Measures Selected:

Transportation: Go to the following tab: Transp. Detail Mit for a list of the transportation mitigation measures selected (in URBE

Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

Natural Gas: The following mitigation measure(s) have been selected to reduce natural gas emissions.

Water and Wastewater: The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

Solid Waste: The following mitigation measure has been selected to reduce solid waste related GHG emissions.

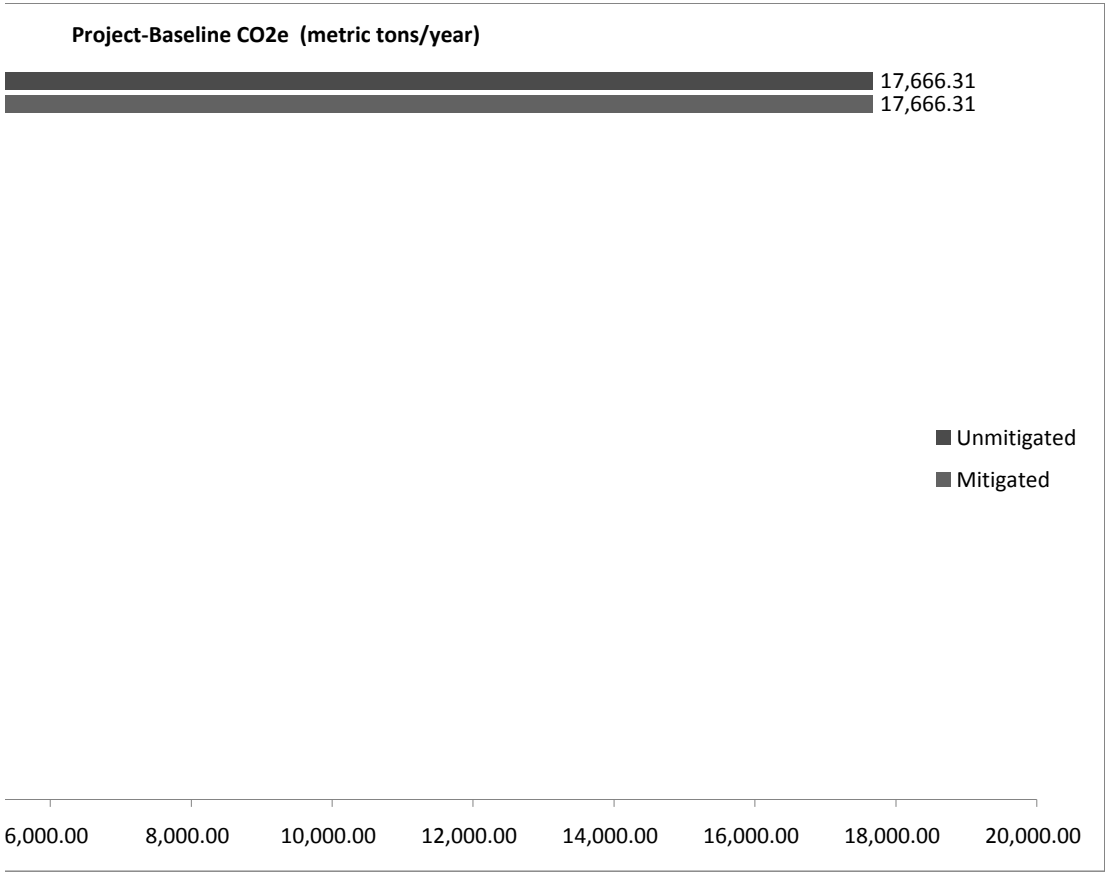
Ag: No existing mitigation measures available.

Off-Road Equipment: No existing mitigation measures available.

Refrigerants: The following mitigation measure has ben selected to reduce refrigerant emissions:

Carbon Sequestration: Project does not include carbon sequestration through tree planting.

Emission Offsets/Credits: Project does not include purchase of emission offsets/credits.


Project-Baseline CO2e (metric tons/year)
17,666.31
17,666.31
Unmitigated
Mitigated
6,000.00
8,000.00
10,000.00
12,000.00
14,000.00
16,000.00
18,000.00
20,000.00

APPENDIX 4.5

Noise Modeling Output

Project Name
On-Site Noise Contours
Existing Conditions

ROADWAY NAME / Segment	Number of Lanes in Each Direction	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor (1)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Center of Roadway: CNEL at 75 Feet	DISTANCE TO CONTOUR: 75 CNEL	70 CNEL	65 CNEL	60 CNEL
ROADWAY NAME												
Bascom, North of San Carlos	3	0	13,370	45	0	1.8%	0.7%	67.0	-	-	118	366
Bascom, Between San Carlos and Parkmoor	3	0	21,650	45	0	1.8%	0.7%	69.1	-	-	189	588
Bascom, Between Parkmoor and Moorpark	3	0	26,130	45	0	1.8%	0.7%	69.9	-	-	228	707
Bascom, Between Moorpark and Renova	3	0	24,780	45	0	1.8%	0.7%	69.7	-	-	216	671
Bascom, between Renova and SJCC Driveway	3	0	24,530	45	0	1.8%	0.7%	69.6	-	-	214	665
Bascom, between SJCC Driveway and Fruitdale	3	0	24,690	45	0	1.8%	0.7%	69.6	-	-	215	669
Bascom, South of Fruitdale	3	0	14,270	45	0	1.8%	0.7%	67.3	-	-	125	390
Leland, North of Parkmore	1	0	1,760	25	0	1.8%	0.7%	52.4	-	-	-	-
Leland, Between Parkmore and Moorpark	1	0	4,400	25	0	1.8%	0.7%	56.4	-	-	-	-
Sherman Oaks, North of Fruitdale	1	0	380	25	0	1.8%	0.7%	45.7	-	-	-	-
Leigh, Between San Carlos and Scott	1	0	5,450	25	0	1.8%	0.7%	57.3	-	-	-	-
Leigh, Between Scott and Parkmoor	1	0	6,580	25	0	1.8%	0.7%	58.1	-	-	-	-
Leigh, Parkmoor and Moorpark	2	0	11,520	35	0	1.8%	0.7%	63.6	-	-	-	169
Leigh, Moorpark and Fruitdale	2	0	11,920	35	0	1.8%	0.7%	63.7	-	-	-	175
Leigh, south of Fruitdale	2	0	5,120	35	0	1.8%	0.7%	60.1	-	-	-	76
San Carlos, West of Bascom	2	0	11,940	35	0	1.8%	0.7%	63.7	-	-	-	175
San Carlos, Between Bascom and Leigh	2	0	19,870	35	0	1.8%	0.7%	66.0	-	-	93	290
San Carlos, east of Leigh	2	0	10,940	35	0	1.8%	0.7%	63.4	-	-	-	161
Scott, west of Leigh	1	0	2,270	25	0	1.8%	0.7%	53.5	-	-	-	-
Scott, east of Leigh	1	0	1,600	25	0	1.8%	0.7%	52.0	-	-	-	-
Parkmoor, west of Bascom	1	0	1,800	25	0	1.8%	0.7%	52.5	-	-	-	-
Parkmoor, between Bascom and Leland	2	0	16,630	35	0	1.8%	0.7%	65.2	-	-	78	243
Parkmoor, between Leland and Leigh	2	0	15,050	35	0	1.8%	0.7%	64.8	-	-	-	220
Moorpark, west of Bascom	2	0	9,240	35	0	1.8%	0.7%	62.6	-	-	-	136
Moorpark, between Bascom and Leland	3	0	16,550	45	0	1.8%	0.7%	67.9	-	-	145	451
Moorpark, between Leland and Leigh	3	0	18,460	45	0	1.8%	0.7%	68.4	-	-	162	502
Moorpark, east of Leigh	3	0	15,660	45	0	1.8%	0.7%	67.7	-	-	137	427
Renova, west of Bascom	1	0	2,300	25	0	1.8%	0.7%	53.6	-	-	-	-
SJCC Drivway, east of Bascom	1	0	2,710	25	0	1.8%	0.7%	54.3	-	-	-	-
Enborg, west of Bascom	1	0	4,280	25	0	1.8%	0.7%	56.3	-	-	-	-
Fruitdale, between Bascom and Sherman Oaks	2	0	14,420	35	0	1.8%	0.7%	64.6	-	-	-	211
Fruitdale, between Sherman Oaks and Leigh	2	0	15,300	35	0	1.8%	0.7%	64.8	-	-	-	224
Fruitdale, between Leigh and SW Express	2	0	10,540	35	0	1.8%	0.7%	63.2	-	-	-	155
Fruitdale, east of SW Express	2	0	5,350	35	0	1.8%	0.7%	60.3	-	-	-	80

Notes:

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site, such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such, as heavily vegetated ground cover.

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Noise levels and distances to contours do not assume any natural or constructed barriers that may attenuate noise.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

Notes to Modeler: The 24-hour traffic distribution and vehicle mix percentages are defaults. For project-specific numbers, obtain the 24-hour traffic distribution, vehicle mix percentages, and traffic volumes from the traffic engineer. For state and federal highways, obtain this information from the Caltrans website. Column G under Notes: should total 100%. Some jurisdictions have different distributions by roadway type, so check with that jurisdiction. An example is Riverside County.

Project Name
On-Site Noise Contours
Existing Conditions

ROADWAY NAME / Segment	Number of Lanes in Each Direction	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor (1)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Center of Roadway: CNEL at 75 Feet	DISTANCE TO CONTOUR: 75 CNEL	70 CNEL	65 CNEL	60 CNEL
ROADWAY NAME												
Bascom, North of San Carlos	3	0	13,400	45	0	1.8%	0.7%	67.0	-	-	118	366
Bascom, Between San Carlos and Parkmoor	3	0	21,960	45	0	1.8%	0.7%	69.1	-	-	192	596
Bascom, Between Parkmoor and Moorpark	3	0	26,840	45	0	1.8%	0.7%	70.0	-	75	234	726
Bascom, Between Moorpark and Renova	3	0	25,030	45	0	1.8%	0.7%	69.7	-	-	218	678
Bascom, between Renova and SJCC Driveway	3	0	24,780	45	0	1.8%	0.7%	69.7	-	-	216	671
Bascom, between SJCC Driveway and Fruitdale	3	0	25,180	45	0	1.8%	0.7%	69.7	-	-	219	682
Bascom, South of Fruitdale	3	0	14,340	45	0	1.8%	0.7%	67.3	-	-	126	392
Leland, North of Parkmore	1	0	1,770	25	0	1.8%	0.7%	52.4	-	-	-	-
Leland, Between Parkmore and Moorpark	1	0	4,480	25	0	1.8%	0.7%	56.5	-	-	-	-
Sherman Oaks, North of Fruitdale	1	0	380	25	0	1.8%	0.7%	45.7	-	-	-	-
Leigh, Between San Carlos and Scott	1	0	5,570	25	0	1.8%	0.7%	57.4	-	-	-	-
Leigh, Between Scott and Parkmoor	1	0	6,670	25	0	1.8%	0.7%	58.2	-	-	-	-
Leigh, Parkmoor and Moorpark	2	0	12,470	35	0	1.8%	0.7%	63.9	-	-	-	183
Leigh, Moorpark and Fruitdale	2	0	13,040	35	0	1.8%	0.7%	64.1	-	-	-	191
Leigh, south of Fruitdale	2	0	5,180	35	0	1.8%	0.7%	60.1	-	-	-	77
San Carlos, West of Bascom	2	0	11,960	35	0	1.8%	0.7%	63.8	-	-	-	176
San Carlos, Between Bascom and Leigh	2	0	19,880	35	0	1.8%	0.7%	66.0	-	-	93	290
San Carlos, east of Leigh	2	0	11,010	35	0	1.8%	0.7%	63.4	-	-	-	162
Scott, west of Leigh	1	0	2,270	25	0	1.8%	0.7%	53.5	-	-	-	-
Scott, east of Leigh	1	0	1,600	25	0	1.8%	0.7%	52.0	-	-	-	-
Parkmoor, west of Bascom	1	0	1,800	25	0	1.8%	0.7%	52.5	-	-	-	-
Parkmoor, between Bascom and Leland	2	0	17,220	35	0	1.8%	0.7%	65.3	-	-	81	252
Parkmoor, between Leland and Leigh	2	0	15,700	35	0	1.8%	0.7%	64.9	-	-	-	230
Moorpark, west of Bascom	2	0	9,260	35	0	1.8%	0.7%	62.6	-	-	-	137
Moorpark, between Bascom and Leland	3	0	17,260	45	0	1.8%	0.7%	68.1	-	-	151	470
Moorpark, between Leland and Leigh	3	0	19,780	45	0	1.8%	0.7%	68.7	-	-	173	538
Moorpark, east of Leigh	3	0	16,190	45	0	1.8%	0.7%	67.8	-	-	142	441
Renova, west of Bascom	1	0	2,300	25	0	1.8%	0.7%	53.6	-	-	-	-
SJCC Drivway, east of Bascom	1	0	3,060	25	0	1.8%	0.7%	54.8	-	-	-	-
Enborg, west of Bascom	1	0	4,280	25	0	1.8%	0.7%	56.3	-	-	-	-
Fruitdale, between Bascom and Sherman Oaks	2	0	14,690	35	0	1.8%	0.7%	64.6	-	-	-	215
Fruitdale, between Sherman Oaks and Leigh	2	0	15,570	35	0	1.8%	0.7%	64.9	-	-	-	228
Fruitdale, between Leigh and SW Express	2	0	10,760	35	0	1.8%	0.7%	63.3	-	-	-	158
Fruitdale, east of SW Express	2	0	5,410	35	0	1.8%	0.7%	60.3	-	-	-	80

Notes:

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Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

Notes to Modeler: The 24-hour traffic distribution and vehicle mix percentages are defaults. For project-specific numbers, obtain the 24-hour traffic distribution, vehicle mix percentages, and traffic volumes from the traffic engineer. For state and federal highways, obtain this information from the Caltrans website. Column G under Notes: should total 100%. Some jurisdictions have different distributions by roadway type, so check with that jurisdiction. An example is Riverside County.

Project Name
On-Site Noise Contours
Existing Conditions

ROADWAY NAME / Segment	Number of Lanes in Each Direction	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor (1)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Center of Roadway: CNEL at 75 Feet	DISTANCE TO CONTOUR: 75 CNEL	70 CNEL	65 CNEL	60 CNEL
ROADWAY NAME												
Bascom, North of San Carlos	3	0	14,460	45	0	1.8%	0.7%	67.3	-	-	127	395
Bascom, Between San Carlos and Parkmoor	3	0	24,610	45	0	1.8%	0.7%	69.6	-	-	215	667
Bascom, Between Parkmoor and Moorpark	3	0	29,880	45	0	1.8%	0.7%	70.5	-	84	260	807
Bascom, Between Moorpark and Renova	3	0	28,720	45	0	1.8%	0.7%	70.3	-	80	250	776
Bascom, between Renova and SJCC Driveway	3	0	26,430	45	0	1.8%	0.7%	69.9	-	-	230	715
Bascom, between SJCC Driveway and Fruitdale	3	0	26,570	45	0	1.8%	0.7%	70.0	-	-	231	719
Bascom, South of Fruitdale	3	0	15,650	45	0	1.8%	0.7%	67.7	-	-	137	427
Leland, North of Parkmore	1	0	1,760	25	0	1.8%	0.7%	52.4	-	-	-	-
Leland, Between Parkmore and Moorpark	1	0	5,270	25	0	1.8%	0.7%	57.2	-	-	-	-
Sherman Oaks, North of Fruitdale	1	0	380	25	0	1.8%	0.7%	45.7	-	-	-	-
Leigh, Between San Carlos and Scott	1	0	6,220	25	0	1.8%	0.7%	57.9	-	-	-	-
Leigh, Between Scott and Parkmoor	1	0	6,900	25	0	1.8%	0.7%	58.3	-	-	-	-
Leigh, Parkmoor and Moorpark	2	0	12,030	35	0	1.8%	0.7%	63.8	-	-	-	177
Leigh, Moorpark and Fruitdale	2	0	12,390	35	0	1.8%	0.7%	63.9	-	-	-	182
Leigh, south of Fruitdale	2	0	5,310	35	0	1.8%	0.7%	60.2	-	-	-	79
San Carlos, West of Bascom	2	0	13,510	35	0	1.8%	0.7%	64.3	-	-	-	198
San Carlos, Between Bascom and Leigh	2	0	23,340	35	0	1.8%	0.7%	66.7	-	-	109	339
San Carlos, east of Leigh	2	0	13,050	35	0	1.8%	0.7%	64.1	-	-	-	191
Scott, west of Leigh	1	0	2,340	25	0	1.8%	0.7%	53.6	-	-	-	-
Scott, east of Leigh	1	0	1,680	25	0	1.8%	0.7%	52.2	-	-	-	-
Parkmoor, west of Bascom	1	0	1,800	25	0	1.8%	0.7%	52.5	-	-	-	-
Parkmoor, between Bascom and Leland	2	0	19,130	35	0	1.8%	0.7%	65.8	-	-	90	279
Parkmoor, between Leland and Leigh	2	0	16,890	35	0	1.8%	0.7%	65.3	-	-	79	247
Moorpark, west of Bascom	2	0	10,970	35	0	1.8%	0.7%	63.4	-	-	-	161
Moorpark, between Bascom and Leland	3	0	18,960	45	0	1.8%	0.7%	68.5	-	-	166	516
Moorpark, between Leland and Leigh	3	0	20,140	45	0	1.8%	0.7%	68.8	-	-	176	547
Moorpark, east of Leigh	3	0	17,570	45	0	1.8%	0.7%	68.2	-	-	154	478
Renova, west of Bascom	1	0	3,760	25	0	1.8%	0.7%	55.7	-	-	-	-
SJCC Drivway, east of Bascom	1	0	2,710	25	0	1.8%	0.7%	54.3	-	-	-	-
Enborg, west of Bascom	1	0	5,250	25	0	1.8%	0.7%	57.1	-	-	-	-
Fruitdale, between Bascom and Sherman Oaks	2	0	14,820	35	0	1.8%	0.7%	64.7	-	-	-	217
Fruitdale, between Sherman Oaks and Leigh	2	0	15,740	35	0	1.8%	0.7%	64.9	-	-	-	230
Fruitdale, between Leigh and SW Express	2	0	10,900	35	0	1.8%	0.7%	63.4	-	-	-	160
Fruitdale, east of SW Express	2	0	8,070	35	0	1.8%	0.7%	62.0	-	-	-	119

Notes:

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Noise levels and distances to contours do not assume any natural or constructed barriers that may attenuate noise.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

Notes to Modeler: The 24-hour traffic distribution and vehicle mix percentages are defaults. For project-specific numbers, obtain the 24-hour traffic distribution, vehicle mix percentages, and traffic volumes from the traffic engineer. For state and federal highways, obtain this information from the Caltrans website. Column G under Notes: should total 100%. Some jurisdictions have different distributions by roadway type, so check with that jurisdiction. An example is Riverside County.

Project Name
On-Site Noise Contours
Existing Conditions

ROADWAY NAME / Segment	Number of Lanes in Each Direction	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor (1)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Center of Roadway: CNEL at 75 Feet	DISTANCE TO CONTOUR: 75 CNEL	70 CNEL	65 CNEL	60 CNEL
ROADWAY NAME												
Bascom, North of San Carlos	3	0	14,490	45	0	1.8%	0.7%	67.3	-	-	127	396
Bascom, Between San Carlos and Parkmoor	3	0	24,920	45	0	1.8%	0.7%	69.7	-	-	217	675
Bascom, Between Parkmoor and Moorpark	3	0	30,590	45	0	1.8%	0.7%	70.6	-	86	266	826
Bascom, Between Moorpark and Renova	3	0	28,970	45	0	1.8%	0.7%	70.3	-	81	252	783
Bascom, between Renova and SJCC Driveway	3	0	26,680	45	0	1.8%	0.7%	70.0	-	-	232	722
Bascom, between SJCC Driveway and Fruitdale	3	0	27,060	45	0	1.8%	0.7%	70.0	-	76	236	732
Bascom, South of Fruitdale	3	0	15,720	45	0	1.8%	0.7%	67.7	-	-	138	429
Leland, North of Parkmore	1	0	1,770	25	0	1.8%	0.7%	52.4	-	-	-	-
Leland, Between Parkmore and Moorpark	1	0	5,350	25	0	1.8%	0.7%	57.2	-	-	-	-
Sherman Oaks, North of Fruitdale	1	0	380	25	0	1.8%	0.7%	45.7	-	-	-	-
Leigh, Between San Carlos and Scott	1	0	6,340	25	0	1.8%	0.7%	58.0	-	-	-	-
Leigh, Between Scott and Parkmoor	1	0	6,990	25	0	1.8%	0.7%	58.4	-	-	-	-
Leigh, Parkmoor and Moorpark	2	0	12,980	35	0	1.8%	0.7%	64.1	-	-	-	190
Leigh, Moorpark and Fruitdale	2	0	13,510	35	0	1.8%	0.7%	64.3	-	-	-	198
Leigh, south of Fruitdale	2	0	5,370	35	0	1.8%	0.7%	60.3	-	-	-	80
San Carlos, West of Bascom	2	0	13,530	35	0	1.8%	0.7%	64.3	-	-	-	198
San Carlos, Between Bascom and Leigh	2	0	23,350	35	0	1.8%	0.7%	66.7	-	-	109	340
San Carlos, east of Leigh	2	0	13,120	35	0	1.8%	0.7%	64.2	-	-	-	192
Scott, west of Leigh	1	0	2,340	25	0	1.8%	0.7%	53.6	-	-	-	-
Scott, east of Leigh	1	0	1,680	25	0	1.8%	0.7%	52.2	-	-	-	-
Parkmoor, west of Bascom	1	0	1,800	25	0	1.8%	0.7%	52.5	-	-	-	-
Parkmoor, between Bascom and Leland	2	0	19,720	35	0	1.8%	0.7%	65.9	-	-	93	287
Parkmoor, between Leland and Leigh	2	0	17,540	35	0	1.8%	0.7%	65.4	-	-	82	256
Moorpark, west of Bascom	2	0	10,990	35	0	1.8%	0.7%	63.4	-	-	-	162
Moorpark, between Bascom and Leland	3	0	19,670	45	0	1.8%	0.7%	68.7	-	-	172	535
Moorpark, between Leland and Leigh	3	0	21,460	45	0	1.8%	0.7%	69.0	-	-	187	583
Moorpark, east of Leigh	3	0	18,100	45	0	1.8%	0.7%	68.3	-	-	159	493
Renova, west of Bascom	1	0	3,760	25	0	1.8%	0.7%	55.7	-	-	-	-
SJCC Drivway, east of Bascom	1	0	3,060	25	0	1.8%	0.7%	54.8	-	-	-	-
Enborg, west of Bascom	1	0	5,250	25	0	1.8%	0.7%	57.1	-	-	-	-
Fruitdale, between Bascom and Sherman Oaks	2	0	15,090	35	0	1.8%	0.7%	64.8	-	-	-	221
Fruitdale, between Sherman Oaks and Leigh	2	0	16,010	35	0	1.8%	0.7%	65.0	-	-	75	234
Fruitdale, between Leigh and SW Express	2	0	11,120	35	0	1.8%	0.7%	63.4	-	-	-	164
Fruitdale, east of SW Express	2	0	8,130	35	0	1.8%	0.7%	62.1	-	-	-	120

Notes:

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Noise levels and distances to contours do not assume any natural or constructed barriers that may attenuate noise.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

Notes to Modeler: The 24-hour traffic distribution and vehicle mix percentages are defaults. For project-specific numbers, obtain the 24-hour traffic distribution, vehicle mix percentages, and traffic volumes from the traffic engineer. For state and federal highways, obtain this information from the Caltrans website. Column G under Notes: should total 100%. Some jurisdictions have different distributions by roadway type, so check with that jurisdiction. An example is Riverside County.

APPENDIX 4.7

Traffic Impact Analysis

FEHR + PEERS
160 W. Santa Clara St., Ste. 675
San Jose, CA 95113





January 2012

San Jose City College Facilities Master Plan:

Draft Transportation Impact Analysis

San Jose City College Facilities Master Plan
Transportation Impact Analysis

Prepared for:

San Jose/Evergreen Community College District

Prepared by:

Fehr & Peers

January, 2012

SJ11-1262

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EXECUTIVE SUMMARY

This report presents the results of the Transportation Impact Analysis (TIA) for the Facilities Master Plan (Project) of the San Jose City College (SJCC) located in the City of San Jose, California. SJCC is bounded by Moorpark Avenue to the north, Bascom Avenue to the west, Leigh Avenue to the east, and residential development to the south.

The *Educational and Facilities Master Plan Update – 2025* (June 22, 2010) is a comprehensive plan highlighting the future educational and facility needs of the College. The plan projects an annual student population growth of 10 percent through 2025, resulting in an increase in the student population of approximately 2,670 students over the life of the plan.

To accommodate projected growth, the 2025 SJCC *Facilities Master Plan* was refined and approved (January 25, 2011), and includes demolition of existing facilities and construction of new facilities, increasing campus square footage by approximately 45,200 square-feet.

The analysis was conducted to identify potential transportation impacts of the proposed Project on the surrounding roadway system and to recommend appropriate improvements to mitigate any significant impacts. The roadway system was evaluated under Existing, Existing plus Project, Cumulative no Project and Cumulative plus Project Conditions.

PROJECT TRAFFIC ESTIMATES

The amount of traffic generated by the proposed Project was estimated by applying rates based on data collected at the San Jose City College driveways. Community college trip generation rates per student were determined for the AM and PM peak hours. The proposed Project is estimated to generate 3,712 net new daily trips, 294 new AM peak-hour trips (234 inbound and 60 outbound) and 365 new PM peak-hour trips (232 inbound and 123 outbound).

INTERSECTION IMPACTS

All study intersections operate at acceptable service levels in the Existing and Existing Plus Project condition. Therefore, the near-term intersection impact of the proposed Project is ***less-than-significant.***

In the Cumulative scenario, the Bascom Avenue/San Carlos Street intersection operates unacceptably under no Project conditions. The addition of Project traffic would not increase the critical V/C and average vehicle delay by more than one percent or four seconds, the threshold of significance identified by the VTA. . The remaining study intersections are projected to operate acceptably with the addition of Project traffic in the cumulative condition. Therefore, the cumulative intersection impacts are considered ***less-than-significant***.

FREEWAY SEGMENT IMPACTS

The proposed Project would have a significant impact on one study freeway segment. Implementation of a TDM program would incrementally reduce traffic volumes on all freeway segments; however, it would not reduce the identified impact to a less-than-significant level. The mitigation of freeway impacts is considered beyond the scope of an individual development project, thus, the addition of Project traffic to the freeway system results in a ***significant and unavoidable*** impact.

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITY IMPACTS

The proposed Project would not significantly impact pedestrian, bicycle, or transit facilities in the study area because the proposed Project does not conflict with any existing or proposed pedestrian, bicycle, or transit

facilities and the proposed Project does not create hazardous conditions for pedestrians, bicyclists, or transit riders.

SITE ACCESS, ON-SITE CIRCULATION, AND PARKING

The San Jose City College campus can be accessed from locations on Bascom Avenue, Moorpark Avenue, Leigh Avenue, and Kingman Avenue within the Sherman Oaks neighborhood. Site access is considered adequate for the volume of traffic projected for the site.

While there is no existing internal vehicular connection between the parking lots on the western side of campus with those on the eastern side, a connection is proposed in the Facilities Master Plan. Three new drop-off locations have been identified in the Master Plan to facilitate internal circulations.

A promenade has been recommended to serve as the primary pedestrian route through the campus. In addition, two secondary pedestrian roadways have been identified in the Plan.

The Facilities Master Plan has identified a target rate of 0.2 parking spaces per student. With a projected enrollment forecast of 14,500 students by 2025, approximately 2,900 spaces are needed to accommodate projected enrollment. Based on the existing parking supply, an additional 800 spaces are needed to accommodate increased enrollment levels. Although an exact increase in parking supply has not been identified and included as part of the Project, the campus is recommended to regularly monitor parking demand as enrollment increases to avoid parking deficiency.

1. INTRODUCTION

This report presents the results of the Transportation Impact Analysis (TIA) for the Facilities Master Plan (Project) of the San Jose City College (SJCC) located in Santa Clara County, California. SJCC is bounded by Moorpark Avenue to the north, Bascom Avenue to the west, Leigh Avenue to the east, and residential development to the south.

The *Educational and Facilities Master Plan Update – 2025* (June 22, 2010) is a comprehensive plan highlighting the future educational and facility needs of the College. The plan projects an annual student population growth of 1.0 percent through 2025, resulting in an increase in the student population of approximately 2,670 students over the life of the plan.

To accommodate projected growth, the 2025 SJCC *Facilities Master Plan* was refined and approved (January 25, 2011), and includes demolition of existing facilities and construction of new facilities, increasing campus square footage by approximately 45,200 square-feet.

PROJECT STUDY AREA

The analysis was conducted to identify the potential transportation impacts of the proposed Project on the surrounding roadway system and to identify improvements to mitigate significant impacts. **Figure 1** presents the project location, surrounding roadway system, study intersections, and freeway study segments. The proposed San Jose City College Facilities Master Plan is shown on **Figure 2**.

Study Intersections

Project impacts were estimated following the guidelines of the City of San Jose and the Santa Clara Valley Transportation Authority (VTA), which is the congestion management agency for Santa Clara County. The analysis evaluated the operations of the following key intersections, which were selected based on the amount of new traffic that could be added to the intersection by the proposed Project:

1. Bascom Avenue/San Carlos Street
2. Leigh Avenue/San Carlos Street
3. Leigh Avenue/Scott Street
4. Bascom Avenue/Parkmoor Avenue
5. Leland Avenue/Parkmoor Avenue
6. Leigh Avenue/Parkmoor Avenue
7. Bascom Avenue/Moorpark Avenue*
8. Leland Avenue/Moorpark Avenue
9. Leigh Avenue/Moorpark Avenue
10. Bascom Avenue/Renova Drive
11. Bascom Avenue/Kingman Avenue (San Jose City College driveway)
12. Bascom Avenue/Fruitdale Avenue*
13. Sherman Oaks Way/Fruitdale Avenue
14. Leigh Avenue/Fruitdale Avenue
15. Southwest Expressway/Fruitdale Avenue

* Designated CMP intersection.

Freeway Segments

The analysis also evaluated the operations of the following key freeway segments:

1. SR 17, between Hamilton Avenue and I-280
2. I-280, between Winchester Boulevard and I-880
3. I-280, between I-880 and Meridian Avenue
4. I-280, between Meridian Avenue and Bird Avenue
5. I-880, between I-280 and West San Carlos Street/Stevens Creek Boulevard
6. I-880, between West San Carlos Street/Stevens Creek Boulevard and Bascom Avenue

Freeway segments were evaluated under Existing and Existing plus Project Conditions following VTA and the California Department of Transportation (Caltrans) guidelines.

INTERSECTION ANALYSIS SCENARIOS

The operations of the key intersections were evaluated during the weekday morning (AM) and afternoon (PM) peak hours for the following four scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from counts.

Scenario 2: *Existing Plus Project Conditions* – Scenario 1 volumes plus traffic generated by the proposed Master Plan.

Scenario 3: *Cumulative No Project Conditions* – Existing volumes (Scenario 1) plus traffic from approved but not yet constructed and pending developments in the area.

Scenario 4: *Cumulative Plus Project Conditions* – Scenario 3 volumes plus traffic generated by the proposed Master Plan.

TRAFFIC ANALYSIS METHODS

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the best operating conditions, to LOS F, with the worst operating conditions. LOS E represents "at-capacity" operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

The City of San Jose has established a minimum acceptable operating level of LOS D for all intersections including Congestion Management Program (CMP) designated intersections. The VTA accepts LOS E as the minimum acceptable level for CMP-monitored intersections.

Signalized Intersections

The level of service methodology approved by the City of San Jose and VTA analyzes a signalized intersection's operation based on average control vehicular delay using the method described in Chapter 16 of the *2000 Highway Capacity Manual* (*HCM*) by the Transportation Research Board, with adjusted saturation flow rates to reflect Santa Clara County conditions. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX 8.0 analysis software and correlated to a LOS designation as shown in **Table 1**.

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS
USING AVERAGE CONTROL VEHICULAR DELAY

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 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 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 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.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Unsignalized Intersections

Operations of the unsignalized study intersections are evaluated using the method contained in Chapter 17 of the *2000 HCM* and calculated using TRAFFIX 8.0 analysis software. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street stop-controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, control delay is computed as the average of all movements in that lane. For all-way stop-controlled locations, a weighted average delay for the entire intersection is presented. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Freeway Segments

Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane. The Congestion Management Program range of densities for freeway segment level of service is shown in **Table 3**. The LOS standard for the freeway segments is LOS E.

TABLE 3
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

INTERSECTION IMPACT CRITERIA

The impacts of the project were evaluated by comparing the results of the level of service calculations under Existing plus Project Conditions to the results under Existing Conditions.

City of San Jose

Significant impacts at signalized San Jose intersections occur when project traffic causes one of the following:

- Operations degrade from an acceptable level (LOS D or better) under Existing Conditions to an unacceptable level (LOS E or F) under Existing plus Project Conditions.

- Unacceptable operations (LOS E or F) are exacerbated by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.

- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Significant impacts at unsignalized intersections occur when project traffic causes one of the following:

- Operations degrade from an acceptable level (LOS D or better) under Existing Conditions to an unacceptable level (LOS E or F) under Existing plus Project Conditions, and the peak-hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD) is met.

- Unacceptable operations (LOS E or F) are exacerbated by adding any traffic, and the MUTCD peak-hour signal warrant is met.

Valley Transportation Authority

Significant impacts at CMP intersections occur when project traffic causes one of the following:

- Operations degrade from an acceptable level (LOS E or better) under Existing Conditions to an unacceptable level (LOS F) under Existing plus Project Conditions.

- LOS F operations are exacerbated by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.

- The V/C ratio increases by 0.01 or more at an intersection with LOS F operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

FREEWAY IMPACT CRITERIA

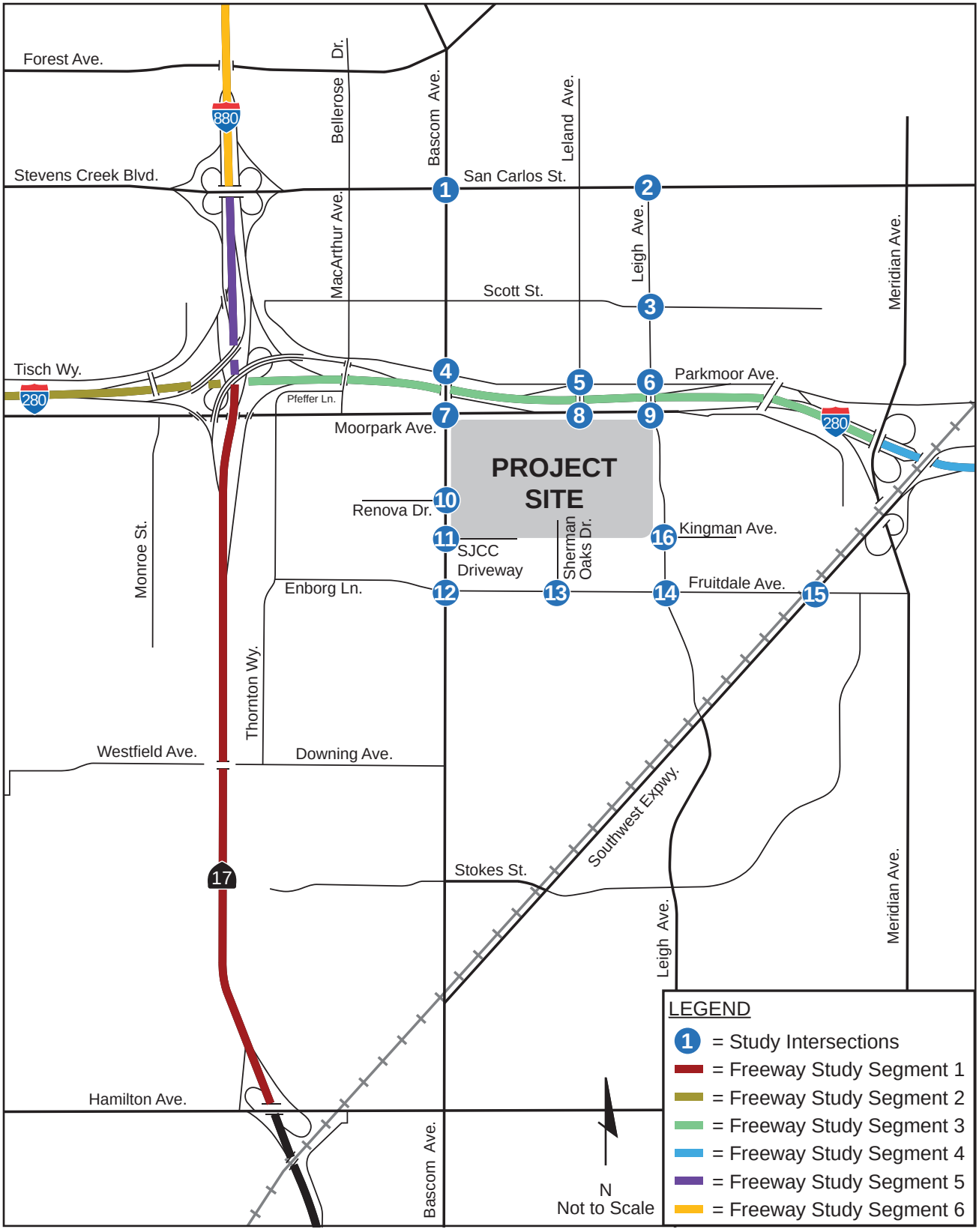
The impacts of the Project were evaluated by comparing the results of the level of service calculations under Existing plus Project Conditions to the results under Existing Conditions. Significant impacts to freeway segments occur when the addition of project traffic causes one of the following:

- A segment drops below its acceptable CMP operating standard (LOS E).

- Unacceptable operations (LOS F) are exacerbated by adding traffic equal to more than one percent of a segment's capacity.

REPORT ORGANIZATION

The remainder of this report is divided into three chapters. The existing transportation system serving the site, including the operating conditions of study intersections and freeway segments are described in Chapter 2. Chapter 3 describes Existing plus Project Conditions, including the method used to estimate the amount of traffic added to the surrounding roadways by the proposed Projects and their impacts on the transportation system. A discussion of site access and on-site circulation is also contained in Chapter 3. Cumulative Conditions are described in Chapter 4.



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PROJECT LOCATION, STUDY INTERSECTIONS, AND FREEWAY STUDY SEGMENTS

FIGURE 1

October 2011
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SAN JOSÉ CITY COLLEGE
FACILITIES MASTER PLANNING

APPROVED FMP

HMC Architects
1570 The Alameda | Studio 330
San Jose, California 95126

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PROPOSED MASTER PLAN

January 2012
SJ11-1262

FIGURE 2

2. EXISTING CONDITIONS

This chapter describes existing transportation network in the project site vicinity, including roadway facilities, pedestrian and bicycle facilities, transit service, traffic volumes, and intersection operations.

EXISTING ROADWAY NETWORK

This section describes the existing roadway network near the SJCC campus, which was previously illustrated on Figure 1.

Regional Access

Interstate 280 (I-280) is a north-south freeway north of the San Jose City College campus extending east to downtown San Jose and northwest to San Francisco. The freeway runs east-west with four mixed-flow lanes and one carpool lane in each direction near the San Jose City College campus. The carpool lane is open to mixed-flow traffic outside of the peak periods. The campus is accessible via ramps at Moorpark Avenue and Parkmoor Avenue, east of Bascom Avenue. In the vicinity of San Jose City College, I-280 is oriented in an east-west direction.

Interstate 880 (I-880) is a north-south freeway northwest of the San Jose City College campus extending from the I-280 interchange north to the City of Oakland. The freeway includes three mixed-flow lanes in each direction near the San Jose City College campus. I-880 continues south of I-280 as State Route 17.

State Route 17 (SR 17) is a north-south freeway west of the San Jose City College campus extending from the I-280 interchange south to Santa Cruz. The freeway includes three mixed-flow lanes in each direction near the San Jose City College campus. Additional auxiliary lanes exist between I-280 and Hamilton Avenue. The campus is accessible via a connection at I-280 and ramps at Hamilton Avenue. SR 17 continues north of I-280 as I-880.

Bascom Avenue is a north-south, six-lane arterial roadway bordering the western edge of the San Jose City College campus. It extends north to Santa Clara and south to Campbell and Los Gatos. Bascom Avenue is designated as Washington Street and Lafayette Street in Santa Clara and Los Gatos Boulevard in Los Gatos.

Moorpark Avenue is an east-west arterial roadway bordering the northern edge of the San Jose City College campus. It extends east to I-280 and west to Cupertino where it becomes Bollinger Avenue. Moorpark Avenue is a one-way roadway and provides three eastbound travel lanes east of Bascom Avenue. West of Bascom Avenue Moorpark Avenue is a two-way roadway and provides two travel lanes in each direction.

Parkmoor Avenue is an east-west arterial roadway extending between Lincoln Avenue and I-880. In the vicinity of the San Jose City College campus, Parkmoor Avenue has two westbound travel lanes east of Bascom Avenue and one travel lane in each direction west of Bascom Avenue.

Southwest Expressway is a northeast-southwest arterial roadway southeast of the San Jose City College campus. The roadway runs parallel to the Vasona light-rail line. In the vicinity of the San Jose City College campus, Southwest Expressway has four travel lanes north of Stokes Street and two travel lanes south of Stokes Street. The roadway terminates as at I-280 in the north and at Bascom Avenue in the south.

West San Carlos Street is an east-west, four-lane arterial roadway extending east to downtown San Jose and west to Cupertino. West San Carlos Street is designated as Stevens Creek Boulevard west of I-880.

Local Access

Fruitdale Avenue is an east-west, four-lane collector roadway extending from south of the San Jose City College campus east to San Jose's Willow Glen neighborhood. The portion of Fruitdale Avenue located west of Bascom Avenue is called Enborg Lane and is a two-lane residential street.

Kingman Avenue is a discontinuous east-west, two-lane local roadway that is divided into two segments. The western segment terminates at Bascom Avenue in the west and serves as a driveway into the San Jose City College campus. The eastern segment terminates in the east into an apartment complex near Sherman Oaks Way and in the west at Mansfield Drive. The two segments both serve the western parking lots on campus.

Laswell Avenue is a north-south, two-lane local roadway that extends between Moorpark Avenue and the southern side of campus. The roadway serves as a driveway into the San Jose City College campus.

Leigh Avenue is a north-south, two- to four-lane arterial roadway bordering the eastern edge of the San Jose City College campus. Leigh Avenue provides four lanes south of Parkmoor Avenue and narrows to two lanes north of Parkmoor Avenue.

Leland Avenue is a north-south, two-lane local roadway that extends between Moorpark Avenue and San Carlos Street. At the signalized intersection of Leland Avenue and Moorpark Avenue, access to campus is provided only to vehicles on Moorpark Avenue as a right-in, right-out driveway. No through movements may be made to or from Leland Avenue from San Jose City College.

Internal circulation on the San Jose City College campus is facilitated by Kingman Avenue and Laswell Avenue and within campus parking lots. There are no roadways that extend from the west side of campus to the east side of campus.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks, crosswalks, pedestrian signals, and off-street paths. Sidewalks are consistent and continuous in the study area with the exception of Moorpark and Parkmoor Avenues. However, some sidewalks are provided near on-street parking spaces on the north side of Moorpark Avenue. Also, no sidewalks are provided on the south side of Parkmoor Avenue in the study area.

Crosswalks and pedestrian signals are located at all of the signalized intersections within the study area. A pedestrian bridge is located one-quarter mile east of the campus that spans the I-280 freeway connecting Moorpark Avenue and College Drive to Parkmoor Avenue. This bridge connects the neighborhood on the south side of the freeway with a shopping center and a post office on the north side of the freeway.

On-campus pedestrian facilities consist of paths connecting buildings to each other and to parking lots. Typically these campus paths provide for pedestrian connectivity and require bicyclists to walk their bicycles. A major pedestrian paseo arcs from the corner of Moorpark Avenue and Bascom Avenue through the Technology Center, across the center of campus, through the Student Center, and then to the corner of Moorpark Avenue and Leigh Avenue. This 20-foot wide pedestrian walkway serves as the central connection to most of the campus. However, the existing pedestrian paseo is discontinuous due to the gyms and pool. All other on-campus pedestrian circulation is provided by the use of pedestrian walkways/paths.

Bicycle Facilities

Bicycle facilities include the following:

- *Bike paths (Class I)* – Paved trails that are separated from roadways.

- *Bike lanes (Class II)* – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs.

- *Bike routes (*Class *III)* – Designated roadways for bicycle use by signs only; may or may not include additional pavement width for cyclists.

Figure 3 presents existing pedestrian and bicycle facilities in the study area.

A Class I bicycle path is located along Los Gatos Creek. Access to the trail is provided on the east side of Bascom Avenue and on both sides of Leigh Avenue. Class II bicycle lanes are located in both directions of Bascom Avenue south of Fruitdale Avenue, which is approximately 1,000 feet south of the Kingman Avenue entrance to campus. Bicycle lanes are also provided on Southwest Expressway south of Fruitdale Avenue.

The City of San Jose Bicycle Plan identifies future bike lanes on Moorpark Avenue from beyond Winchester Boulevard to College Drive at the pedestrian bridge. Other bike lanes are proposed on Bascom Avenue from the existing bike lanes south of Fruitdale Avenue northward to the City of Santa Clara, on Parkmoor Avenue from Meridian Avenue to Bascom Avenue, on Fruitdale Avenue from Bascom Avenue to beyond Meridian Avenue, and on Leigh Avenue from beyond Southwest Expressway to beyond San Carlos Street. Class III bike routes are also proposed for Kingman Avenue from Leigh Avenue to College Drive, Scott Street from Leigh Avenue to Willard Avenue, College Drive from Kingman Avenue to Moorpark Avenue, and Enborg Lane from Bascom Avenue to Thornton Way

No bicycle facilities such as bike paths or lanes exist on campus. Typical to other college and university campuses, bicycle use is prohibited in the center of campus where "bicycles… may not be ridden on campus sidewalks."[1] Bicycle parking is provided at a variety of locations on the San Jose City College campus via bike racks. Most of these locations are located near recently constructed high-use buildings such as the Technology Center and Student Center.

[1] San Jose/Evergreen Community College District Parking and Traffic Regulations Section 3.00 (http://www.sjeccd.org/HTML/District/DistPolice/PoliceDownloads/Regulations.pdf)

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EXISTING PEDESTRIAN AND BICYCLE FACILITIES

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FIGURE 3

EXISTING TRANSIT SERVICE

Santa Clara Valley Transportation Authority (VTA) provides fixed-route bus service on 72 local routes in Santa Clara County, serving the City of San Jose. VTA also operates light rail service in Santa Clara County. **Figure 4** shows the existing transit facilities in the study area.

VTA bus stops for routes 25, 61, 62, and 65 provide transit service adjacent to San Jose City College. The campus is easily accessible to transit at its northwest and northeast corners that are served by Routes 61, 62, and 65. While Route 25 does not serve the campus directly, stop locations on Fruitdale Avenue and Bascom Avenue south of the school are within 1,500 feet walking distance from the campus.

Route 25 provides service between east San Jose at the Alum Rock Transit Center and the city of Cupertino near De Anza College. Service is provided weekdays between 5:10 am and 12:35 am on 10 to 20-minute headways during the peak commute hours and 30 to 60-minute headways during other times of the day. Weekend service is provided on both Saturday and Sunday between 5:40 am and 12:00 am on 15 to 60-minute headways.

Routes 61 and 62 provide service between east San Jose near Piedmont Hills High School to south San Jose near Good Samaritan Hospital. Both routes use the same streets from the route terminus in east San Jose to the intersection of Bascom Avenue and Union Avenue in south San Jose. Route 61 continues to south San Jose near Good Samaritan Hospital via Bascom Avenue whereas Route 62 continues via Union Avenue. Service is provided weekdays between 5:50 am and 11:00 pm on 30 to 60-minute headways for both routes. Weekend service is provided on both Saturday and Sunday between 6:15 am and 10:15 pm on 60 to 90-minute headways for Route 61 and 30 to 60-minute headways for Route 62.

Route 65 is a community bus route and it provides service between south San Jose near Princeton Plaza and the northern edge of downtown San Jose. Service is provided weekdays between 6:25 am and 7:20 pm on 60-minute headways. There is no weekend service.

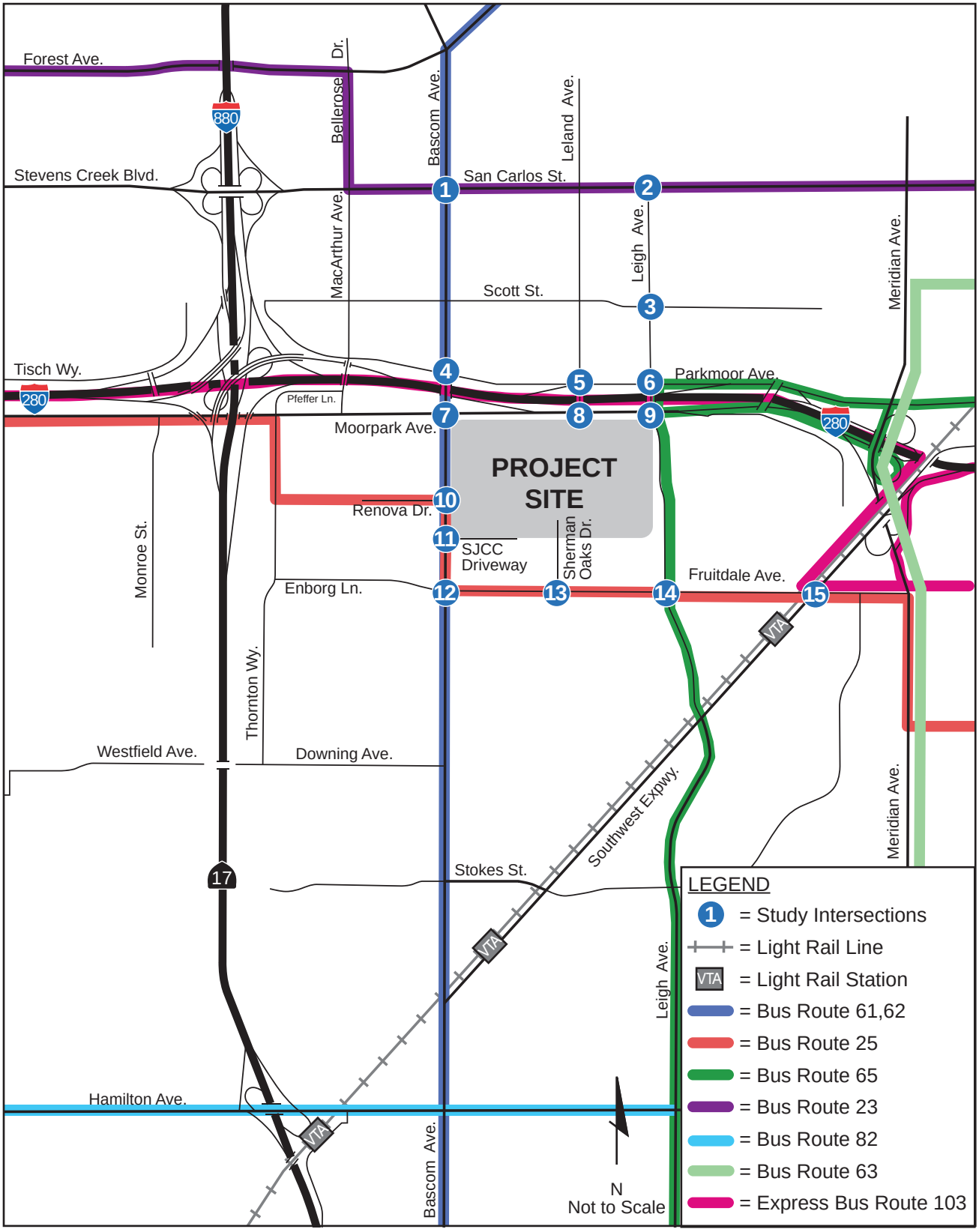
Other bus routes provide service within the study area but do not have stops adjacent to the campus, such as Express Routes 182 and the Highway 17 Express which operate along I-280. Route 103 also operates along Moorpark Avenue in the eastbound direction but does not have stops near San Jose City College. The nearest Route 103 stop to the campus is located at the Southwest Expressway/Fruitdale Avenue intersection, which is over a half-mile away from a campus entrance. The Fruitdale light rail transit station is also located at this intersection. Route 23 serves the San Carlos Street corridor. Ridership information for the two bus routes identified above are presented in **Table 4.**

TABLE 4
EXISTING VTA RIDERSHIP AND CAPACITY AT THE MAXIMUM LOAD POINT

Route	Direction	Vehicle Type[1]	Maximum Passenger Load[2]	Peak Hour Capacity[3]	Capacity Utilization
AM Peak Hour					
25	Eastbound	RBS	84	360	23%
25	Westbound	RBS	140	360	39%
61	Northbound	RBS	23	120	19%
61	Southbound	RBS	46	120	39%
62	Northbound	RBS	28	120	23%
62	Southbound	RBS	56	120	47%
65	Northbound	CBS	17	27	62%
65	Southbound	CBS	14	27	51%
PM Peak Hour					
25	Eastbound	RBS	130	360	36%
25	Westbound	RBS	86	360	24%
61	Northbound	RBS	34	120	28%
61	Southbound	RBS	18	120	15%
62	Northbound	RBS	38	120	32%
62	Southbound	RBS	38	120	32%
65	Northbound	CBS	8	27	30%
65	Southbound	CBS	10	27	37%

Notes:
1. RBS – Regular Bus Service; CBS – Community Bus Service
2. Ridership and number of buses during the peak hour
3. Total peak hour capacity in vehicles per hour

Sources: VTA, 2011; Fehr & Peers, 2011



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EXISTING TRANSIT SERVICE

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FIGURE 4

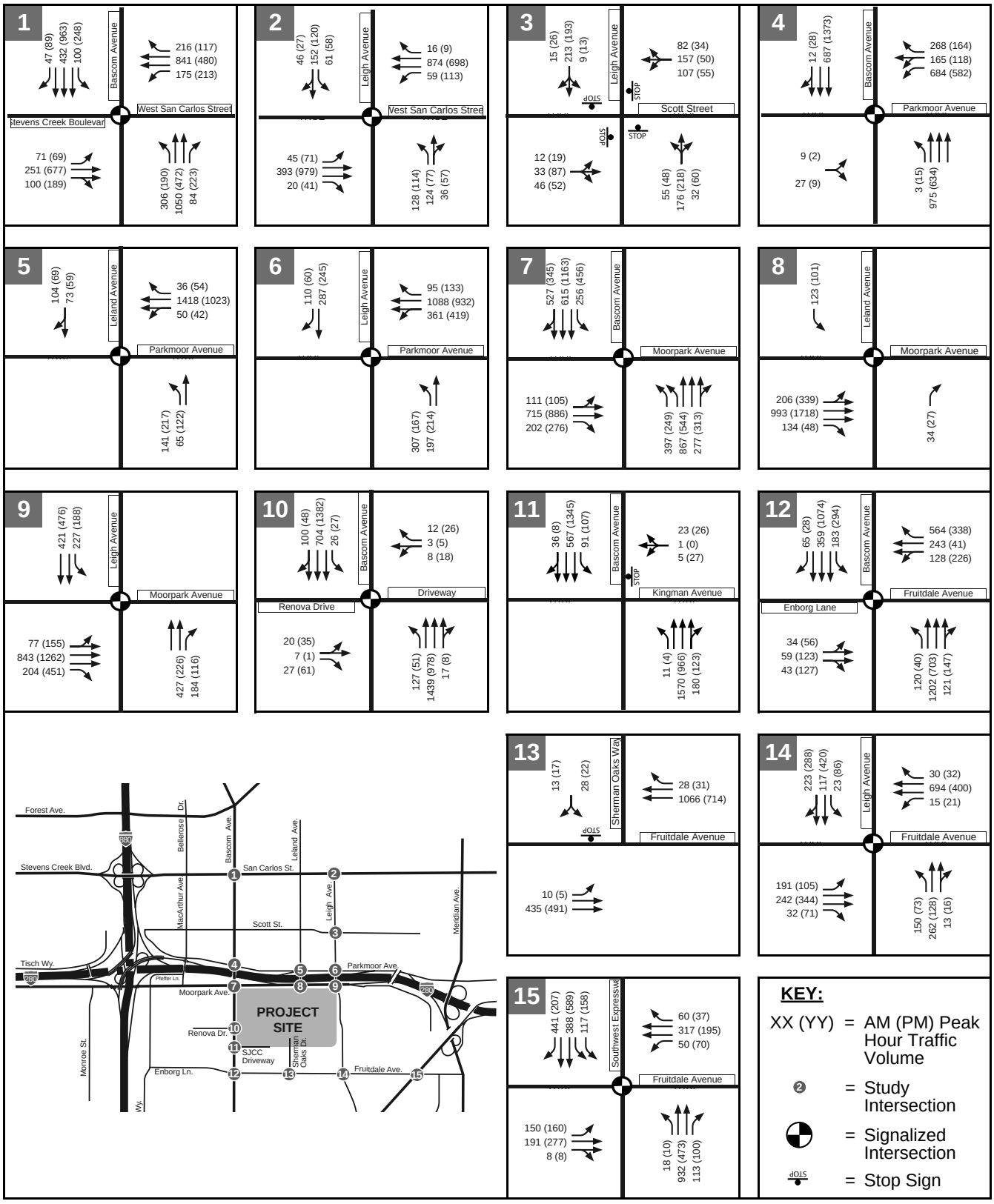
EXISTING VOLUMES AND LANE CONFIGURATIONS

Study intersection operations were evaluated during the weekday AM and PM peak hours. Intersection operations were evaluated for the highest one-hour volume counted between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. Intersection turning movement counts were conducted in September 2011 when classes at San Jose City College were in session. The traffic counts are included in **Appendix A**.

Figure 5 presents the existing AM and PM peak-hour turning movement volumes at the study intersections and also presents the existing intersection lane configurations and traffic control devices.

Existing Intersection Levels of Service

Existing operations were evaluated for the weekday AM and PM peak hours at the study intersections, as summarized in **Table 5**, based on the turning movement volumes, lane configurations and traffic control shown on Figure 5. All study intersections currently operate at acceptable levels of service according to the standards set forth by the City of San Jose and VTA. **Appendix B** contains the corresponding calculation sheets.



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EXISTING LANE GEOMETRIES, TRAFFIC CONTROLS, AND PEAK-HOUR INTERSECTION VOLUMES

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FIGURE 5

TABLE 5
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Traffic Control	Peak Hour	Count Date	Delay[1]	LOS[2]
1. Bascom Avenue/San Carlos Street	Signal	AM PM	9/2011 9/2011	42.0 50.7	D D
2. Leigh Avenue/San Carlos Street	Signal	AM PM	9/2011 9/2011	23.2 24.8	C C
3. Leigh Avenue/Scott Street	4-Way Stop	AM PM	9/2011 9/2011	13.5 11.8	B B
4. Bascom Avenue/Parkmoor Avenue	Signal	AM PM	9/2011 9/2011	33.6 31.1	C- C
5. Leland Avenue/Parkmoor Avenue	Signal	AM PM	9/2011 9/2011	19.4 21.1	B- C+
6. Leigh Avenue/Parkmoor Avenue	Signal	AM PM	9/2011 9/2011	31.1 21.9	C C+
7. Bascom Avenue/Moorpark Avenue*	Signal	AM PM	9/2011 9/2011	38.9 42.8	D+ D
8. Leland Avenue/Moorpark Avenue	Signal	AM PM	9/2011 9/2011	8.6 5.0	A A
9. Leigh Avenue/Moorpark Avenue	Signal	AM PM	9/2011 9/2011	26.5 20.1	C C+
10. Bascom Avenue/Renova Drive	Signal	AM PM	9/2011 9/2011	11.3 12.6	B+ B
11. Bascom Avenue/Kingman Avenue	Side-Street Stop	AM PM	9/2011 9/2011	20.0 20.3	C C
12. Bascom Avenue/Fruitdale Avenue*	Signal	AM PM	9/2011 9/2011	46.1 46.4	D D
13. Sherman Oaks Way/Fruitdale Avenue	Side-Street Stop	AM PM	9/2011 9/2011	28.2 16.8	D C
14. Leigh Avenue/Fruitdale Avenue	Signal	AM PM	9/2011 9/2011	33.6 30.5	C- C
15. Southwest Expressway/Fruitdale Avenue	Signal	AM PM	9/2011 9/2011	24.8 28.6	C C

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. Total control delay for the worst movement is presented for side-street stop-controlled intersections. Delay for the worst approach is reported for Unsignalized intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

* CMP intersection.

Source: Fehr & Peers, October 2011.

EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway segment densities reported in VTA's *2010 Monitoring and Conformance Report* were used to calculate levels of service for study area freeway segments during the AM and PM peak hours. The results of the LOS analysis for Existing Conditions are presented in **Table 6**.

The following segments of mixed-flow lanes are operating at unacceptable levels (LOS F) according to VTA and Caltrans standards:

- Northbound SR-17, Hamilton Avenue to I-280 (AM peak)
- Eastbound I-280, I-880 to Meridian Avenue (PM peak)
- Eastbound I-280, Meridian Avenue to Bird Avenue (PM peak)
- Westbound I-280, Bird Avenue to Meridian Avenue (AM Peak)
- Westbound I-280, Meridian Avenue to I-880 (AM peak)
- Westbound I-280, I-880 to Winchester Boulevard (AM peak)
- Northbound I-880, I-280 to Stevens Creek Boulevard (AM peak)
- Northbound I-880, Stevens Creek Boulevard to Bascom Avenue (AM peak)
- Southbound I-880, Bascom Avenue to Stevens Creek Boulevard (both peak hours)

The following segments of high-occupancy lanes are operating at unacceptable levels (LOS F):

- Westbound I-280, Meridian Avenue to I-880 (AM peak)
- Westbound I-280, I-880 to Winchester Boulevard (AM peak)

TABLE 6
EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway	From	To	Number of Lanes		Peak Hour[1]	Density[1]		Level of Service	
			Mixed	HOV		Mixed	HOV	Mixed	HOV
SR 17 Northbound	Hamilton Avenue	I-280	3	0	AM PM	69 29	N/A N/A	F D	N/A N/A
SR 17 Southbound	I-280	Hamilton Avenue	3	0	AM PM	27 35	N/A N/A	D D	N/A N/A
I-280 Eastbound	Winchester Boulevard	I-880	3	1	AM PM	27 30	9 29	D D	A D
	I-880	Meridian Avenue	4	1	AM PM	27 65	10 24	D F	A C
	Meridian Avenue	Bird Avenue	4	0	AM PM	42 68	N/A N/A	D F	N/A N/A
I-280 Westbound	Bird Avenue	Meridian Avenue	4	0	AM PM	95 42	N/A N/A	F D	N/A N/A
	Meridian Avenue	I-880	4	1	AM PM	124 28	57 9	F D	E A
	I-880	Winchester Boulevard	3	1	AM PM	101 53	58 12	F E	E B
I-880 Northbound	I-280	Stevens Creek Boulevard	3	0	AM PM	92 17	N/A N/A	F B	N/A N/A
	Stevens Creek Boulevard	Bascom Avenue	3	0	AM PM	60 27	N/A N/A	F D	N/A N/A
I-880 Southbound	Bascom Avenue	Stevens Creek Boulevard	3	0	AM PM	69 63	N/A N/A	F F	N/A N/A
	Stevens Creek Boulevard	I-280	3	0	AM PM	24 28	N/A N/A	C D	N/A N/A

Note:
1 Measured in passenger cars per mile per lane.
Source: *2010 Monitoring and Conformance Report*, VTA, May 2011.

FIELD OBSERVATIONS

Field observations were conducted in September 2011 to verify the calculated operations of the study intersections. The study intersections appeared to operate at or near the calculated levels of service. However, heavy queuing was noted at these locations:

- Bascom Avenue at West San Carlos Street in all four directions (PM peak hour)
- Bascom Avenue, northbound at West San Carlos Street (AM peak hour)
- Bascom Avenue, northbound from Moorpark Avenue to Renova Drive (AM peak hour)
- Bascom Avenue, southbound left turn lane at Moorpark Avenue to Parkmoor Avenue (PM peak hour)
- Bascom Avenue, northbound from Fruitdale Avenue to Maywood Avenue (AM and PM peak hours)
- Bascom Avenue, southbound from Fruitdale Avenue (PM peak hour)
- Moorpark Avenue, eastbound from Bascom Avenue to Turner Drive (AM and PM peak hours)
- Moorpark Avenue, eastbound from Leland Avenue towards Bascom Avenue (PM peak hour)
- Moorpark Avenue, eastbound from Leigh Avenue to Leland Avenue (PM peak hour)
- Parkmoor Avenue, westbound from Bascom Avenue to Raymond Avenue (AM peak hour)
- Parkmoor Avenue, westbound from Leland Avenue to Leigh Avenue (PM peak hour)
- Parkmoor Avenue, westbound from Leigh Avenue to the I-280 off-ramp merge (AM peak hour)
- Fruitdale Avenue, westbound at Sherman Oaks Drive (AM and PM peak hour)
- Fruitdale Avenue, westbound from Leigh Avenue towards Southwest Expressway (AM and PM peak hour)

At the Bascom Avenue/Parkmoor Avenue intersection, the westbound queues did not regularly clear in one signal cycle during both peak hours. At the Bascom Avenue/San Carlos Avenue intersection, occasionally the northbound and southbound queues did not clear in one signal cycle during the PM Peak hour.

At the Southwest Expressway/Fruitdale Avenue intersection, heavy queuing was noted only during light rail vehicle preemption. During this preemption, both directions of Fruitdale experienced heavy queuing and the southbound right-turn lane also experienced heavy queuing during both peak hours. These queues regularly cleared within a few signal cycles after the preemption.

3. EXISTING PLUS PROJECT CONDITIONS

This chapter identifies the potential off-site impacts of the proposed Project on the surrounding roadway system. First, the method used to estimate the amount of traffic generated by the project is described. Then, the results of the level of service calculations for Existing plus Project Conditions are presented. Existing plus Project Conditions are defined as Existing Conditions plus traffic generated by the proposed Project. Existing plus Project impacts are then identified by comparing the level of service results under Existing plus Project Conditions to those under Existing Conditions. Site access, on-site circulation, parking, and pedestrian, bicycle, and transit impacts are also addressed in this chapter.

PROJECT TRAFFIC ESTIMATES

The amount of traffic added to the roadway system by the proposed San Jose City College Master Plan is estimated using a three-step process:

1. ***Trip Generation*** – The *amount* of vehicle traffic entering and exiting the Project site was estimated, taking into consideration travel by walking, biking and busing to the campus.
2. ***Trip Distribution*** – The *direction* trips use to approach and depart the site was projected.
3. ***Trip Assignment*** – Trips were then *assigned* to specific roadway segments and intersection turning movements.

Results of the process for the proposed Project are described in the following sections.

Trip Generation

Additional Students

The amount of traffic generated by the additional students was estimated by applying rates derived from driveway counts of the existing campus conducted in September 2007. The rates were derived from the student enrollment at the time of the survey, which was approximately 12,000 students. Trip generation rates per student were calculated for the AM and PM peak hours, as shown in **Table 7**. The additional 2,670 students (for an approximate total of 14,670 students) that were included in this analysis to obtain a "worst-case scenario is estimated to generate 3,710 net new daily trips, 294 new AM peak-hour trips (234 inbound and 60 outbound) and 355 new PM peak-hour trips (232 inbound and 123 outbound).

Comparison of Trip Generation Rates to ITE Rates

The Institute of Transportation Engineers *Trip Generation*, 8th Edition has trip generation rates of 0.12 trips per student for both the AM and PM peak hours. These are about 10 percent different than the rates observed in the surveys of the SJCC campus. However, the rates are based on a limited number of studies (5 trip generation surveys) and may not reflect a similar environment of the San Jose area. Two of the five studies identified transit centers within close proximity of the studied campuses. Transit use could affect the trip generation rates at those locations. The SJCC-specific trip generation rates were used in analyzing the traffic generation of the new students to reflect a locally validated trip generation rate.

TABLE 7
PROJECT TRIP GENERATION RATES AND ESTIMATES

Land Use	Size	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Trip Rates[1]								
San Jose City College Students	Per student	1.39	80%	20%	0.11	65%	35%	0.13
Trip Estimates								
San Jose City College Additional students	Additional 2,670 Students[3]	3,712	234	60	294	232	123	355
Total		**3,712**	**234**	**60**	**294**	**232**	**123**	**355**

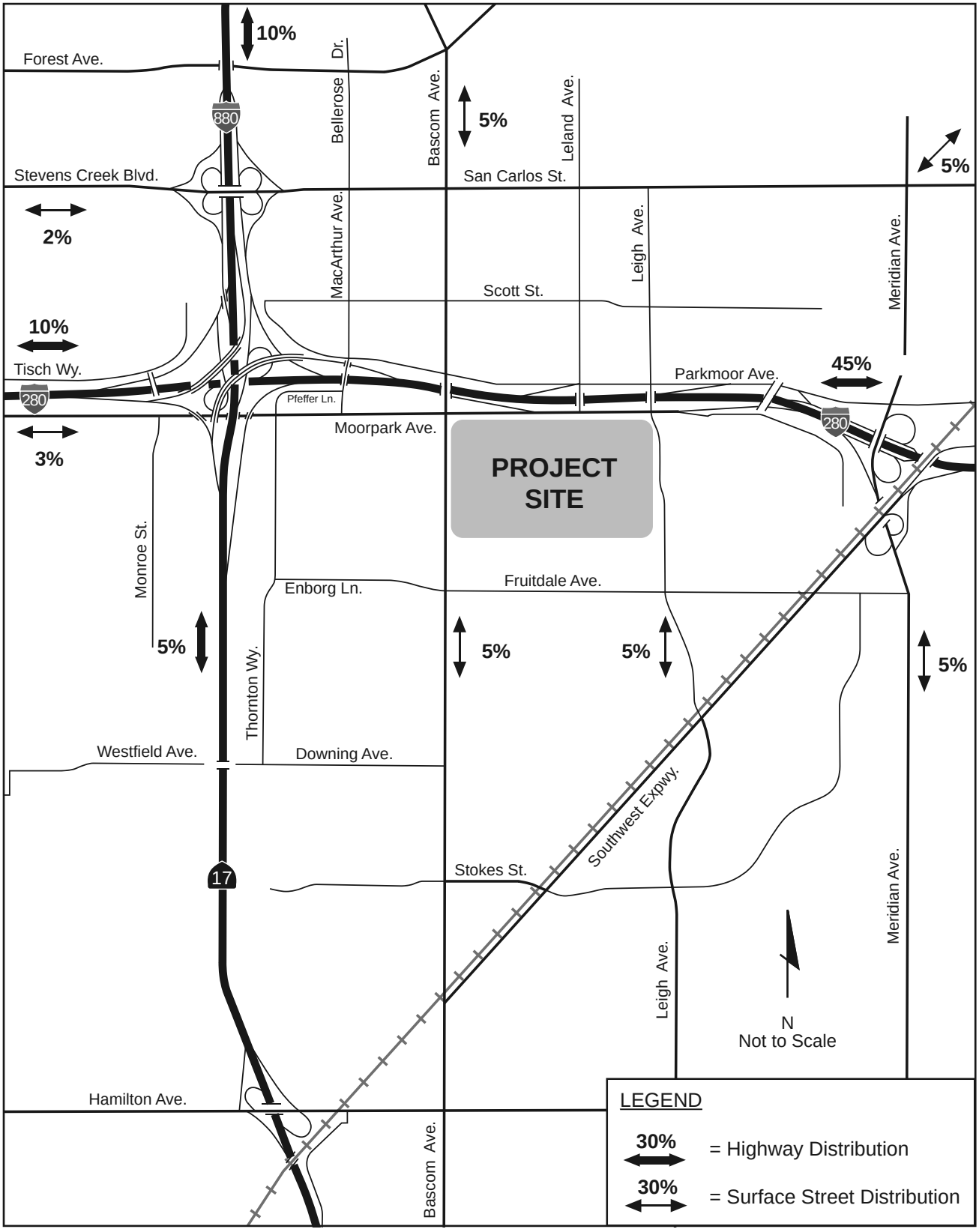
Note:
1 Rates used based on data collected at San Jose City College driveways in 2007.
Source: *Fehr & Peers*, October 2011.

Trip Distribution

The directions of approach and departure for Project traffic were estimated based on the existing travel patterns in the area and the relative locations of complementary land uses including residential and commercial uses. In addition, population density data from the 2000 Census Transportation Planning Packet (CTPP) was used. The major directions of approach and departure from the trip distribution pattern for the project, and are illustrated on **Figure 6**. The trip distribution is generally consistent with the analysis presented in the previous San Jose City College Facilities Master Plan EIR, May 2000.

Trip Assignment

Trips generated by the Project were assigned to the roadway system based on the directions of approach and departure discussed above. **Figure 7** shows the AM and PM peak-hour project trips assigned to each turning movement at the study intersections. Project trips were added to Existing Conditions traffic volumes to establish intersection volumes for Existing plus Project Conditions, as shown on **Figure 8**.



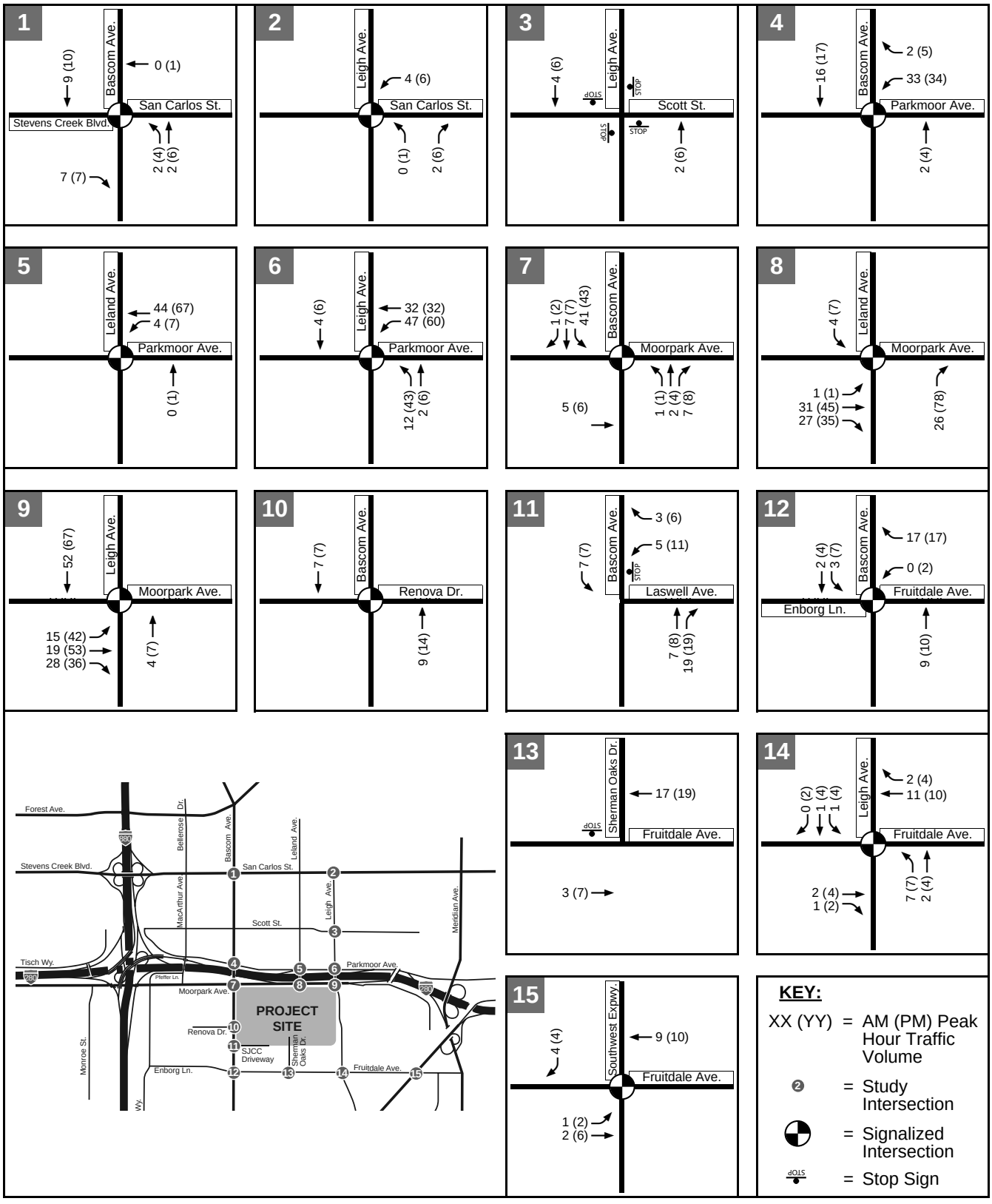
San Jose City College Facilities Master Plan TIA

FEHR PEERS

PROJECT TRIP DISTRIBUTION

October 2011
SJ11-1262

FIGURE 6



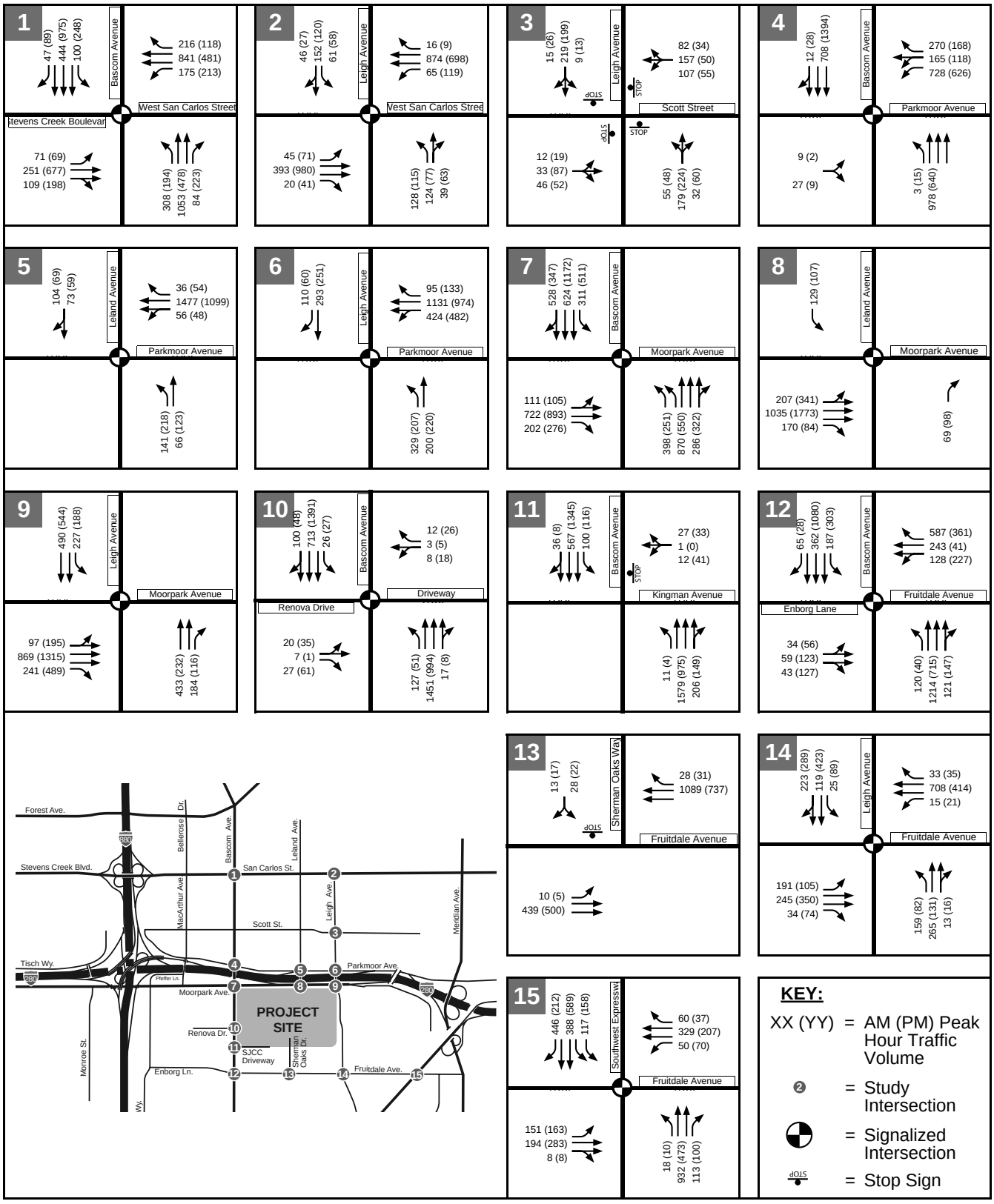
San Jose City College Facilities Master Plan TIA

FEHR PEERS

PROJECT TRIP ASSIGNMENT

October 2011
SJ11-1262

FIGURE 7



San Jose City College Facilities Master Plan TIA

FEHR PEERS

EXISTING PLUS PROJECT LANE GEOMETRIES, TRAFFIC CONTROLS, AND PEAK-HOUR INTERSECTION VOLUMES

October 2011
SJ11-1262

FIGURE 8

EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Existing plus Project Conditions. The results of the LOS analysis are summarized in **Table 8.** The changes in overall intersection delay due to the addition of project traffic are also shown in this table. In a few instances, slight improvements in delay are reported. This is due to the methodology the program uses to allocate green time to the various turning movements based on changes in the traffic volumes on individual approaches.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing plus Project Conditions are used to identify significant impacts.

All intersections continue to operate acceptably in both peak periods under City of San Jose and VTA standards.

TABLE 8
EXISTING AND EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing		Existing Plus Project			
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]
1. Bascom Avenue/San Carlos Street	AM	42.0	D	42.1	D	+0.001	+0.0
	PM	50.7	D	50.8	D	+0.007	+0.3
2. Leigh Avenue/San Carlos Street	AM	23.2	C	23.3	C	+0.000	+0.0
	PM	24.8	C	25.1	C	+0.004	0.4
3. Leigh Avenue/Scott Street (Unsignalized)	AM	13.5	B	13.6	B	N/A	N/A
	PM	11.8	B	12.0	B	N/A	N/A
4. Bascom Avenue/Parkmoor Avenue	AM	33.6	C-	33.3	C-	-0.0310	+1.0
	PM	31.1	C	31.9	C	+0.018	+0.7
5. Leland Avenue/Parkmoor Avenue	AM	19.4	B-	19.4	B-	+0.019	-0.1
	PM	21.1	C+	20.8	C+	+0.025	-0.4
6. Leigh Avenue/Parkmoor Avenue	AM	31.1	C	33.3	C-	+0.048	+2.5
	PM	21.9	C+	23.6	C	+0.060	+2.1
7. Bascom Avenue/Moorpark Avenue*	AM	38.9	D+	40	D	+0.003	+0.1
	PM	42.8	D	43.6	D	+0.041	+2.3
8. Leland Avenue/Moorpark Avenue	AM	8.6	A	8.7	A	+0.012	+0.2
	PM	5.0	A	5.2	A	+0.014	+0.2
9. Leigh Avenue/Moorpark Avenue	AM	26.5	C	26.2	C	+0.011	-0.2
	PM	20.1	C+	19.9	B-	+0.024	-0.5
10. Bascom Avenue/Renova Drive	AM	11.3	B+	11.2	B+	+0.002	+0.0
	PM	12.6	B	12.5	B	+0.002	+0.0
11. Bascom Avenue/Kingman Avenue (Unsignalized)	AM	20.0	C	25.7	C	N/A	N/A
	PM	20.3	C	23.7	C	N/A	N/A
12. Bascom Avenue/Fruitdale Avenue*	AM	46.1	D	46.9	D	+0.019	+1.2
	PM	46.4	D	47	D	+0.022	+0.8

TABLE 8
EXISTING AND EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

13. Sherman Oaks Way/Fruitdale Avenue (Unsignalized)	AM PM	28.2 16.8	D C	29.2 17.3	D C	N/A N/A	N/A N/A
14. Leigh Avenue/Fruitdale Avenue	AM PM	33.6 30.5	C- C	33.8 30.8	C- C	+0.010 +0.011	+0.2 +0.5
15. Southwest Expressway/Fruitdale Avenue	AM PM	24.8 28.6	C C	25 28.8	C C	+0.004 +0.006	+0.2 +0.4

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. Total control delay for the worst movement is presented for side-street stop-controlled intersections. Delay for the worst approach is reported for Unsignalized intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 Change in the critical volume-to-capacity ratio (V/C) between Existing and Existing plus Project Conditions.

4 Change in critical movement delay between Existing and Existing plus Project Conditions.

* CMP intersection.

NA = not applicable

Bold type indicates a project impact as defined by City standards.

Source: *Fehr & Peers*, October 2011.

INTERSECTION IMPACTS AND MITIGATION MEASURES

All study intersections are operating at LOS D or better under Existing plus Project Conditions. Therefore, the proposed Project would have a ***less-than-significant*** impact at the study intersections.

EXISTING PLUS PROJECT FREEWAY SEGMENT LEVELS OF SERVICE

CMP guidelines require that freeway segments to which a proposed development is projected to add trips equal to or greater than one percent of the freeway segment's capacity must be evaluated. Segments of SR 17, SR 280 and SR 880 were reviewed to determine if a significant amount of project traffic would be added to these freeway segments. Capacities of 2,300 vehicles per hour per lane (vphpl) for freeway segments with six or more lanes and 2,200 vphpl for freeway segments with four lanes were used in the freeway analysis. A capacity of 1,800 vphpl was used for high occupancy vehicle (HOV) lanes. For this analysis, it was assumed that the project trips using HOV lanes would be similar in proportion to existing use of HOV lanes. **Table 9** presents the densities of each freeway segment and the estimated number of trips added to each segment by the proposed Project. The project would add more than one percent of capacity to one (1) study freeway segments.

TABLE 9
EXISTING PLUS PROJECT FREEWAY SEGMENT LEVELS OF SERVICE

Freeway	From	To	Peak Hour	Mixed Flow				HOV			
				Trips	Density[1]	LOS[2]	% Impact[3]	Trips	Density[1]	LOS[2]	% Impact[3]
SR 17 Northbound	Hamilton Avenue	I-280	AM	12	61	F	0.15%	N/A	N/A	N/A	N/A
			PM	12	26	C	0.15%	N/A	N/A	N/A	N/A
SR 17 Southbound	I-280	Hamilton Avenue	AM	3	27	D	0.04%	N/A	N/A	N/A	N/A
			PM	9	35	D	0.13%	N/A	N/A	N/A	N/A
I-280 Eastbound	Winchester Boulevard	I-880	AM	21	27	D	0.30%	2	9	A	0.14%
			PM	20	30	D	0.28%	3	29	D	0.21%
	I-880	Meridian Avenue	AM	48	20	C	0.52%	6	10	A	0.37%
			PM	45	49	E	0.49%	8	24	C	0.48%
	Meridian Avenue	Bird Avenue	AM	27	42	D	0.29%	N/A	N/A	N/A	N/A
			PM	55	69	F	0.60%	N/A	N/A	N/A	N/A
I-280 Westbound	Bird Avenue	Meridian Avenue	AM	105	97	F	**1.14%**	N/A	N/A	N/A	N/A
			PM	104	43	D	1.13%	N/A	N/A	N/A	N/A
	Meridian Avenue	I-880	AM	85	117	F	0.99%	15	58	E	0.91%
			PM	90	26	D	1.06%	9	9	A	0.55%
	I-880	Winchester Boulevard	AM	8	101	F	0.11%	1	58	F	0.08%
			PM	11	53	E	0.15%	1	12	B	0.09%
I-880 Northbound	I-280	Stevens Creek Boulevard	AM	5	92	F	0.07%	N/A	N/A	N/A	N/A
			PM	10	17	B	0.14%	N/A	N/A	N/A	N/A
	Stevens Creek Boulevard	Bascom Avenue	AM	6	60	F	0.09%	N/A	N/A	N/A	N/A
			PM	12	27	D	0.17%	N/A	N/A	N/A	N/A
I-880 Southbound	Bascom Avenue	Stevens Creek Boulevard	AM	23	69	F	0.33%	N/A	N/A	N/A	N/A
			PM	23	63	F	0.33%	N/A	N/A	N/A	N/A
	Stevens Creek Boulevard	I-280	AM	19	24	C	0.28%	N/A	N/A	N/A	N/A
			PM	19	28	D	0.28%	N/A	N/A	N/A	N/A

Note:
1 Measured in passenger cars per mile per lane.
2 LOS = level of service.
3 Percent impact determined by dividing the number of project trips by the freeway segment's capacity.
Bold type indicates a project impact.
Source: *2010 Monitoring and Conformance Report*, Fehr & Peers, October 2011

FREEWAY IMPACTS AND MITIGATION MEASURES

Based on the impact criteria listed above, the proposed Project would have a ***significant impact*** on westbound (northbound) Interstate 280 from Bird Avenue to Meridian Avenue during the AM peak period. The Project would have a **less-than-significant** impact on all other study freeway segments.

According to the *Valley Transportation Plan 2035* (VTA, January 2009), improvements to the I-280/I-880/Stevens Creek Boulevard interchange (VTP ID H69) are planned and funded. However, those proposed improvements would not mitigate the project's impacts to a less-than-significant level because they do not affect mainline capacity. No additional freeway improvements have been identified in the project area.

Implementation of a TDM program would incrementally reduce traffic volumes on all freeway segments; however, it would not reduce the identified impacts to a less-than-significant level. The mitigation of freeway impacts is considered beyond the scope of an individual project, due to the inability of any individual project or City to acquire right of way for freeway widening. Freeway improvements also would require approval by Caltrans, which neither the Evergreen Valley College District nor the City can guarantee. Therefore, the addition of project traffic results in a ***significant and unavoidable*** impact to the identified freeway segments.

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITY IMPACTS

The Project would cause a significant impact to pedestrian, bicycle, and transit facilities and services if one of the following occurs:

- An element of the proposed Project conflicts with existing or planned pedestrian, bicycle, and transit facilities.
- The proposed Project creates hazardous conditions for pedestrians or bicyclists that currently do not exist.

The project may generate additional demand for pedestrian facilities. Existing sidewalks are provided adjacent to and in the vicinity of the site. Sidewalks and pedestrian bridges link the San Jose City College campus to adjacent neighborhoods. The existing pedestrian facilities are expected to accommodate the increased demand. The proposed Project does not conflict with any existing or proposed pedestrian facilities and the proposed Project does not create hazardous conditions for pedestrians. Therefore, a ***less-than-significant impact*** is expected for pedestrian facilities.

The project may generate additional demand for bicycle facilities. The proposed Project does not conflict with any existing or proposed facilities and the proposed Project does not create hazardous conditions for bicyclists. Therefore, a ***less-than-significant impact*** is expected for bicycle facilities.

The project may generate additional demand for transit service. The San Jose City College campus is served by four bus routes, and several stops are located adjacent to the campus. Approximately ten buses serve San Jose City College during each peak hour. The existing transit service is expected to accommodate the possible increased demand and the proposed Project does not conflict with any existing or proposed transit facilities. Therefore, a ***less-than-significant impact*** is anticipated for transit service.

SITE ACCESS AND ON-SITE CIRCULATION

Site Access

The San Jose City College campus can currently be accessed from locations along Bascom Avenue, Moorpark Avenue, Leigh Avenue, and Kingman Avenue within the Sherman Oaks neighborhood. Moorpark Avenue would be maintained as the primary access to the campus as well as all secondary access points. Based on the trip generation estimates, forecasted demand would be adequately served by these access points. Driveway spacing and sight distance at the new driveways would be adequate.

On-Site Circulation

On-site circulation is provided by internal roadways and driveways. These facilities connect various parking lots to each other. While there is no existing internal vehicular connection between the parking lots on the western side of campus with those on the eastern side, a connection is proposed in the Master Plan. This new connection would improve on-site circulation and allow greater flexibility in circulating through the campus. However, the new connection is not expected to change the overall travel patterns to the site. Three new drop-off locations have been identified in the Master Plan to facilitate internal circulations.

A promenade has been recommended to serve as the primary pedestrian route through the campus, the promenade is a continuation of the existing paseo arcs described under Existing Conditions. The promenade would connect with all secondary pedestrian facilities and assist in way-finding and student orientation throughout the campus. In addition to the promenade, two secondary pedestrian roadways have been identified in the Plan. These two north-south pedestrian facilities will be located at the western and eastern edge of the campus to form the core of the campus along with the promenade.

PARKING

Existing parking facilities on the San Jose City College campus consist of several paved surface lots and a four-story garage. These paid parking facilities are designated for specific uses (student, staff, etc.). Free, non-restrictive parking is available on the public roadways surrounding the campus.

Based on the parking surveys performed on the SJCC campus in a previous study completed by Fehr & Peers in October 2008, the parking demand rate is 0.18 spaces per student. Two notable parking peaks occur during a regular school day. The two peaks occur between 9:30 AM and 12:00 PM in the morning and between 6:00 PM and 7:00 PM in the evening. The morning peak is typically 10 – 20 percent higher than the evening peak.

The Master Plan has identified a targeted rate of 0.2 parking spaces per student, with a projected enrollment forecast of 14,500 students in the Year 2025, the number of parking spaces needed is 2,900. Based on the existing parking space inventory, an additional 800 spaces is needed to reach the desired goal.

Although an exact increase in parking supply has not been identified and included as part of the Project, the Master Plan has identified several existing surface parking lots as potential reconfiguration candidates to maximize efficiency and increase the total on-site parking supply. Additionally, strategies to manage the existing parking supply can be implemented as enrollment increases. The potential location of a second parking structure has been identified and could be constructed in the future to accommodate actual parking demands.

Based on the City of San Jose Ordinance Code *20.90.060 Table 20-190*, A “Post Secondary” school (a Junior College/University) is required to provide 1 parking space per 3 students, plus 1 per staff. Thus, it is recommended that the parking demand be monitor regularly to ensure adequate parking as enrollment increases.

4. CUMULATIVE CONDITIONS

This chapter presents an analysis of Cumulative Conditions without and with the proposed Project. Cumulative No Project Conditions are defined as existing volumes plus traffic generated by approved but not yet constructed developments in the project study area, plus traffic generated by pending developments. Trips from the proposed Project are added to the Cumulative No Project Conditions to estimate Cumulative plus Project Conditions. This chapter describes the procedure used to determine the cumulative traffic volumes and the results of the level of service analysis for Cumulative Conditions. No freeway segments analysis was performed because VTA guidelines do not require an analysis of freeway operations under Cumulative Conditions.

CUMULATIVE TRAFFIC ESTIMATES

Traffic volumes for Cumulative Conditions were estimated by adding traffic generated by approved and pending developments to existing traffic volumes. San Jose City staff provided an approved trip inventory (ATI) that accounts for projects that would potentially add traffic to the study intersections. The ATI is included in **Appendix D**. Traffic associated with pending projects, obtained from the City of San Jose, were also was included. **Figure 9** illustrates the traffic volumes at the study intersections under Cumulative No Project Conditions. The trips generated by the proposed Project were added to the Cumulative No Project Condition volumes to establish Cumulative plus Project Conditions and are shown on **Figure 10**.

CUMULATIVE ROADWAY IMPROVEMENTS

No approved and funded transportation network improvements were assumed to be constructed prior to project completion; therefore, the existing roadway network was used for the cumulative analysis.

CUMULATIVE INTERSECTION LEVELS OF SERVICE

LOS calculations were conducted for the study intersections to evaluate their operations under Cumulative No Project and Cumulative plus Project Conditions. The results of the LOS analysis are presented in **Table 10**. **Appendix B** contains the corresponding calculation sheets. All study intersections will continue to operate at acceptable levels except the Bascom Avenue/San Carlos Avenue, which operates at LOS E during the PM peak hour.

TABLE 10
CUMULATIVE AND CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative No Project		Cumulative Plus Project			
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]
1. Bascom Avenue/San Carlos Street	AM	44.0	D	44.1	D	+0.001	+0.0
	PM	55.6	E+	55.6	E+	+0.014	+0.4
2. Leigh Avenue/San Carlos Street	AM	22.3	C+	22.4	C+	+0.000	+0.0
	PM	24.8	C	25.2	C	+0.008	+0.7
3. Leigh Avenue/Scott Street (Unsignalized)	AM	14.0	B	14.2	B	N/A	N/A
	PM	13.4	B	13.6	B	N/A	N/A
4. Bascom Avenue/Parkmoor Avenue	AM	34.7	C-	35.0	C-	+0.018	+0.3
	PM	32.6	C-	33.4	C-	+0.018	+0.7

TABLE 10
CUMULATIVE AND CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

5. Leland Avenue/Parkmoor Avenue	AM PM	22.8 23.7	C+ C	23.0 23.7	C+ C	+0.019 +0.025	+0.2 -0.1
6. Leigh Avenue/Parkmoor Avenue	AM PM	34.3 23.5	C- C	38.0 25.5	D+ C	+0.048 +0.060	+4.3 +2.5
7. Bascom Avenue/Moorpark Avenue*	AM PM	39.3 46.4	D D	40.5 48.5	D D	+0.003 +0.041	+0.2 +5.2
8. Leland Avenue/Moorpark Avenue	AM PM	8.1 4.8	A A	8.2 5.0	A A	+0.012 +0.014	+0.2 +0.2
9. Leigh Avenue/Moorpark Avenue	AM PM	26.5 20.3	C C+	26.2 20.3	C C+	+0.011 +0.020	-0.2 -0.3
10. Bascom Avenue/Renova Drive	AM PM	13.1 18.5	B B-	13.0 18.4	B B-	+0.002 +0.002	+0.0 -0.1
11. Bascom Avenue/Kingman Avenue (Unsignalized)	AM PM	20.4 22,1	C C	26.7 26.4	D D	N/A N/A	N/A N/A
12. Bascom Avenue/Fruitdale Avenue*	AM PM	47.7 48.8	D D	48.7 49.5	D D	+0.019 +0.022	+1.4 +1.0
13. Sherman Oaks Way/Fruitdale Avenue (Unsignalized)	AM PM	30.3 18.0	D C	31.5 18.5	D C	N/A N/A	N/A N/A
14. Leigh Avenue/Fruitdale Avenue	AM PM	33.8 30.9	C- C	33.9 31.2	C- C	+0.010 +0.004	+0.3 +0.0
15. Southwest Expressway/Fruitdale Avenue	AM PM	27.4 30.1	C C	27.5 30.3	C C	+0.001 +0.004	+0.0 +0.0

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. Total control delay for the worst movement is presented for side-street stop-controlled intersections. Delay for the worst approach is reported for Unsignalized intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 Change in the critical volume-to-capacity ratio (V/C) between Cumulative and Cumulative plus Project Conditions.

4 Change in critical movement delay between Cumulative and Cumulative plus Project Conditions.

* CMP intersection.

NA = not applicable

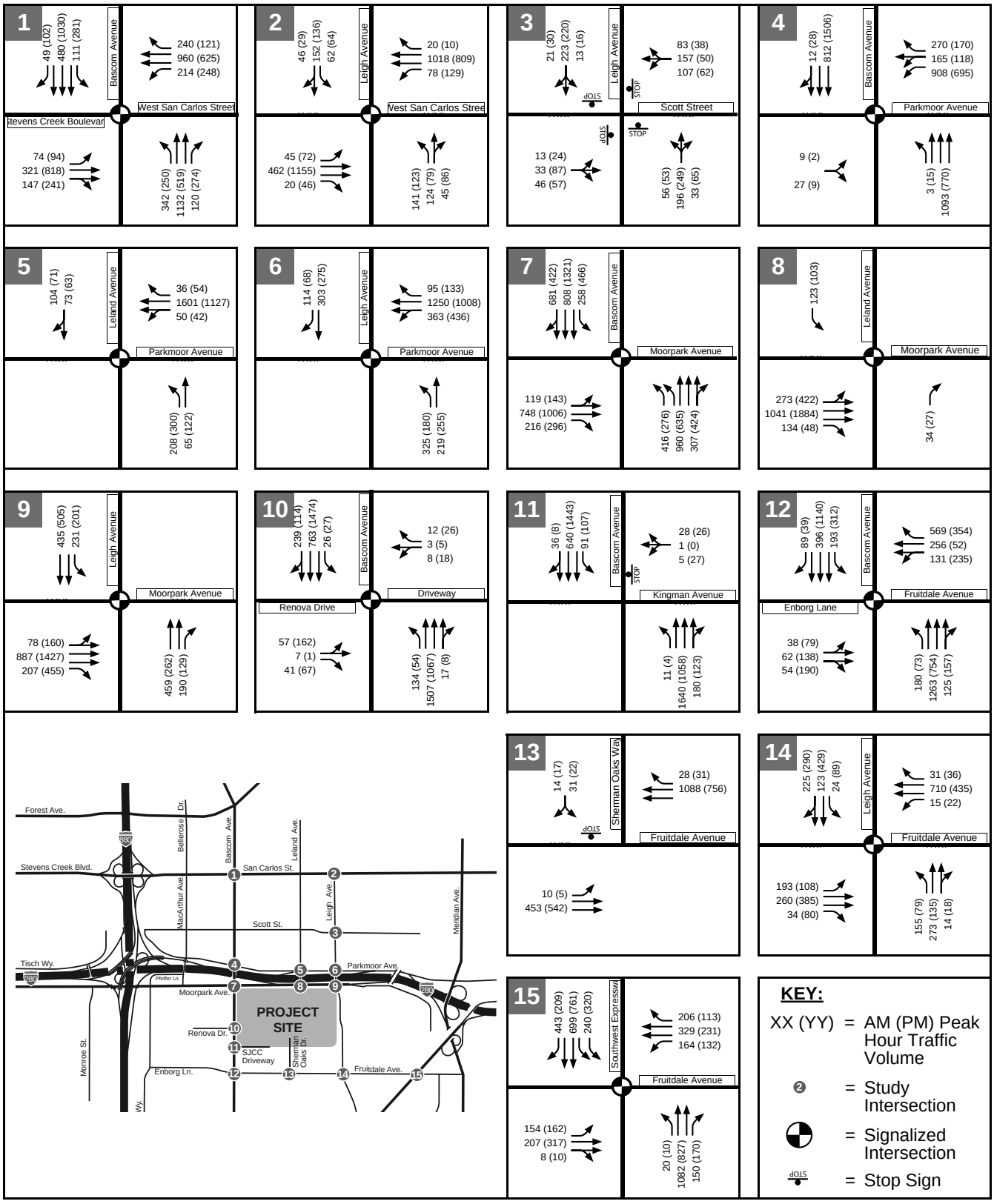
Bold type indicates a project impact as defined by City standards.

Source: *Fehr & Peers*, October 2011.

CUMULATIVE INTERSECTION IMPACTS AND MITIGATION MEASURES

Bascom Avenue/San Carlos Street

The Bascom Avenue/San Carlos Street intersection is projected to operate unacceptably under Cumulative no Project conditions. The addition of Project traffic would not increase the critical movement V/C ratio or delay by more than one percent or four seconds, respectively. Therefore, the impact to this intersection would be considered ***less-than-significant***.



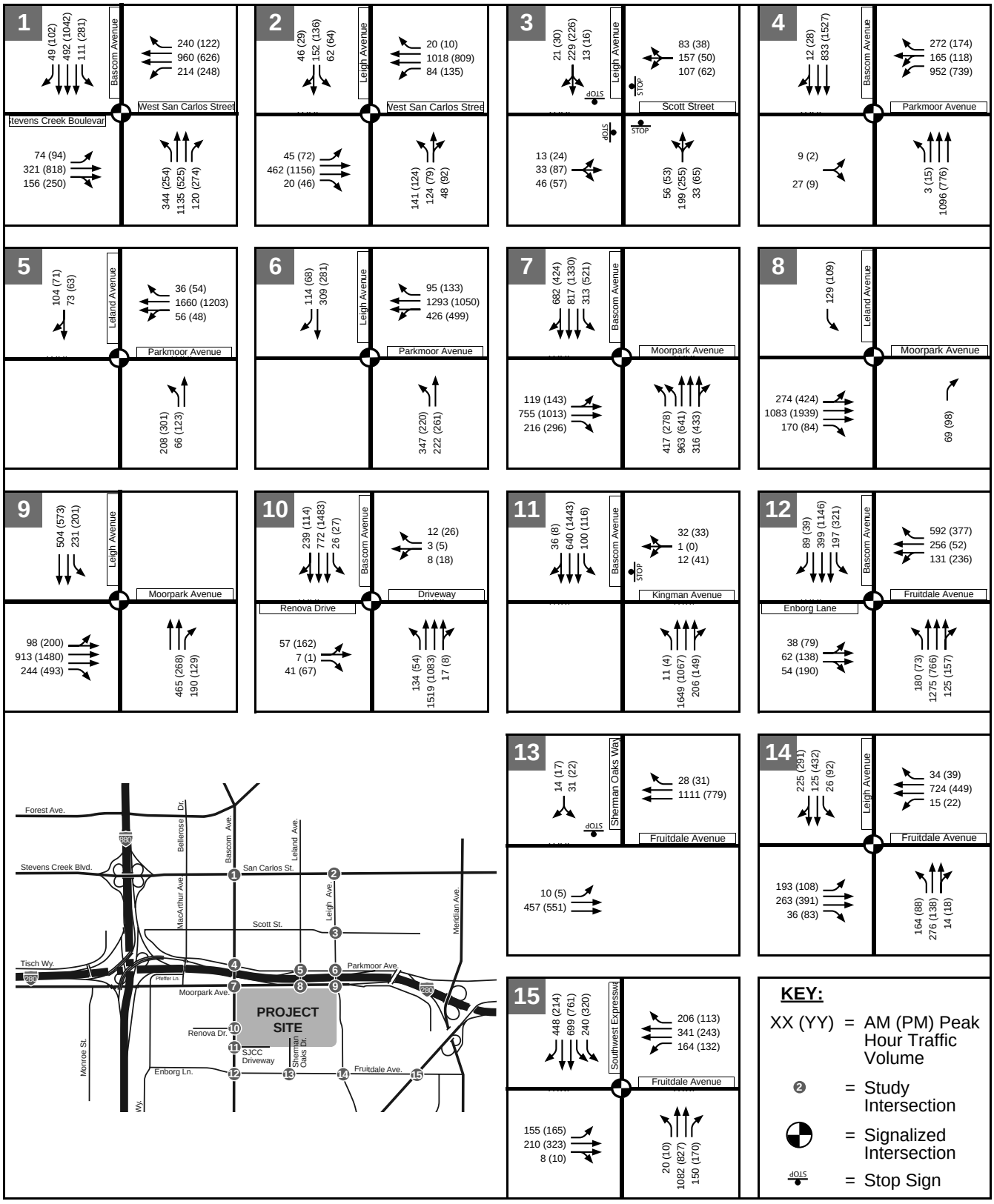
San Jose City College Facilities Master Plan TIA

FEHR PEERS

CUMULATIVE NO PROJECT LANE GEOMETRIES, TRAFFIC CONTROLS, AND PEAK-HOUR INTERSECTION VOLUMES

October 2011
SJ11-1262

FIGURE 9



San Jose City College Facilities Master Plan TIA

FEHR PEERS

CUMULATIVE PLUS PROJECT LANE GEOMETRIES, TRAFFIC CONTROLS, AND PEAK-HOUR INTERSECTION VOLUMES

October 2011
SJ11-1262

FIGURE 10

APPENDIX A:
EXISTING TRAFFIC COUNTS

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL RECOUNT
Site Code : 00000001
Start Date : 9/15/2011
Page No : 1

Groups Printed- Vehicles

	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
07:00 AM	5	44	6	2	57	15	81	11	2	109	17	106	33	0	156	4	24	7	0	35	357
07:15 AM	3	59	18	2	82	32	165	28	6	231	7	138	49	0	194	20	35	11	3	69	576
07:30 AM	21	74	16	2	113	42	205	26	7	280	18	175	47	0	240	32	45	15	3	95	728
07:45 AM	13	133	28	1	175	46	221	52	1	320	17	266	102	0	385	29	70	20	0	119	999
Total	42	310	68	7	427	135	672	117	16	940	59	685	231	0	975	85	174	53	6	318	2660
08:00 AM	10	91	21	5	127	54	212	46	3	315	22	222	55	0	299	13	62	18	0	93	834
08:15 AM	11	111	24	3	149	56	211	31	7	305	22	265	80	0	367	33	70	16	3	122	943
08:30 AM	13	97	27	0	137	60	197	46	5	308	23	297	69	0	389	25	49	17	0	91	925
08:45 AM	12	98	19	4	133	45	166	35	13	259	22	233	51	1	307	41	72	23	1	137	836
Total	46	397	91	12	546	215	786	158	28	1187	89	1017	255	1	1362	112	253	74	4	443	3538
Grand Total	88	707	159	19	973	350	1458	275	44	2127	148	1702	486	1	2337	197	427	127	10	761	6198
Apprch %	9	72.7	16.3	2		16.5	68.5	12.9	2.1		6.3	72.8	20.8	0		25.9	56.1	16.7	1.3		
Total %	1.4	11.4	2.6	0.3	15.7	5.6	23.5	4.4	0.7	34.3	2.4	27.5	7.8	0	37.7	3.2	6.9	2	0.2	12.3	

	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	133	28	1	175	46	221	52	1	320	17	266	102	0	385	29	70	20	0	119	999
08:00 AM	10	91	21	5	127	54	212	46	3	315	22	222	55	0	299	13	62	18	0	93	834
08:15 AM	11	111	24	3	149	56	211	31	7	305	22	265	80	0	367	33	70	16	3	122	943
08:30 AM	13	97	27	0	137	60	197	46	5	308	23	297	69	0	389	25	49	17	0	91	925
Total Volume	47	432	100	9	588	216	841	175	16	1248	84	1050	306	0	1440	100	251	71	3	425	3701
% App. Total	8	73.5	17	1.5		17.3	67.4	14	1.3		5.8	72.9	21.2	0		23.5	59.1	16.7	0.7		
PHF	.904	.812	.893	.450	.840	.900	.951	.841	.571	.975	.913	.884	.750	.000	.925	.758	.896	.888	.250	.871	.926

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File Name : 1AM FINAL RECOUNT
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Start Date : 9/15/2011
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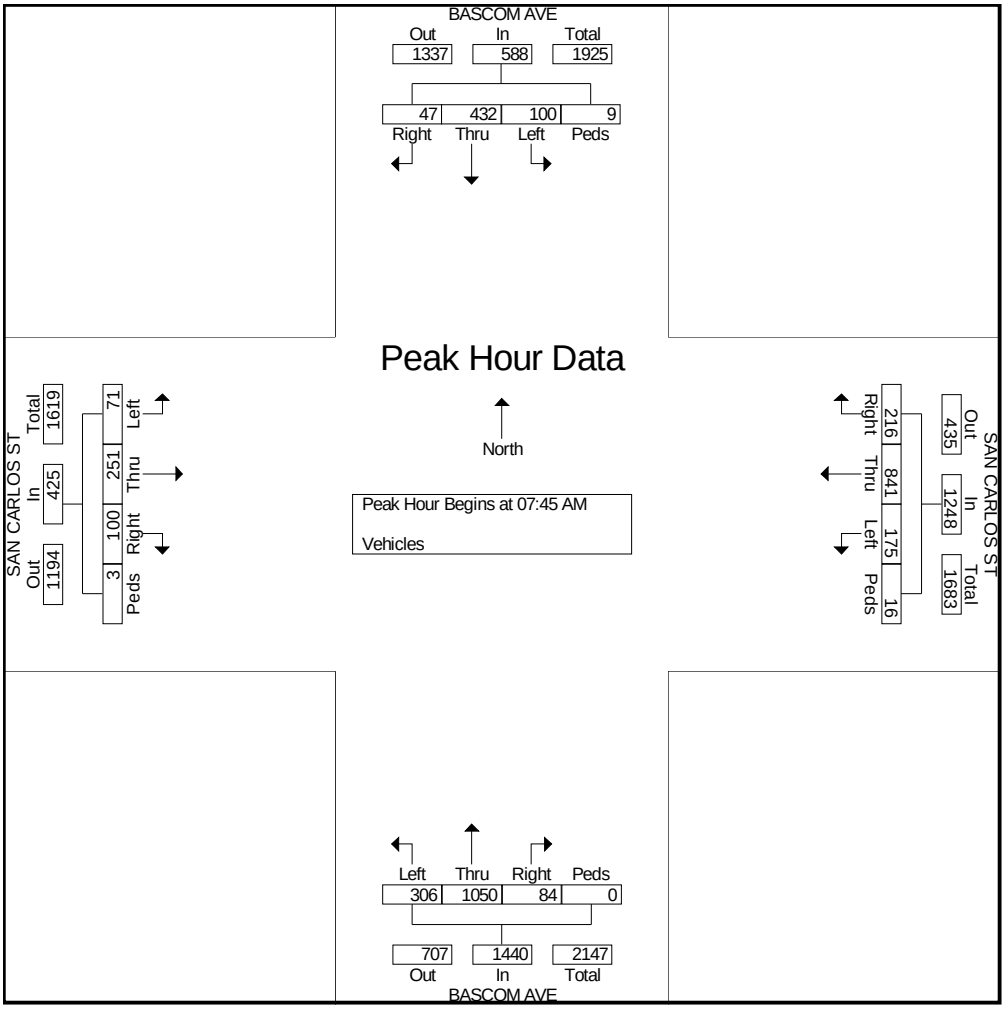

Traffic Data Service
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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 9/14/2011
Page No : 1

Groups Printed- Vehicles

	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
04:00 PM	21	145	51	8	225	25	88	50	12	175	57	124	52	6	239	37	129	20	2	188	827
04:15 PM	26	167	56	1	250	13	108	50	7	178	49	94	47	3	193	41	140	25	1	207	828
04:30 PM	31	166	57	4	258	24	105	54	0	183	55	112	47	2	216	49	156	19	1	225	882
04:45 PM	24	178	52	3	257	29	117	52	7	205	45	110	60	8	223	27	128	19	4	178	863
Total	102	656	216	16	990	91	418	206	26	741	206	440	206	19	871	154	553	83	8	798	3400
05:00 PM	24	226	71	2	323	35	126	45	6	212	50	116	42	1	209	41	161	22	3	227	971
05:15 PM	21	253	62	7	343	22	119	59	8	208	79	130	52	6	267	32	190	17	1	240	1058
05:30 PM	26	235	72	6	339	30	107	51	4	192	54	114	49	8	225	51	165	15	7	238	994
05:45 PM	18	249	43	4	314	30	128	58	7	223	40	112	47	6	205	65	161	15	4	245	987
Total	89	963	248	19	1319	117	480	213	25	835	223	472	190	21	906	189	677	69	15	950	4010
Grand Total	191	1619	464	35	2309	208	898	419	51	1576	429	912	396	40	1777	343	1230	152	23	1748	7410
Apprch %	8.3	70.1	20.1	1.5		13.2	57	26.6	3.2		24.1	51.3	22.3	2.3		19.6	70.4	8.7	1.3		
Total %	2.6	21.8	6.3	0.5	31.2	2.8	12.1	5.7	0.7	21.3	5.8	12.3	5.3	0.5	24	4.6	16.6	2.1	0.3	23.6	

	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	24	226	71	2	323	35	126	45	6	212	50	116	42	1	209	41	161	22	3	227	971
05:15 PM	21	253	62	7	343	22	119	59	8	208	79	130	52	6	267	32	190	17	1	240	1058
05:30 PM	26	235	72	6	339	30	107	51	4	192	54	114	49	8	225	51	165	15	7	238	994
05:45 PM	18	249	43	4	314	30	128	58	7	223	40	112	47	6	205	65	161	15	4	245	987
Total Volume	89	963	248	19	1319	117	480	213	25	835	223	472	190	21	906	189	677	69	15	950	4010
% App. Total	6.7	73	18.8	1.4		14	57.5	25.5	3		24.6	52.1	21	2.3		19.9	71.3	7.3	1.6		
PHF	.856	.952	.861	.679	.961	.836	.938	.903	.781	.936	.706	.908	.913	.656	.848	.727	.891	.784	.536	.969	.948

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File Name : 1PM FINAL
Site Code : 00000001
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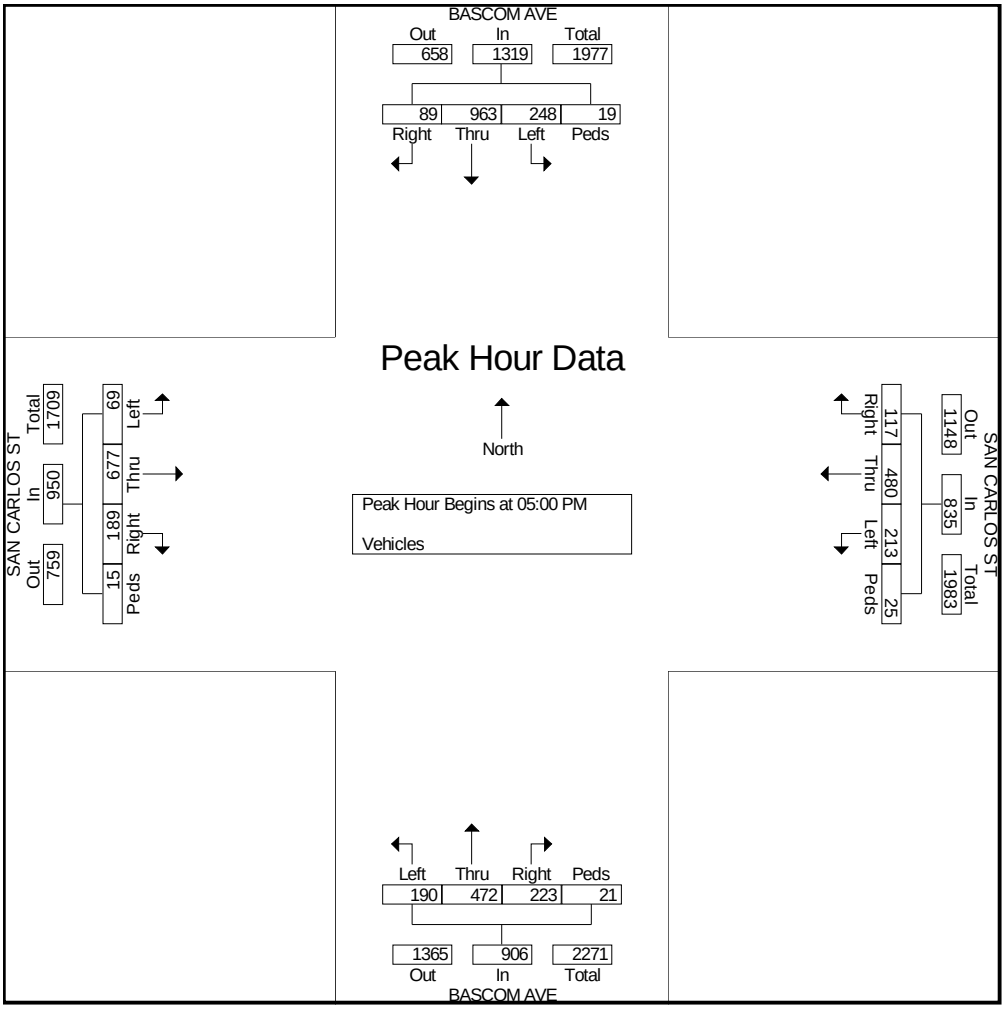

Traffic Data Service
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(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 9/14/2011
Page No : 1

Groups Printed- Vehicles

	LEIGH 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
07:00 AM	4	12	8	1	25	3	88	4	0	95	7	9	11	2	29	3	49	6	1	59	208
07:15 AM	9	39	10	2	60	5	218	7	3	233	4	11	30	7	52	9	63	5	6	83	428
07:30 AM	9	43	19	3	74	5	248	9	8	270	6	28	35	20	89	6	85	9	6	106	539
07:45 AM	17	50	15	3	85	7	263	19	15	304	6	25	38	9	78	5	99	16	11	131	598
Total	39	144	52	9	244	20	817	39	26	902	23	73	114	38	248	23	296	36	24	379	1773
08:00 AM	9	29	12	4	54	3	220	16	3	242	13	32	22	9	76	5	100	8	5	118	490
08:15 AM	11	30	15	4	60	1	143	15	1	160	11	39	33	2	85	4	109	12	1	126	431
08:30 AM	11	36	9	1	57	0	163	15	0	178	14	21	29	0	64	8	126	11	3	148	447
08:45 AM	7	23	8	10	48	2	218	26	2	248	7	20	34	2	63	10	107	14	3	134	493
Total	38	118	44	19	219	6	744	72	6	828	45	112	118	13	288	27	442	45	12	526	1861
Grand Total	77	262	96	28	463	26	1561	111	32	1730	68	185	232	51	536	50	738	81	36	905	3634
Apprch %	16.6	56.6	20.7	6		1.5	90.2	6.4	1.8		12.7	34.5	43.3	9.5		5.5	81.5	9	4		
Total %	2.1	7.2	2.6	0.8	12.7	0.7	43	3.1	0.9	47.6	1.9	5.1	6.4	1.4	14.7	1.4	20.3	2.2	1	24.9	

	LEIGH 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 07:30 AM																					
07:30 AM	9	43	19	3	74	5	248	9	8	270	6	28	35	20	89	6	85	9	6	106	539
07:45 AM	17	50	15	3	85	7	263	19	15	304	6	25	38	9	78	5	99	16	11	131	598
08:00 AM	9	29	12	4	54	3	220	16	3	242	13	32	22	9	76	5	100	8	5	118	490
08:15 AM	11	30	15	4	60	1	143	15	1	160	11	39	33	2	85	4	109	12	1	126	431
Total Volume	46	152	61	14	273	16	874	59	27	976	36	124	128	40	328	20	393	45	23	481	2058
% App. Total	16.8	55.7	22.3	5.1		1.6	89.5	6	2.8		11	37.8	39	12.2		4.2	81.7	9.4	4.8		
PHF	.676	.760	.803	.875	.803	.571	.831	.776	.450	.803	.692	.795	.842	.500	.921	.833	.901	.703	.523	.918	.860

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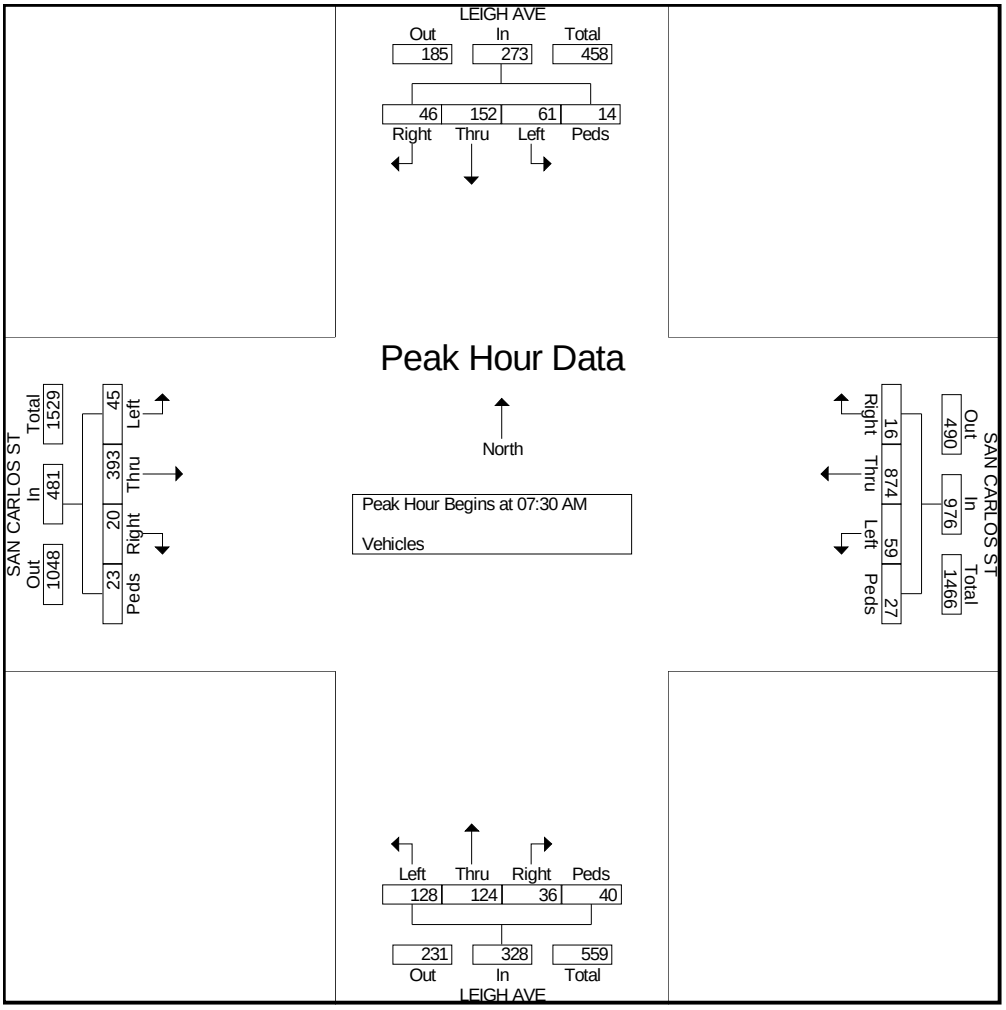
File Name : 2AM FINAL
Site Code : 00000002
Start Date : 9/14/2011
Page No : 2



Traffic Data Service
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tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 9/14/2011
Page No : 1

Groups Printed- Vehicles

	LEIGH 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
04:00 PM	4	22	15	6	47	7	131	25	3	166	11	30	16	0	57	9	200	16	4	229	499
04:15 PM	9	16	8	2	35	6	144	21	1	172	15	28	25	1	69	9	199	23	1	232	508
04:30 PM	14	21	13	5	53	1	123	39	1	164	14	19	17	5	55	6	231	19	2	258	530
04:45 PM	9	20	12	2	43	7	160	33	1	201	9	20	24	4	57	5	196	12	7	220	521
Total	36	79	48	15	178	21	558	118	6	703	49	97	82	10	238	29	826	70	14	939	2058
05:00 PM	6	28	6	1	41	1	154	24	1	180	15	24	30	2	71	8	236	22	2	268	560
05:15 PM	5	28	23	1	57	3	175	24	4	206	15	14	23	6	58	2	270	23	3	298	619
05:30 PM	6	35	14	3	58	3	181	30	1	215	15	20	30	0	65	16	241	10	2	269	607
05:45 PM	10	29	15	2	56	2	188	35	10	235	12	19	31	10	72	15	232	16	3	266	629
Total	27	120	58	7	212	9	698	113	16	836	57	77	114	18	266	41	979	71	10	1101	2415
Grand Total	63	199	106	22	390	30	1256	231	22	1539	106	174	196	28	504	70	1805	141	24	2040	4473
Apprch %	16.2	51	27.2	5.6		1.9	81.6	15	1.4		21	34.5	38.9	5.6		3.4	88.5	6.9	1.2		
Total %	1.4	4.4	2.4	0.5	8.7	0.7	28.1	5.2	0.5	34.4	2.4	3.9	4.4	0.6	11.3	1.6	40.4	3.2	0.5	45.6	

	LEIGH 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	28	6	1	41	1	154	24	1	180	15	24	30	2	71	8	236	22	2	268	560
05:15 PM	5	28	23	1	57	3	175	24	4	206	15	14	23	6	58	2	270	23	3	298	619
05:30 PM	6	35	14	3	58	3	181	30	1	215	15	20	30	0	65	16	241	10	2	269	607
05:45 PM	10	29	15	2	56	2	188	35	10	235	12	19	31	10	72	15	232	16	3	266	629
Total Volume	27	120	58	7	212	9	698	113	16	836	57	77	114	18	266	41	979	71	10	1101	2415
% App. Total	12.7	56.6	27.4	3.3		1.1	83.5	13.5	1.9		21.4	28.9	42.9	6.8		3.7	88.9	6.4	0.9		
PHF	.675	.857	.630	.583	.914	.750	.928	.807	.400	.889	.950	.802	.919	.450	.924	.641	.906	.772	.833	.924	.960

Traffic Data Service
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File Name : 2PM FINAL
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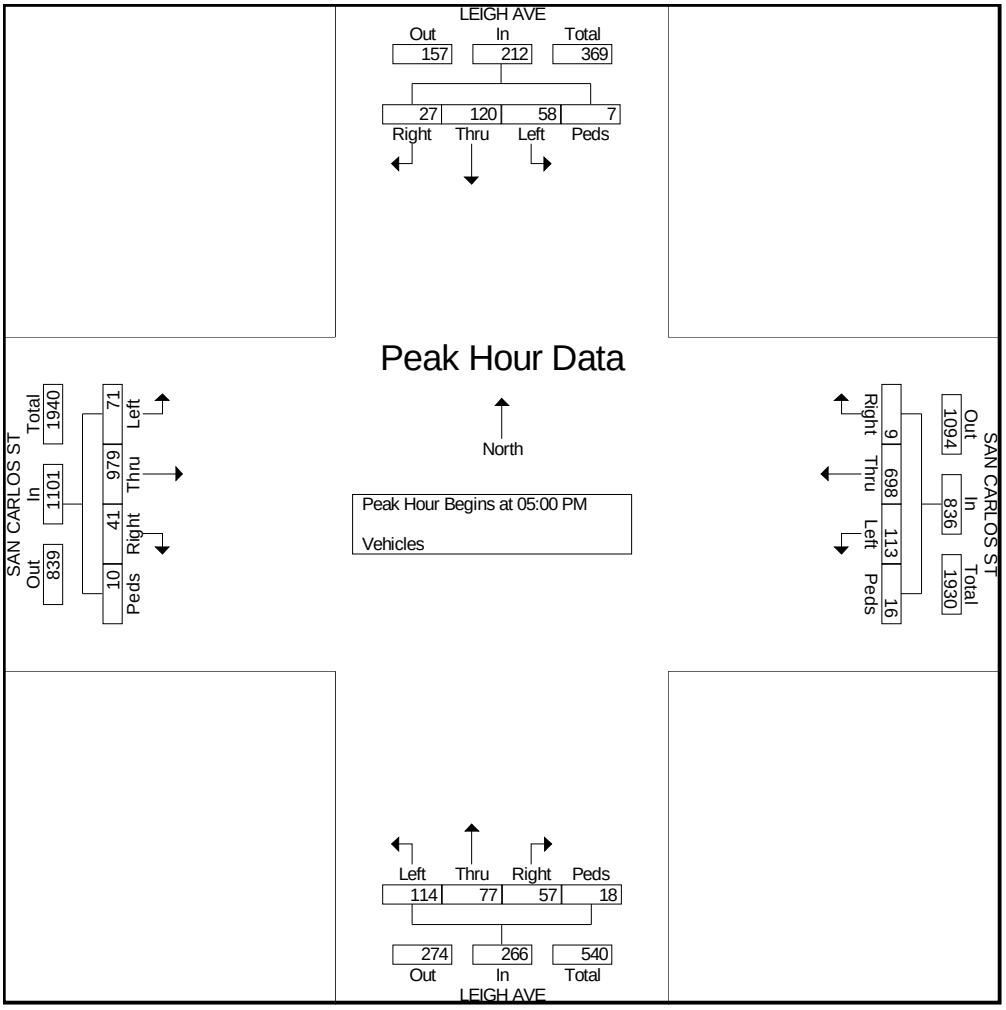
Page No : 2



Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 9/14/2011
Page No : 1

Groups Printed- Vehicles

	LEIGH AVE Southbound					SCOTT ST Westbound					LEIGH AVE Northbound					SCOTT 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
07:00 AM	1	19	3	0	23	5	11	13	1	30	6	26	6	2	40	4	5	0	0	9	102
07:15 AM	1	51	1	0	53	8	15	23	0	46	10	41	13	4	68	6	4	0	0	10	177
07:30 AM	0	57	0	1	58	15	25	32	2	74	6	48	11	1	66	17	7	6	1	31	229
07:45 AM	9	70	4	1	84	16	47	38	1	102	9	47	26	1	83	10	5	2	0	17	286
Total	11	197	8	2	218	44	98	106	4	252	31	162	56	8	257	37	21	8	1	67	794
08:00 AM	4	43	2	1	50	18	40	15	0	73	9	39	10	0	58	12	17	1	0	30	211
08:15 AM	2	43	3	0	48	33	45	22	1	101	8	42	8	0	58	7	4	3	4	18	225
08:30 AM	3	50	4	8	65	16	24	18	2	60	7	47	10	2	66	9	6	0	0	15	206
08:45 AM	1	41	4	2	48	14	37	15	1	67	4	48	11	0	63	7	7	3	1	18	196
Total	10	177	13	11	211	81	146	70	4	301	28	176	39	2	245	35	34	7	5	81	838
Grand Total	21	374	21	13	429	125	244	176	8	553	59	338	95	10	502	72	55	15	6	148	1632
Apprch %	4.9	87.2	4.9	3		22.6	44.1	31.8	1.4		11.8	67.3	18.9	2		48.6	37.2	10.1	4.1		
Total %	1.3	22.9	1.3	0.8	26.3	7.7	15	10.8	0.5	33.9	3.6	20.7	5.8	0.6	30.8	4.4	3.4	0.9	0.4	9.1	

	LEIGH AVE Southbound					SCOTT ST Westbound					LEIGH AVE Northbound					SCOTT 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	57	0	1	58	15	25	32	2	74	6	48	11	1	66	17	7	6	1	31	229
07:45 AM	9	70	4	1	84	16	47	38	1	102	9	47	26	1	83	10	5	2	0	17	286
08:00 AM	4	43	2	1	50	18	40	15	0	73	9	39	10	0	58	12	17	1	0	30	211
08:15 AM	2	43	3	0	48	33	45	22	1	101	8	42	8	0	58	7	4	3	4	18	225
Total Volume	15	213	9	3	240	82	157	107	4	350	32	176	55	2	265	46	33	12	5	96	951
% App. Total	6.2	88.8	3.8	1.2		23.4	44.9	30.6	1.1		12.1	66.4	20.8	0.8		47.9	34.4	12.5	5.2		
PHF	.417	.761	.563	.750	.714	.621	.835	.704	.500	.858	.889	.917	.529	.500	.798	.676	.485	.500	.313	.774	.831

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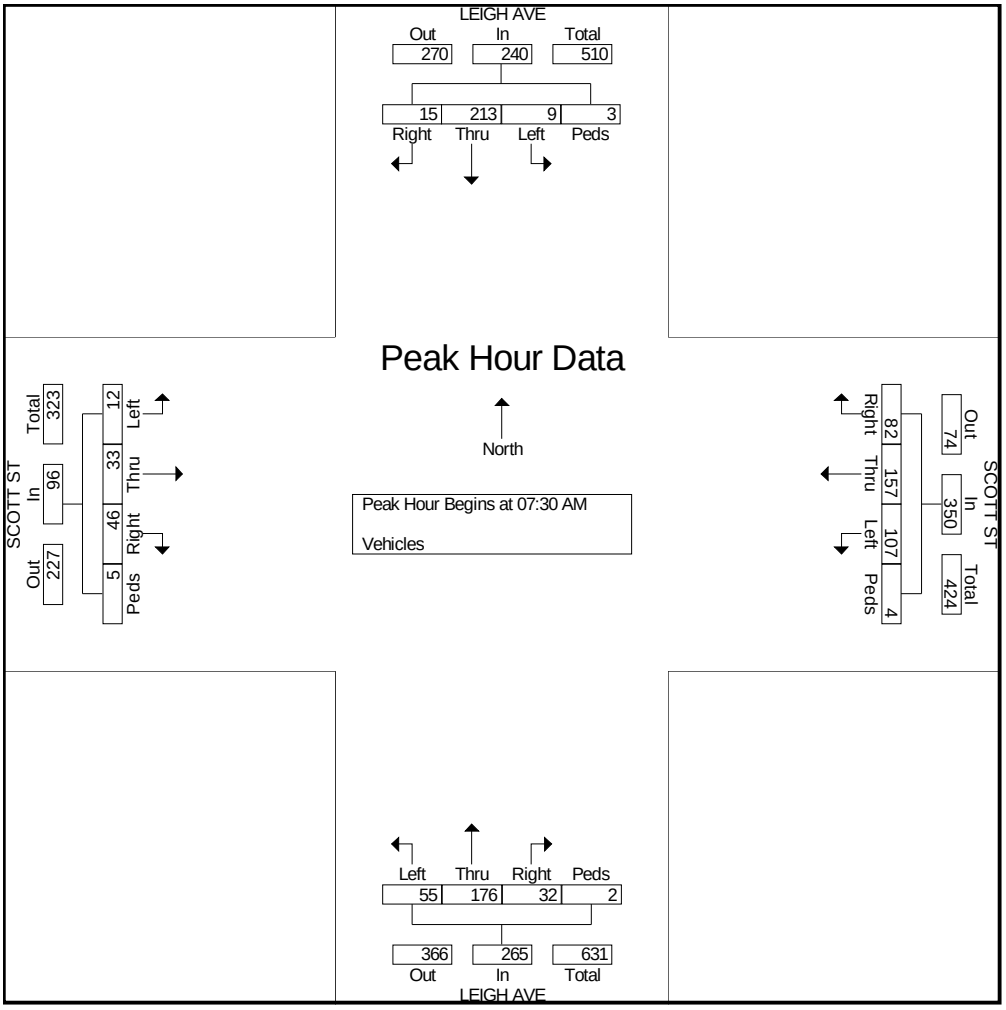

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Groups Printed- Vehicles

	LEIGH AVE Southbound					SCOTT ST Westbound					LEIGH AVE Northbound					SCOTT 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
04:00 PM	1	33	2	0	36	9	10	13	1	33	21	59	10	0	90	10	13	0	1	24	183
04:15 PM	3	40	0	3	46	2	14	17	1	34	20	59	7	0	86	9	17	3	0	29	195
04:30 PM	2	35	2	1	40	2	13	8	0	23	15	43	7	0	65	16	23	4	7	50	178
04:45 PM	11	34	3	0	48	2	12	6	0	20	19	46	16	2	83	8	15	4	1	28	179
Total	17	142	7	4	170	15	49	44	2	110	75	207	40	2	324	43	68	11	9	131	735
05:00 PM	4	45	2	0	51	9	18	10	0	37	18	67	19	1	105	14	22	1	1	38	231
05:15 PM	6	49	2	1	58	10	7	15	0	32	14	49	7	0	70	11	22	3	0	36	196
05:30 PM	8	53	4	1	66	8	10	14	2	34	13	53	11	1	78	18	24	5	2	49	227
05:45 PM	8	46	5	2	61	7	15	16	2	40	15	49	11	1	76	9	19	10	2	40	217
Total	26	193	13	4	236	34	50	55	4	143	60	218	48	3	329	52	87	19	5	163	871
Grand Total	43	335	20	8	406	49	99	99	6	253	135	425	88	5	653	95	155	30	14	294	1606
Apprch %	10.6	82.5	4.9	2		19.4	39.1	39.1	2.4		20.7	65.1	13.5	0.8		32.3	52.7	10.2	4.8		
Total %	2.7	20.9	1.2	0.5	25.3	3.1	6.2	6.2	0.4	15.8	8.4	26.5	5.5	0.3	40.7	5.9	9.7	1.9	0.9	18.3	

	LEIGH AVE Southbound					SCOTT ST Westbound					LEIGH AVE Northbound					SCOTT 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	4	45	2	0	51	9	18	10	0	37	18	67	19	1	105	14	22	1	1	38	231
05:15 PM	6	49	2	1	58	10	7	15	0	32	14	49	7	0	70	11	22	3	0	36	196
05:30 PM	8	53	4	1	66	8	10	14	2	34	13	53	11	1	78	18	24	5	2	49	227
05:45 PM	8	46	5	2	61	7	15	16	2	40	15	49	11	1	76	9	19	10	2	40	217
Total Volume	26	193	13	4	236	34	50	55	4	143	60	218	48	3	329	52	87	19	5	163	871
% App. Total	11	81.8	5.5	1.7		23.8	35	38.5	2.8		18.2	66.3	14.6	0.9		31.9	53.4	11.7	3.1		
PHF	.813	.910	.650	.500	.894	.850	.694	.859	.500	.894	.833	.813	.632	.750	.783	.722	.906	.475	.625	.832	.943

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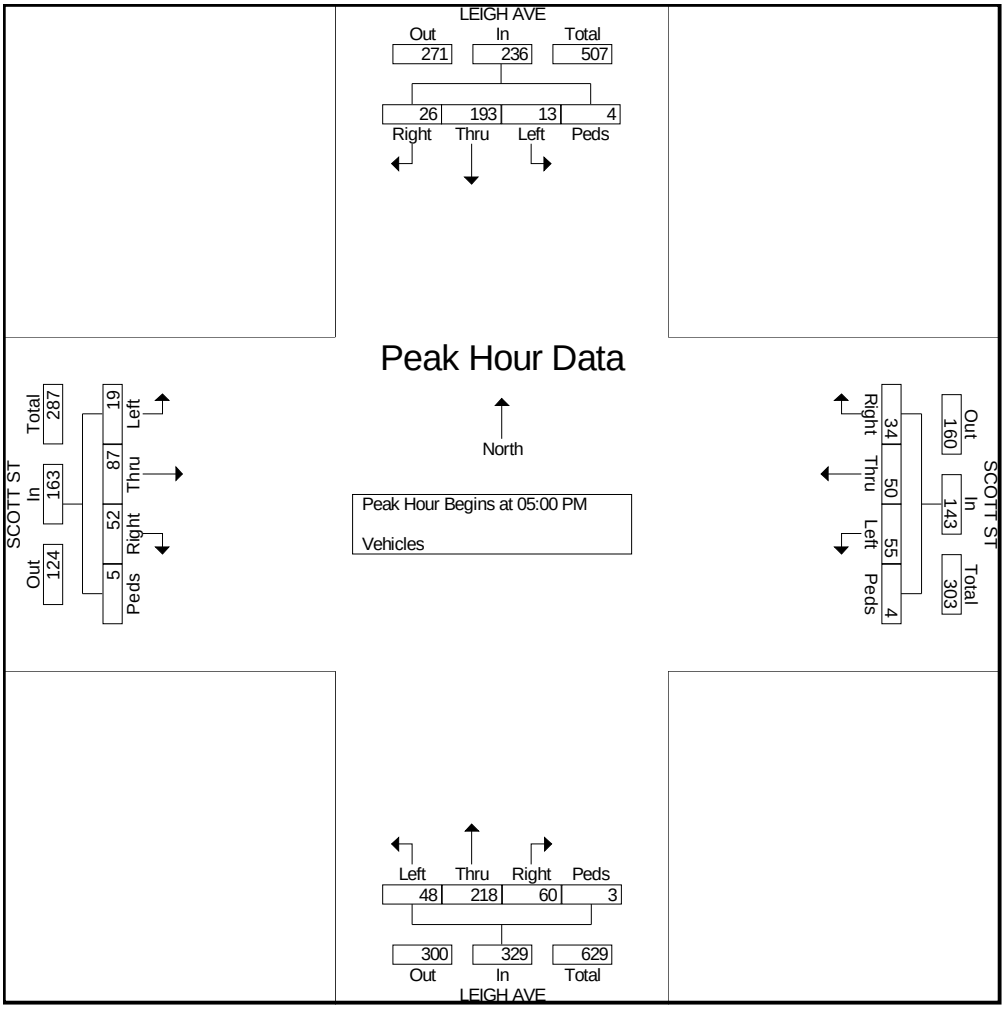

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Groups Printed- Vehicles

	BASCOM AVE Southbound					PARKMOOR AVE Westbound					BASCOM AVE Northbound					PARKMOOR 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
07:00 AM	2	98	0	0	100	45	29	120	0	194	0	101	1	1	103	2	0	1	0	3	400
07:15 AM	2	130	0	0	132	46	30	124	4	204	0	122	1	0	123	2	0	0	0	2	461
07:30 AM	3	173	0	0	176	44	33	143	3	223	0	201	0	0	201	3	0	2	0	5	605
07:45 AM	5	184	0	0	189	62	61	171	3	297	0	250	1	0	251	5	0	4	0	9	746
Total	12	585	0	0	597	197	153	558	10	918	0	674	3	1	678	12	0	7	0	19	2212
08:00 AM	4	167	0	0	171	74	37	145	5	261	0	250	1	1	252	9	0	2	0	11	695
08:15 AM	1	150	0	0	151	69	40	187	2	298	0	235	1	0	236	5	0	0	1	6	691
08:30 AM	2	186	0	0	188	63	27	181	0	271	0	240	0	0	240	8	0	3	2	13	712
08:45 AM	2	159	0	0	161	71	24	181	9	285	0	225	0	0	225	7	0	2	3	12	683
Total	9	662	0	0	671	277	128	694	16	1115	0	950	2	1	953	29	0	7	6	42	2781
Grand Total	21	1247	0	0	1268	474	281	1252	26	2033	0	1624	5	2	1631	41	0	14	6	61	4993
Apprch %	1.7	98.3	0	0		23.3	13.8	61.6	1.3		0	99.6	0.3	0.1		67.2	0	23	9.8		
Total %	0.4	25	0	0	25.4	9.5	5.6	25.1	0.5	40.7	0	32.5	0.1	0	32.7	0.8	0	0.3	0.1	1.2	

	BASCOM AVE Southbound					PARKMOOR AVE Westbound					BASCOM AVE Northbound					PARKMOOR 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	5	184	0	0	189	62	61	171	3	297	0	250	1	0	251	5	0	4	0	9	746
08:00 AM	4	167	0	0	171	74	37	145	5	261	0	250	1	1	252	9	0	2	0	11	695
08:15 AM	1	150	0	0	151	69	40	187	2	298	0	235	1	0	236	5	0	0	1	6	691
08:30 AM	2	186	0	0	188	63	27	181	0	271	0	240	0	0	240	8	0	3	2	13	712
Total Volume	12	687	0	0	699	268	165	684	10	1127	0	975	3	1	979	27	0	9	3	39	2844
% App. Total	1.7	98.3	0	0		23.8	14.6	60.7	0.9		0	99.6	0.3	0.1		69.2	0	23.1	7.7		
PHF	.600	.923	.000	.000	.925	.905	.676	.914	.500	.945	.000	.975	.750	.250	.971	.750	.000	.563	.375	.750	.953

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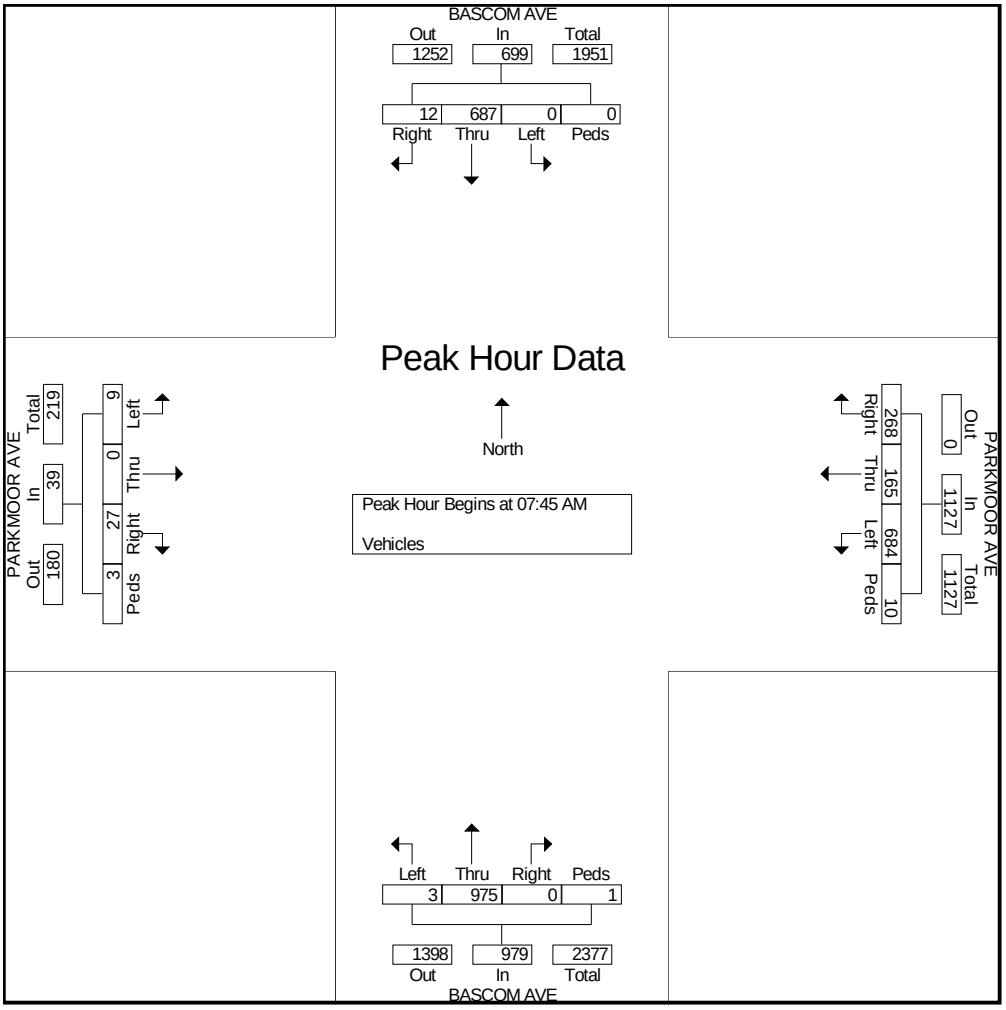

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Groups Printed- Vehicles

	BASCOM AVE Southbound					PARKMOOR AVE Westbound					BASCOM AVE Northbound					PARKMOOR 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
04:00 PM	1	207	0	0	208	44	32	111	0	187	0	140	0	0	140	2	0	0	12	14	549
04:15 PM	8	257	0	0	265	34	21	120	0	175	0	149	0	0	149	4	0	1	7	12	601
04:30 PM	4	217	0	0	221	31	34	152	1	218	0	157	0	0	157	1	0	0	2	3	599
04:45 PM	3	246	0	0	249	42	17	135	8	202	0	152	0	0	152	3	0	1	1	5	608
Total	16	927	0	0	943	151	104	518	9	782	0	598	0	0	598	10	0	2	22	34	2357
05:00 PM	6	307	0	0	313	52	23	117	5	197	0	191	1	0	192	0	0	0	1	1	703
05:15 PM	8	345	0	3	356	44	22	121	3	190	0	165	1	0	166	3	0	0	0	3	715
05:30 PM	10	362	0	0	372	33	30	162	3	228	0	142	7	0	149	0	0	0	1	1	750
05:45 PM	4	359	0	3	366	35	43	182	6	266	0	136	6	0	142	6	0	2	1	9	783
Total	28	1373	0	6	1407	164	118	582	17	881	0	634	15	0	649	9	0	2	3	14	2951
Grand Total	44	2300	0	6	2350	315	222	1100	26	1663	0	1232	15	0	1247	19	0	4	25	48	5308
Apprch %	1.9	97.9	0	0.3		18.9	13.3	66.1	1.6		0	98.8	1.2	0		39.6	0	8.3	52.1		
Total %	0.8	43.3	0	0.1	44.3	5.9	4.2	20.7	0.5	31.3	0	23.2	0.3	0	23.5	0.4	0	0.1	0.5	0.9	

	BASCOM AVE Southbound					PARKMOOR AVE Westbound					BASCOM AVE Northbound					PARKMOOR 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	6	307	0	0	313	52	23	117	5	197	0	191	1	0	192	0	0	0	1	1	703
05:15 PM	8	345	0	3	356	44	22	121	3	190	0	165	1	0	166	3	0	0	0	3	715
05:30 PM	10	362	0	0	372	33	30	162	3	228	0	142	7	0	149	0	0	0	1	1	750
05:45 PM	4	359	0	3	366	35	43	182	6	266	0	136	6	0	142	6	0	2	1	9	783
Total Volume	28	1373	0	6	1407	164	118	582	17	881	0	634	15	0	649	9	0	2	3	14	2951
% App. Total	2	97.6	0	0.4		18.6	13.4	66.1	1.9		0	97.7	2.3	0		64.3	0	14.3	21.4		
PHF	.700	.948	.000	.500	.946	.788	.686	.799	.708	.828	.000	.830	.536	.000	.845	.375	.000	.250	.750	.389	.942

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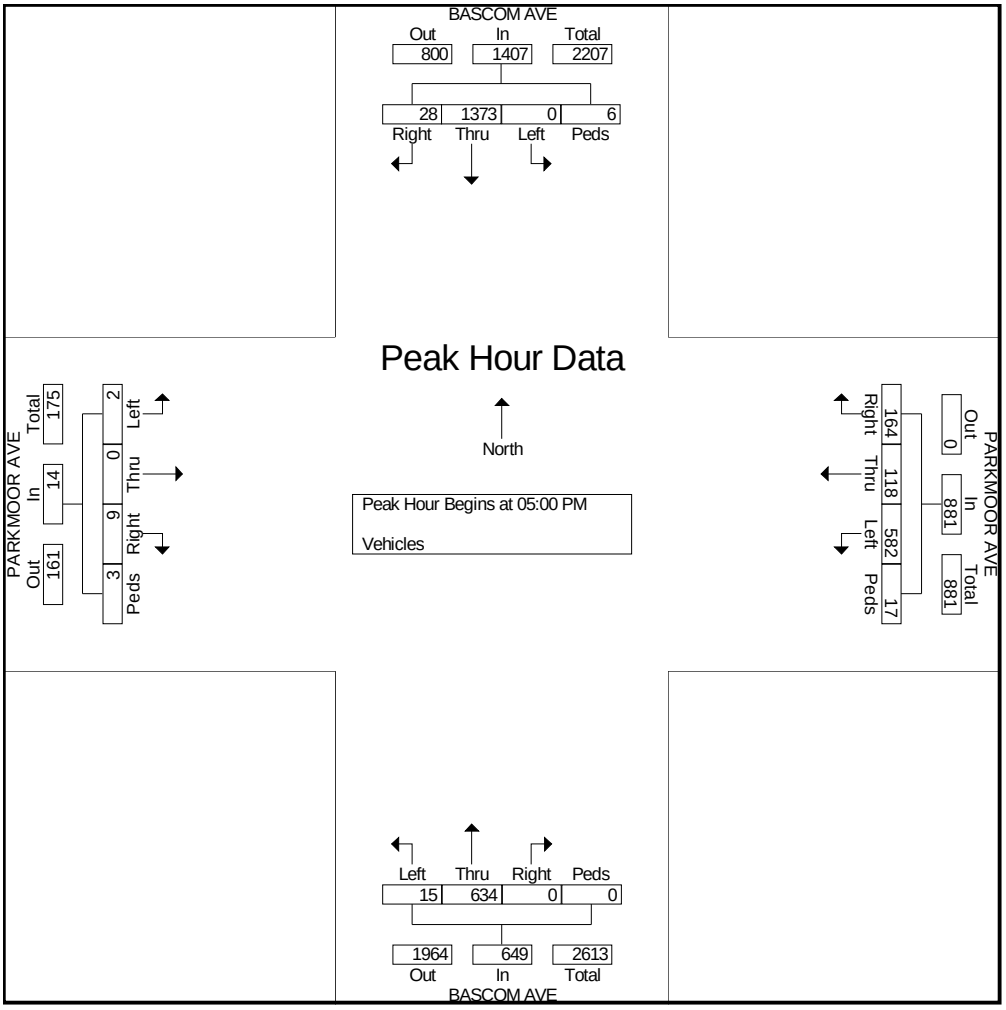

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Groups Printed- Vehicles

	LELAND AVE Southbound					PARKMOOR AVE Westbound					LELAND AVE Northbound					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
07:00 AM	22	7	0	0	29	4	275	4	0	283	0	10	20	0	30	0	0	0	2	2	344
07:15 AM	19	18	0	0	37	12	390	11	0	413	0	12	24	0	36	0	0	0	0	0	486
07:30 AM	25	15	0	2	42	9	352	13	1	375	0	11	33	0	44	0	0	0	13	13	474
07:45 AM	36	26	0	0	62	9	371	9	3	392	0	15	37	0	52	0	0	0	12	12	518
Total	102	66	0	2	170	34	1388	37	4	1463	0	48	114	0	162	0	0	0	27	27	1822
08:00 AM	24	14	0	0	38	6	305	17	1	329	0	24	42	0	66	0	0	0	4	4	437
08:15 AM	16	13	0	1	30	2	346	4	1	353	0	14	37	0	51	0	0	0	9	9	443
08:30 AM	16	10	0	2	28	6	309	11	2	328	0	17	43	0	60	0	0	0	6	6	422
08:45 AM	18	15	0	1	34	9	296	8	4	317	0	17	30	0	47	0	0	0	14	14	412
Total	74	52	0	4	130	23	1256	40	8	1327	0	72	152	0	224	0	0	0	33	33	1714
Grand Total	176	118	0	6	300	57	2644	77	12	2790	0	120	266	0	386	0	0	0	60	60	3536
Apprch %	58.7	39.3	0	2		2	94.8	2.8	0.4		0	31.1	68.9	0		0	0	0	100		
Total %	5	3.3	0	0.2	8.5	1.6	74.8	2.2	0.3	78.9	0	3.4	7.5	0	10.9	0	0	0	1.7	1.7	

	LELAND AVE Southbound					PARKMOOR AVE Westbound					LELAND AVE Northbound					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	19	18	0	0	37	12	390	11	0	413	0	12	24	0	36	0	0	0	0	0	486
07:30 AM	25	15	0	2	42	9	352	13	1	375	0	11	33	0	44	0	0	0	13	13	474
07:45 AM	36	26	0	0	62	9	371	9	3	392	0	15	37	0	52	0	0	0	12	12	518
08:00 AM	24	14	0	0	38	6	305	17	1	329	0	24	42	0	66	0	0	0	4	4	437
Total Volume	104	73	0	2	179	36	1418	50	5	1509	0	62	136	0	198	0	0	0	29	29	1915
% App. Total	58.1	40.8	0	1.1		2.4	94	3.3	0.3		0	31.3	68.7	0		0	0	0	100		
PHF	.722	.702	.000	.250	.722	.750	.909	.735	.417	.913	.000	.646	.810	.000	.750	.000	.000	.000	.558	.558	.924

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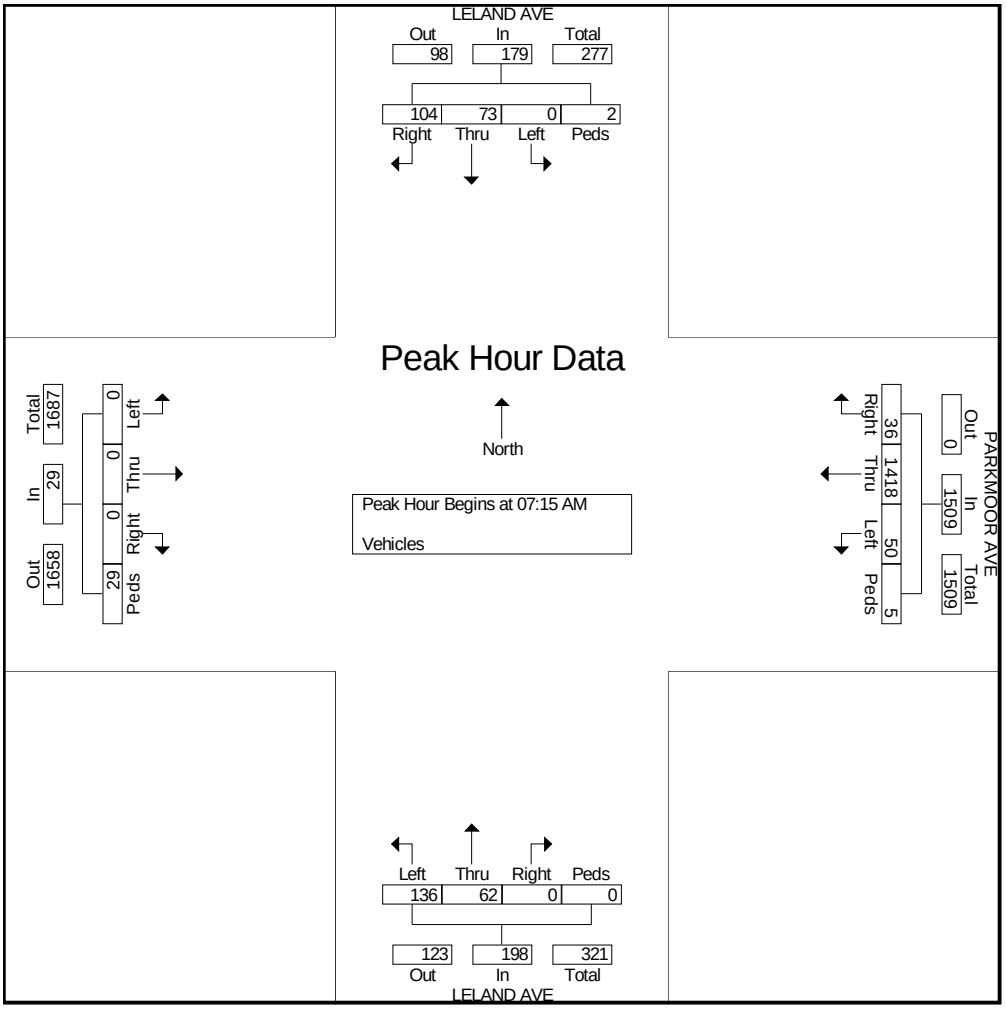

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Groups Printed- Vehicles

	LELAND AVE Southbound					PARKMOOR AVE Westbound					LELAND AVE Northbound					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
04:00 PM	13	16	0	0	29	9	183	8	0	200	0	24	60	0	84	0	0	0	2	2	315
04:15 PM	19	19	0	0	38	8	199	5	0	212	0	25	58	0	83	0	0	0	4	4	337
04:30 PM	12	14	0	1	27	14	197	6	1	218	0	28	48	0	76	0	0	0	6	6	327
04:45 PM	23	12	0	3	38	16	236	9	1	262	0	18	37	0	55	0	0	0	1	1	356
Total	67	61	0	4	132	47	815	28	2	892	0	95	203	0	298	0	0	0	13	13	1335
05:00 PM	22	17	0	0	39	11	220	11	2	244	0	27	70	1	98	0	0	0	4	4	385
05:15 PM	15	11	0	1	27	16	223	7	2	248	0	25	48	0	73	0	0	0	7	7	355
05:30 PM	17	19	0	0	36	15	284	8	0	307	0	42	51	0	93	0	0	0	3	3	439
05:45 PM	15	12	0	2	29	12	296	16	2	326	0	28	48	0	76	0	0	0	6	6	437
Total	69	59	0	3	131	54	1023	42	6	1125	0	122	217	1	340	0	0	0	20	20	1616
Grand Total	136	120	0	7	263	101	1838	70	8	2017	0	217	420	1	638	0	0	0	33	33	2951
Apprch %	51.7	45.6	0	2.7		5	91.1	3.5	0.4		0	34	65.8	0.2		0	0	0	100		
Total %	4.6	4.1	0	0.2	8.9	3.4	62.3	2.4	0.3	68.3	0	7.4	14.2	0	21.6	0	0	0	1.1	1.1	

	LELAND AVE Southbound					PARKMOOR AVE Westbound					LELAND AVE Northbound					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	17	0	0	39	11	220	11	2	244	0	27	70	1	98	0	0	0	4	4	385
05:15 PM	15	11	0	1	27	16	223	7	2	248	0	25	48	0	73	0	0	0	7	7	355
05:30 PM	17	19	0	0	36	15	284	8	0	307	0	42	51	0	93	0	0	0	3	3	439
05:45 PM	15	12	0	2	29	12	296	16	2	326	0	28	48	0	76	0	0	0	6	6	437
Total Volume	69	59	0	3	131	54	1023	42	6	1125	0	122	217	1	340	0	0	0	20	20	1616
% App. Total	52.7	45	0	2.3		4.8	90.9	3.7	0.5		0	35.9	63.8	0.3		0	0	0	100		
PHF	.784	.776	.000	.375	.840	.844	.864	.656	.750	.863	.000	.726	.775	.250	.867	.000	.000	.000	.714	.714	.920

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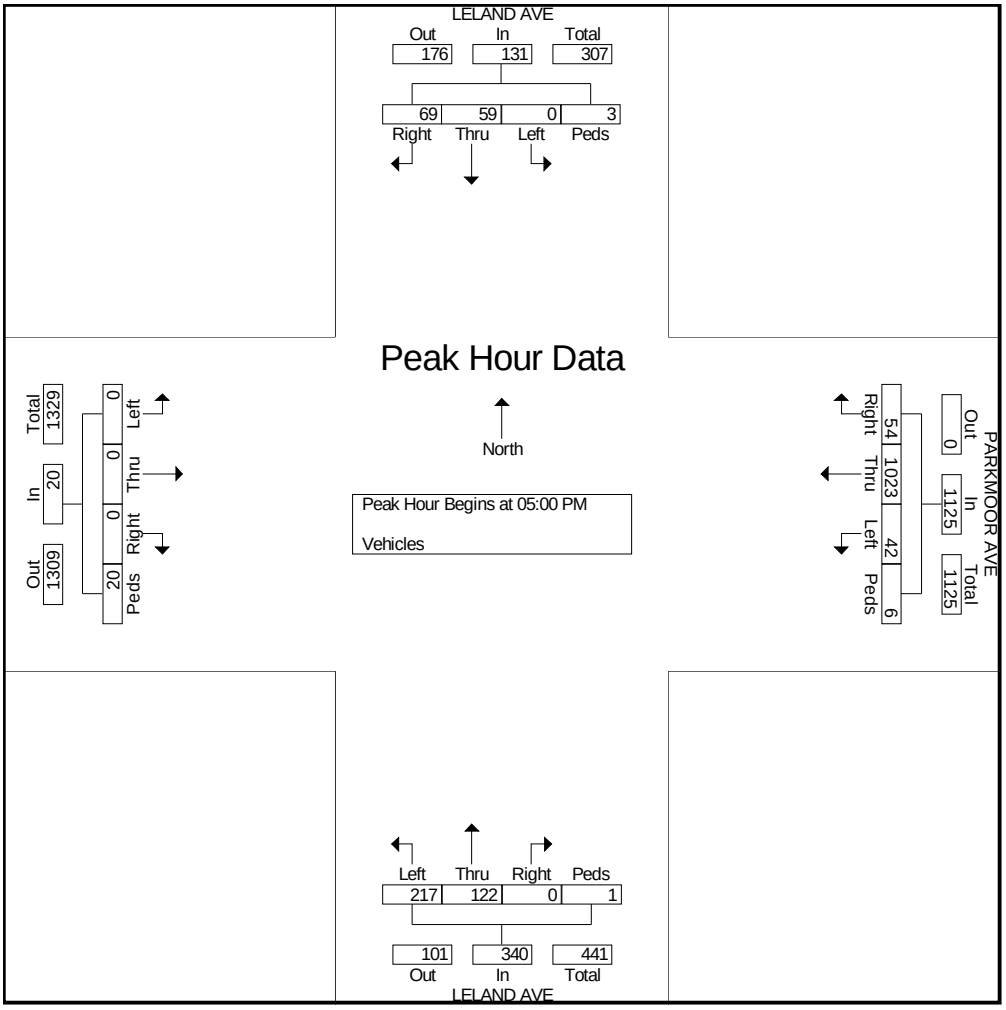

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Groups Printed- Vehicles

	LEIGH AVE Southbound					PARKMOOR AVE Westbound					LEIGH AVE Northbound					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
07:00 AM	16	24	0	1	41	18	195	35	3	251	0	14	47	0	61	0	0	0	2	2	355
07:15 AM	26	58	0	3	87	38	292	65	1	396	0	34	75	1	110	0	0	0	0	0	593
07:30 AM	35	83	0	1	119	19	265	91	2	377	0	48	82	0	130	0	0	0	6	6	632
07:45 AM	31	77	0	1	109	20	268	98	1	387	0	61	92	0	153	0	0	0	2	2	651
Total	108	242	0	6	356	95	1020	289	7	1411	0	157	296	1	454	0	0	0	10	10	2231
08:00 AM	18	61	0	0	79	18	263	96	1	378	0	54	58	0	112	0	0	0	0	0	569
08:15 AM	13	59	0	3	75	20	293	95	5	413	0	33	51	0	84	0	0	0	5	5	577
08:30 AM	30	58	0	1	89	19	248	94	2	363	0	54	70	0	124	0	0	0	2	2	578
08:45 AM	17	46	0	2	65	20	261	109	1	391	0	47	52	0	99	0	0	0	6	6	561
Total	78	224	0	6	308	77	1065	394	9	1545	0	188	231	0	419	0	0	0	13	13	2285
Grand Total	186	466	0	12	664	172	2085	683	16	2956	0	345	527	1	873	0	0	0	23	23	4516
Apprch %	28	70.2	0	1.8		5.8	70.5	23.1	0.5		0	39.5	60.4	0.1		0	0	0	100		
Total %	4.1	10.3	0	0.3	14.7	3.8	46.2	15.1	0.4	65.5	0	7.6	11.7	0	19.3	0	0	0	0.5	0.5	

	LEIGH AVE Southbound					PARKMOOR AVE Westbound					LEIGH AVE Northbound					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	26	58	0	3	87	38	292	65	1	396	0	34	75	1	110	0	0	0	0	0	593
07:30 AM	35	83	0	1	119	19	265	91	2	377	0	48	82	0	130	0	0	0	6	6	632
07:45 AM	31	77	0	1	109	20	268	98	1	387	0	61	92	0	153	0	0	0	2	2	651
08:00 AM	18	61	0	0	79	18	263	96	1	378	0	54	58	0	112	0	0	0	0	0	569
Total Volume	110	279	0	5	394	95	1088	350	5	1538	0	197	307	1	505	0	0	0	8	8	2445
% App. Total	27.9	70.8	0	1.3		6.2	70.7	22.8	0.3		0	39	60.8	0.2		0	0	0	100		
PHF	.786	.840	.000	.417	.828	.625	.932	.893	.625	.971	.000	.807	.834	.250	.825	.000	.000	.000	.333	.333	.939

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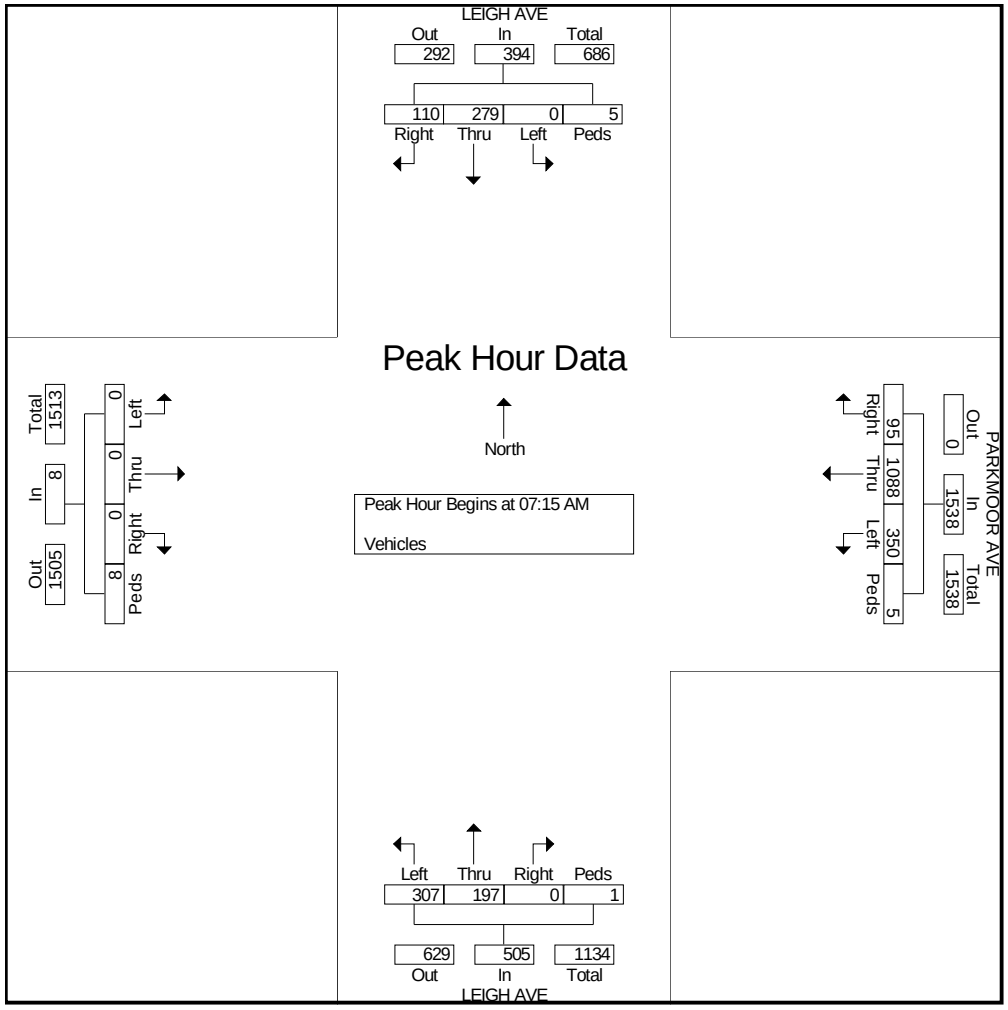

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Groups Printed- Vehicles

	LEIGH AVE Southbound					PARKMOOR AVE Westbound					LEIGH AVE Northbound					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
04:00 PM	12	53	0	0	65	32	171	59	1	263	0	53	38	0	91	0	0	0	0	0	419
04:15 PM	13	46	0	0	59	26	167	67	0	260	0	59	37	0	96	0	0	0	1	1	416
04:30 PM	9	53	0	0	62	33	178	78	3	292	0	49	40	0	89	0	0	0	6	6	449
04:45 PM	15	40	0	4	59	34	207	82	0	323	0	42	46	0	88	0	0	0	8	8	478
Total	49	192	0	4	245	125	723	286	4	1138	0	203	161	0	364	0	0	0	15	15	1762
05:00 PM	13	61	0	1	75	42	197	68	4	311	0	62	39	0	101	0	0	0	4	4	491
05:15 PM	16	52	0	2	70	30	214	101	2	347	0	54	34	0	88	0	0	0	4	4	509
05:30 PM	17	64	0	1	82	30	265	125	4	424	0	39	35	0	74	0	0	0	6	6	586
05:45 PM	14	67	0	1	82	31	256	122	1	410	0	59	59	0	118	0	0	0	2	2	612
Total	60	244	0	5	309	133	932	416	11	1492	0	214	167	0	381	0	0	0	16	16	2198
Grand Total	109	436	0	9	554	258	1655	702	15	2630	0	417	328	0	745	0	0	0	31	31	3960
Apprch %	19.7	78.7	0	1.6		9.8	62.9	26.7	0.6		0	56	44	0		0	0	0	100		
Total %	2.8	11	0	0.2	14	6.5	41.8	17.7	0.4	66.4	0	10.5	8.3	0	18.8	0	0	0	0.8	0.8	

	LEIGH AVE Southbound					PARKMOOR AVE Westbound					LEIGH AVE Northbound					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	61	0	1	75	42	197	68	4	311	0	62	39	0	101	0	0	0	4	4	491
05:15 PM	16	52	0	2	70	30	214	101	2	347	0	54	34	0	88	0	0	0	4	4	509
05:30 PM	17	64	0	1	82	30	265	125	4	424	0	39	35	0	74	0	0	0	6	6	586
05:45 PM	14	67	0	1	82	31	256	122	1	410	0	59	59	0	118	0	0	0	2	2	612
Total Volume	60	244	0	5	309	133	932	416	11	1492	0	214	167	0	381	0	0	0	16	16	2198
% App. Total	19.4	79	0	1.6		8.9	62.5	27.9	0.7		0	56.2	43.8	0		0	0	0	100		
PHF	.882	.910	.000	.625	.942	.792	.879	.832	.688	.880	.000	.863	.708	.000	.807	.000	.000	.000	.667	.667	.898

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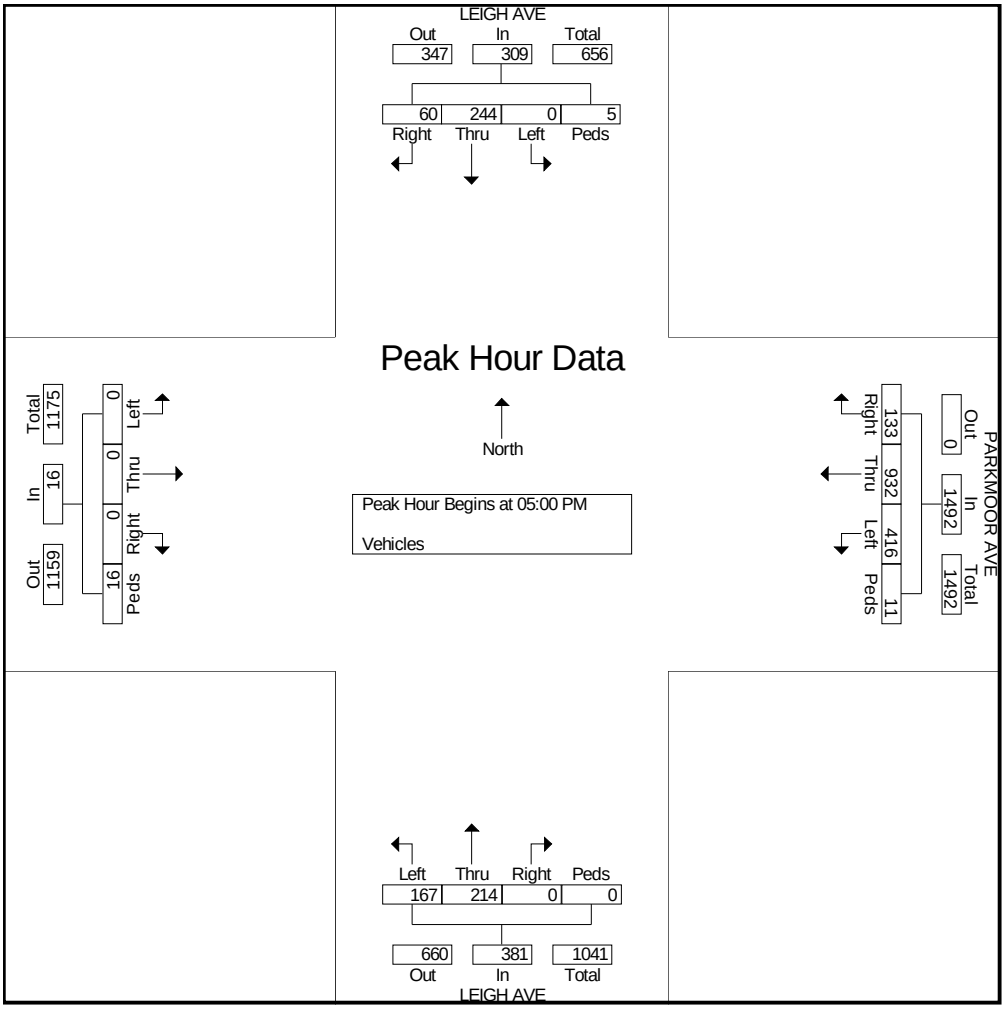

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Groups Printed- Vehicles

	BASCOM AVE Southbound					Westbound					BASCOM AVE Northbound					MOORPARK 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
07:00 AM	94	81	37	1	213	0	0	0	1	1	30	94	34	1	159	16	84	7	4	111	484
07:15 AM	93	104	48	2	247	0	0	0	5	5	48	102	65	2	217	26	85	13	5	129	598
07:30 AM	124	132	63	0	319	0	0	0	8	8	88	182	97	3	370	54	183	24	3	264	961
07:45 AM	137	188	69	0	394	0	0	0	4	4	63	208	123	1	395	41	192	30	7	270	1063
Total	448	505	217	3	1173	0	0	0	18	18	229	586	319	7	1141	137	544	74	19	774	3106
08:00 AM	128	129	51	3	311	0	0	0	6	6	72	220	102	4	398	56	185	24	9	274	989
08:15 AM	119	144	64	3	330	0	0	0	2	2	54	190	75	4	323	51	155	24	16	246	901
08:30 AM	115	161	69	4	349	0	0	0	0	0	65	200	69	1	335	42	138	35	9	224	908
08:45 AM	107	169	93	3	372	0	0	0	12	12	58	183	70	4	315	38	135	30	27	230	929
Total	469	603	277	13	1362	0	0	0	20	20	249	793	316	13	1371	187	613	113	61	974	3727
Grand Total	917	1108	494	16	2535	0	0	0	38	38	478	1379	635	20	2512	324	1157	187	80	1748	6833
Apprch %	36.2	43.7	19.5	0.6		0	0	0	100		19	54.9	25.3	0.8		18.5	66.2	10.7	4.6		
Total %	13.4	16.2	7.2	0.2	37.1	0	0	0	0.6	0.6	7	20.2	9.3	0.3	36.8	4.7	16.9	2.7	1.2	25.6	

	BASCOM AVE Southbound					Westbound					BASCOM AVE Northbound					MOORPARK 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	124	132	63	0	319	0	0	0	8	8	88	182	97	3	370	54	183	24	3	264	961
07:45 AM	137	188	69	0	394	0	0	0	4	4	63	208	123	1	395	41	192	30	7	270	1063
08:00 AM	128	129	51	3	311	0	0	0	6	6	72	220	102	4	398	56	185	24	9	274	989
08:15 AM	119	144	64	3	330	0	0	0	2	2	54	190	75	4	323	51	155	24	16	246	901
Total Volume	508	593	247	6	1354	0	0	0	20	20	277	800	397	12	1486	202	715	102	35	1054	3914
% App. Total	37.5	43.8	18.2	0.4		0	0	0	100		18.6	53.8	26.7	0.8		19.2	67.8	9.7	3.3		
PHF	.927	.789	.895	.500	.859	.000	.000	.000	.625	.625	.787	.909	.807	.750	.933	.902	.931	.850	.547	.962	.921

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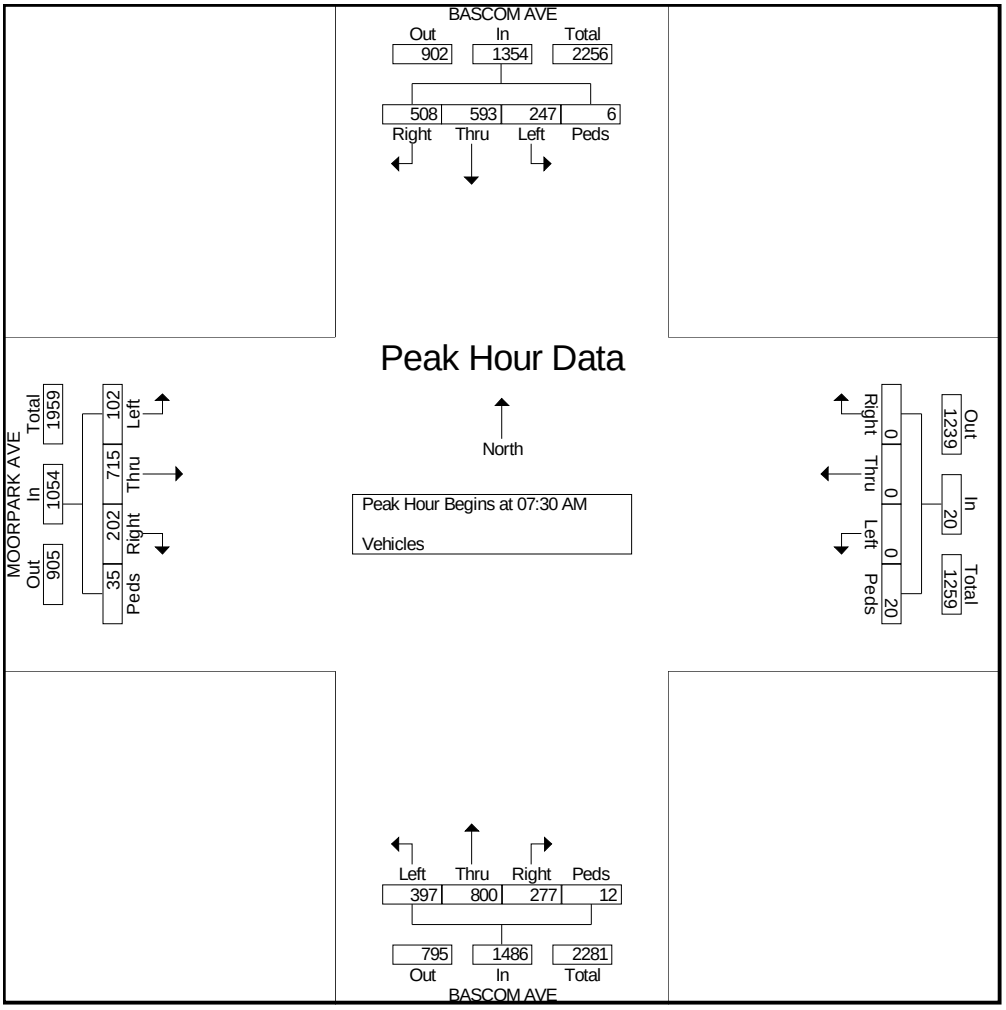

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Groups Printed- Vehicles

	BASCOM AVE Southbound					Westbound					BASCOM AVE Northbound					MOORPARK 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
04:00 PM	87	191	55	1	334	0	0	0	1	1	74	120	53	12	259	52	201	34	7	294	888
04:15 PM	91	207	84	0	382	0	0	0	3	3	79	115	42	6	242	67	218	33	4	322	949
04:30 PM	83	238	66	0	387	0	0	0	0	0	80	126	43	6	255	82	216	24	6	328	970
04:45 PM	81	225	87	0	393	0	0	0	2	2	82	135	78	10	305	70	210	21	10	311	1011
Total	342	861	292	1	1496	0	0	0	6	6	315	496	216	34	1061	271	845	112	27	1255	3818
05:00 PM	71	254	107	2	434	0	0	0	2	2	93	145	61	5	304	52	225	35	8	320	1060
05:15 PM	88	263	101	0	452	0	0	0	0	0	71	137	54	4	266	75	224	28	7	334	1052
05:30 PM	99	303	123	1	526	0	0	0	5	5	82	118	56	2	258	73	208	23	6	310	1099
05:45 PM	82	325	118	0	525	0	0	0	2	2	67	118	78	6	269	76	229	14	6	325	1121
Total	340	1145	449	3	1937	0	0	0	9	9	313	518	249	17	1097	276	886	100	27	1289	4332
Grand Total	682	2006	741	4	3433	0	0	0	15	15	628	1014	465	51	2158	547	1731	212	54	2544	8150
Apprch %	19.9	58.4	21.6	0.1		0	0	0	100		29.1	47	21.5	2.4		21.5	68	8.3	2.1		
Total %	8.4	24.6	9.1	0	42.1	0	0	0	0.2	0.2	7.7	12.4	5.7	0.6	26.5	6.7	21.2	2.6	0.7	31.2	

	BASCOM AVE Southbound					Westbound					BASCOM AVE Northbound					MOORPARK 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	71	254	107	2	434	0	0	0	2	2	93	145	61	5	304	52	225	35	8	320	1060
05:15 PM	88	263	101	0	452	0	0	0	0	0	71	137	54	4	266	75	224	28	7	334	1052
05:30 PM	99	303	123	1	526	0	0	0	5	5	82	118	56	2	258	73	208	23	6	310	1099
05:45 PM	82	325	118	0	525	0	0	0	2	2	67	118	78	6	269	76	229	14	6	325	1121
Total Volume	340	1145	449	3	1937	0	0	0	9	9	313	518	249	17	1097	276	886	100	27	1289	4332
% App. Total	17.6	59.1	23.2	0.2		0	0	0	100		28.5	47.2	22.7	1.5		21.4	68.7	7.8	2.1		
PHF	.859	.881	.913	.375	.921	.000	.000	.000	.450	.450	.841	.893	.798	.708	.902	.908	.967	.714	.844	.965	.966

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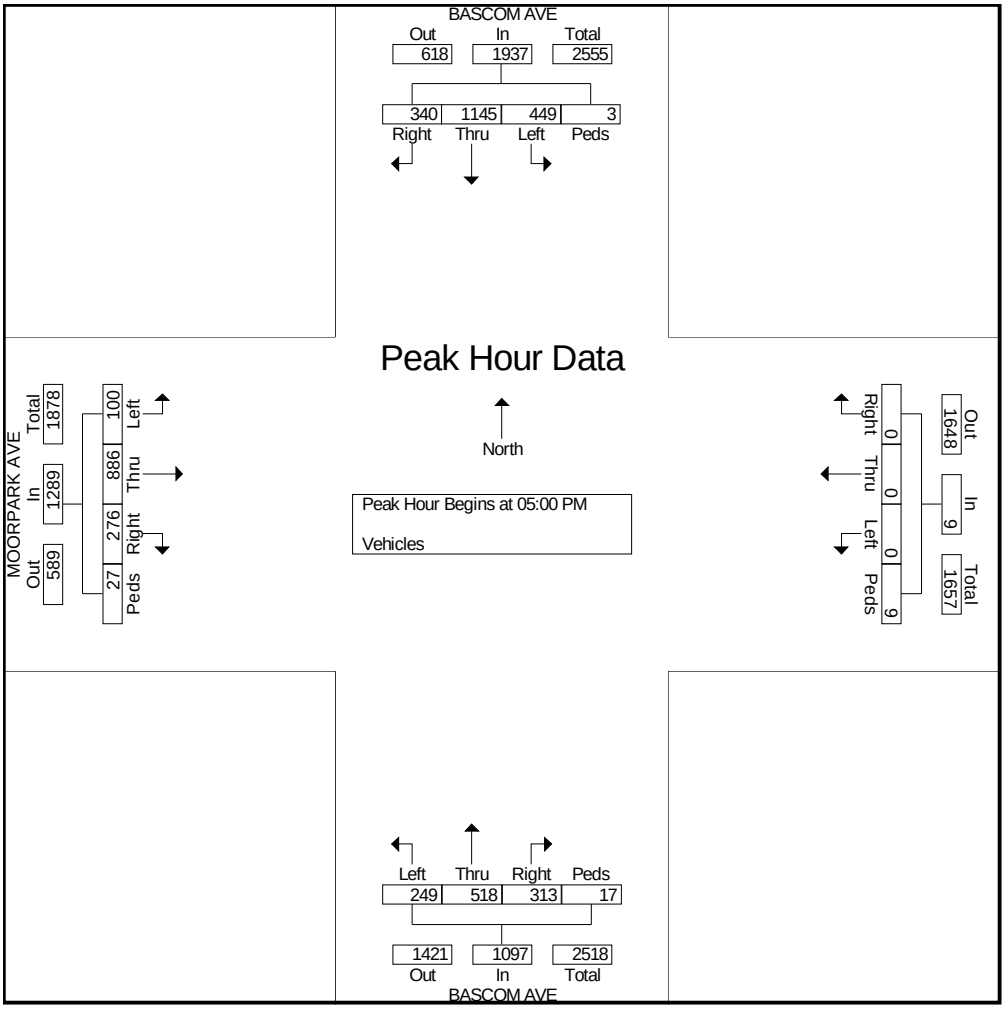

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Groups Printed- Vehicles

	LELAND AVE Southbound					Westbound					LELAND AVE Northbound					MOORPARK 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
07:00 AM	0	0	12	0	12	0	0	0	0	0	2	0	0	1	3	6	110	25	3	144	159
07:15 AM	0	0	21	0	21	0	0	0	0	0	7	0	0	5	12	16	164	34	0	214	247
07:30 AM	0	0	31	3	34	0	0	0	0	0	15	0	0	3	18	23	213	40	8	284	336
07:45 AM	0	0	28	1	29	0	0	0	0	0	6	0	0	6	12	19	285	53	20	377	418
Total	0	0	92	4	96	0	0	0	0	0	30	0	0	15	45	64	772	152	31	1019	1160
08:00 AM	0	0	36	3	39	0	0	0	0	0	5	0	0	4	9	58	190	51	23	322	370
08:15 AM	0	0	16	0	16	0	0	0	0	0	13	0	0	4	17	32	238	53	5	328	361
08:30 AM	0	0	20	0	20	0	0	0	0	0	10	0	0	1	11	25	280	49	4	358	389
08:45 AM	0	0	26	5	31	0	0	0	0	0	12	0	0	0	12	24	264	54	19	361	404
Total	0	0	98	8	106	0	0	0	0	0	40	0	0	9	49	139	972	207	51	1369	1524
Grand Total	0	0	190	12	202	0	0	0	0	0	70	0	0	24	94	203	1744	359	82	2388	2684
Apprch %	0	0	94.1	5.9		0	0	0	0		74.5	0	0	25.5		8.5	73	15	3.4		
Total %	0	0	7.1	0.4	7.5	0	0	0	0	0	2.6	0	0	0.9	3.5	7.6	65	13.4	3.1	89	

	LELAND AVE Southbound					Westbound					LELAND AVE Northbound					MOORPARK 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	0	0	28	1	29	0	0	0	0	0	6	0	0	6	12	19	285	53	20	377	418
08:00 AM	0	0	36	3	39	0	0	0	0	0	5	0	0	4	9	58	190	51	23	322	370
08:15 AM	0	0	16	0	16	0	0	0	0	0	13	0	0	4	17	32	238	53	5	328	361
08:30 AM	0	0	20	0	20	0	0	0	0	0	10	0	0	1	11	25	280	49	4	358	389
Total Volume	0	0	100	4	104	0	0	0	0	0	34	0	0	15	49	134	993	206	52	1385	1538
% App. Total	0	0	96.2	3.8		0	0	0	0		69.4	0	0	30.6		9.7	71.7	14.9	3.8		
PHF	.000	.000	.694	.333	.667	.000	.000	.000	.000	.000	.654	.000	.000	.625	.721	.578	.871	.972	.565	.918	.920

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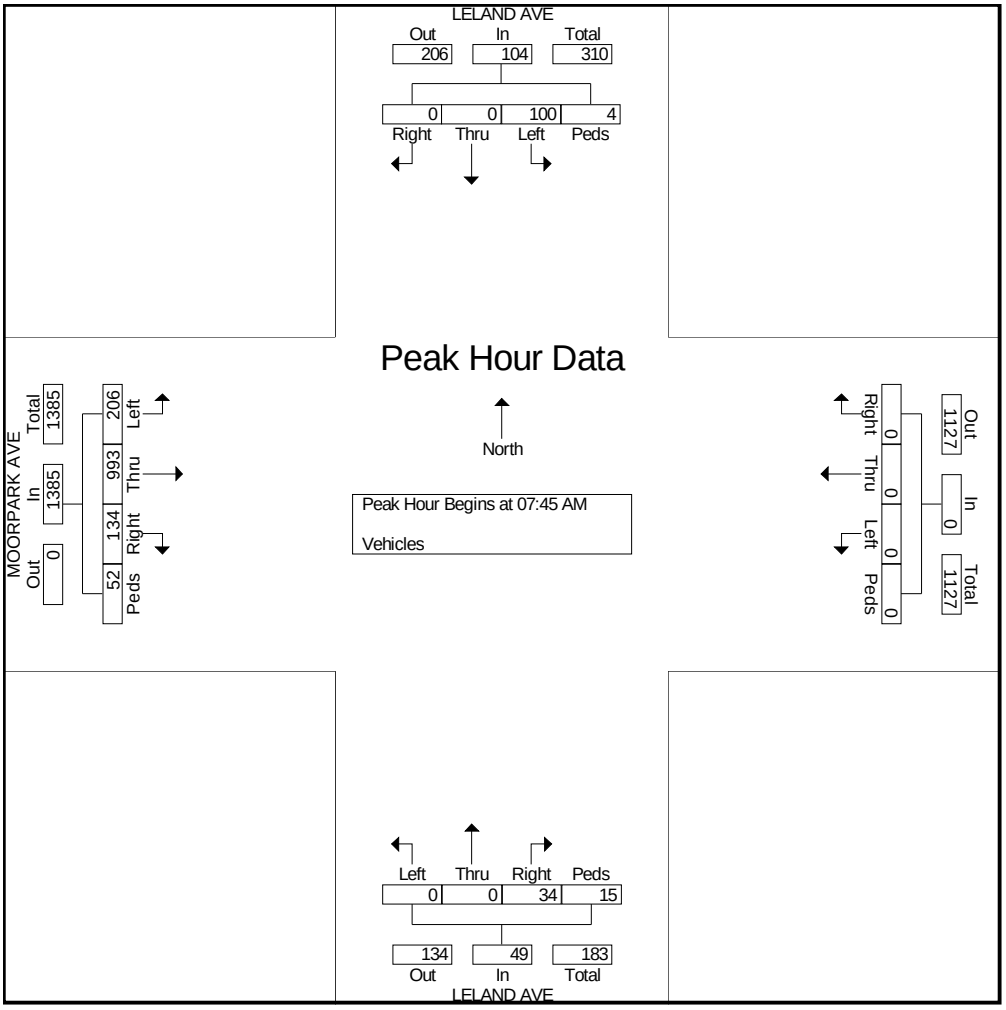

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Groups Printed- Vehicles

	LELAND AVE Southbound					Westbound					LELAND AVE Northbound					MOORPARK 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
04:00 PM	0	0	29	1	30	0	0	0	0	0	15	0	0	2	17	5	333	86	5	429	476
04:15 PM	0	0	25	1	26	0	0	0	0	0	21	0	0	1	22	16	383	81	6	486	534
04:30 PM	0	0	19	2	21	0	0	0	0	0	10	0	0	0	10	28	439	81	10	558	589
04:45 PM	0	0	18	0	18	0	0	0	0	0	10	0	0	5	15	11	399	72	6	488	521
Total	0	0	91	4	95	0	0	0	0	0	56	0	0	8	64	60	1554	320	27	1961	2120
05:00 PM	0	0	27	5	32	0	0	0	0	0	5	0	0	1	6	8	445	74	8	535	573
05:15 PM	0	0	21	1	22	0	0	0	0	0	2	0	0	0	2	15	417	80	12	524	548
05:30 PM	0	0	22	2	24	0	0	0	0	0	10	0	0	2	12	14	457	74	6	551	587
05:45 PM	0	0	27	2	29	0	0	0	0	0	7	0	0	5	12	26	363	66	13	468	509
Total	0	0	97	10	107	0	0	0	0	0	24	0	0	8	32	63	1682	294	39	2078	2217
Grand Total	0	0	188	14	202	0	0	0	0	0	80	0	0	16	96	123	3236	614	66	4039	4337
Apprch %	0	0	93.1	6.9		0	0	0	0		83.3	0	0	16.7		3	80.1	15.2	1.6		
Total %	0	0	4.3	0.3	4.7	0	0	0	0	0	1.8	0	0	0.4	2.2	2.8	74.6	14.2	1.5	93.1	

	LELAND AVE Southbound					Westbound					LELAND AVE Northbound					MOORPARK 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 04:30 PM																					
04:30 PM	0	0	19	2	21	0	0	0	0	0	10	0	0	0	10	28	439	81	10	558	589
04:45 PM	0	0	18	0	18	0	0	0	0	0	10	0	0	5	15	11	399	72	6	488	521
05:00 PM	0	0	27	5	32	0	0	0	0	0	5	0	0	1	6	8	445	74	8	535	573
05:15 PM	0	0	21	1	22	0	0	0	0	0	2	0	0	0	2	15	417	80	12	524	548
Total Volume	0	0	85	8	93	0	0	0	0	0	27	0	0	6	33	62	1700	307	36	2105	2231
% App. Total	0	0	91.4	8.6		0	0	0	0		81.8	0	0	18.2		2.9	80.8	14.6	1.7		
PHF	.000	.000	.787	.400	.727	.000	.000	.000	.000	.000	.675	.000	.000	.300	.550	.554	.955	.948	.750	.943	.947

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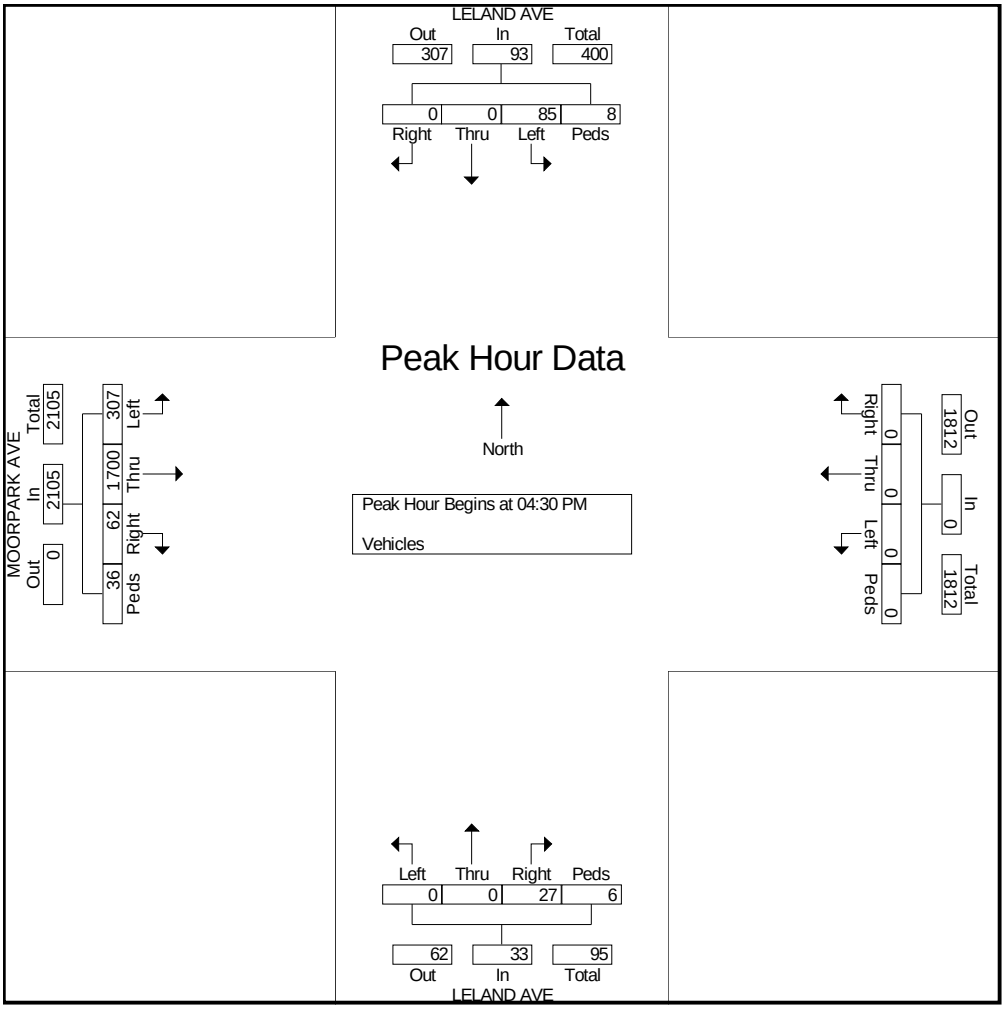

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File Name : 9AM FINAL
Site Code : 00000009
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Groups Printed- Vehicles

	LEIGH AVE Southbound					Westbound					LEIGH AVE Northbound					MOORPARK 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
07:00 AM	0	26	37	0	63	0	0	0	1	1	37	59	0	1	97	21	105	8	2	136	297
07:15 AM	0	67	52	2	121	0	0	0	0	0	38	92	0	4	134	24	140	9	4	177	432
07:30 AM	0	106	62	2	170	0	0	0	1	1	36	107	0	6	149	55	216	16	9	296	616
07:45 AM	0	107	63	2	172	0	0	0	2	2	49	117	0	6	172	55	217	21	6	299	645
Total	0	306	214	6	526	0	0	0	4	4	160	375	0	17	552	155	678	54	21	908	1990
08:00 AM	0	104	43	1	148	0	0	0	1	1	60	91	0	4	155	48	192	19	4	263	567
08:15 AM	0	104	59	1	164	0	0	0	5	5	39	79	0	11	129	46	218	15	6	285	583
08:30 AM	0	116	48	0	164	0	0	0	0	0	35	100	0	8	143	52	222	15	3	292	599
08:45 AM	0	125	42	2	169	0	0	0	3	3	47	82	0	8	137	44	248	33	10	335	644
Total	0	449	192	4	645	0	0	0	9	9	181	352	0	31	564	190	880	82	23	1175	2393
Grand Total	0	755	406	10	1171	0	0	0	13	13	341	727	0	48	1116	345	1558	136	44	2083	4383
Apprch %	0	64.5	34.7	0.9		0	0	0	100		30.6	65.1	0	4.3		16.6	74.8	6.5	2.1		
Total %	0	17.2	9.3	0.2	26.7	0	0	0	0.3	0.3	7.8	16.6	0	1.1	25.5	7.9	35.5	3.1	1	47.5	

	LEIGH AVE Southbound					Westbound					LEIGH AVE Northbound					MOORPARK 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	106	62	2	170	0	0	0	1	1	36	107	0	6	149	55	216	16	9	296	616
07:45 AM	0	107	63	2	172	0	0	0	2	2	49	117	0	6	172	55	217	21	6	299	645
08:00 AM	0	104	43	1	148	0	0	0	1	1	60	91	0	4	155	48	192	19	4	263	567
08:15 AM	0	104	59	1	164	0	0	0	5	5	39	79	0	11	129	46	218	15	6	285	583
Total Volume	0	421	227	6	654	0	0	0	9	9	184	394	0	27	605	204	843	71	25	1143	2411
% App. Total	0	64.4	34.7	0.9		0	0	0	100		30.4	65.1	0	4.5		17.8	73.8	6.2	2.2		
PHF	.000	.984	.901	.750	.951	.000	.000	.000	.450	.450	.767	.842	.000	.614	.879	.927	.967	.845	.694	.956	.934

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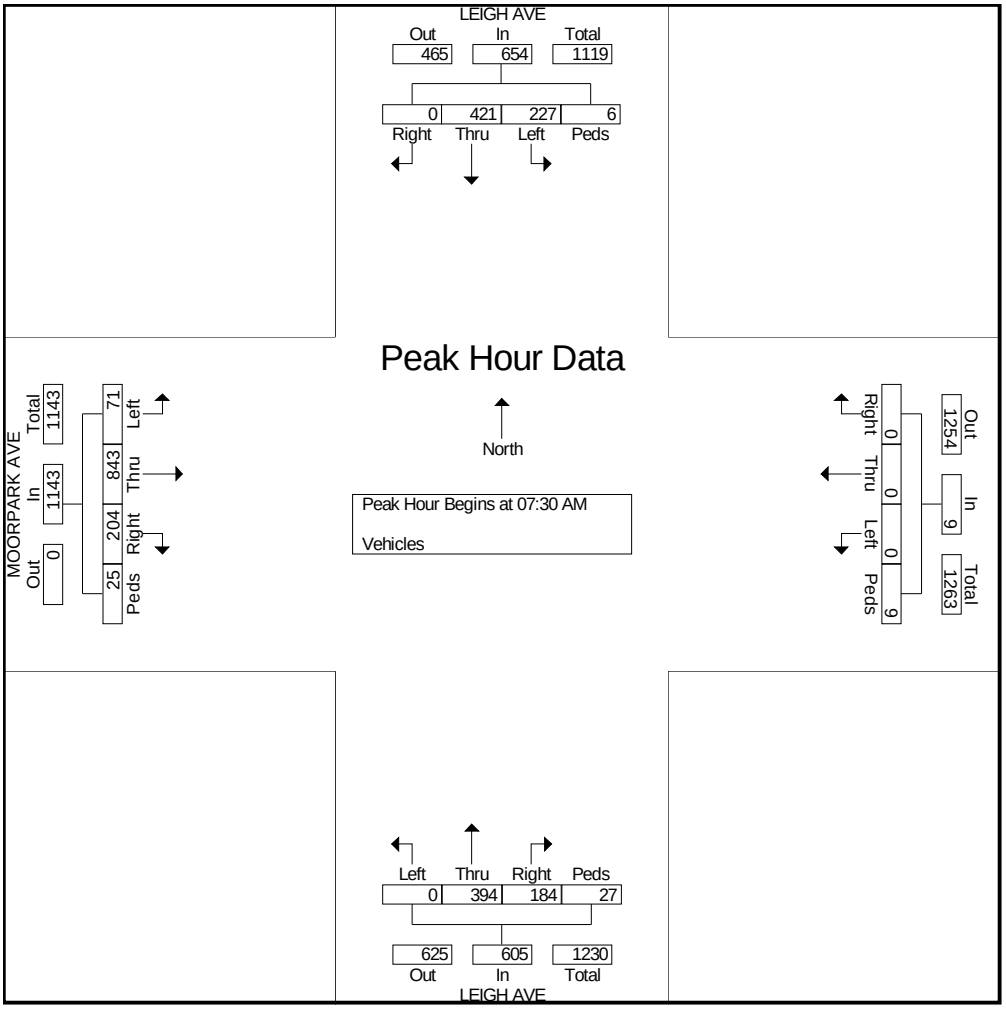

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Groups Printed- Vehicles

	LEIGH AVE Southbound					Westbound					LEIGH AVE Northbound					MOORPARK 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
04:00 PM	0	60	49	0	109	0	0	0	2	2	20	43	0	4	67	68	275	44	3	390	568
04:15 PM	0	67	47	0	114	0	0	0	1	1	22	54	0	0	76	92	279	48	1	420	611
04:30 PM	0	78	54	0	132	0	0	0	4	4	29	58	0	2	89	94	337	36	9	476	701
04:45 PM	0	81	40	0	121	0	0	0	2	2	22	52	0	5	79	97	300	35	9	441	643
Total	0	286	190	0	476	0	0	0	9	9	93	207	0	11	311	351	1191	163	22	1727	2523
05:00 PM	0	85	31	0	116	0	0	0	6	6	22	50	0	4	76	107	344	45	2	498	696
05:15 PM	0	97	57	0	154	0	0	0	6	6	29	49	0	5	83	123	296	31	3	453	696
05:30 PM	0	150	50	0	200	0	0	0	5	5	22	44	0	16	82	130	335	26	9	500	787
05:45 PM	0	144	50	0	194	0	0	0	4	4	43	77	0	10	130	91	287	49	3	430	758
Total	0	476	188	0	664	0	0	0	21	21	116	220	0	35	371	451	1262	151	17	1881	2937
Grand Total	0	762	378	0	1140	0	0	0	30	30	209	427	0	46	682	802	2453	314	39	3608	5460
Apprch %	0	66.8	33.2	0		0	0	0	100		30.6	62.6	0	6.7		22.2	68	8.7	1.1		
Total %	0	14	6.9	0	20.9	0	0	0	0.5	0.5	3.8	7.8	0	0.8	12.5	14.7	44.9	5.8	0.7	66.1	

	LEIGH AVE Southbound					Westbound					LEIGH AVE Northbound					MOORPARK 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	85	31	0	116	0	0	0	6	6	22	50	0	4	76	107	344	45	2	498	696
05:15 PM	0	97	57	0	154	0	0	0	6	6	29	49	0	5	83	123	296	31	3	453	696
05:30 PM	0	150	50	0	200	0	0	0	5	5	22	44	0	16	82	130	335	26	9	500	787
05:45 PM	0	144	50	0	194	0	0	0	4	4	43	77	0	10	130	91	287	49	3	430	758
Total Volume	0	476	188	0	664	0	0	0	21	21	116	220	0	35	371	451	1262	151	17	1881	2937
% App. Total	0	71.7	28.3	0		0	0	0	100		31.3	59.3	0	9.4		24	67.1	8	0.9		
PHF	.000	.793	.825	.000	.830	.000	.000	.000	.875	.875	.674	.714	.000	.547	.713	.867	.917	.770	.472	.941	.933

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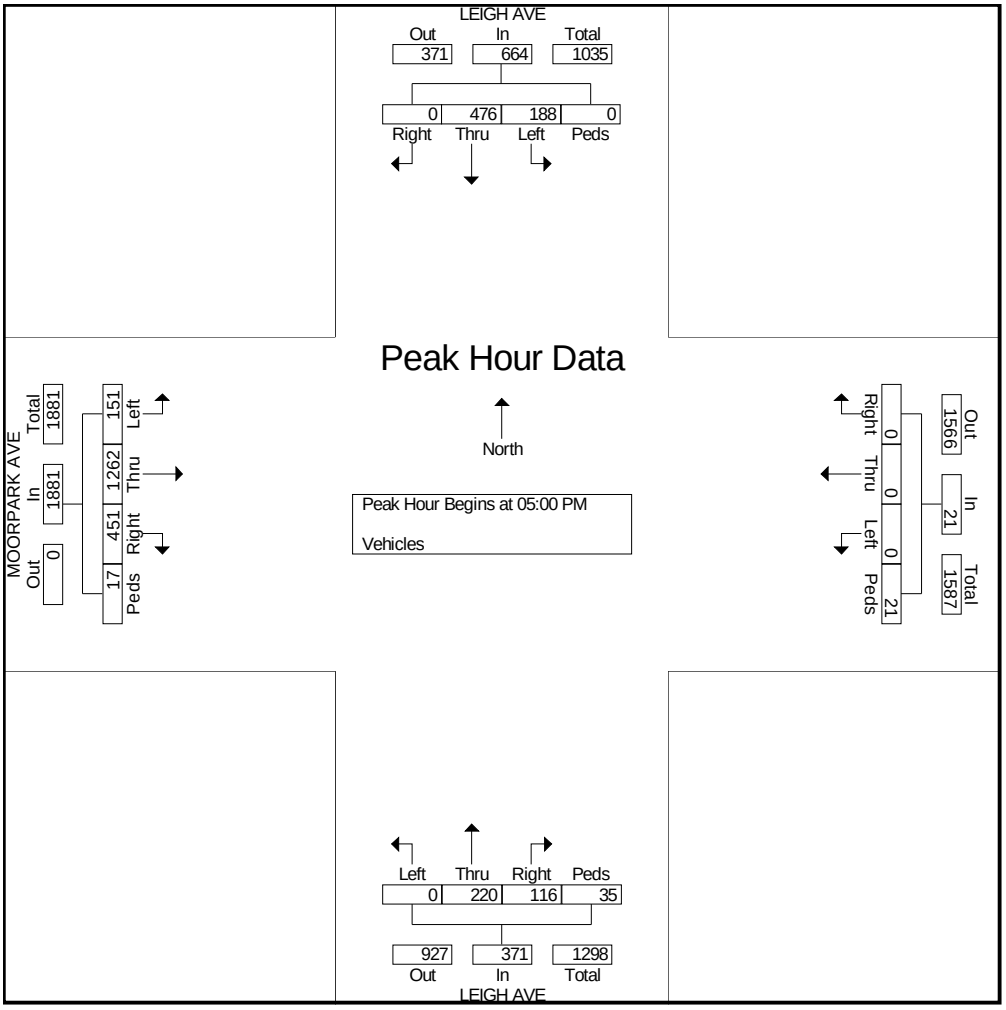

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Groups Printed- Vehicles

	BASCOM AVE Southbound					RENOVA DR Westbound					BASCOM AVE Northbound					RENOVA DR 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
07:00 AM	6	88	2	0	96	1	0	1	2	4	1	149	12	3	165	4	0	1	10	15	280
07:15 AM	17	112	6	0	135	1	0	1	6	8	2	217	20	6	245	2	0	4	8	14	402
07:30 AM	18	179	2	0	199	0	0	1	9	10	2	352	21	2	377	9	2	5	6	22	608
07:45 AM	31	190	7	0	228	2	1	1	5	9	5	406	33	13	457	4	1	5	10	20	714
Total	72	569	17	0	658	4	1	4	22	31	10	1124	86	24	1244	19	3	15	34	71	2004
08:00 AM	18	160	9	0	187	5	0	5	6	16	4	370	39	10	423	8	3	6	8	25	651
08:15 AM	33	175	8	1	217	5	2	1	8	16	6	311	34	10	361	6	1	4	7	18	612
08:30 AM	20	148	15	0	183	2	1	1	7	11	7	341	24	8	380	5	3	4	8	20	594
08:45 AM	28	181	21	1	231	5	1	1	5	12	10	314	25	15	364	6	0	7	14	27	634
Total	99	664	53	2	818	17	4	8	26	55	27	1336	122	43	1528	25	7	21	37	90	2491
Grand Total	171	1233	70	2	1476	21	5	12	48	86	37	2460	208	67	2772	44	10	36	71	161	4495
Apprch %	11.6	83.5	4.7	0.1		24.4	5.8	14	55.8		1.3	88.7	7.5	2.4		27.3	6.2	22.4	44.1		
Total %	3.8	27.4	1.6	0	32.8	0.5	0.1	0.3	1.1	1.9	0.8	54.7	4.6	1.5	61.7	1	0.2	0.8	1.6	3.6	

	BASCOM AVE Southbound					RENOVA DR Westbound					BASCOM AVE Northbound					RENOVA DR 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	179	2	0	199	0	0	1	9	10	2	352	21	2	377	9	2	5	6	22	608
07:45 AM	31	190	7	0	228	2	1	1	5	9	5	406	33	13	457	4	1	5	10	20	714
08:00 AM	18	160	9	0	187	5	0	5	6	16	4	370	39	10	423	8	3	6	8	25	651
08:15 AM	33	175	8	1	217	5	2	1	8	16	6	311	34	10	361	6	1	4	7	18	612
Total Volume	100	704	26	1	831	12	3	8	28	51	17	1439	127	35	1618	27	7	20	31	85	2585
% App. Total	12	84.7	3.1	0.1		23.5	5.9	15.7	54.9		1.1	88.9	7.8	2.2		31.8	8.2	23.5	36.5		
PHF	.758	.926	.722	.250	.911	.600	.375	.400	.778	.797	.708	.886	.814	.673	.885	.750	.583	.833	.775	.850	.905

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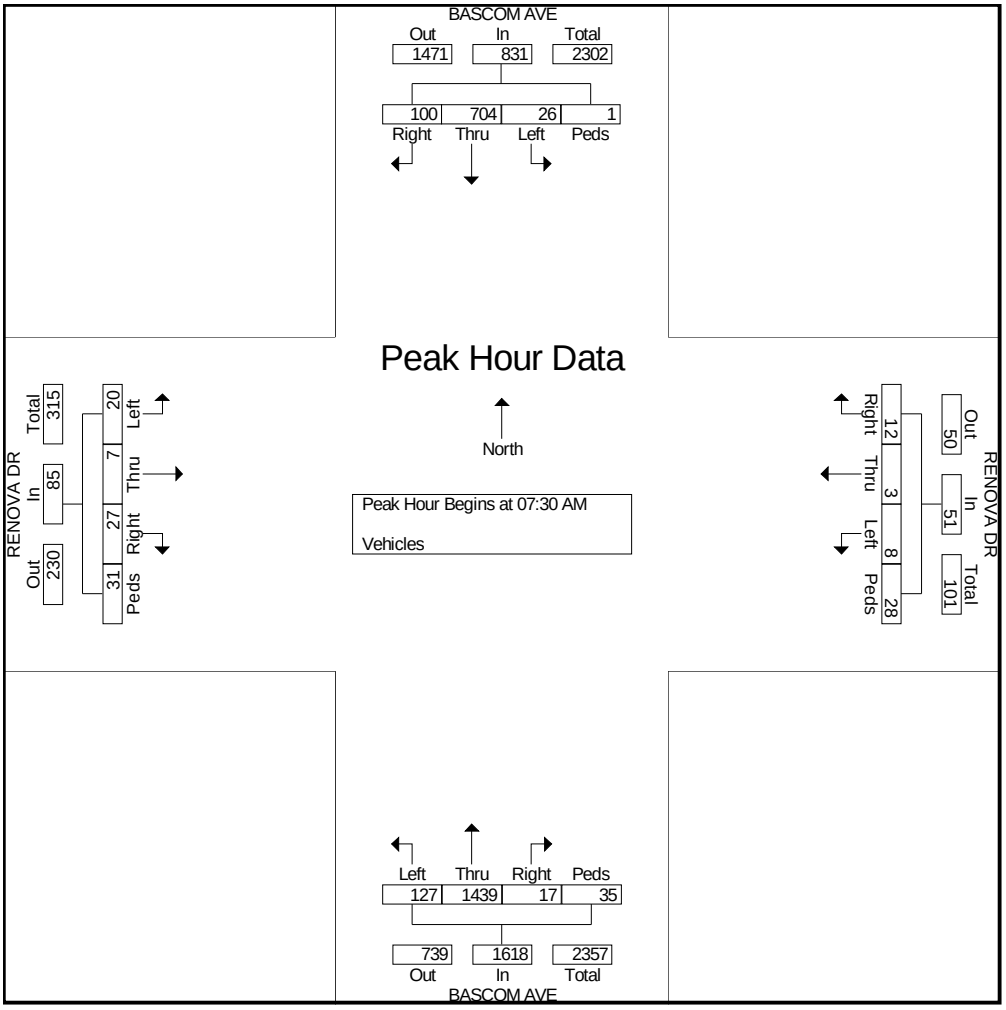

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Groups Printed- Vehicles

	BASCOM AVE Southbound					RENOVA DR Westbound					BASCOM AVE Northbound					RENOVA DR 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
04:00 PM	13	219	13	0	245	14	0	3	3	20	3	228	13	10	254	24	0	16	13	53	572
04:15 PM	13	272	9	0	294	14	2	5	4	25	4	202	12	16	234	17	1	10	18	46	599
04:30 PM	12	281	8	1	302	10	2	4	6	22	3	248	24	17	292	32	1	12	7	52	668
04:45 PM	17	288	3	0	308	15	1	7	5	28	4	263	12	13	292	9	1	20	16	46	674
Total	55	1060	33	1	1149	53	5	19	18	95	14	941	61	56	1072	82	3	58	54	197	2513
05:00 PM	8	302	7	0	317	12	2	9	4	27	2	242	11	13	268	17	1	11	16	45	657
05:15 PM	17	329	7	0	353	7	2	6	6	21	2	257	8	10	277	12	0	10	7	29	680
05:30 PM	10	366	7	0	383	7	1	2	2	12	1	231	13	17	262	18	0	9	17	44	701
05:45 PM	13	385	6	0	404	0	0	1	10	11	3	248	19	14	284	14	0	5	2	21	720
Total	48	1382	27	0	1457	26	5	18	22	71	8	978	51	54	1091	61	1	35	42	139	2758
Grand Total	103	2442	60	1	2606	79	10	37	40	166	22	1919	112	110	2163	143	4	93	96	336	5271
Apprch %	4	93.7	2.3	0		47.6	6	22.3	24.1		1	88.7	5.2	5.1		42.6	1.2	27.7	28.6		
Total %	2	46.3	1.1	0	49.4	1.5	0.2	0.7	0.8	3.1	0.4	36.4	2.1	2.1	41	2.7	0.1	1.8	1.8	6.4	

	BASCOM AVE Southbound					RENOVA DR Westbound					BASCOM AVE Northbound					RENOVA DR 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	302	7	0	317	12	2	9	4	27	2	242	11	13	268	17	1	11	16	45	657
05:15 PM	17	329	7	0	353	7	2	6	6	21	2	257	8	10	277	12	0	10	7	29	680
05:30 PM	10	366	7	0	383	7	1	2	2	12	1	231	13	17	262	18	0	9	17	44	701
05:45 PM	13	385	6	0	404	0	0	1	10	11	3	248	19	14	284	14	0	5	2	21	720
Total Volume	48	1382	27	0	1457	26	5	18	22	71	8	978	51	54	1091	61	1	35	42	139	2758
% App. Total	3.3	94.9	1.9	0		36.6	7	25.4	31		0.7	89.6	4.7	4.9		43.9	0.7	25.2	30.2		
PHF	.706	.897	.964	.000	.902	.542	.625	.500	.550	.657	.667	.951	.671	.794	.960	.847	.250	.795	.618	.772	.958

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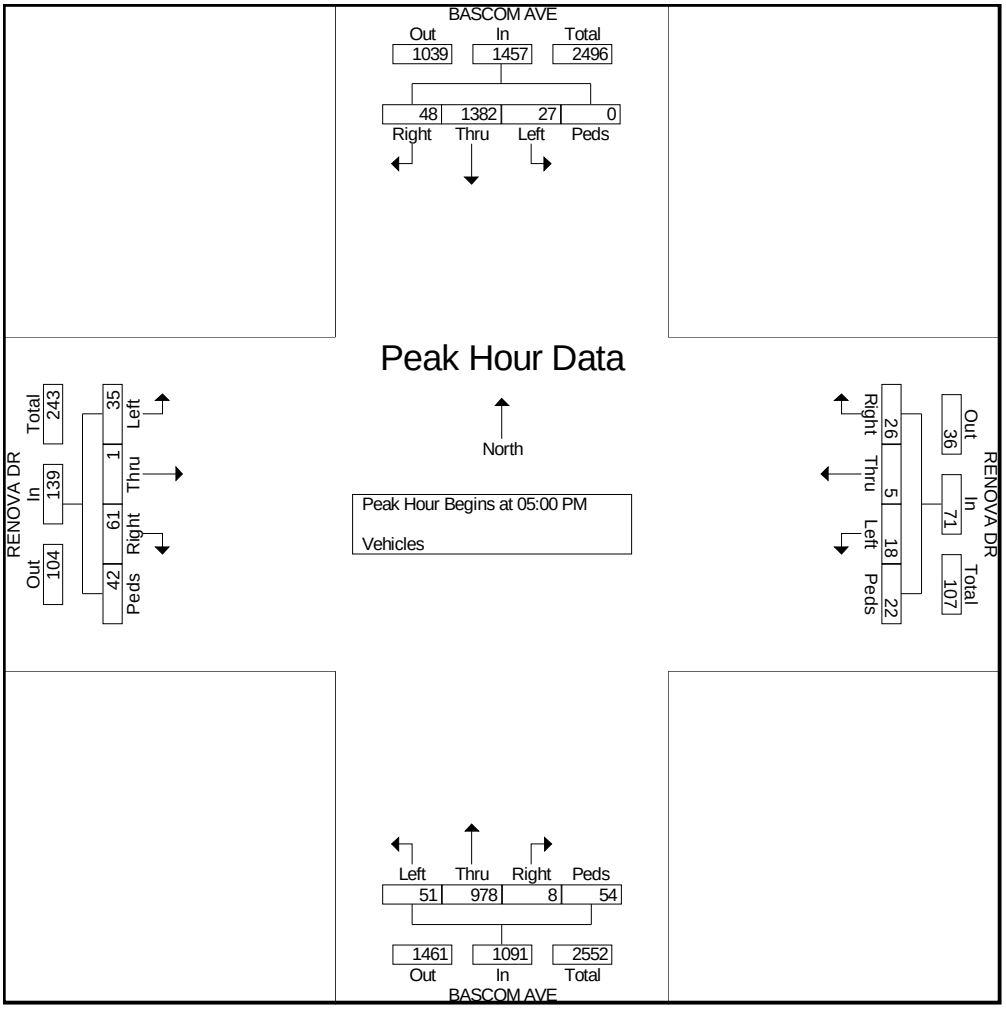

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File Name : 11AM FINAL
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Start Date : 9/15/2011
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Groups Printed- Vehicles

	BASCOM AVE Southbound					KINGMAN AVE Westbound					BASCOM AVE Northbound					DRIVEWAY 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
07:00 AM	4	60	4	0	68	1	0	1	0	2	7	153	3	0	163	0	0	0	0	0	233
07:15 AM	5	99	14	0	118	2	0	0	3	5	21	207	0	0	228	0	0	0	0	0	351
07:30 AM	8	150	22	0	180	3	1	2	11	17	49	413	1	0	463	0	0	0	1	1	661
07:45 AM	7	168	20	0	195	8	0	3	4	15	56	430	4	0	490	0	0	0	1	1	701
Total	24	477	60	0	561	14	1	6	18	39	133	1203	8	0	1344	0	0	0	2	2	1946
08:00 AM	4	128	25	1	158	5	0	0	3	8	41	372	3	1	417	0	0	0	2	2	585
08:15 AM	17	121	24	1	163	7	0	0	10	17	34	355	3	0	392	0	0	0	3	3	575
08:30 AM	9	122	24	2	157	6	0	3	10	19	48	389	1	0	438	0	0	0	1	1	615
08:45 AM	4	147	39	1	191	11	0	3	10	24	57	322	4	0	383	0	0	0	4	4	602
Total	34	518	112	5	669	29	0	6	33	68	180	1438	11	1	1630	0	0	0	10	10	2377
Grand Total	58	995	172	5	1230	43	1	12	51	107	313	2641	19	1	2974	0	0	0	12	12	4323
Apprch %	4.7	80.9	14	0.4		40.2	0.9	11.2	47.7		10.5	88.8	0.6	0		0	0	0	100		
Total %	1.3	23	4	0.1	28.5	1	0	0.3	1.2	2.5	7.2	61.1	0.4	0	68.8	0	0	0	0.3	0.3	

	BASCOM AVE Southbound					KINGMAN AVE Westbound					BASCOM AVE Northbound					DRIVEWAY 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	8	150	22	0	180	3	1	2	11	17	49	413	1	0	463	0	0	0	1	1	661
07:45 AM	7	168	20	0	195	8	0	3	4	15	56	430	4	0	490	0	0	0	1	1	701
08:00 AM	4	128	25	1	158	5	0	0	3	8	41	372	3	1	417	0	0	0	2	2	585
08:15 AM	17	121	24	1	163	7	0	0	10	17	34	355	3	0	392	0	0	0	3	3	575
Total Volume	36	567	91	2	696	23	1	5	28	57	180	1570	11	1	1762	0	0	0	7	7	2522
% App. Total	5.2	81.5	13.1	0.3		40.4	1.8	8.8	49.1		10.2	89.1	0.6	0.1		0	0	0	100		
PHF	.529	.844	.910	.500	.892	.719	.250	.417	.636	.838	.804	.913	.688	.250	.899	.000	.000	.000	.583	.583	.899

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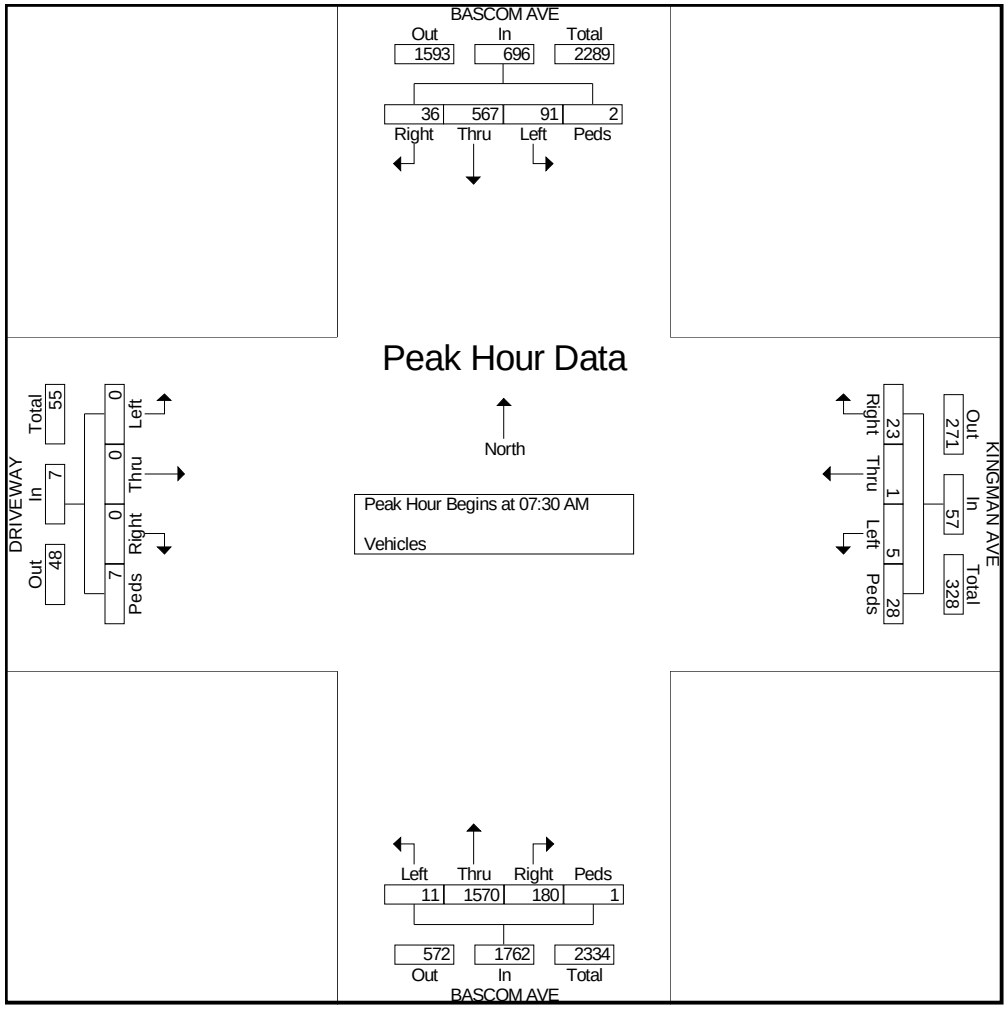

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Groups Printed- Vehicles

	BASCOM AVE Southbound					KINGMAN AVE Westbound					BASCOM AVE Northbound					DRIVEWAY 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
04:00 PM	7	251	2	0	260	1	0	7	8	16	10	219	0	0	229	0	0	0	2	2	507
04:15 PM	5	276	3	0	284	8	0	5	4	17	62	208	0	1	271	0	0	0	0	0	572
04:30 PM	2	285	11	0	298	14	0	5	12	31	16	249	0	0	265	0	0	0	2	2	596
04:45 PM	2	289	21	0	312	26	0	15	16	57	19	244	1	0	264	0	0	0	0	0	633
Total	16	1101	37	0	1154	49	0	32	40	121	107	920	1	1	1029	0	0	0	4	4	2308
05:00 PM	8	296	21	0	325	11	0	16	13	40	25	229	1	0	255	0	0	0	1	1	621
05:15 PM	0	352	11	0	363	7	0	4	8	19	30	262	1	0	293	0	0	0	1	1	676
05:30 PM	0	361	35	1	397	5	0	6	8	19	27	227	1	0	255	0	0	0	5	5	676
05:45 PM	0	336	40	0	376	3	0	1	2	6	41	248	1	0	290	0	0	0	2	2	674
Total	8	1345	107	1	1461	26	0	27	31	84	123	966	4	0	1093	0	0	0	9	9	2647
Grand Total	24	2446	144	1	2615	75	0	59	71	205	230	1886	5	1	2122	0	0	0	13	13	4955
Apprch %	0.9	93.5	5.5	0		36.6	0	28.8	34.6		10.8	88.9	0.2	0		0	0	0	100		
Total %	0.5	49.4	2.9	0	52.8	1.5	0	1.2	1.4	4.1	4.6	38.1	0.1	0	42.8	0	0	0	0.3	0.3	

	BASCOM AVE Southbound					KINGMAN AVE Westbound					BASCOM AVE Northbound					DRIVEWAY 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	296	21	0	325	11	0	16	13	40	25	229	1	0	255	0	0	0	1	1	621
05:15 PM	0	352	11	0	363	7	0	4	8	19	30	262	1	0	293	0	0	0	1	1	676
05:30 PM	0	361	35	1	397	5	0	6	8	19	27	227	1	0	255	0	0	0	5	5	676
05:45 PM	0	336	40	0	376	3	0	1	2	6	41	248	1	0	290	0	0	0	2	2	674
Total Volume	8	1345	107	1	1461	26	0	27	31	84	123	966	4	0	1093	0	0	0	9	9	2647
% App. Total	0.5	92.1	7.3	0.1		31	0	32.1	36.9		11.3	88.4	0.4	0		0	0	0	100		
PHF	.250	.931	.669	.250	.920	.591	.000	.422	.596	.525	.750	.922	1.000	.000	.933	.000	.000	.000	.450	.450	.979

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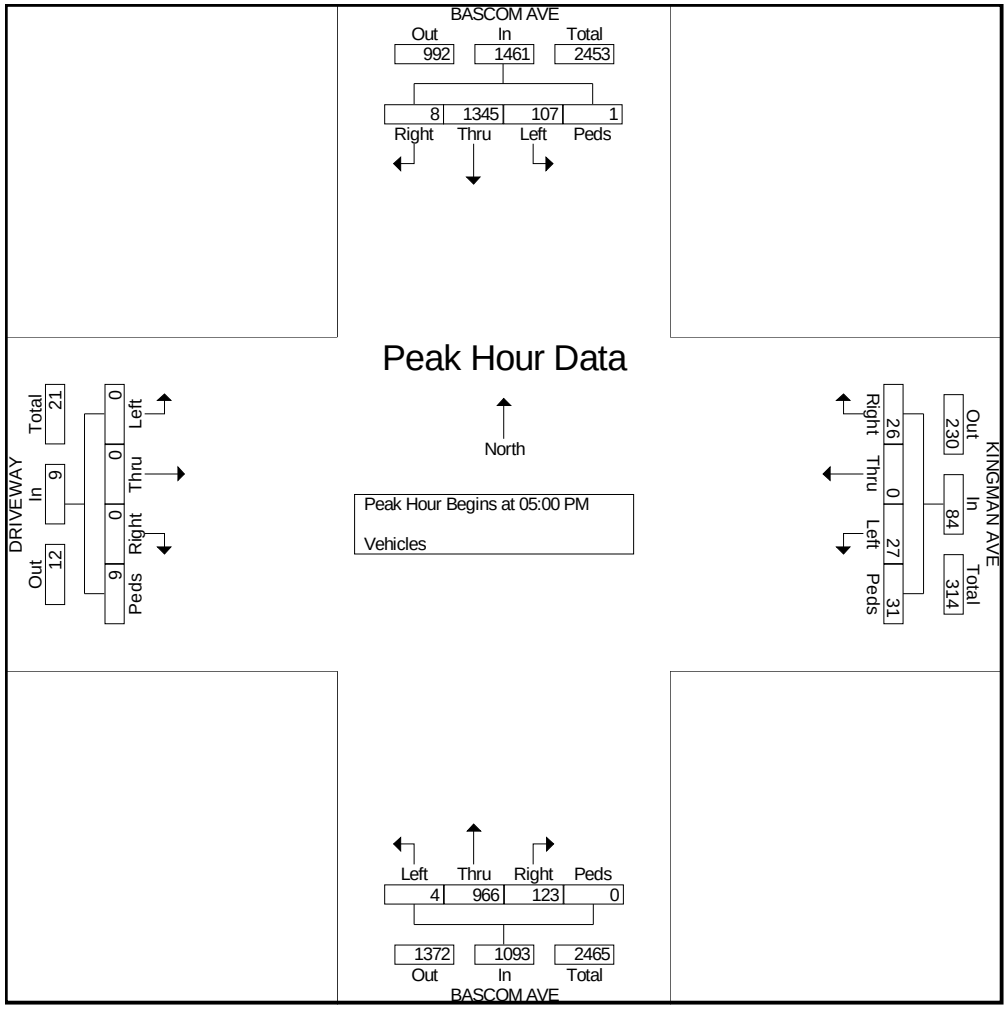

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Groups Printed- Vehicles

	BASCOM AVE Southbound					FRUITDALE AVE Westbound					BASCOM AVE Northbound					ENBORG LN 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
07:00 AM	10	30	28	4	72	52	33	19	1	105	13	109	24	0	146	2	7	8	1	18	341
07:15 AM	19	56	26	10	111	91	54	13	9	167	25	151	29	1	206	12	12	8	1	33	517
07:30 AM	11	92	48	12	163	142	56	29	18	245	23	283	19	0	325	15	20	9	0	44	777
07:45 AM	23	109	54	8	194	163	84	37	12	296	34	353	37	0	424	17	11	5	2	35	949
Total	63	287	156	34	540	448	227	98	40	813	95	896	109	1	1101	46	50	30	4	130	2584
08:00 AM	16	73	40	11	140	148	58	39	5	250	26	275	33	0	334	4	16	12	2	34	758
08:15 AM	15	85	41	9	150	111	45	23	10	189	38	291	31	0	360	7	12	8	4	31	730
08:30 AM	21	88	33	10	152	139	53	26	8	226	15	274	41	0	330	8	10	13	2	33	741
08:45 AM	21	92	30	7	150	126	44	30	8	208	29	271	30	0	330	7	6	14	3	30	718
Total	73	338	144	37	592	524	200	118	31	873	108	1111	135	0	1354	26	44	47	11	128	2947
Grand Total	136	625	300	71	1132	972	427	216	71	1686	203	2007	244	1	2455	72	94	77	15	258	5531
Apprch %	12	55.2	26.5	6.3		57.7	25.3	12.8	4.2		8.3	81.8	9.9	0		27.9	36.4	29.8	5.8		
Total %	2.5	11.3	5.4	1.3	20.5	17.6	7.7	3.9	1.3	30.5	3.7	36.3	4.4	0	44.4	1.3	1.7	1.4	0.3	4.7	

	BASCOM AVE Southbound					FRUITDALE AVE Westbound					BASCOM AVE Northbound					ENBORG LN 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	92	48	12	163	142	56	29	18	245	23	283	19	0	325	15	20	9	0	44	777
07:45 AM	23	109	54	8	194	163	84	37	12	296	34	353	37	0	424	17	11	5	2	35	949
08:00 AM	16	73	40	11	140	148	58	39	5	250	26	275	33	0	334	4	16	12	2	34	758
08:15 AM	15	85	41	9	150	111	45	23	10	189	38	291	31	0	360	7	12	8	4	31	730
Total Volume	65	359	183	40	647	564	243	128	45	980	121	1202	120	0	1443	43	59	34	8	144	3214
% App. Total	10	55.5	28.3	6.2		57.6	24.8	13.1	4.6		8.4	83.3	8.3	0		29.9	41	23.6	5.6		
PHF	.707	.823	.847	.833	.834	.865	.723	.821	.625	.828	.796	.851	.811	.000	.851	.632	.738	.708	.500	.818	.847

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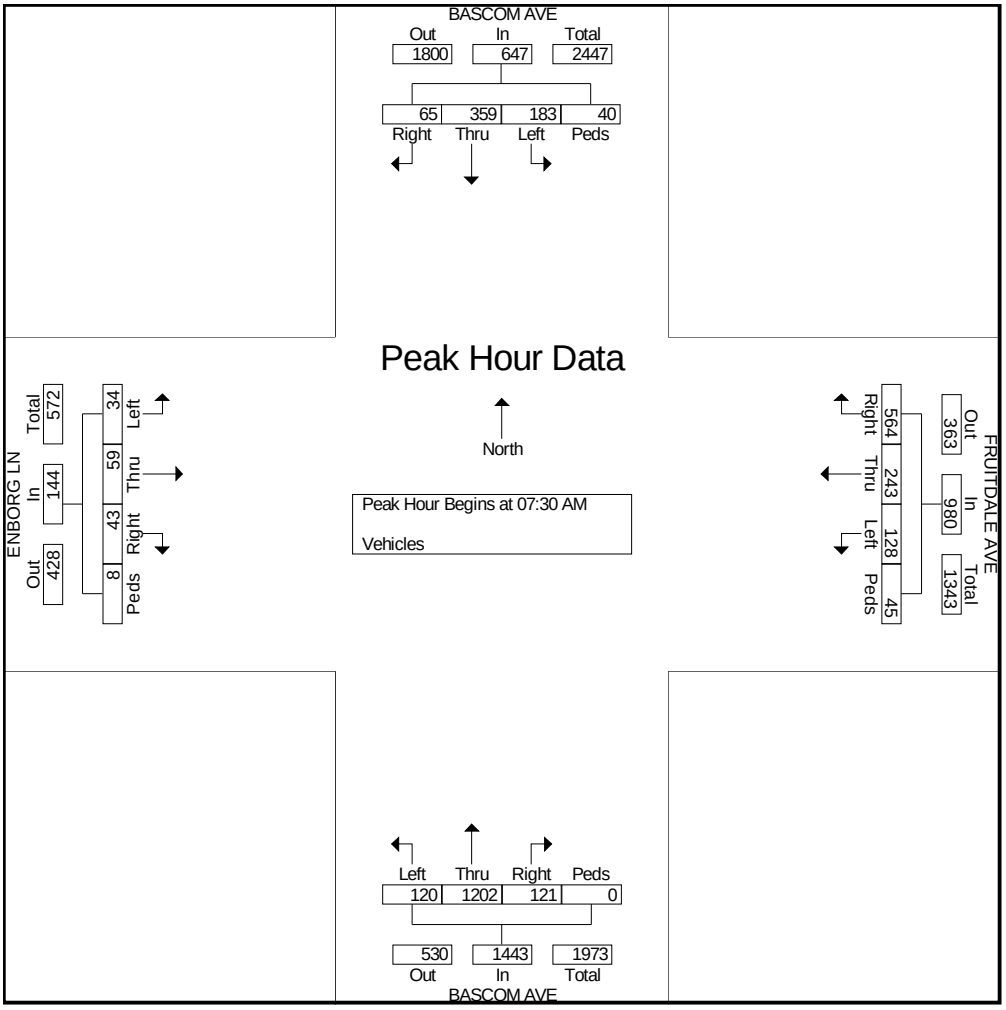

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Groups Printed- Vehicles

	BASCOM AVE Southbound					FRUITDALE AVE Westbound					BASCOM AVE Northbound					ENBORG LN 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
04:00 PM	4	190	75	11	280	62	17	34	25	138	40	164	10	1	215	42	48	18	2	110	743
04:15 PM	10	218	67	5	300	72	11	28	10	121	30	164	18	0	212	22	21	17	1	61	694
04:30 PM	11	230	58	7	306	63	15	39	11	128	25	171	19	0	215	37	37	31	5	110	759
04:45 PM	11	226	74	3	314	74	11	59	8	152	30	178	16	0	224	23	21	21	0	65	755
Total	36	864	274	26	1200	271	54	160	54	539	125	677	63	1	866	124	127	87	8	346	2951
05:00 PM	6	256	62	6	330	73	11	60	9	153	29	165	7	1	202	45	46	17	1	109	794
05:15 PM	5	257	82	5	349	85	8	61	5	159	33	177	11	0	221	33	28	17	1	79	808
05:30 PM	10	280	87	9	386	81	13	57	12	163	44	171	11	0	226	28	29	12	2	71	846
05:45 PM	7	281	63	4	355	99	9	48	1	157	41	190	11	0	242	21	20	10	0	51	805
Total	28	1074	294	24	1420	338	41	226	27	632	147	703	40	1	891	127	123	56	4	310	3253
Grand Total	64	1938	568	50	2620	609	95	386	81	1171	272	1380	103	2	1757	251	250	143	12	656	6204
Apprch %	2.4	74	21.7	1.9		52	8.1	33	6.9		15.5	78.5	5.9	0.1		38.3	38.1	21.8	1.8		
Total %	1	31.2	9.2	0.8	42.2	9.8	1.5	6.2	1.3	18.9	4.4	22.2	1.7	0	28.3	4	4	2.3	0.2	10.6	

	BASCOM AVE Southbound					FRUITDALE AVE Westbound					BASCOM AVE Northbound					ENBORG LN 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	256	62	6	330	73	11	60	9	153	29	165	7	1	202	45	46	17	1	109	794
05:15 PM	5	257	82	5	349	85	8	61	5	159	33	177	11	0	221	33	28	17	1	79	808
05:30 PM	10	280	87	9	386	81	13	57	12	163	44	171	11	0	226	28	29	12	2	71	846
05:45 PM	7	281	63	4	355	99	9	48	1	157	41	190	11	0	242	21	20	10	0	51	805
Total Volume	28	1074	294	24	1420	338	41	226	27	632	147	703	40	1	891	127	123	56	4	310	3253
% App. Total	2	75.6	20.7	1.7		53.5	6.5	35.8	4.3		16.5	78.9	4.5	0.1		41	39.7	18.1	1.3		
PHF	.700	.956	.845	.667	.920	.854	.788	.926	.563	.969	.835	.925	.909	.250	.920	.706	.668	.824	.500	.711	.961

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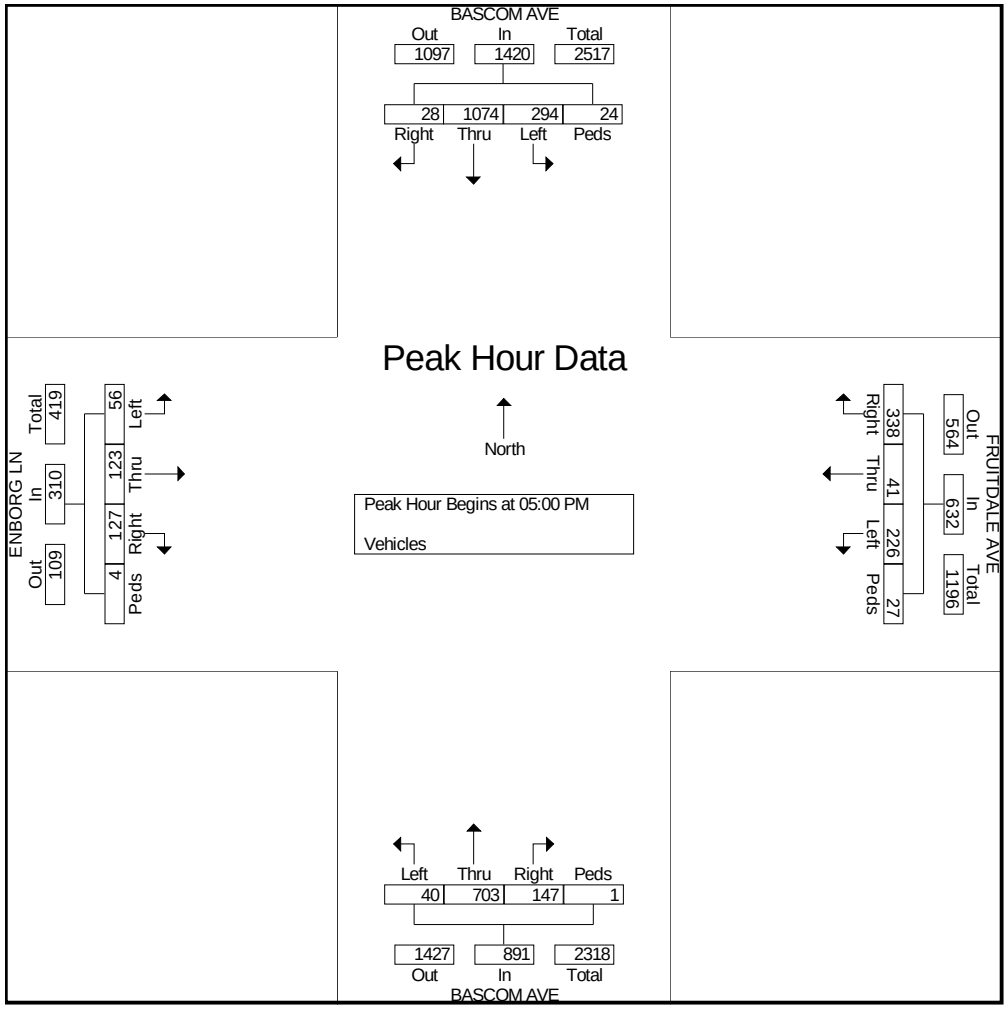

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Groups Printed- Vehicles

	SHERMAN OAKS DR Southbound					FRUITDALE AVE Westbound					Northbound					FRUITDALE 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
07:00 AM	2	0	0	4	6	0	103	0	3	106	0	0	0	4	4	0	50	0	0	50	166
07:15 AM	2	0	5	1	8	3	168	0	0	171	0	0	0	13	13	0	75	2	0	77	269
07:30 AM	8	0	6	7	21	5	270	0	0	275	0	0	0	34	34	0	95	4	2	101	431
07:45 AM	3	0	7	6	16	9	310	0	0	319	0	0	0	27	27	0	164	3	1	168	530
Total	15	0	18	18	51	17	851	0	3	871	0	0	0	78	78	0	384	9	3	396	1396
08:00 AM	1	0	9	6	16	8	270	0	0	278	0	0	0	17	17	0	95	1	0	96	407
08:15 AM	1	0	6	2	9	6	216	0	0	222	0	0	0	10	10	0	81	2	0	83	324
08:30 AM	4	0	7	0	11	16	184	0	0	200	0	0	0	1	1	0	63	2	0	65	277
08:45 AM	1	0	5	1	7	12	198	0	0	210	0	0	0	4	4	0	63	3	2	68	289
Total	7	0	27	9	43	42	868	0	0	910	0	0	0	32	32	0	302	8	2	312	1297
Grand Total	22	0	45	27	94	59	1719	0	3	1781	0	0	0	110	110	0	686	17	5	708	2693
Apprch %	23.4	0	47.9	28.7		3.3	96.5	0	0.2		0	0	0	100		0	96.9	2.4	0.7		
Total %	0.8	0	1.7	1	3.5	2.2	63.8	0	0.1	66.1	0	0	0	4.1	4.1	0	25.5	0.6	0.2	26.3	

	SHERMAN OAKS DR Southbound					FRUITDALE AVE Westbound					Northbound					FRUITDALE 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	8	0	6	7	21	5	270	0	0	275	0	0	0	34	34	0	95	4	2	101	431
07:45 AM	3	0	7	6	16	9	310	0	0	319	0	0	0	27	27	0	164	3	1	168	530
08:00 AM	1	0	9	6	16	8	270	0	0	278	0	0	0	17	17	0	95	1	0	96	407
08:15 AM	1	0	6	2	9	6	216	0	0	222	0	0	0	10	10	0	81	2	0	83	324
Total Volume	13	0	28	21	62	28	1066	0	0	1094	0	0	0	88	88	0	435	10	3	448	1692
% App. Total	21	0	45.2	33.9		2.6	97.4	0	0		0	0	0	100		0	97.1	2.2	0.7		
PHF	.406	.000	.778	.750	.738	.778	.860	.000	.000	.857	.000	.000	.000	.647	.647	.000	.663	.625	.375	.667	.798

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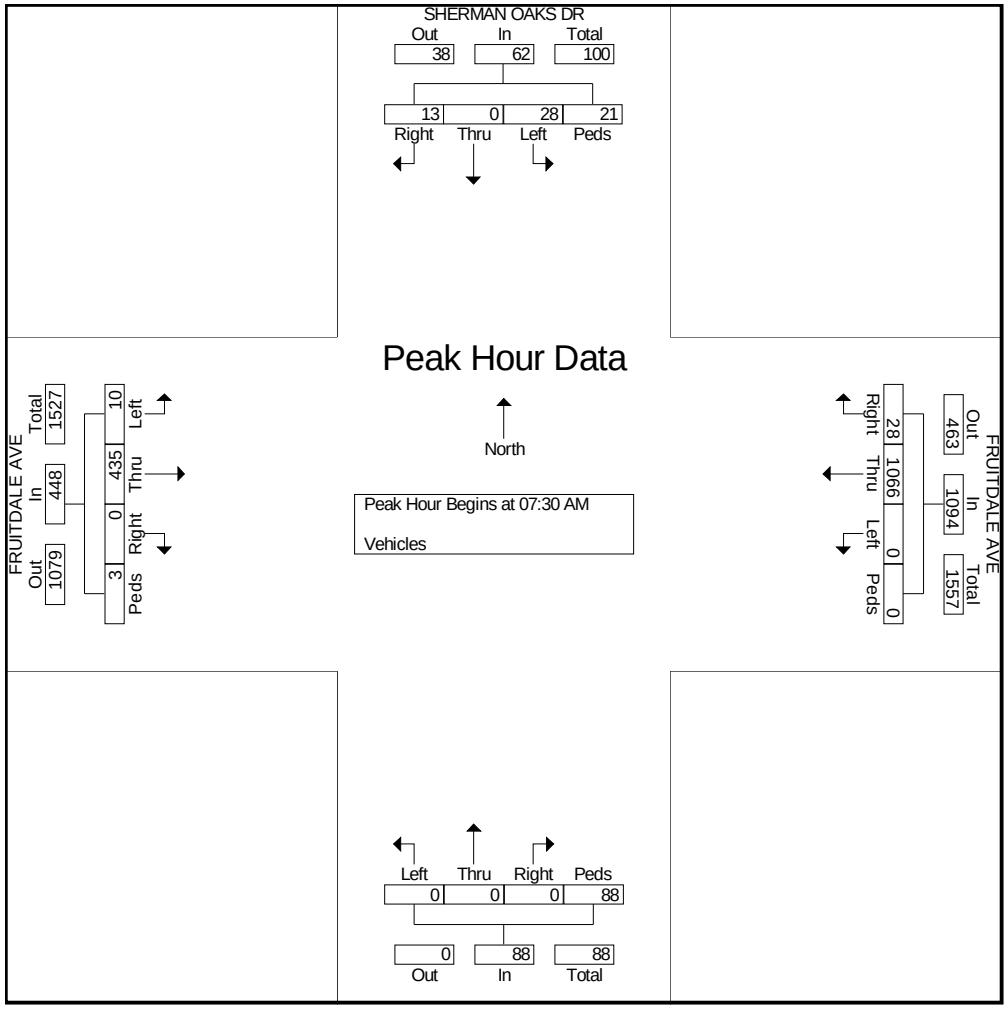

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Groups Printed- Vehicles

	SHERMAN OAKS AVE Southbound					FRUITDALE AVE Westbound					Northbound					FRUITDALE 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
04:00 PM	2	0	2	1	5	7	122	0	0	129	0	0	0	0	0	0	114	2	0	116	250
04:15 PM	0	0	5	3	8	4	115	0	0	119	0	0	0	0	0	0	105	2	0	107	234
04:30 PM	1	0	4	6	11	5	143	0	0	148	0	0	0	0	0	0	117	2	0	119	278
04:45 PM	2	0	4	2	8	2	134	0	0	136	0	0	0	0	0	0	127	3	0	130	274
Total	5	0	15	12	32	18	514	0	0	532	0	0	0	0	0	0	463	9	0	472	1036
05:00 PM	0	0	1	1	2	4	159	0	0	163	0	0	0	0	0	0	159	1	0	160	325
05:15 PM	7	0	6	1	14	11	207	0	0	218	0	0	0	0	0	0	125	3	0	128	360
05:30 PM	7	0	9	3	19	12	170	0	0	182	0	0	0	0	0	0	102	1	1	104	305
05:45 PM	3	0	6	0	9	4	178	0	0	182	0	0	0	0	0	0	105	0	0	105	296
Total	17	0	22	5	44	31	714	0	0	745	0	0	0	0	0	0	491	5	1	497	1286
Grand Total	22	0	37	17	76	49	1228	0	0	1277	0	0	0	0	0	0	954	14	1	969	2322
Apprch %	28.9	0	48.7	22.4		3.8	96.2	0	0		0	0	0	0		0	98.5	1.4	0.1		
Total %	0.9	0	1.6	0.7	3.3	2.1	52.9	0	0	55	0	0	0	0	0	0	41.1	0.6	0	41.7	

	SHERMAN OAKS AVE Southbound					FRUITDALE AVE Westbound					Northbound					FRUITDALE 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	1	1	2	4	159	0	0	163	0	0	0	0	0	0	159	1	0	160	325
05:15 PM	7	0	6	1	14	11	207	0	0	218	0	0	0	0	0	0	125	3	0	128	360
05:30 PM	7	0	9	3	19	12	170	0	0	182	0	0	0	0	0	0	102	1	1	104	305
05:45 PM	3	0	6	0	9	4	178	0	0	182	0	0	0	0	0	0	105	0	0	105	296
Total Volume	17	0	22	5	44	31	714	0	0	745	0	0	0	0	0	0	491	5	1	497	1286
% App. Total	38.6	0	50	11.4		4.2	95.8	0	0		0	0	0	0		0	98.8	1	0.2		
PHF	.607	.000	.611	.417	.579	.646	.862	.000	.000	.854	.000	.000	.000	.000	.000	.000	.772	.417	.250	.777	.893

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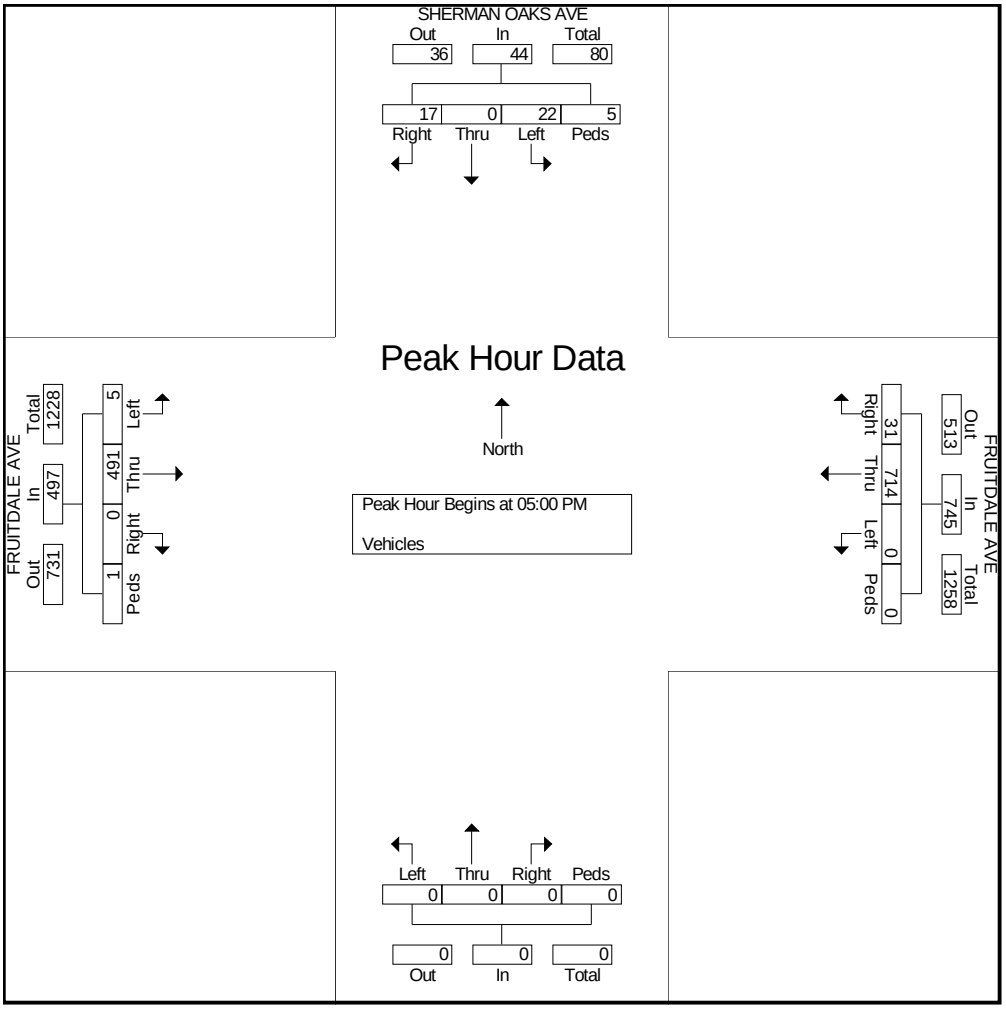

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Groups Printed- Vehicles

	LEIGH AVE Southbound					FRUITDALE AVE Westbound					LEIGH AVE Northbound					FRUITDALE 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
07:00 AM	15	8	1	4	28	6	84	1	0	91	1	30	12	3	46	1	29	28	4	62	227
07:15 AM	33	16	4	2	55	9	110	4	1	124	2	37	23	10	72	13	34	39	10	96	347
07:30 AM	74	24	4	0	102	8	163	4	1	176	3	62	43	21	129	10	40	48	28	126	533
07:45 AM	76	31	5	11	123	7	217	2	3	229	4	67	43	4	118	7	64	42	40	153	623
Total	198	79	14	17	308	30	574	11	5	620	10	196	121	38	365	31	167	157	82	437	1730
08:00 AM	31	31	11	0	73	9	177	4	1	191	5	71	34	4	114	7	92	68	24	191	569
08:15 AM	42	31	3	0	76	6	137	5	3	151	1	62	30	3	96	8	46	33	2	89	412
08:30 AM	47	17	6	0	70	4	117	5	1	127	3	74	28	2	107	6	65	53	3	127	431
08:45 AM	47	27	6	2	82	19	136	2	3	160	4	59	30	0	93	4	35	30	4	73	408
Total	167	106	26	2	301	38	567	16	8	629	13	266	122	9	410	25	238	184	33	480	1820
Grand Total	365	185	40	19	609	68	1141	27	13	1249	23	462	243	47	775	56	405	341	115	917	3550
Apprch %	59.9	30.4	6.6	3.1		5.4	91.4	2.2	1		3	59.6	31.4	6.1		6.1	44.2	37.2	12.5		
Total %	10.3	5.2	1.1	0.5	17.2	1.9	32.1	0.8	0.4	35.2	0.6	13	6.8	1.3	21.8	1.6	11.4	9.6	3.2	25.8	

	LEIGH AVE Southbound					FRUITDALE AVE Westbound					LEIGH AVE Northbound					FRUITDALE 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	74	24	4	0	102	8	163	4	1	176	3	62	43	21	129	10	40	48	28	126	533
07:45 AM	76	31	5	11	123	7	217	2	3	229	4	67	43	4	118	7	64	42	40	153	623
08:00 AM	31	31	11	0	73	9	177	4	1	191	5	71	34	4	114	7	92	68	24	191	569
08:15 AM	42	31	3	0	76	6	137	5	3	151	1	62	30	3	96	8	46	33	2	89	412
Total Volume	223	117	23	11	374	30	694	15	8	747	13	262	150	32	457	32	242	191	94	559	2137
% App. Total	59.6	31.3	6.1	2.9		4	92.9	2	1.1		2.8	57.3	32.8	7		5.7	43.3	34.2	16.8		
PHF	.734	.944	.523	.250	.760	.833	.800	.750	.667	.816	.650	.923	.872	.381	.886	.800	.658	.702	.588	.732	.858

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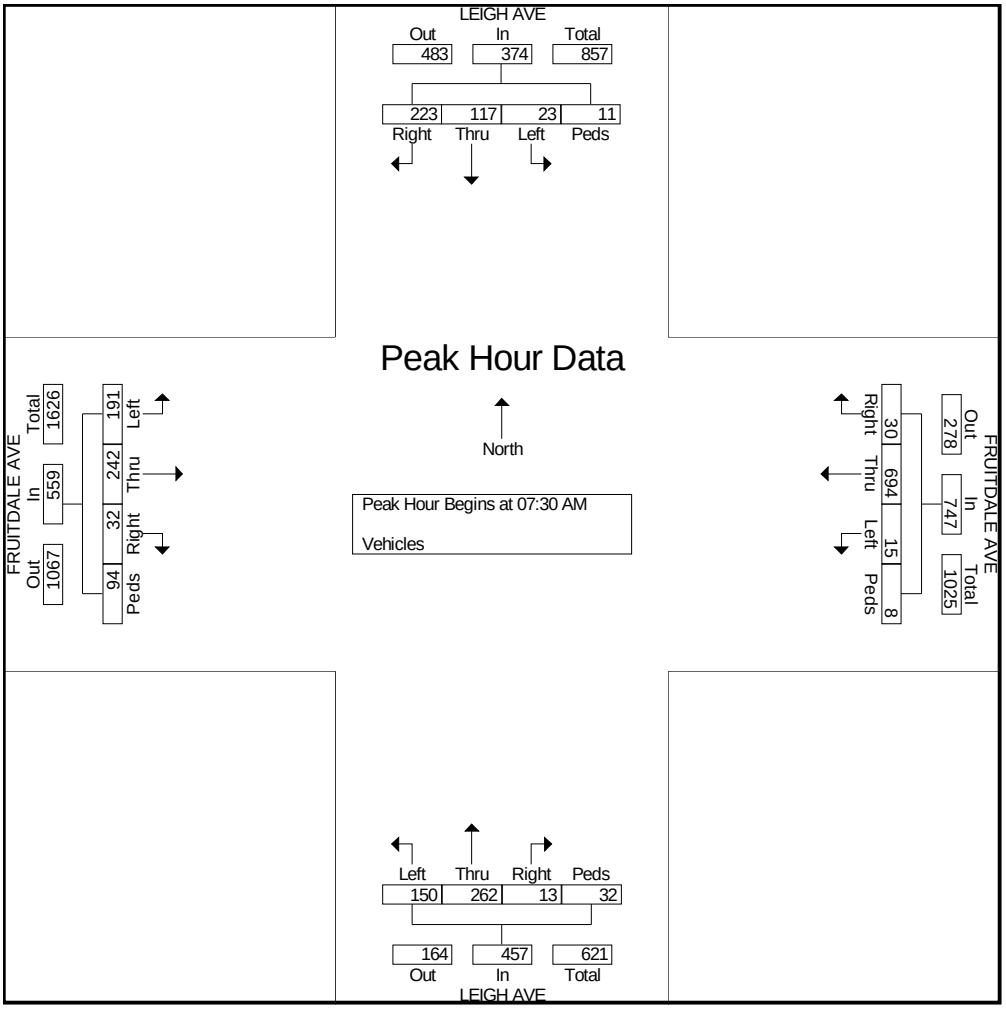

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Groups Printed- Vehicles

	LEIGH AVE Southbound					FRUITDALE AVE Westbound					LEIGH AVE Northbound					FRUITDALE 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
04:00 PM	57	57	8	1	123	6	68	2	2	78	1	20	14	3	38	13	107	25	4	149	388
04:15 PM	56	61	16	0	133	6	68	4	0	78	5	29	13	1	48	9	67	17	5	98	357
04:30 PM	66	84	15	0	165	6	82	5	1	94	3	30	11	2	46	11	79	33	0	123	428
04:45 PM	64	80	14	1	159	9	67	7	1	84	1	32	21	6	60	24	85	34	6	149	452
Total	243	282	53	2	580	27	285	18	4	334	10	111	59	12	192	57	338	109	15	519	1625
05:00 PM	57	86	15	6	164	10	81	3	2	96	6	31	14	2	53	16	122	25	4	167	480
05:15 PM	85	78	19	0	182	5	108	7	1	121	3	35	16	0	54	18	84	27	4	133	490
05:30 PM	68	131	24	0	223	9	108	4	1	122	4	34	15	2	55	11	75	28	1	115	515
05:45 PM	78	125	28	1	232	8	103	7	0	118	3	28	28	2	61	26	63	25	11	125	536
Total	288	420	86	7	801	32	400	21	4	457	16	128	73	6	223	71	344	105	20	540	2021
Grand Total	531	702	139	9	1381	59	685	39	8	791	26	239	132	18	415	128	682	214	35	1059	3646
Apprch %	38.5	50.8	10.1	0.7		7.5	86.6	4.9	1		6.3	57.6	31.8	4.3		12.1	64.4	20.2	3.3		
Total %	14.6	19.3	3.8	0.2	37.9	1.6	18.8	1.1	0.2	21.7	0.7	6.6	3.6	0.5	11.4	3.5	18.7	5.9	1	29	

	LEIGH AVE Southbound					FRUITDALE AVE Westbound					LEIGH AVE Northbound					FRUITDALE 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	57	86	15	6	164	10	81	3	2	96	6	31	14	2	53	16	122	25	4	167	480
05:15 PM	85	78	19	0	182	5	108	7	1	121	3	35	16	0	54	18	84	27	4	133	490
05:30 PM	68	131	24	0	223	9	108	4	1	122	4	34	15	2	55	11	75	28	1	115	515
05:45 PM	78	125	28	1	232	8	103	7	0	118	3	28	28	2	61	26	63	25	11	125	536
Total Volume	288	420	86	7	801	32	400	21	4	457	16	128	73	6	223	71	344	105	20	540	2021
% App. Total	36	52.4	10.7	0.9		7	87.5	4.6	0.9		7.2	57.4	32.7	2.7		13.1	63.7	19.4	3.7		
PHF	.847	.802	.768	.292	.863	.800	.926	.750	.500	.936	.667	.914	.652	.750	.914	.683	.705	.938	.455	.808	.943

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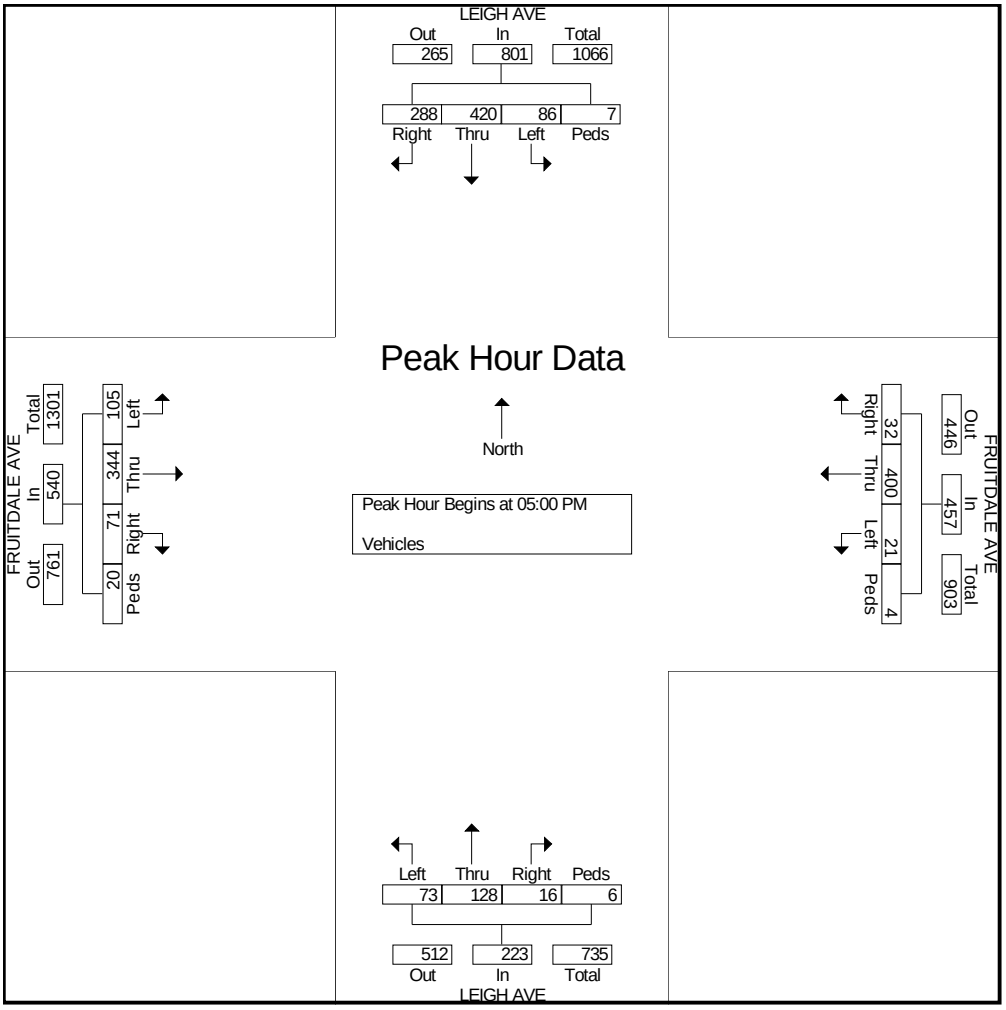

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Groups Printed- Vehicles

	SOUTHWEST EXPWY Southbound					FRUITDALE AVE Westbound					SOUTHWEST EXPWY Northbound					FRUITDALE 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
07:00 AM	57	64	23	0	144	14	27	11	0	52	12	131	1	5	149	1	30	19	0	50	395
07:15 AM	87	72	19	2	180	15	48	18	1	82	19	140	3	15	177	0	21	28	0	49	488
07:30 AM	112	91	28	3	234	16	74	7	1	98	27	227	3	12	269	3	18	37	0	58	659
07:45 AM	123	104	22	0	249	18	86	19	0	123	27	233	1	1	262	1	46	39	0	86	720
Total	379	331	92	5	807	63	235	55	2	355	85	731	8	33	857	5	115	123	0	243	2262
08:00 AM	116	109	32	2	259	18	74	10	1	103	29	242	8	5	284	3	67	40	0	110	756
08:15 AM	90	84	35	0	209	8	83	14	1	106	30	230	6	6	272	1	60	34	1	96	683
08:30 AM	74	101	29	1	205	17	74	11	0	102	30	225	1	5	261	1	31	39	2	73	641
08:45 AM	78	93	20	1	192	5	87	8	1	101	12	179	4	9	204	2	32	26	1	61	558
Total	358	387	116	4	865	48	318	43	3	412	101	876	19	25	1021	7	190	139	4	340	2638
Grand Total	737	718	208	9	1672	111	553	98	5	767	186	1607	27	58	1878	12	305	262	4	583	4900
Apprch %	44.1	42.9	12.4	0.5		14.5	72.1	12.8	0.7		9.9	85.6	1.4	3.1		2.1	52.3	44.9	0.7		
Total %	15	14.7	4.2	0.2	34.1	2.3	11.3	2	0.1	15.7	3.8	32.8	0.6	1.2	38.3	0.2	6.2	5.3	0.1	11.9	

	SOUTHWEST EXPWY Southbound					FRUITDALE AVE Westbound					SOUTHWEST EXPWY Northbound					FRUITDALE 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	112	91	28	3	234	16	74	7	1	98	27	227	3	12	269	3	18	37	0	58	659
07:45 AM	123	104	22	0	249	18	86	19	0	123	27	233	1	1	262	1	46	39	0	86	720
08:00 AM	116	109	32	2	259	18	74	10	1	103	29	242	8	5	284	3	67	40	0	110	756
08:15 AM	90	84	35	0	209	8	83	14	1	106	30	230	6	6	272	1	60	34	1	96	683
Total Volume	441	388	117	5	951	60	317	50	3	430	113	932	18	24	1087	8	191	150	1	350	2818
% App. Total	46.4	40.8	12.3	0.5		14	73.7	11.6	0.7		10.4	85.7	1.7	2.2		2.3	54.6	42.9	0.3		
PHF	.896	.890	.836	.417	.918	.833	.922	.658	.750	.874	.942	.963	.563	.500	.957	.667	.713	.938	.250	.795	.932

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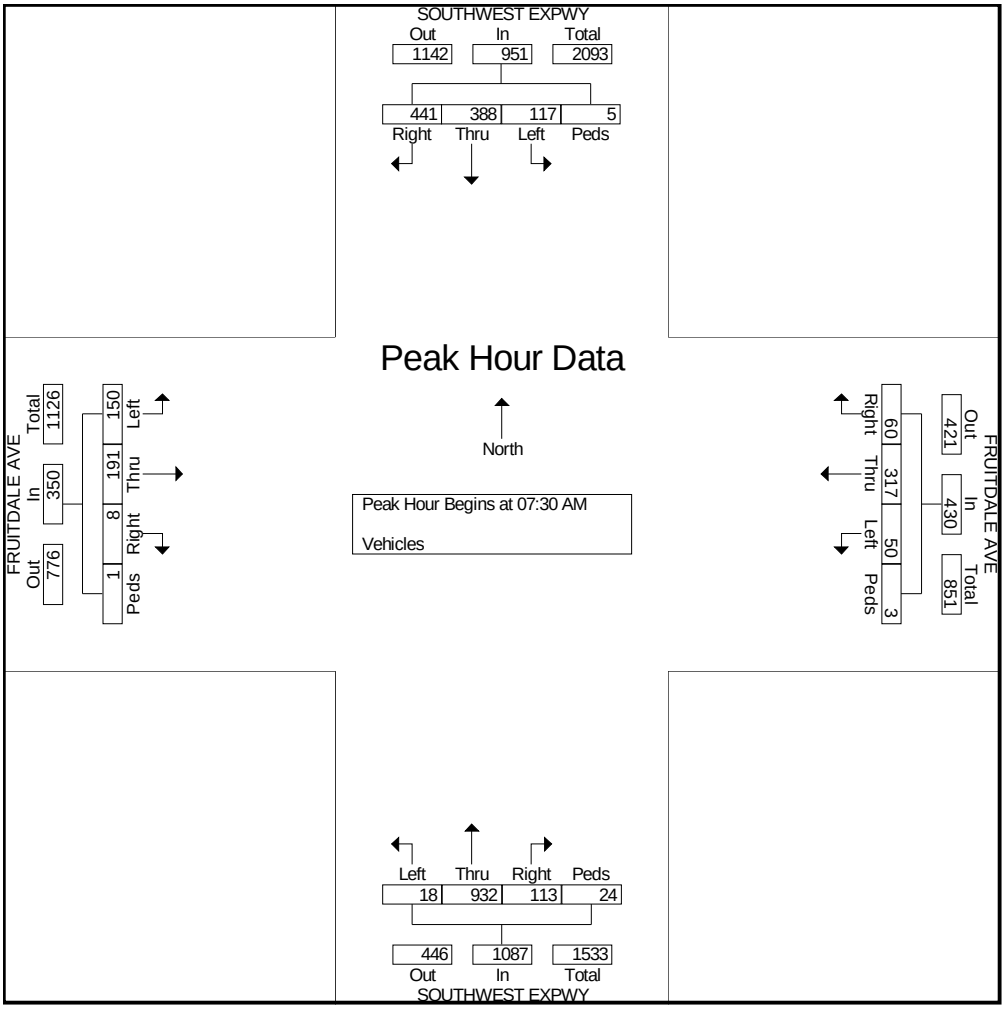

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Groups Printed- Vehicles

	SOUTHWEST EXPWY Southbound					FRUITDALE AVE Westbound					SOUTHWEST EXPWY Northbound					FRUITDALE 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
04:00 PM	51	68	31	3	153	7	27	11	1	46	12	76	0	0	88	1	55	51	0	107	394
04:15 PM	43	112	38	4	197	3	39	12	7	61	19	103	4	10	136	1	62	25	1	89	483
04:30 PM	51	132	31	7	221	12	36	23	6	77	20	99	1	4	124	3	45	44	0	92	514
04:45 PM	52	148	46	6	252	10	26	13	3	52	15	100	3	8	126	0	73	38	2	113	543
Total	197	460	146	20	823	32	128	59	17	236	66	378	8	22	474	5	235	158	3	401	1934
05:00 PM	51	202	35	5	293	7	34	15	5	61	22	134	6	7	169	3	58	55	2	118	641
05:15 PM	60	112	43	7	222	6	59	10	2	77	22	105	2	5	134	0	82	38	2	122	555
05:30 PM	39	126	37	1	203	11	55	25	0	91	32	106	1	6	145	4	72	41	1	118	557
05:45 PM	57	149	43	4	253	13	47	20	6	86	24	128	1	3	156	1	65	26	0	92	587
Total	207	589	158	17	971	37	195	70	13	315	100	473	10	21	604	8	277	160	5	450	2340
Grand Total	404	1049	304	37	1794	69	323	129	30	551	166	851	18	43	1078	13	512	318	8	851	4274
Apprch %	22.5	58.5	16.9	2.1		12.5	58.6	23.4	5.4		15.4	78.9	1.7	4		1.5	60.2	37.4	0.9		
Total %	9.5	24.5	7.1	0.9	42	1.6	7.6	3	0.7	12.9	3.9	19.9	0.4	1	25.2	0.3	12	7.4	0.2	19.9	

	SOUTHWEST EXPWY Southbound					FRUITDALE AVE Westbound					SOUTHWEST EXPWY Northbound					FRUITDALE 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	51	202	35	5	293	7	34	15	5	61	22	134	6	7	169	3	58	55	2	118	641
05:15 PM	60	112	43	7	222	6	59	10	2	77	22	105	2	5	134	0	82	38	2	122	555
05:30 PM	39	126	37	1	203	11	55	25	0	91	32	106	1	6	145	4	72	41	1	118	557
05:45 PM	57	149	43	4	253	13	47	20	6	86	24	128	1	3	156	1	65	26	0	92	587
Total Volume	207	589	158	17	971	37	195	70	13	315	100	473	10	21	604	8	277	160	5	450	2340
% App. Total	21.3	60.7	16.3	1.8		11.7	61.9	22.2	4.1		16.6	78.3	1.7	3.5		1.8	61.6	35.6	1.1		
PHF	.863	.729	.919	.607	.828	.712	.826	.700	.542	.865	.781	.882	.417	.750	.893	.500	.845	.727	.625	.922	.913

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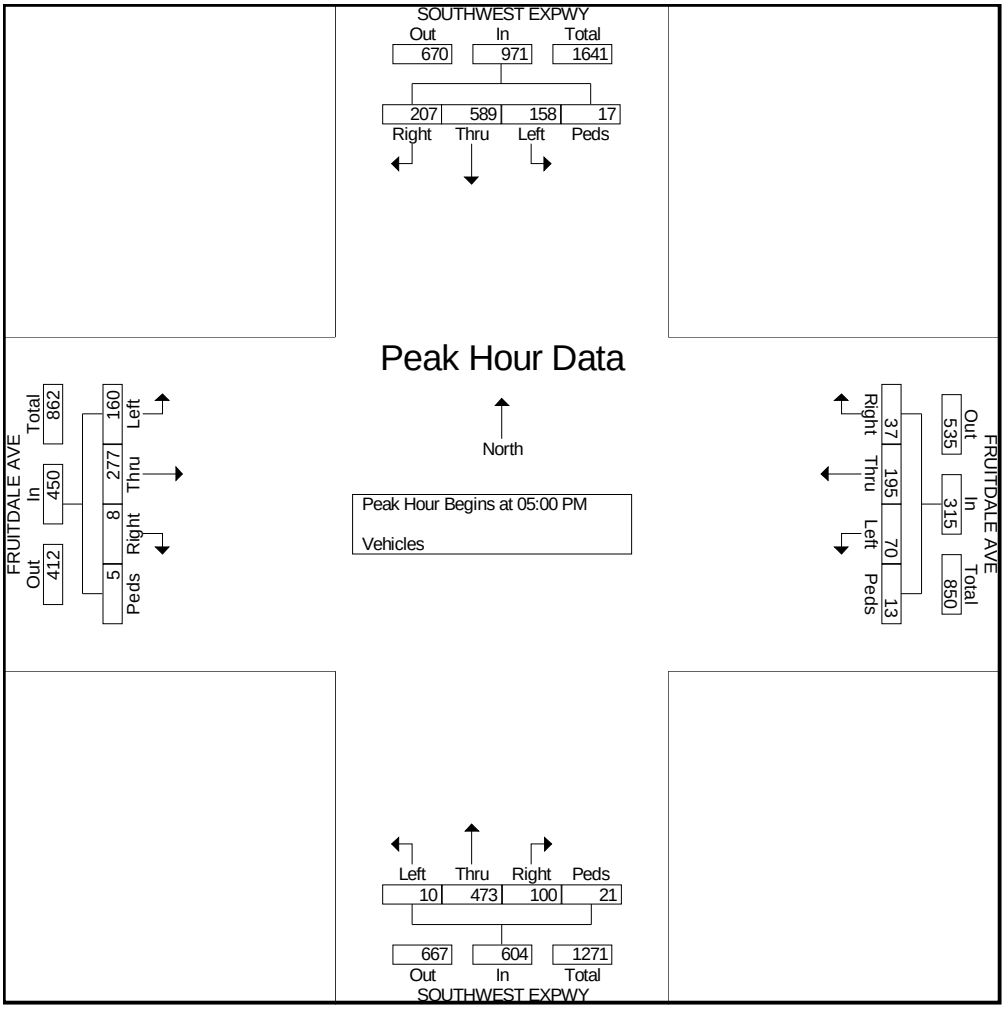


APPENDIX B:
INTERSECTION LEVEL OF SERVICE CALCULATIONS

San Jose City College

SJ07-951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

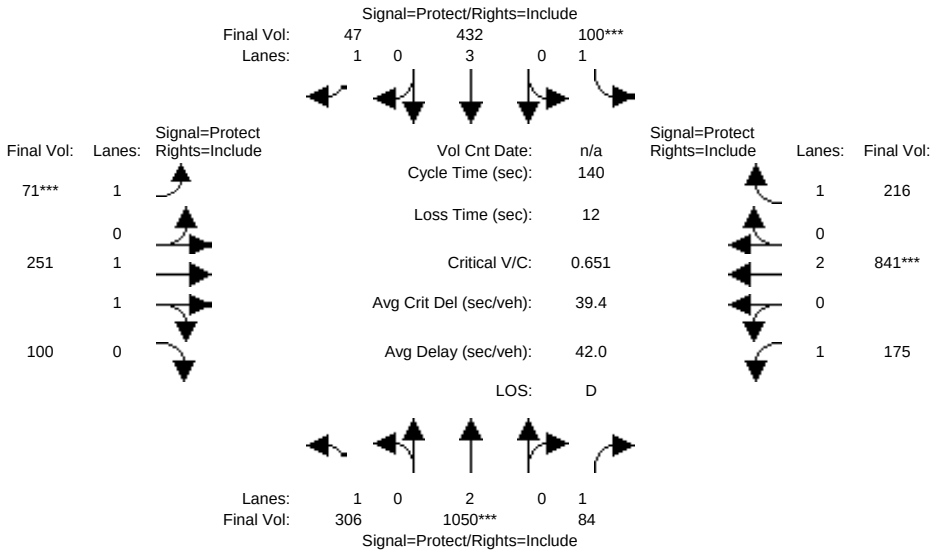
Intersection		???				Existing AM Balanced				Ex + Proj AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Bascom/San Carlos	?	xx.x	x.xxx	xx.x	D	42.0	0.651	39.4	D	42.1	0.652	+ 0.001	39.4	+ 0.0	?	xx.x	x.xxx	xx.x
#2	Leigh/San Carlos	?	xx.x	x.xxx	xx.x	C	23.2	0.395	19.3	C	23.3	0.395	+ 0.000	19.3	+ 0.0	?	xx.x	x.xxx	xx.x
#3	Leigh/Scott [4-Way Stop]	?	xx.x	x.xxx	xx.x	B	12.1	0.531	12.1	B	12.2	0.535	+ 0.004	12.2	+ 0.1	?	xx.x	x.xxx	xx.x
#4	Bascom/Parkmoor	?	xx.x	x.xxx	xx.x	C-	33.6	0.471	30.9	C-	33.3	0.440	- 0.031	31.9	+ 1.0	?	xx.x	x.xxx	xx.x
#5	Leland/Parkmoor	?	xx.x	x.xxx	xx.x	B-	19.4	0.627	19.3	B-	19.4	0.646	+ 0.019	19.2	- 0.1	?	xx.x	x.xxx	xx.x
#6	Leigh/Parkmoor	?	xx.x	x.xxx	xx.x	C	31.1	0.782	32.5	C-	33.3	0.831	+ 0.048	34.9	+ 2.5	?	xx.x	x.xxx	xx.x
#7	Bascom/Moorpark	?	xx.x	x.xxx	xx.x	D+	38.9	0.695	40.9	D	40.0	0.698	+ 0.003	41.0	+ 0.1	?	xx.x	x.xxx	xx.x
#8	Leland/Moorpark	?	xx.x	x.xxx	xx.x	A	8.6	0.301	8.6	A	8.7	0.313	+ 0.012	8.7	+ 0.2	?	xx.x	x.xxx	xx.x
#9	Leigh/Moorpark	?	xx.x	x.xxx	xx.x	C	26.5	0.443	29.4	C	26.2	0.453	+ 0.011	29.2	- 0.2	?	xx.x	x.xxx	xx.x
#10	Bascom/Renova	?	xx.x	x.xxx	xx.x	B+	11.3	0.310	5.4	B+	11.2	0.312	+ 0.002	5.4	- 0.0	?	xx.x	x.xxx	xx.x
#11	Bascom/Laswell [Unsignalized]	?	xx.x	x.xxx	xx.x	E	1.2	0.251	1.2	F	2.0	0.336	+ 0.085	2.0	+ 0.8	?	xx.x	x.xxx	xx.x
#12	Bascom/Fruitdale	?	xx.x	x.xxx	xx.x	D	46.1	0.767	49.3	D	46.9	0.786	+ 0.019	50.5	+ 1.2	?	xx.x	x.xxx	xx.x
#13	Sherman Oaks/Fruitdale [Unsignalized]	?	xx.x	x.xxx	xx.x	D	0.8	0.183	0.8	D	0.8	0.190	+ 0.007	0.8	+ 0.0	?	xx.x	x.xxx	xx.x
#14	Leigh/Fruitdale	?	xx.x	x.xxx	xx.x	C-	33.6	0.570	35.1	C-	33.8	0.580	+ 0.010	35.4	+ 0.2	?	xx.x	x.xxx	xx.x
#15	Southwest Expwy/Fruitdale	?	xx.x	x.xxx	xx.x	C	24.8	0.517	25.8	C	25.0	0.521	+ 0.004	26.1	+ 0.2	?	xx.x	x.xxx	xx.x

San Jose City College

SJ07-951

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

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	306	1050	84	100	432	47	71	251	100	175	841	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:	306	1050	84	100	432	47	71	251	100	175	841	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:	306	1050	84	100	432	47	71	251	100	175	841	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:	306	1050	84	100	432	47	71	251	100	175	841	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	1050	84	100	432	47	71	251	100	175	841	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:	306	1050	84	100	432	47	71	251	100	175	841	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	3.00	1.00	1.00	1.41	0.59	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2645	1054	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.05	0.06	0.08	0.03	0.04	0.09	0.09	0.10	0.22	0.12
Crit Moves:		****		****			****				****	
Green Time:	50.0	59.4	59.4	12.3	21.7	21.7	8.7	27.4	27.4	28.9	47.6	47.6
Volume/Cap:	0.49	0.65	0.11	0.65	0.49	0.17	0.65	0.48	0.48	0.48	0.65	0.36
Delay/Veh:	35.7	33.0	24.4	71.3	54.5	51.7	77.3	50.5	50.5	50.0	40.4	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	33.0	24.4	71.3	54.5	51.7	77.3	50.5	50.5	50.0	40.4	35.2
LOS by Move:	D+	C-	C	E	D-	D-	E-	D	D	D	D	D+
HCM2kAvgQ:	11	17	2	6	6	2	4	7	7	7	16	7

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

San Jose City College

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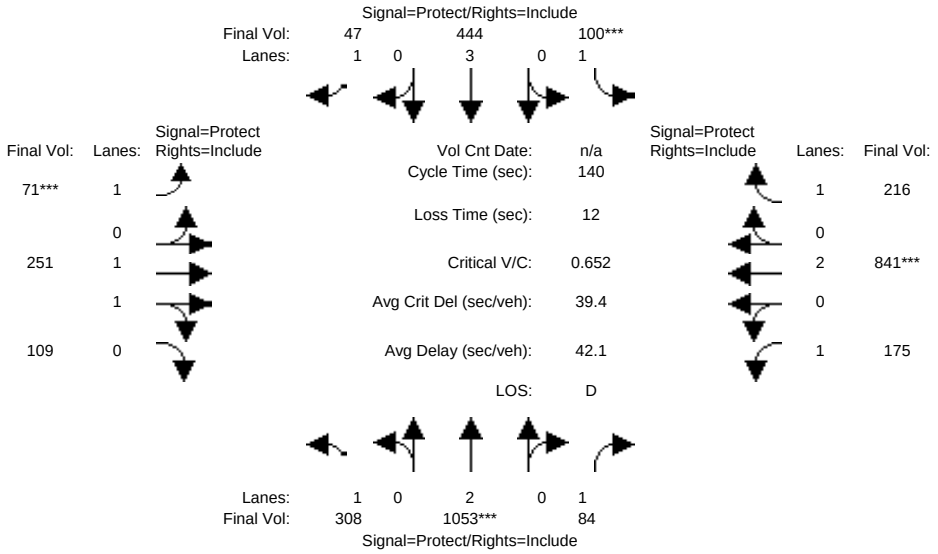
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	306	1050	84	100	432	47	71	251	100	175	841	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:	306	1050	84	100	432	47	71	251	100	175	841	216
Added Vol:	2	3	0	0	12	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	1053	84	100	444	47	71	251	109	175	841	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:	308	1053	84	100	444	47	71	251	109	175	841	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1053	84	100	444	47	71	251	109	175	841	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:	308	1053	84	100	444	47	71	251	109	175	841	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2579	1120	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.05	0.06	0.08	0.03	0.04	0.10	0.10	0.10	0.22	0.12
Crit Moves:		****		****			****				****	
Green Time:	49.7	59.5	59.5	12.3	22.0	22.0	8.7	27.7	27.7	28.5	47.5	47.5
Volume/Cap:	0.50	0.65	0.11	0.65	0.50	0.17	0.65	0.49	0.49	0.49	0.65	0.36
Delay/Veh:	35.9	33.0	24.4	71.4	54.3	51.4	77.4	50.4	50.4	50.4	40.4	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	33.0	24.4	71.4	54.3	51.4	77.4	50.4	50.4	50.4	40.4	35.2
LOS by Move:	D+	C-	C	E	D-	D-	E-	D	D	D	D	D+
HCM2kAvgQ:	11	17	2	6	6	2	4	7	7	7	16	7

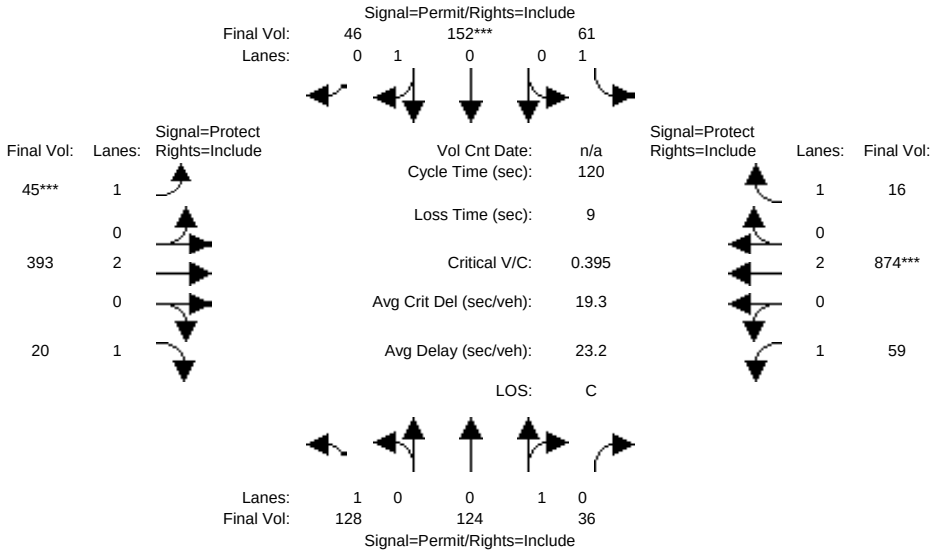
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	128	124	36	61	152	46	45	393	20	59	874	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:	128	124	36	61	152	46	45	393	20	59	874	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:	128	124	36	61	152	46	45	393	20	59	874	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:	128	124	36	61	152	46	45	393	20	59	874	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	124	36	61	152	46	45	393	20	59	874	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:	128	124	36	61	152	46	45	393	20	59	874	16
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.78	0.22	1.00	0.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1395	405	1750	1382	418	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.03	0.11	0.11	0.03	0.10	0.01	0.03	0.23	0.01
Crit Moves:					****		****				****	
Green Time:	33.4	33.4	33.4	33.4	33.4	33.4	7.8	49.6	49.6	28.0	69.8	69.8
Volume/Cap:	0.26	0.32	0.32	0.13	0.40	0.40	0.40	0.25	0.03	0.14	0.40	0.02
Delay/Veh:	34.0	34.7	34.7	32.5	35.6	35.6	56.1	23.1	20.9	36.7	13.7	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.7	34.7	32.5	35.6	35.6	56.1	23.1	20.9	36.7	13.7	10.6
LOS by Move:	C-	C-	C-	C-	D+	D+	E+	C	C+	D+	B	B+
HCM2kAvgQ:	4	5	5	2	6	6	2	5	0	2	9	0

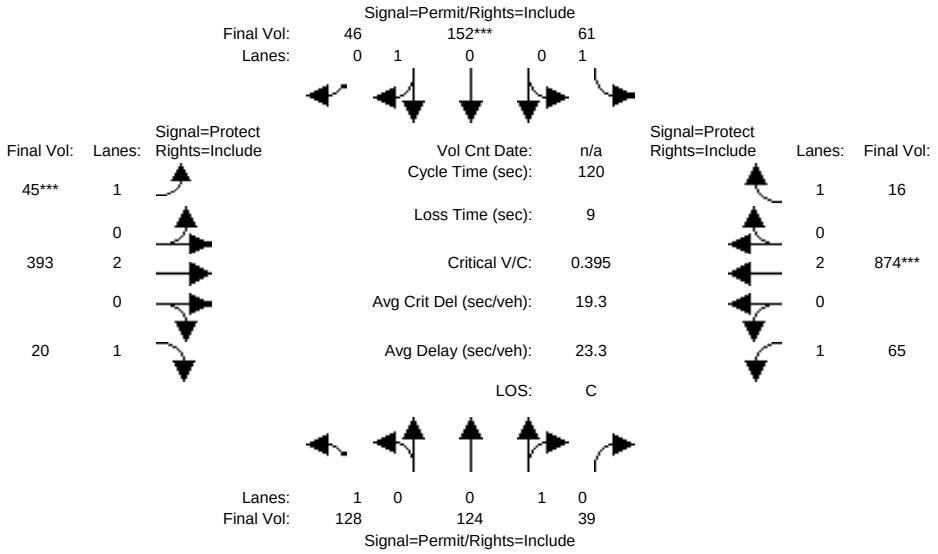
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	128	124	36	61	152	46	45	393	20	59	874	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:	128	124	36	61	152	46	45	393	20	59	874	16
Added Vol:	0	0	3	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	124	39	61	152	46	45	393	20	65	874	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:	128	124	39	61	152	46	45	393	20	65	874	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	124	39	61	152	46	45	393	20	65	874	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:	128	124	39	61	152	46	45	393	20	65	874	16
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.76	0.24	1.00	0.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1369	431	1750	1382	418	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.03	0.11	0.11	0.03	0.10	0.01	0.04	0.23	0.01
Crit Moves:					****		****				****	
Green Time:	33.4	33.4	33.4	33.4	33.4	33.4	7.8	49.6	49.6	28.0	69.8	69.8
Volume/Cap:	0.26	0.33	0.33	0.13	0.40	0.40	0.40	0.25	0.03	0.16	0.40	0.02
Delay/Veh:	34.0	34.8	34.8	32.5	35.6	35.6	56.1	23.1	20.9	36.8	13.7	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.8	34.8	32.5	35.6	35.6	56.1	23.1	20.9	36.8	13.7	10.6
LOS by Move:	C-	C-	C-	C-	D+	D+	E+	C	C+	D+	B	B+
HCM2kAvgQ:	4	5	5	2	6	6	2	5	0	2	9	0

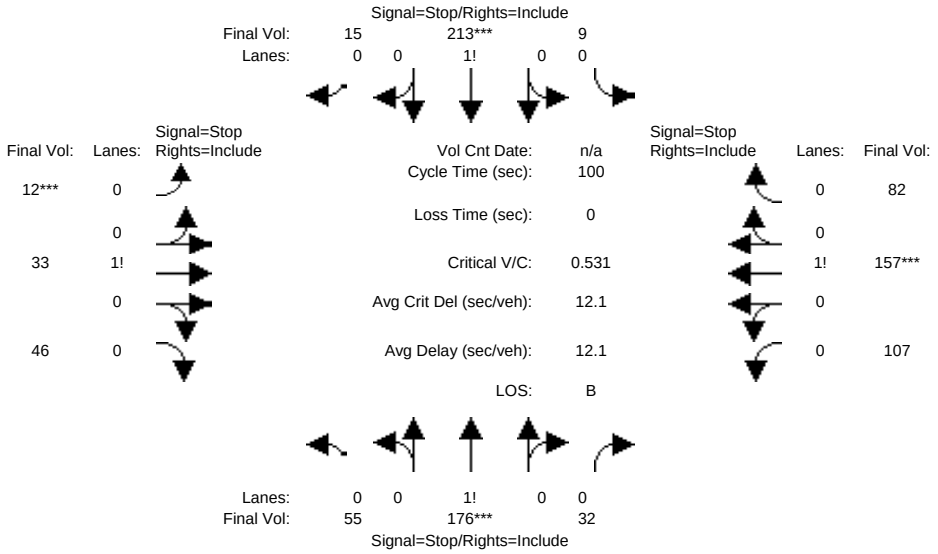
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM Balanced

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	55	176	32	9	213	15	12	33	46	107	157	82
Growth Adj:	1.00	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	176	32	9	213	15	12	33	46	107	157	82
Added Vol:	0	0	0	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	176	32	9	213	15	12	33	46	107	157	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	176	32	9	213	15	12	33	46	107	157	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	176	32	9	213	15	12	33	46	107	157	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	176	32	9	213	15	12	33	46	107	157	82
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.67	0.12	0.04	0.90	0.06	0.13	0.36	0.51	0.31	0.45	0.24
Final Sat.:	132	421	77	24	559	39	77	210	293	201	296	154
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.38	0.38	0.38	0.16	0.16	0.16	0.53	0.53	0.53
Crit Moves:		****			****		****				****	
Delay/Veh:	11.8	11.8	11.8	11.4	11.4	11.4	9.4	9.4	9.4	13.5	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	11.4	11.4	11.4	9.4	9.4	9.4	13.5	13.5	13.5
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		11.8			11.4			9.4			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			11.4			9.4			13.5	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.1	0.1	0.1	1.0	1.0	1.0

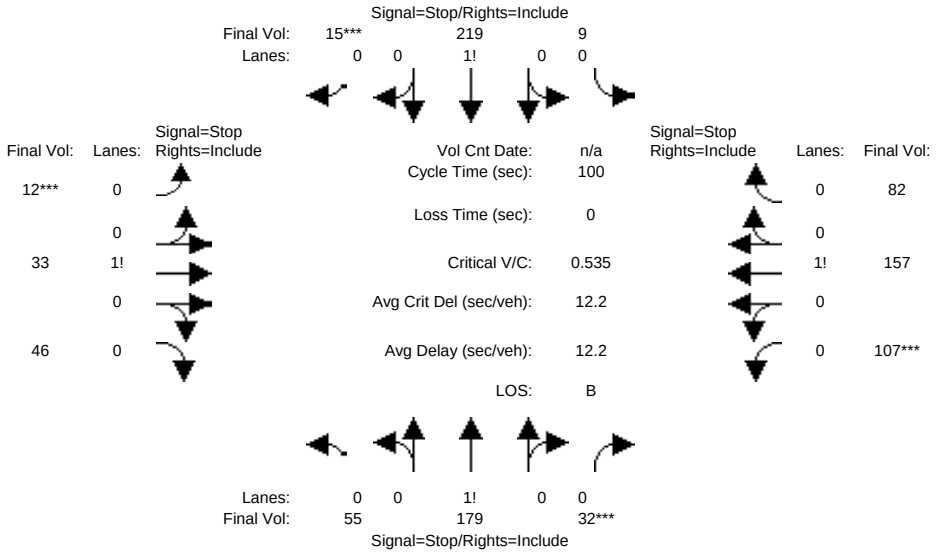
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex + Proj AM

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	55	176	32	9	213	15	12	33	46	107	157	82
Growth Adj:	1.00	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	176	32	9	213	15	12	33	46	107	157	82
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	179	32	9	219	15	12	33	46	107	157	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	179	32	9	219	15	12	33	46	107	157	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	179	32	9	219	15	12	33	46	107	157	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	179	32	9	219	15	12	33	46	107	157	82
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.67	0.12	0.04	0.90	0.06	0.13	0.36	0.51	0.31	0.45	0.24
Final Sat.:	130	422	76	23	559	38	76	209	291	200	294	153
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.39	0.39	0.39	0.16	0.16	0.16	0.53	0.53	0.53
Crit Moves:			****			****	****			****		
Delay/Veh:	11.9	11.9	11.9	11.5	11.5	11.5	9.4	9.4	9.4	13.6	13.6	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	11.5	11.5	11.5	9.4	9.4	9.4	13.6	13.6	13.6
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	11.9			11.5			9.4			13.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			11.5			9.4			13.6		
LOS by Appr:	B			B			A			B		
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.1	0.1	0.1	1.0	1.0	1.0

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

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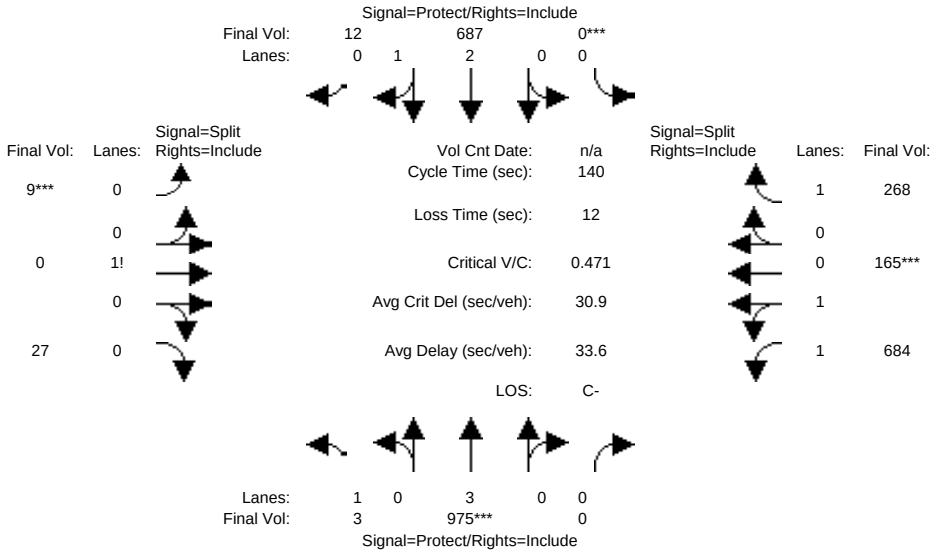
2000 HCM Operations (Future Volume Alternative)
Existing AM Balanced

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	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:	3	975	0	0	687	12	9	0	27	684	165	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	975	0	0	687	12	9	0	27	684	165	268
Added Vol:	0	0	0	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	975	0	0	687	12	9	0	27	684	165	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	975	0	0	687	12	9	0	27	684	165	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	975	0	0	687	12	9	0	27	684	165	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	975	0	0	687	12	9	0	27	684	165	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.25	0.00	0.75	1.62	0.38	1.00
Final Sat.:	1750	5700	0	0	5504	96	438	0	1313	2860	690	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.12	0.12	0.02	0.00	0.02	0.24	0.24	0.15
Crit Moves:		****		****			****				****	
Green Time:	14.1	49.2	0.0	0.0	35.1	35.1	10.0	0.0	10.0	68.8	68.8	68.8
Volume/Cap:	0.02	0.49	0.00	0.00	0.50	0.50	0.29	0.00	0.29	0.49	0.49	0.31
Delay/Veh:	56.8	35.7	0.0	0.0	45.2	45.2	62.9	0.0	62.9	24.0	24.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	35.7	0.0	0.0	45.2	45.2	62.9	0.0	62.9	24.0	24.0	21.6
LOS by Move:	E+	D+	A	A	D	D	E	A	E	C	C	C+
HCM2kAvgQ:	0	10	0	0	8	8	2	0	2	13	13	7

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

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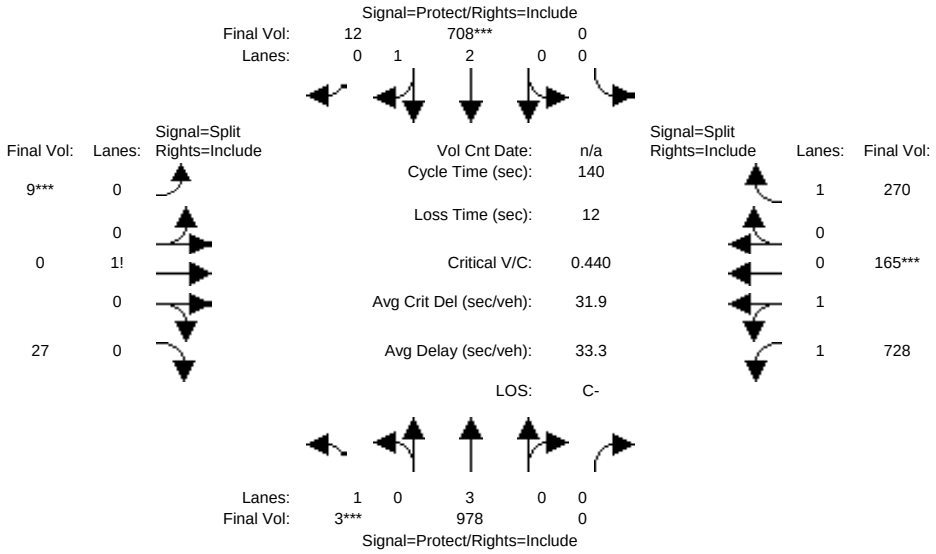
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	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:	3	975	0	0	687	12	9	0	27	684	165	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	975	0	0	687	12	9	0	27	684	165	268
Added Vol:	0	3	0	0	21	0	0	0	0	44	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	978	0	0	708	12	9	0	27	728	165	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	978	0	0	708	12	9	0	27	728	165	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	978	0	0	708	12	9	0	27	728	165	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	978	0	0	708	12	9	0	27	728	165	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.25	0.00	0.75	1.64	0.36	1.00
Final Sat.:	1750	5700	0	0	5507	93	438	0	1313	2894	656	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.13	0.13	0.02	0.00	0.02	0.25	0.25	0.15
Crit Moves:	****				****		****				****	
Green Time:	7.0	44.5	0.0	0.0	37.5	37.5	10.0	0.0	10.0	73.5	73.5	73.5
Volume/Cap:	0.03	0.54	0.00	0.00	0.48	0.48	0.29	0.00	0.29	0.48	0.48	0.29
Delay/Veh:	63.4	39.6	0.0	0.0	43.3	43.3	62.9	0.0	62.9	21.3	21.3	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:	63.4	39.6	0.0	0.0	43.3	43.3	62.9	0.0	62.9	21.3	21.3	18.9
LOS by Move:	E	D	A	A	D	D	E	A	E	C+	C+	B-
HCM2kAvgQ:	0	11	0	0	8	8	2	0	2	13	13	7

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

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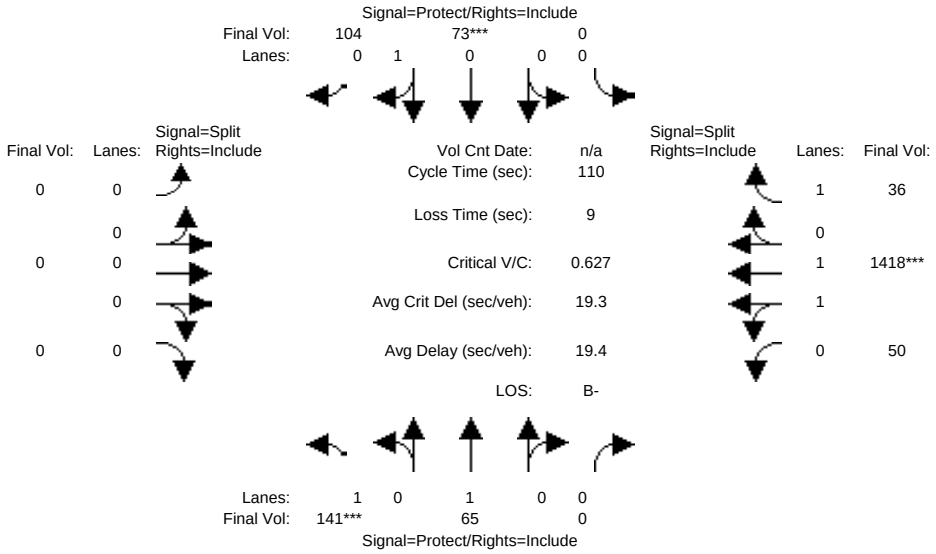
2000 HCM Operations (Future Volume Alternative)
Existing AM Balanced

Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	65	0	0	73	104	0	0	0	50	1418	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:	141	65	0	0	73	104	0	0	0	50	1418	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:	141	65	0	0	73	104	0	0	0	50	1418	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:	141	65	0	0	73	104	0	0	0	50	1418	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	65	0	0	73	104	0	0	0	50	1418	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:	141	65	0	0	73	104	0	0	0	50	1418	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.41	0.59	0.00	0.00	0.00	0.07	1.93	1.00
Final Sat.:	1750	1900	0	0	742	1058	0	0	0	126	3574	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.40	0.40	0.02
Crit Moves:	****				****						****	
Green Time:	14.1	31.4	0.0	0.0	17.3	17.3	0.0	0.0	0.0	69.6	69.6	69.6
Volume/Cap:	0.63	0.12	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.63	0.03
Delay/Veh:	50.9	29.2	0.0	0.0	47.8	47.8	0.0	0.0	0.0	12.8	12.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	29.2	0.0	0.0	47.8	47.8	0.0	0.0	0.0	12.8	12.8	7.6
LOS by Move:	D	C	A	A	D	D	A	A	A	B	B	A
HCM2kAvgQ:	5	2	0	0	7	7	0	0	0	15	15	0

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

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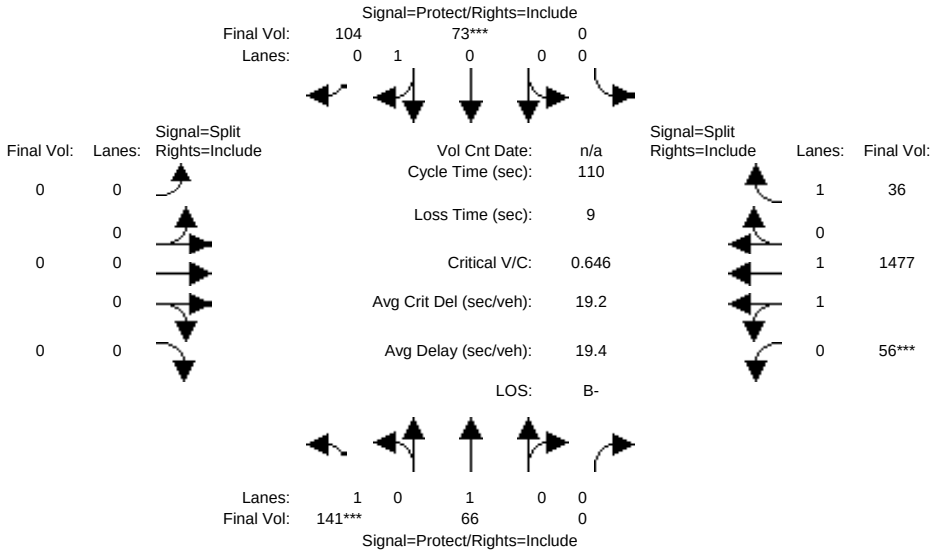
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	65	0	0	73	104	0	0	0	50	1418	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:	141	65	0	0	73	104	0	0	0	50	1418	36
Added Vol:	0	1	0	0	0	0	0	0	0	6	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	66	0	0	73	104	0	0	0	56	1477	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:	141	66	0	0	73	104	0	0	0	56	1477	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	66	0	0	73	104	0	0	0	56	1477	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:	141	66	0	0	73	104	0	0	0	56	1477	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.41	0.59	0.00	0.00	0.00	0.08	1.92	1.00
Final Sat.:	1750	1900	0	0	742	1058	0	0	0	135	3565	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.41	0.41	0.02
Crit Moves:	****				****					****		
Green Time:	13.7	30.5	0.0	0.0	16.7	16.7	0.0	0.0	0.0	70.5	70.5	70.5
Volume/Cap:	0.65	0.13	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.65	0.65	0.03
Delay/Veh:	52.4	29.9	0.0	0.0	49.1	49.1	0.0	0.0	0.0	12.7	12.7	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:	52.4	29.9	0.0	0.0	49.1	49.1	0.0	0.0	0.0	12.7	12.7	7.2
LOS by Move:	D-	C	A	A	D	D	A	A	A	B	B	A
HCM2kAvgQ:	5	2	0	0	7	7	0	0	0	15	15	0

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

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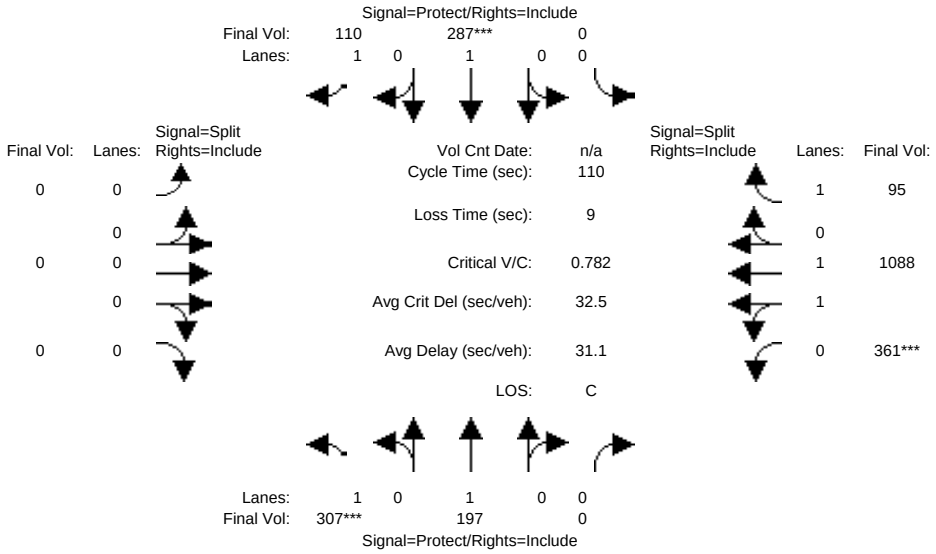
2000 HCM Operations (Future Volume Alternative)
Existing AM Balanced

Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	197	0	0	287	110	0	0	0	361	1088	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:	307	197	0	0	287	110	0	0	0	361	1088	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:	307	197	0	0	287	110	0	0	0	361	1088	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:	307	197	0	0	287	110	0	0	0	361	1088	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	197	0	0	287	110	0	0	0	361	1088	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:	307	197	0	0	287	110	0	0	0	361	1088	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.98	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.51	1.49	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	922	2778	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.10	0.00	0.00	0.15	0.06	0.00	0.00	0.00	0.39	0.39	0.05
Crit Moves:	****				****					****		
Green Time:	24.7	45.9	0.0	0.0	21.2	21.2	0.0	0.0	0.0	55.1	55.1	55.1
Volume/Cap:	0.78	0.25	0.00	0.00	0.78	0.33	0.00	0.00	0.00	0.78	0.78	0.11
Delay/Veh:	49.9	21.0	0.0	0.0	52.6	38.8	0.0	0.0	0.0	24.8	24.8	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	21.0	0.0	0.0	52.6	38.8	0.0	0.0	0.0	24.8	24.8	14.5
LOS by Move:	D	C+	A	A	D-	D+	A	A	A	C	C	B
HCM2kAvgQ:	11	4	0	0	11	4	0	0	0	22	22	2

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

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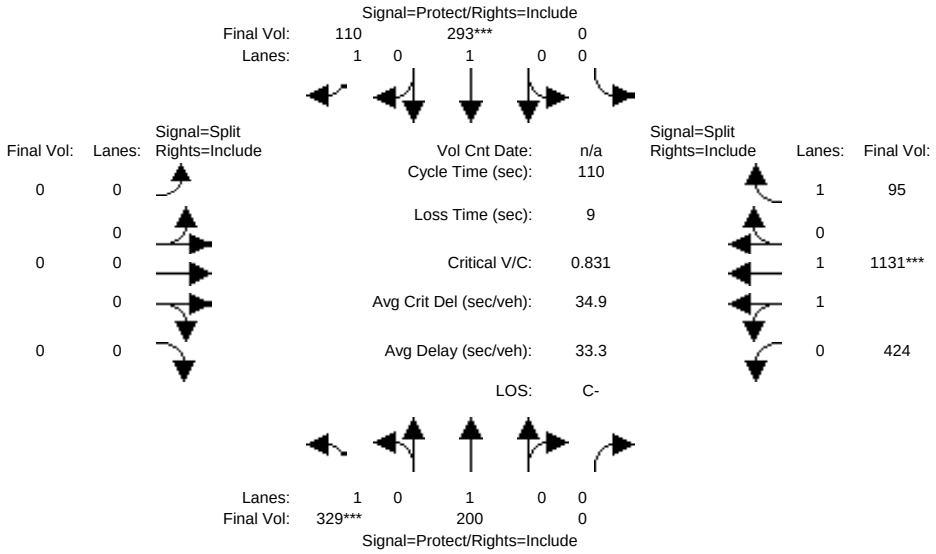
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	197	0	0	287	110	0	0	0	361	1088	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:	307	197	0	0	287	110	0	0	0	361	1088	95
Added Vol:	22	3	0	0	6	0	0	0	0	63	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	200	0	0	293	110	0	0	0	424	1131	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:	329	200	0	0	293	110	0	0	0	424	1131	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	200	0	0	293	110	0	0	0	424	1131	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:	329	200	0	0	293	110	0	0	0	424	1131	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.98	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.56	1.44	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	1009	2690	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.00	0.00	0.15	0.06	0.00	0.00	0.00	0.42	0.42	0.05
Crit Moves:	****				****						****	
Green Time:	24.9	45.3	0.0	0.0	20.4	20.4	0.0	0.0	0.0	55.7	55.7	55.7
Volume/Cap:	0.83	0.26	0.00	0.00	0.83	0.34	0.00	0.00	0.00	0.83	0.83	0.11
Delay/Veh:	54.3	21.4	0.0	0.0	58.3	39.5	0.0	0.0	0.0	26.4	26.4	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:	54.3	21.4	0.0	0.0	58.3	39.5	0.0	0.0	0.0	26.4	26.4	14.2
LOS by Move:	D-	C+	A	A	E+	D	A	A	A	C	C	B
HCM2kAvgQ:	12	4	0	0	12	4	0	0	0	25	25	2

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

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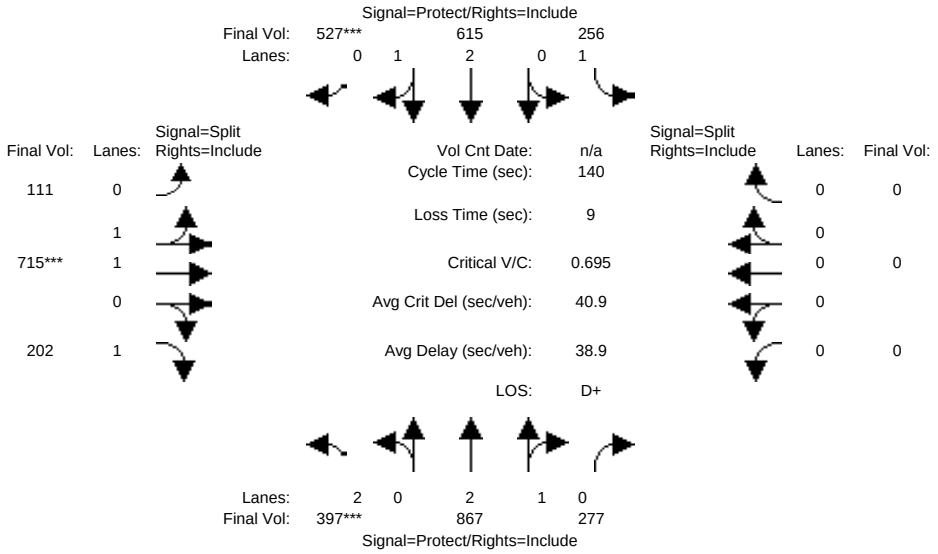
Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	397	867	277	256	615	527	111	715	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:	397	867	277	256	615	527	111	715	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:	397	867	277	256	615	527	111	715	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:	397	867	277	256	615	527	111	715	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	867	277	256	615	527	111	715	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:	397	867	277	256	615	527	111	715	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.25	0.75	1.00	2.00	1.00	0.28	1.72	1.00	0.00	0.00	0.00
Final Sat.:	3150	4242	1355	1750	3800	1750	497	3202	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.20	0.15	0.16	0.30	0.22	0.22	0.12	0.00	0.00	0.00
Crit Moves:	****					****		****				
Green Time:	25.4	50.1	50.1	35.9	60.7	60.7	45.0	45.0	45.0	0.0	0.0	0.0
Volume/Cap:	0.70	0.57	0.57	0.57	0.37	0.70	0.70	0.70	0.36	0.00	0.00	0.00
Delay/Veh:	57.4	36.6	36.6	47.1	26.9	33.5	43.3	43.3	36.9	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:	57.4	36.6	36.6	47.1	26.9	33.5	43.3	43.3	36.9	0.0	0.0	0.0
LOS by Move:	E+	D+	D+	D	C	C-	D	D	D+	A	A	A
HCM2kAvgQ:	10	13	13	10	8	20	17	17	7	0	0	0

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

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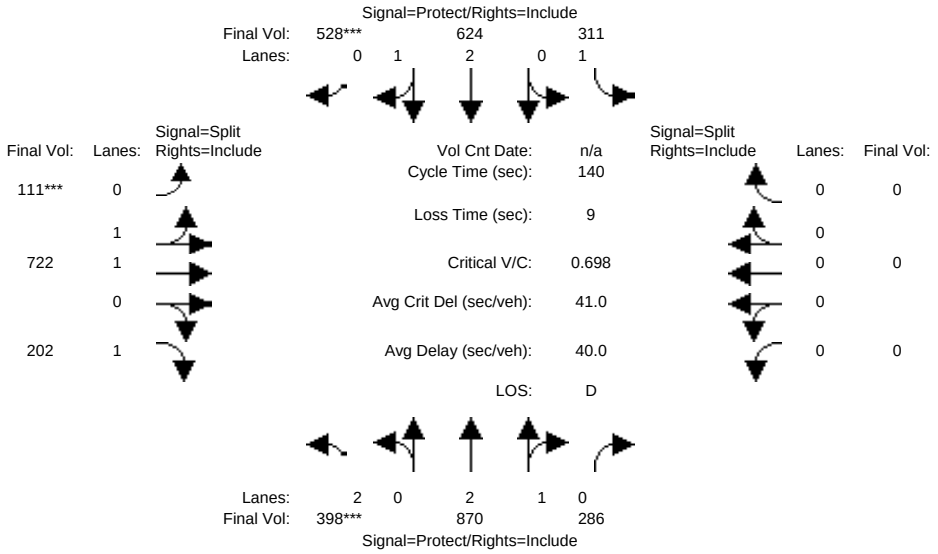
Ex + Proj AM

Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	397	867	277	256	615	527	111	715	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:	397	867	277	256	615	527	111	715	202	0	0	0
Added Vol:	1	3	9	55	9	1	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	870	286	311	624	528	111	722	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:	398	870	286	311	624	528	111	722	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	870	286	311	624	528	111	722	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:	398	870	286	311	624	528	111	722	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.23	0.77	1.00	2.00	1.00	0.27	1.73	1.00	0.00	0.00	0.00
Final Sat.:	3150	4213	1385	1750	3800	1750	493	3207	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.18	0.16	0.30	0.23	0.23	0.12	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	25.3	46.1	46.1	39.7	60.5	60.5	45.2	45.2	45.2	0.0	0.0	0.0
Volume/Cap:	0.70	0.63	0.63	0.63	0.38	0.70	0.70	0.70	0.36	0.00	0.00	0.00
Delay/Veh:	57.6	40.3	40.3	46.2	27.1	33.7	43.3	43.3	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:	57.6	40.3	40.3	46.2	27.1	33.7	43.3	43.3	36.7	0.0	0.0	0.0
LOS by Move:	E+	D	D	D	C	C-	D	D	D+	A	A	A
HCM2kAvgQ:	10	14	14	12	9	20	17	17	7	0	0	0

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

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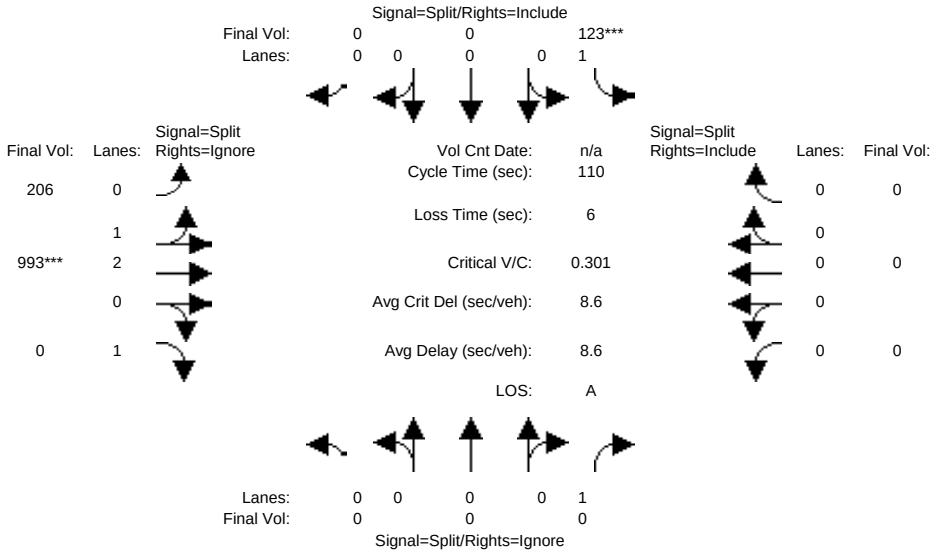
2000 HCM Operations (Future Volume Alternative)
Existing AM Balanced

Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	34	123	0	0	206	993	134	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	0	34	123	0	0	206	993	134	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	0	34	123	0	0	206	993	134	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	123	0	0	206	993	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	123	0	0	206	993	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	123	0	0	206	993	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.53	2.47	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	962	4637	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	25.7	0.0	0.0	78.3	78.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	0.0	5.9	5.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	0.0	5.9	5.9	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D+	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	0	5	5	0	0	0	0

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

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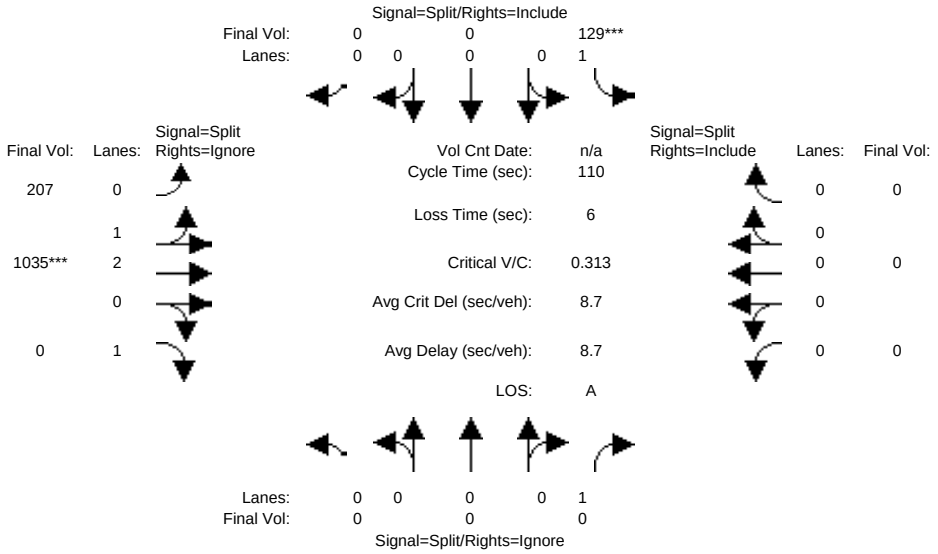
Ex + Proj AM

Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	34	123	0	0	206	993	134	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	0	34	123	0	0	206	993	134	0	0	0
Added Vol:	0	0	35	6	0	0	1	42	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	69	129	0	0	207	1035	170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	129	0	0	207	1035	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	129	0	0	207	1035	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	129	0	0	207	1035	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.52	2.48	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	933	4665	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	25.9	0.0	0.0	78.1	78.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	0.0	6.0	6.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	0.0	0.0	6.0	6.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D+	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	0	5	5	0	0	0	0

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

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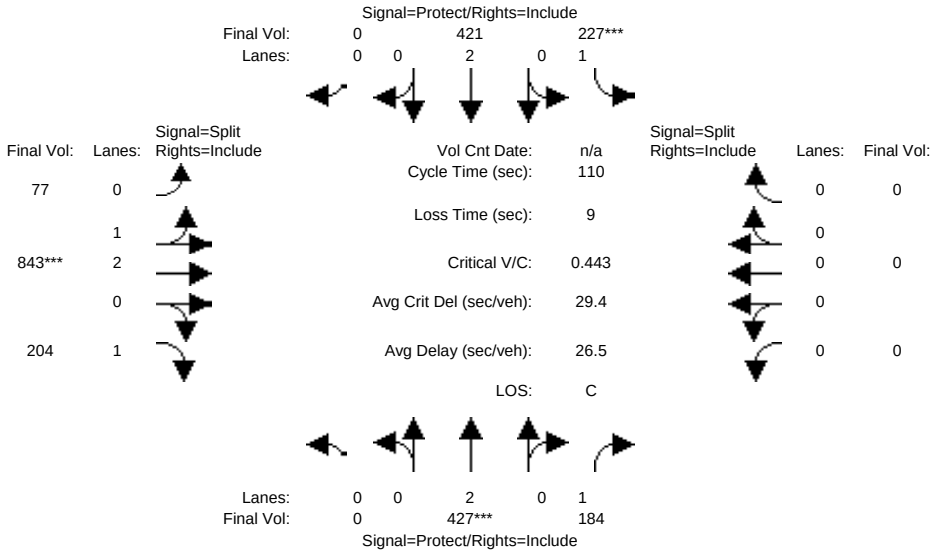
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM Balanced

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	427	184	227	421	0	77	843	204	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	427	184	227	421	0	77	843	204	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	427	184	227	421	0	77	843	204	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	427	184	227	421	0	77	843	204	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	427	184	227	421	0	77	843	204	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	427	184	227	421	0	77	843	204	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.26	2.74	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	469	5131	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.13	0.11	0.00	0.16	0.16	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	27.9	27.9	32.2	60.2	0.0	40.8	40.8	40.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.41	0.44	0.20	0.00	0.44	0.44	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	34.8	34.8	32.2	12.7	0.0	26.2	26.2	24.9	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	34.8	34.8	32.2	12.7	0.0	26.2	26.2	24.9	0.0	0.0	0.0
LOS by Move:	A	C-	C-	C-	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	5	6	3	0	8	8	5	0	0	0

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

San Jose City College

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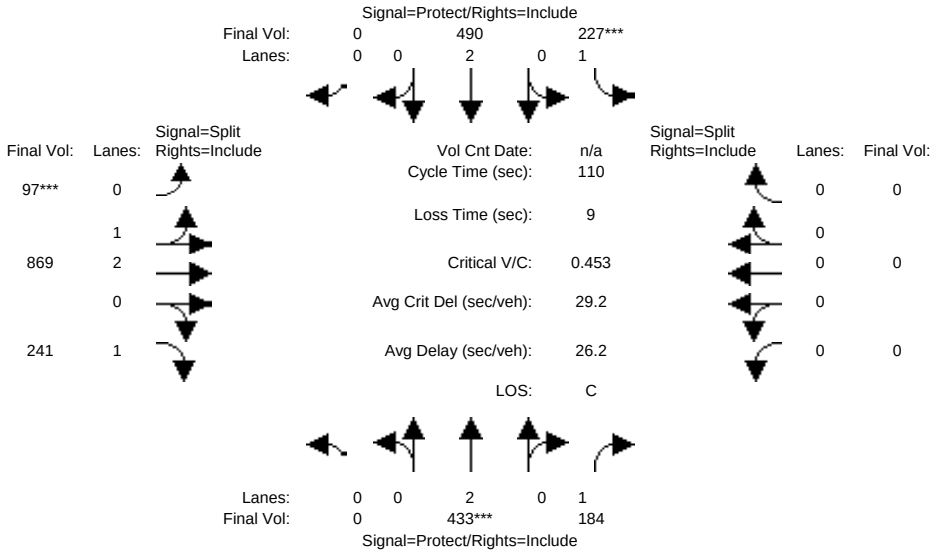
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	427	184	227	421	0	77	843	204	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	427	184	227	421	0	77	843	204	0	0	0
Added Vol:	0	6	0	0	69	0	20	26	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	433	184	227	490	0	97	869	241	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	433	184	227	490	0	97	869	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	433	184	227	490	0	97	869	241	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	433	184	227	490	0	97	869	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.31	2.69	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	562	5037	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.13	0.13	0.00	0.17	0.17	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	27.7	27.7	31.5	59.1	0.0	41.9	41.9	41.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	0.42	0.45	0.24	0.00	0.45	0.45	0.36	0.00	0.00	0.00
Delay/Veh:	0.0	35.1	35.1	32.9	13.6	0.0	25.7	25.7	24.8	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	35.1	35.1	32.9	13.6	0.0	25.7	25.7	24.8	0.0	0.0	0.0
LOS by Move:	A	D+	D+	C-	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	5	6	4	0	8	8	6	0	0	0

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

San Jose City College

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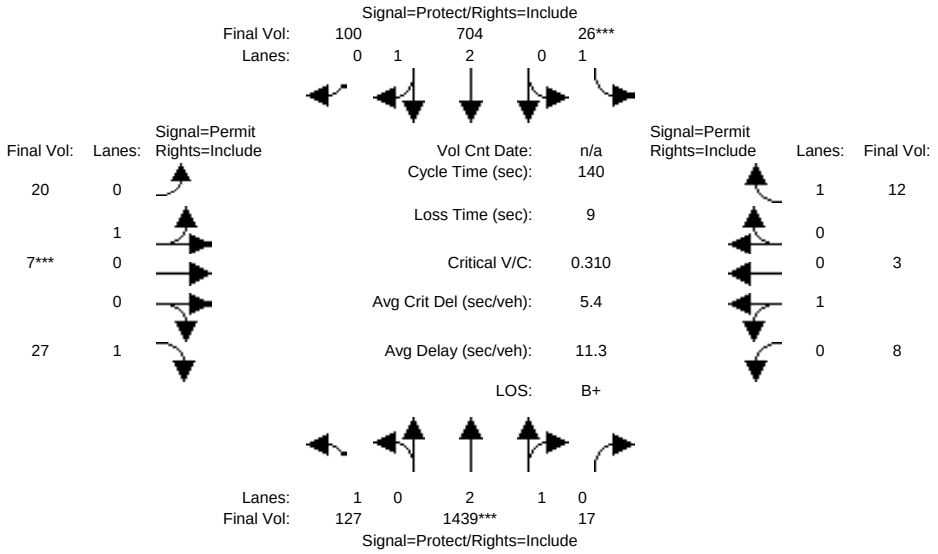
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM Balanced

Intersection #10: Bascom/Renova



Street Name:	Bascom Ave						Renova Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	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	1439	17	26	704	100	20	7	27	8	3	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1439	17	26	704	100	20	7	27	8	3	12
Added Vol:	0	0	0	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	1439	17	26	704	100	20	7	27	8	3	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1439	17	26	704	100	20	7	27	8	3	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1439	17	26	704	100	20	7	27	8	3	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1439	17	26	704	100	20	7	27	8	3	12
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.61	0.39	0.74	0.26	1.00	0.73	0.27	1.00
Final Sat.:	1750	5535	65	1750	4903	696	1333	467	1750	1309	491	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.01	0.14	0.14	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	40.6	114	114.0	7.0	80.4	80.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.25	0.32	0.32	0.30	0.25	0.25	0.21	0.21	0.22	0.09	0.09	0.10
Delay/Veh:	38.3	3.3	3.3	66.0	14.9	14.9	62.1	62.1	62.2	61.0	61.0	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	3.3	3.3	66.0	14.9	14.9	62.1	62.1	62.2	61.0	61.0	61.1
LOS by Move:	D+	A	A	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	4	5	5	1	6	6	1	1	1	1	1	1

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

San Jose City College

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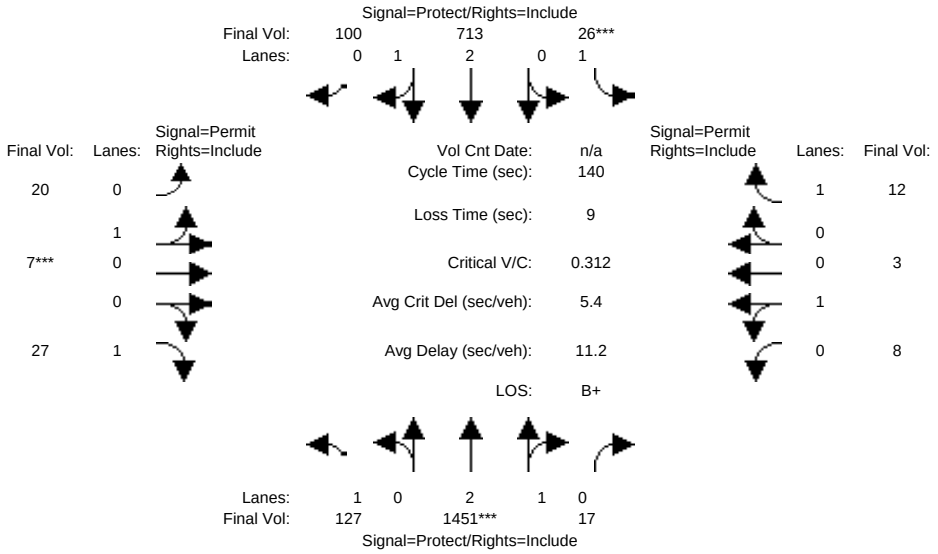
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #10: Bascom/Renova



Street Name:	Bascom Ave						Renova Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	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	1439	17	26	704	100	20	7	27	8	3	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1439	17	26	704	100	20	7	27	8	3	12
Added Vol:	0	12	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1451	17	26	713	100	20	7	27	8	3	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1451	17	26	713	100	20	7	27	8	3	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1451	17	26	713	100	20	7	27	8	3	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1451	17	26	713	100	20	7	27	8	3	12
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.62	0.38	0.74	0.26	1.00	0.73	0.27	1.00
Final Sat.:	1750	5535	65	1750	4910	689	1333	467	1750	1309	491	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.01	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	40.3	114	114.0	7.0	80.7	80.7	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.25	0.32	0.32	0.30	0.25	0.25	0.21	0.21	0.22	0.09	0.09	0.10
Delay/Veh:	38.5	3.3	3.3	66.0	14.7	14.7	62.1	62.1	62.2	61.0	61.0	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	3.3	3.3	66.0	14.7	14.7	62.1	62.1	62.2	61.0	61.0	61.1
LOS by Move:	D+	A	A	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	4	5	5	1	6	6	1	1	1	1	1	1

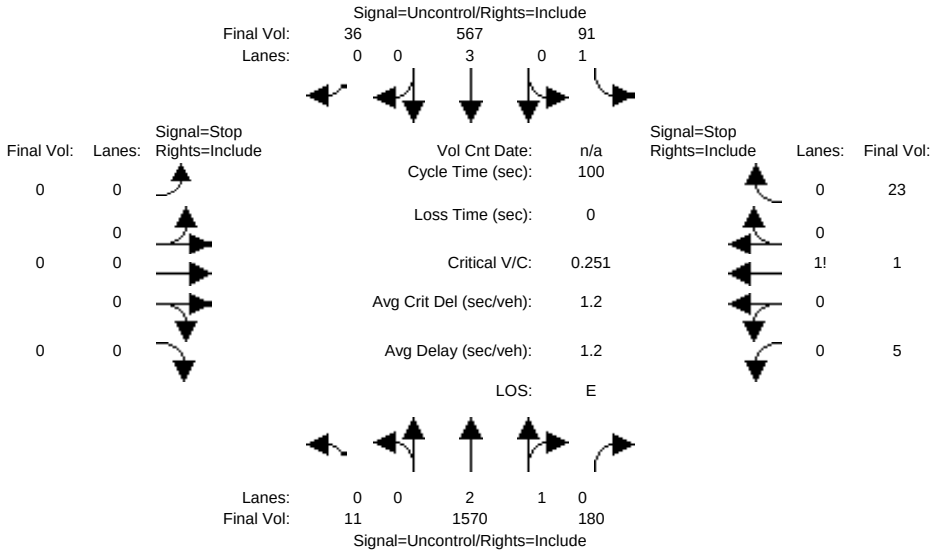
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1570	180	91	567	36	0	0	0	5	1	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:	11	1570	180	91	567	36	0	0	0	5	1	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:	11	1570	180	91	567	36	0	0	0	5	1	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:	11	1570	180	91	567	36	0	0	0	5	1	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1570	180	91	567	36	0	0	0	5	1	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	603	xxxx	xxxxx	1750	xxxx	xxxxx	xxxx	xxxx	xxxxx	2053	2467	613
Potent Cap.:	984	xxxx	xxxxx	363	xxxx	xxxxx	xxxx	xxxx	xxxxx	49	31	440
Move Cap.:	984	xxxx	xxxxx	363	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	23	440
Volume/Cap:	0.01	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.04	0.05
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	18.2	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	xxxx	xxxxx	xxxx	130	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	40.6	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			40.6		
ApproachLOS:	*			*			*			E		

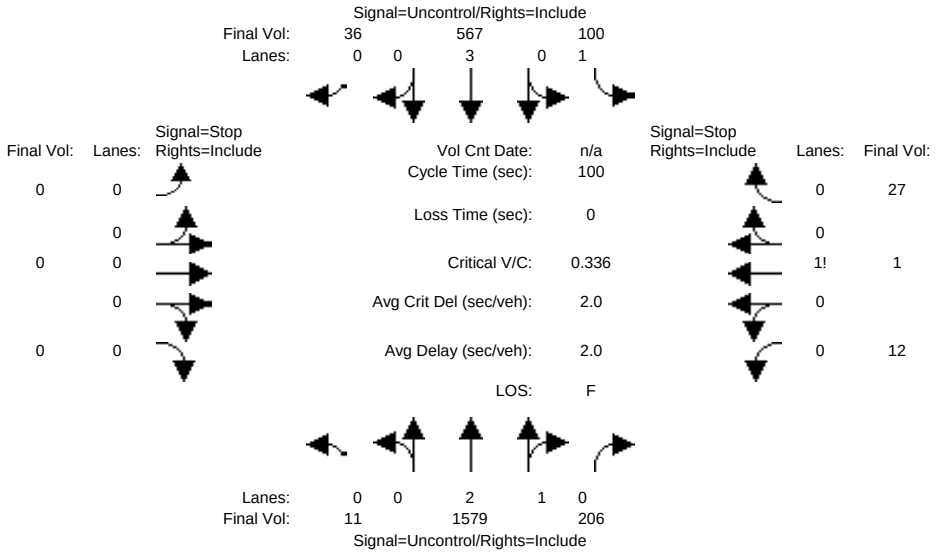
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + Proj AM

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1570	180	91	567	36	0	0	0	5	1	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:	11	1570	180	91	567	36	0	0	0	5	1	23
Added Vol:	0	9	26	9	0	0	0	0	0	7	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1579	206	100	567	36	0	0	0	12	1	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:	11	1579	206	100	567	36	0	0	0	12	1	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1579	206	100	567	36	0	0	0	12	1	27
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	603	xxxx	xxxxx	1785	xxxx	xxxxx	xxxx	xxxx	xxxxx	2093	2507	629
Potent Cap.:	984	xxxx	xxxxx	352	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	29	430
Move Cap.:	984	xxxx	xxxxx	352	xxxx	xxxxx	xxxx	xxxx	xxxxx	36	20	430
Volume/Cap:	0.01	xxxx	xxxx	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.05	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	19.2	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	xxxx	xxxxx	xxxx	89	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx
Shrd ConDel:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	74.5	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			74.5		
ApproachLOS:	*			*			*			F		

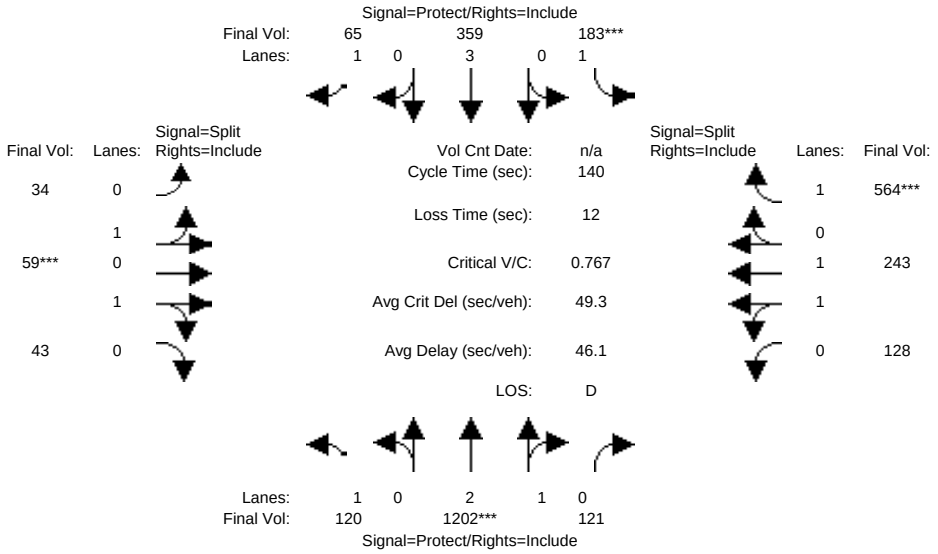
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	120	1202	121	183	359	65	34	59	43	128	243	564
Growth Adj:	1.00	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	1202	121	183	359	65	34	59	43	128	243	564
Added Vol:	0	0	0	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	1202	121	183	359	65	34	59	43	128	243	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1202	121	183	359	65	34	59	43	128	243	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1202	121	183	359	65	34	59	43	128	243	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1202	121	183	359	65	34	59	43	128	243	564
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	0.95	0.95	0.95	0.95	0.99	0.92
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	0.50	0.87	0.63	0.71	1.29	1.00
Final Sat.:	1750	5087	512	1750	5700	1750	900	1562	1138	1276	2423	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.10	0.06	0.04	0.04	0.04	0.04	0.10	0.10	0.32
Crit Moves:		****		****				****				****
Green Time:	29.7	42.0	42.0	18.6	30.9	30.9	10.0	10.0	10.0	57.3	57.3	57.3
Volume/Cap:	0.32	0.79	0.79	0.79	0.28	0.17	0.53	0.53	0.53	0.24	0.24	0.79
Delay/Veh:	47.2	47.4	47.4	74.9	45.5	44.3	64.8	64.8	64.8	27.2	27.2	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	47.4	47.4	74.9	45.5	44.3	64.8	64.8	64.8	27.2	27.2	41.8
LOS by Move:	D	D	D	E	D	D	E	E	E	C	C	D
HCM2kAvgQ:	5	19	19	9	4	2	4	4	4	5	5	23

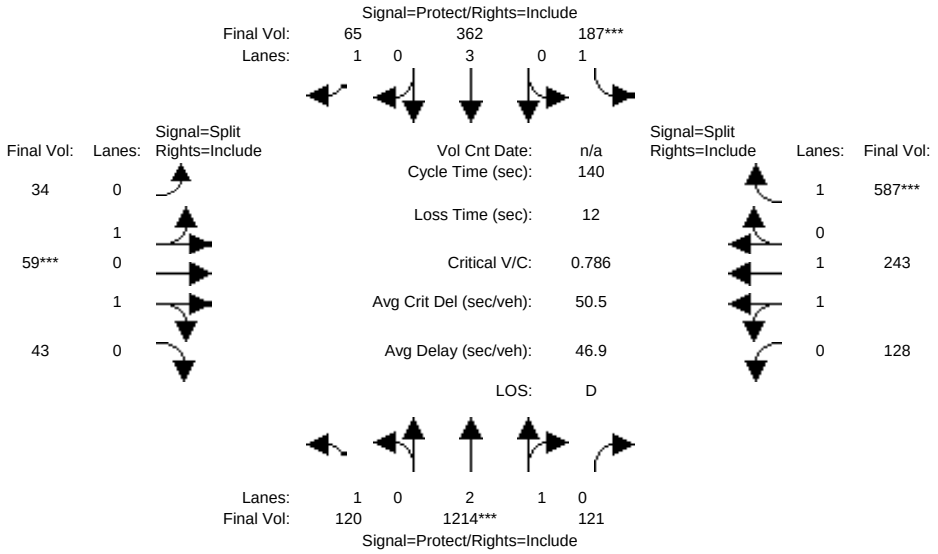
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	120	1202	121	183	359	65	34	59	43	128	243	564
Growth Adj:	1.00	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	1202	121	183	359	65	34	59	43	128	243	564
Added Vol:	0	12	0	4	3	0	0	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1214	121	187	362	65	34	59	43	128	243	587
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1214	121	187	362	65	34	59	43	128	243	587
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1214	121	187	362	65	34	59	43	128	243	587
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1214	121	187	362	65	34	59	43	128	243	587
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	0.95	0.95	0.95	0.95	0.99	0.92
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	0.50	0.87	0.63	0.71	1.29	1.00
Final Sat.:	1750	5092	507	1750	5700	1750	900	1562	1138	1276	2423	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.11	0.06	0.04	0.04	0.04	0.04	0.10	0.10	0.34
Crit Moves:		****		****				****				****
Green Time:	29.3	41.3	41.3	18.5	30.5	30.5	10.0	10.0	10.0	58.1	58.1	58.1
Volume/Cap:	0.33	0.81	0.81	0.81	0.29	0.17	0.53	0.53	0.53	0.24	0.24	0.81
Delay/Veh:	47.5	48.7	48.7	77.6	45.8	44.7	64.8	64.8	64.8	26.7	26.7	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:	47.5	48.7	48.7	77.6	45.8	44.7	64.8	64.8	64.8	26.7	26.7	42.7
LOS by Move:	D	D	D	E-	D	D	E	E	E	C	C	D
HCM2kAvgQ:	5	20	20	9	4	2	4	4	4	5	5	24

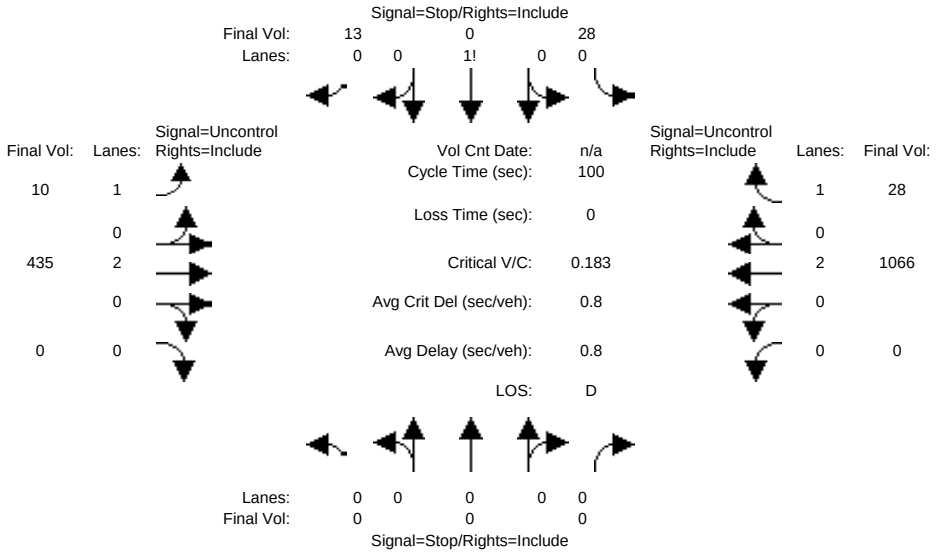
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	0	28	0	13	10	435	0	0	1066	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:	0	0	0	28	0	13	10	435	0	0	1066	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:	0	0	0	28	0	13	10	435	0	0	1066	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:	0	0	0	28	0	13	10	435	0	0	1066	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	28	0	13	10	435	0	0	1066	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1304	1521	533	1094	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	155	120	496	645	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	153	118	496	645	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	196	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	28.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			28.2			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

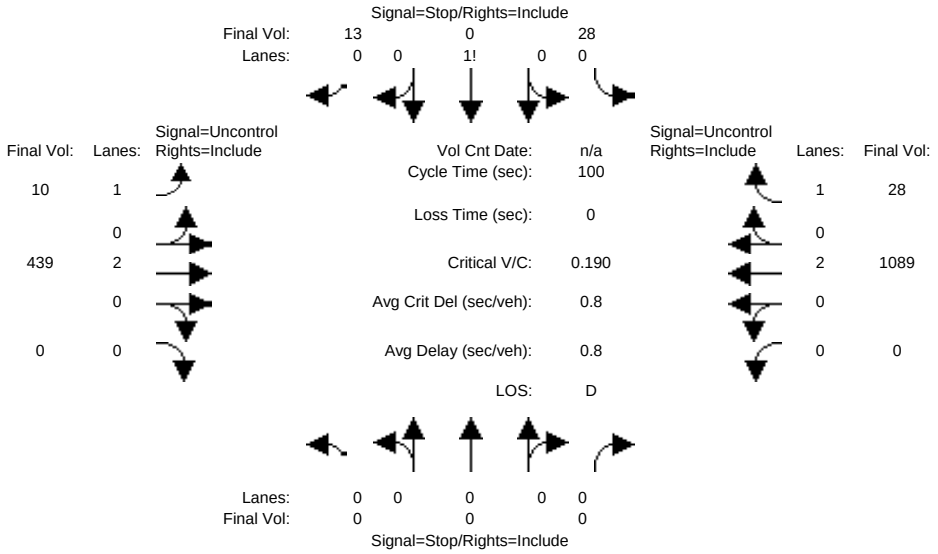
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + Proj AM

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	28	0	13	10	435	0	0	1066	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:	0	0	0	28	0	13	10	435	0	0	1066	28
Added Vol:	0	0	0	0	0	0	0	4	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	13	10	439	0	0	1089	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:	0	0	0	28	0	13	10	439	0	0	1089	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	28	0	13	10	439	0	0	1089	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1329	1548	545	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	149	115	488	633	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	147	113	488	633	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	189	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			29.2			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

San Jose City College

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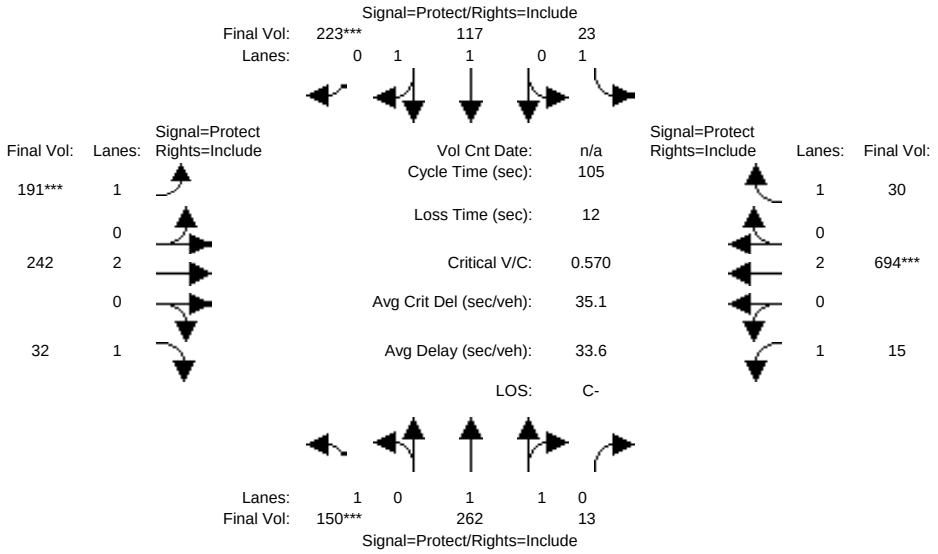
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM Balanced

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	262	13	23	117	223	191	242	32	15	694	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:	150	262	13	23	117	223	191	242	32	15	694	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:	150	262	13	23	117	223	191	242	32	15	694	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:	150	262	13	23	117	223	191	242	32	15	694	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	262	13	23	117	223	191	242	32	15	694	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:	150	262	13	23	117	223	191	242	32	15	694	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3525	175	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.06	0.13	0.11	0.06	0.02	0.01	0.18	0.02
Crit Moves:	****					****	****				****	
Green Time:	15.8	23.1	23.1	16.2	23.5	23.5	20.1	31.6	31.6	22.1	33.6	33.6
Volume/Cap:	0.57	0.34	0.34	0.09	0.28	0.57	0.57	0.21	0.06	0.04	0.57	0.05
Delay/Veh:	44.4	34.8	34.8	38.2	33.9	37.6	40.9	27.5	26.2	33.0	30.3	24.7
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:	44.4	34.8	34.8	38.2	33.9	37.6	40.9	27.5	26.2	33.0	30.3	24.7
LOS by Move:	D	C-	C-	D+	C-	D+	D	C	C	C-	C	C
HCM2kAvgQ:	6	4	4	1	3	7	6	3	1	0	9	1

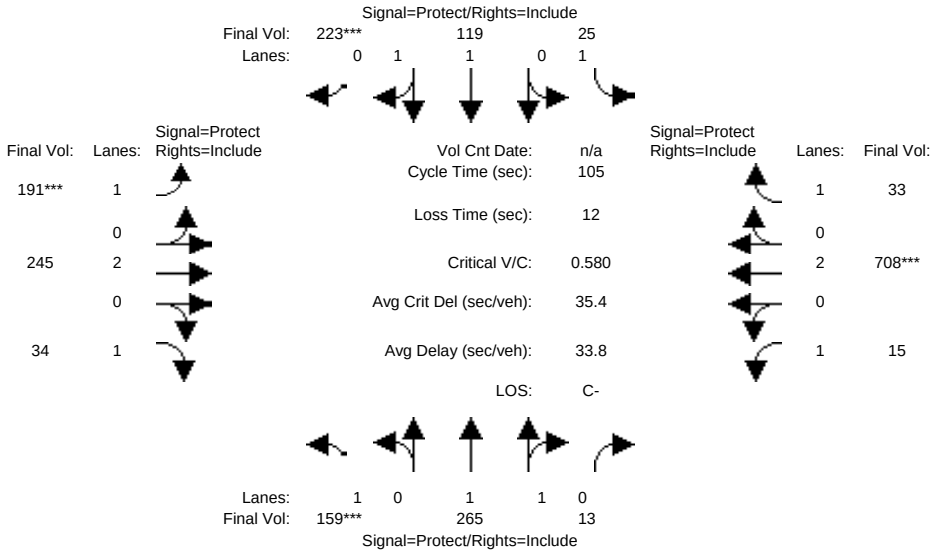
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	262	13	23	117	223	191	242	32	15	694	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:	150	262	13	23	117	223	191	242	32	15	694	30
Added Vol:	9	3	0	2	2	0	0	3	2	0	14	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	265	13	25	119	223	191	245	34	15	708	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:	159	265	13	25	119	223	191	245	34	15	708	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	265	13	25	119	223	191	245	34	15	708	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:	159	265	13	25	119	223	191	245	34	15	708	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3527	173	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.01	0.06	0.13	0.11	0.06	0.02	0.01	0.19	0.02
Crit Moves:	****					****	****				****	
Green Time:	16.4	23.2	23.2	16.3	23.1	23.1	19.8	31.5	31.5	22.0	33.7	33.7
Volume/Cap:	0.58	0.34	0.34	0.09	0.29	0.58	0.58	0.22	0.06	0.04	0.58	0.06
Delay/Veh:	44.2	34.7	34.7	38.2	34.2	38.1	41.4	27.6	26.3	33.1	30.4	24.7
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:	44.2	34.7	34.7	38.2	34.2	38.1	41.4	27.6	26.3	33.1	30.4	24.7
LOS by Move:	D	C-	C-	D+	C-	D+	D	C	C	C-	C	C
HCM2kAvgQ:	6	4	4	1	3	7	6	3	1	0	9	1

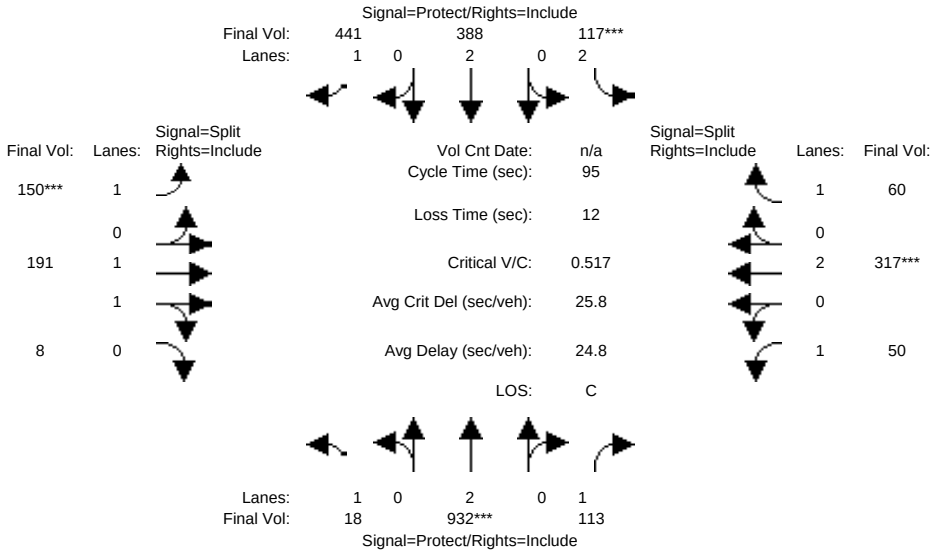
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	18	932	113	117	388	441	150	191	8	50	317	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	932	113	117	388	441	150	191	8	50	317	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:	18	932	113	117	388	441	150	191	8	50	317	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	932	113	117	388	441	150	191	8	50	317	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	932	113	117	388	441	150	191	8	50	317	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:	18	932	113	117	388	441	150	191	8	50	317	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3551	149	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.06	0.04	0.10	0.25	0.09	0.05	0.05	0.03	0.08	0.03
Crit Moves:		****		****			****				****	
Green Time:	11.8	45.0	45.0	7.0	40.2	40.2	15.7	15.7	15.7	15.3	15.3	15.3
Volume/Cap:	0.08	0.52	0.14	0.50	0.24	0.60	0.52	0.33	0.33	0.18	0.52	0.21
Delay/Veh:	37.0	17.7	14.2	44.1	17.7	22.4	37.8	35.3	35.3	34.7	37.3	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	17.7	14.2	44.1	17.7	22.4	37.8	35.3	35.3	34.7	37.3	35.0
LOS by Move:	D+	B	B	D	B	C+	D+	D+	D+	C-	D+	C-
HCM2kAvgQ:	1	10	2	3	4	11	4	3	3	1	5	2

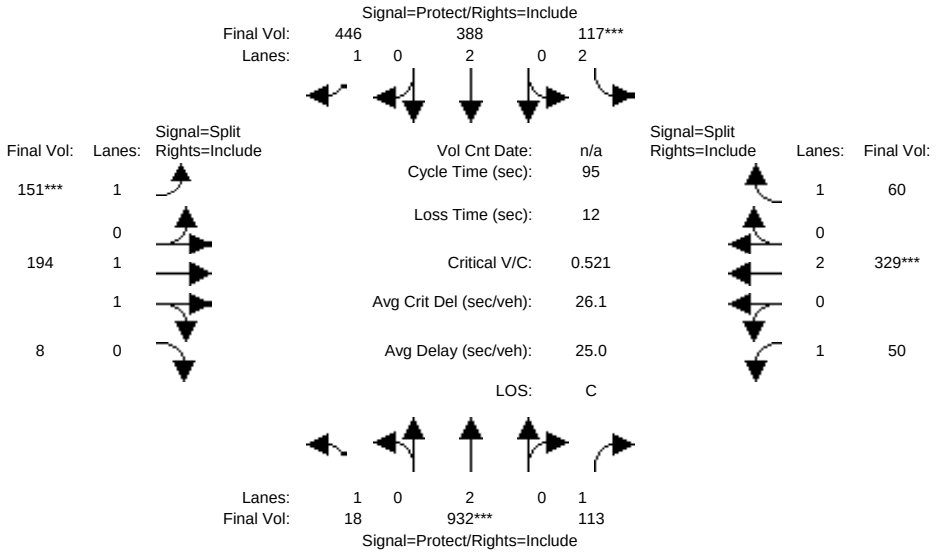
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + Proj AM

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	18	932	113	117	388	441	150	191	8	50	317	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	932	113	117	388	441	150	191	8	50	317	60
Added Vol:	0	0	0	0	0	5	1	3	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	932	113	117	388	446	151	194	8	50	329	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	932	113	117	388	446	151	194	8	50	329	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	932	113	117	388	446	151	194	8	50	329	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:	18	932	113	117	388	446	151	194	8	50	329	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3553	147	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.06	0.04	0.10	0.25	0.09	0.05	0.05	0.03	0.09	0.03
Crit Moves:		****		****			****				****	
Green Time:	11.6	44.6	44.6	7.0	40.0	40.0	15.7	15.7	15.7	15.7	15.7	15.7
Volume/Cap:	0.08	0.52	0.14	0.50	0.24	0.61	0.52	0.33	0.33	0.17	0.52	0.21
Delay/Veh:	37.2	18.0	14.4	44.1	17.8	22.8	38.0	35.3	35.3	34.3	37.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	18.0	14.4	44.1	17.8	22.8	38.0	35.3	35.3	34.3	37.0	34.6
LOS by Move:	D+	B-	B	D	B	C+	D+	D+	D+	C-	D+	C-
HCM2kAvgQ:	1	10	2	3	4	11	4	3	3	1	5	2

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

San Jose City College

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing PM Balanced				EX + Proj PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Bascom/San Carlos	?	xx.x	x.xxx	xx.x	D	50.7	0.688	51.8	D	50.8	0.696	+ 0.007	52.1	+ 0.3	?	xx.x	x.xxx	xx.x
#2	Leigh/San Carlos	?	xx.x	x.xxx	xx.x	C	24.8	0.432	23.3	C	25.1	0.436	+ 0.004	23.7	+ 0.4	?	xx.x	x.xxx	xx.x
#3	Leigh/Scott [4-Way Stop]	?	xx.x	x.xxx	xx.x	B	10.8	0.464	10.8	B	10.9	0.474	+ 0.010	10.9	+ 0.1	?	xx.x	x.xxx	xx.x
#4	Bascom/Parkmoor	?	xx.x	x.xxx	xx.x	C	31.1	0.502	33.8	C	31.9	0.520	+ 0.018	34.5	+ 0.7	?	xx.x	x.xxx	xx.x
#5	Leland/Parkmoor	?	xx.x	x.xxx	xx.x	C+	21.1	0.528	21.4	C+	20.8	0.553	+ 0.025	21.0	- 0.4	?	xx.x	x.xxx	xx.x
#6	Leigh/Parkmoor	?	xx.x	x.xxx	xx.x	C+	21.9	0.648	22.0	C	23.6	0.708	+ 0.060	24.2	+ 2.1	?	xx.x	x.xxx	xx.x
#7	Bascom/Moorpark	?	xx.x	x.xxx	xx.x	D	42.8	0.752	49.8	D	43.6	0.793	+ 0.041	52.1	+ 2.3	?	xx.x	x.xxx	xx.x
#8	Leland/Moorpark	?	xx.x	x.xxx	xx.x	A	5.0	0.450	5.0	A	5.2	0.464	+ 0.014	5.2	+ 0.2	?	xx.x	x.xxx	xx.x
#9	Leigh/Moorpark	?	xx.x	x.xxx	xx.x	C+	20.1	0.474	23.5	B-	19.9	0.498	+ 0.024	23.0	- 0.5	?	xx.x	x.xxx	xx.x
#10	Bascom/Renova	?	xx.x	x.xxx	xx.x	B	12.6	0.340	10.5	B	12.5	0.341	+ 0.002	10.5	- 0.0	?	xx.x	x.xxx	xx.x
#11	Bascom/Laswell [Unsignalized]	?	xx.x	x.xxx	xx.x	F	1.5	0.366	1.5	F	2.9	0.601	+ 0.235	2.9	+ 1.3	?	xx.x	x.xxx	xx.x
#12	Bascom/Fruitdale	?	xx.x	x.xxx	xx.x	D	46.4	0.650	54.3	D	47.0	0.672	+ 0.022	55.1	+ 0.8	?	xx.x	x.xxx	xx.x
#13	Sherman Oaks/Fruitdale [Unsignalized]	?	xx.x	x.xxx	xx.x	C	0.5	0.087	0.5	C	0.5	0.090	+ 0.004	0.5	+ 0.0	?	xx.x	x.xxx	xx.x
#14	Leigh/Fruitdale	?	xx.x	x.xxx	xx.x	C	30.5	0.450	28.9	C	30.8	0.461	+ 0.011	29.4	+ 0.5	?	xx.x	x.xxx	xx.x
#15	Southwest Expwy/Fruitdale	?	xx.x	x.xxx	xx.x	C	28.6	0.343	27.1	C	28.8	0.348	+ 0.006	27.5	+ 0.4	?	xx.x	x.xxx	xx.x

San Jose City College

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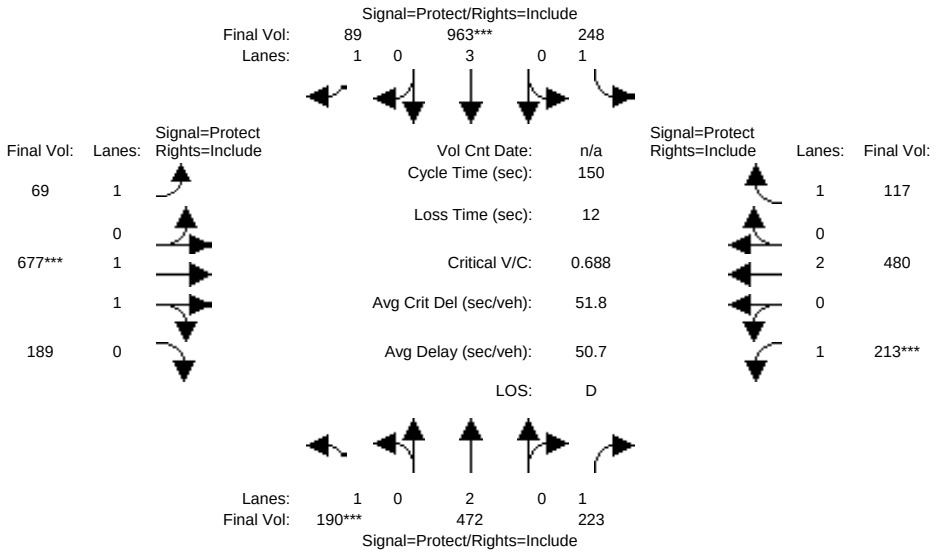
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Balanced

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	472	223	248	963	89	69	677	189	213	480	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	472	223	248	963	89	69	677	189	213	480	117
Added Vol:	0	0	0	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	472	223	248	963	89	69	677	189	213	480	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	472	223	248	963	89	69	677	189	213	480	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	472	223	248	963	89	69	677	189	213	480	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	472	223	248	963	89	69	677	189	213	480	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	3.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2892	807	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.13	0.14	0.17	0.05	0.04	0.23	0.23	0.12	0.13	0.07
Crit Moves:	****				****			****			****	
Green Time:	23.7	28.6	28.6	31.8	36.8	36.8	20.9	51.0	51.0	26.5	56.6	56.6
Volume/Cap:	0.69	0.65	0.67	0.67	0.69	0.21	0.28	0.69	0.69	0.69	0.33	0.18
Delay/Veh:	66.8	58.2	61.4	58.8	52.9	45.2	58.5	44.3	44.3	64.3	33.4	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	58.2	61.4	58.8	52.9	45.2	58.5	44.3	44.3	64.3	33.4	31.3
LOS by Move:	E	E+	E	E+	D-	D	E+	D	D	E	C-	C
HCM2kAvgQ:	9	10	10	12	14	3	3	18	18	11	8	4

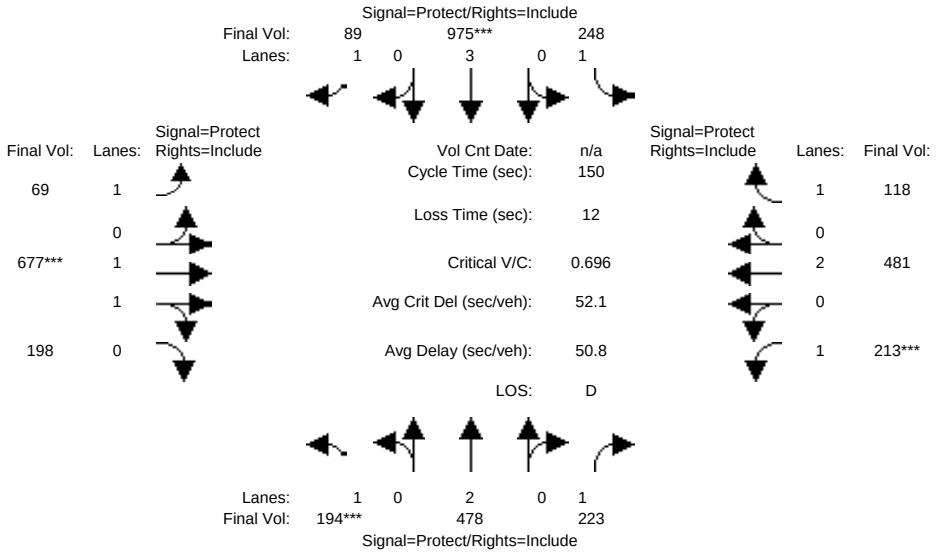
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	472	223	248	963	89	69	677	189	213	480	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	472	223	248	963	89	69	677	189	213	480	117
Added Vol:	4	6	0	0	12	0	0	0	9	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	478	223	248	975	89	69	677	198	213	481	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:	194	478	223	248	975	89	69	677	198	213	481	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	478	223	248	975	89	69	677	198	213	481	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:	194	478	223	248	975	89	69	677	198	213	481	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2862	837	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.14	0.17	0.05	0.04	0.24	0.24	0.12	0.13	0.07
Crit Moves:	****				****			****		****		
Green Time:	23.9	28.8	28.8	32.0	36.9	36.9	20.8	51.0	51.0	26.2	56.4	56.4
Volume/Cap:	0.70	0.66	0.66	0.66	0.70	0.21	0.28	0.70	0.70	0.70	0.34	0.18
Delay/Veh:	67.1	58.2	61.1	58.6	53.0	45.2	58.6	44.5	44.5	65.0	33.6	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:	67.1	58.2	61.1	58.6	53.0	45.2	58.6	44.5	44.5	65.0	33.6	31.4
LOS by Move:	E	E+	E	E+	D-	D	E+	D	D	E	C-	C
HCM2kAvgQ:	9	10	10	12	14	3	3	18	18	11	8	4

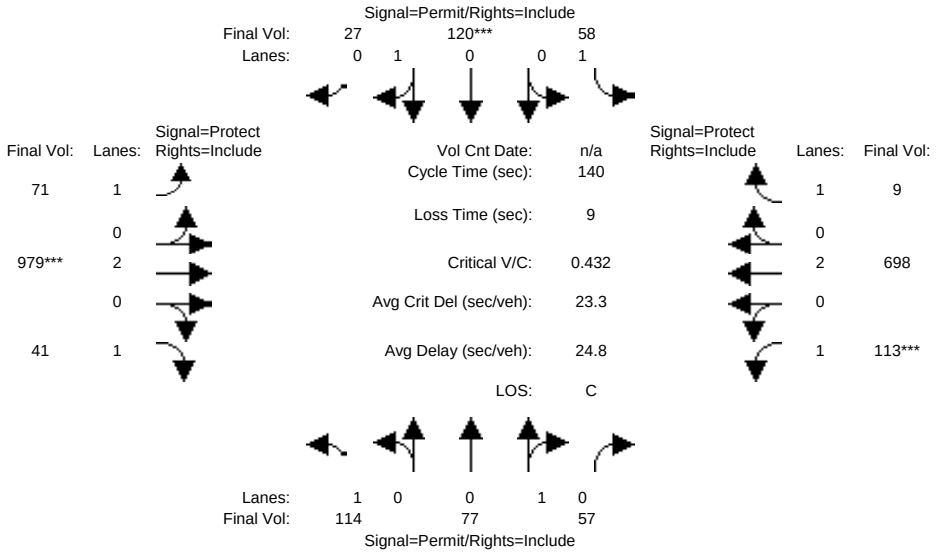
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	114	77	57	58	120	27	71	979	41	113	698	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:	114	77	57	58	120	27	71	979	41	113	698	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:	114	77	57	58	120	27	71	979	41	113	698	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:	114	77	57	58	120	27	71	979	41	113	698	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	77	57	58	120	27	71	979	41	113	698	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:	114	77	57	58	120	27	71	979	41	113	698	9
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.57	0.43	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1034	766	1750	1469	331	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.08	0.08	0.04	0.26	0.02	0.06	0.18	0.01
Crit Moves:					****			****		****		
Green Time:	26.5	26.5	26.5	26.5	26.5	26.5	22.4	83.6	83.6	20.9	82.1	82.1
Volume/Cap:	0.34	0.39	0.39	0.18	0.43	0.43	0.25	0.43	0.04	0.43	0.31	0.01
Delay/Veh:	49.8	50.5	50.5	47.8	51.0	51.0	52.0	15.5	11.7	55.3	14.7	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	50.5	50.5	47.8	51.0	51.0	52.0	15.5	11.7	55.3	14.7	12.0
LOS by Move:	D	D	D	D	D	D	D-	B	B+	E+	B	B
HCM2kAvgQ:	5	5	5	2	6	6	3	11	1	5	7	0

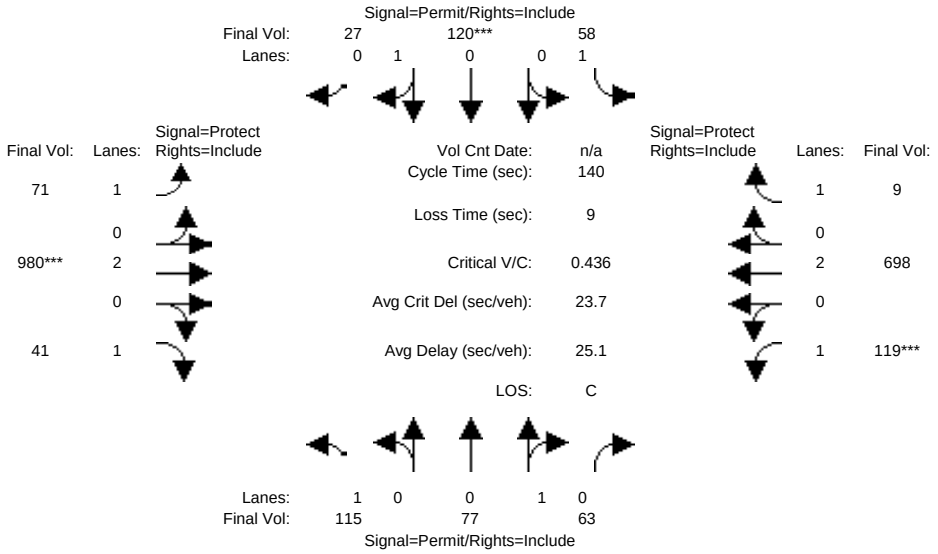
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	114	77	57	58	120	27	71	979	41	113	698	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:	114	77	57	58	120	27	71	979	41	113	698	9
Added Vol:	1	0	6	0	0	0	0	1	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	77	63	58	120	27	71	980	41	119	698	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:	115	77	63	58	120	27	71	980	41	119	698	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	77	63	58	120	27	71	980	41	119	698	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:	115	77	63	58	120	27	71	980	41	119	698	9
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	990	810	1750	1469	331	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.03	0.08	0.08	0.04	0.26	0.02	0.07	0.18	0.01
Crit Moves:					****			****		****		
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	22.4	82.9	82.9	21.9	82.3	82.3
Volume/Cap:	0.35	0.41	0.41	0.18	0.44	0.44	0.25	0.44	0.04	0.44	0.31	0.01
Delay/Veh:	50.1	50.9	50.9	48.1	51.2	51.2	51.9	15.8	11.9	54.6	14.6	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	50.9	50.9	48.1	51.2	51.2	51.9	15.8	11.9	54.6	14.6	11.9
LOS by Move:	D	D	D	D	D-	D-	D-	B	B+	D-	B	B+
HCM2kAvgQ:	5	6	6	2	6	6	3	11	1	5	7	0

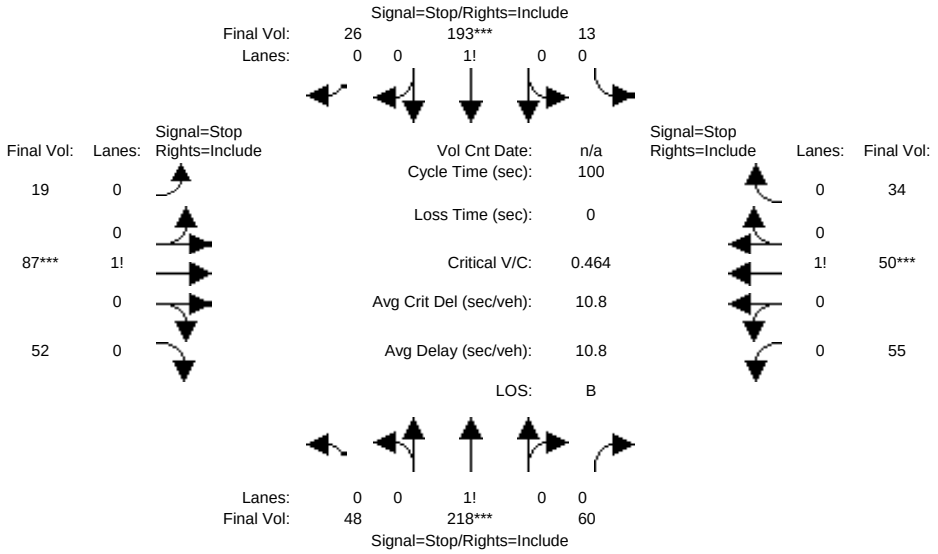
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM Balanced

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	48	218	60	13	193	26	19	87	52	55	50	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:	48	218	60	13	193	26	19	87	52	55	50	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:	48	218	60	13	193	26	19	87	52	55	50	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:	48	218	60	13	193	26	19	87	52	55	50	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	218	60	13	193	26	19	87	52	55	50	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:	48	218	60	13	193	26	19	87	52	55	50	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.67	0.18	0.06	0.83	0.11	0.12	0.55	0.33	0.40	0.36	0.24
Final Sat.:	103	470	129	38	560	75	75	342	204	239	217	148
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.34	0.34	0.34	0.25	0.25	0.25	0.23	0.23	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	11.8	11.8	11.8	10.5	10.5	10.5	9.9	9.9	9.9	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	10.5	10.5	10.5	9.9	9.9	9.9	9.8	9.8	9.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		11.8			10.5			9.9			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			10.5			9.9			9.8	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.5	0.5	0.3	0.3	0.3	0.2	0.2	0.2

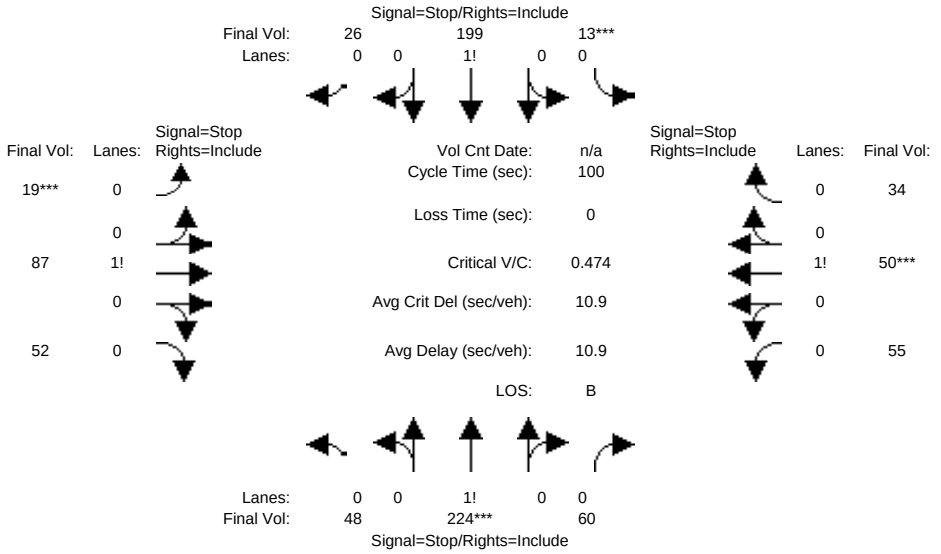
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EX + Proj PM

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	48	218	60	13	193	26	19	87	52	55	50	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:	48	218	60	13	193	26	19	87	52	55	50	34
Added Vol:	0	6	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	224	60	13	199	26	19	87	52	55	50	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:	48	224	60	13	199	26	19	87	52	55	50	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	224	60	13	199	26	19	87	52	55	50	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:	48	224	60	13	199	26	19	87	52	55	50	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.68	0.18	0.05	0.84	0.11	0.12	0.55	0.33	0.40	0.36	0.24
Final Sat.:	101	472	127	37	561	73	74	339	203	237	215	146
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.35	0.35	0.35	0.26	0.26	0.26	0.23	0.23	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	12.0	12.0	12.0	10.6	10.6	10.6	9.9	9.9	9.9	9.9	9.9	9.9
Delay Adj:	1.00	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	10.6	10.6	10.6	9.9	9.9	9.9	9.9	9.9	9.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		12.0			10.6			9.9			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			10.6			9.9			9.9	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.5	0.5	0.3	0.3	0.3	0.2	0.2	0.2

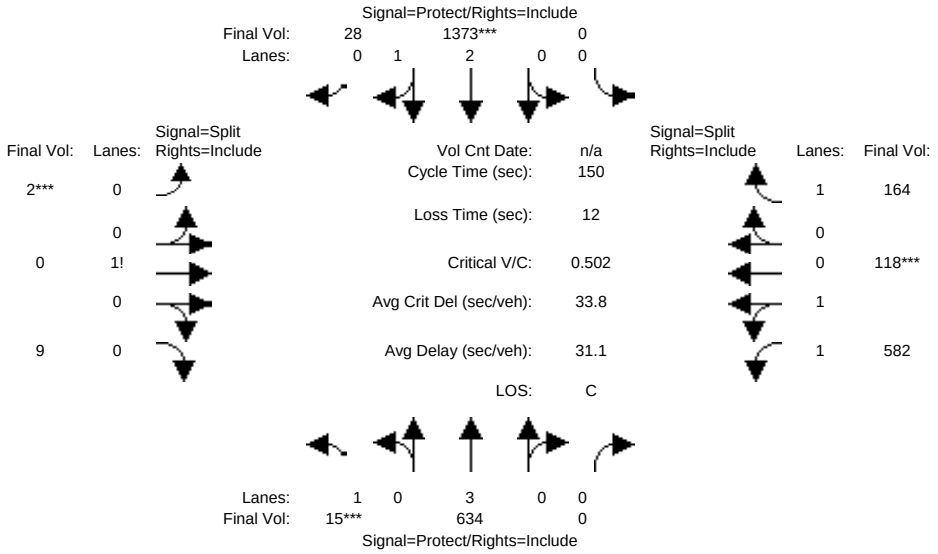
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	634	0	0	1373	28	2	0	9	582	118	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	634	0	0	1373	28	2	0	9	582	118	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	634	0	0	1373	28	2	0	9	582	118	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	634	0	0	1373	28	2	0	9	582	118	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	634	0	0	1373	28	2	0	9	582	118	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	634	0	0	1373	28	2	0	9	582	118	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	0.18	0.00	0.82	1.67	0.33	1.00
Final Sat.:	1750	5700	0	0	5488	112	318	0	1432	2951	598	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.00	0.25	0.25	0.01	0.00	0.01	0.20	0.20	0.09
Crit Moves:	****				****		****				****	
Green Time:	7.0	74.7	0.0	0.0	67.7	67.7	10.0	0.0	10.0	53.3	53.3	53.3
Volume/Cap:	0.18	0.22	0.00	0.00	0.55	0.55	0.09	0.00	0.09	0.55	0.55	0.26
Delay/Veh:	69.8	21.3	0.0	0.0	30.4	30.4	66.1	0.0	66.1	39.3	39.3	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	21.3	0.0	0.0	30.4	30.4	66.1	0.0	66.1	39.3	39.3	34.6
LOS by Move:	E	C+	A	A	C	C	E	A	E	D	D	C-
HCM2kAvgQ:	1	5	0	0	15	15	1	0	1	14	14	6

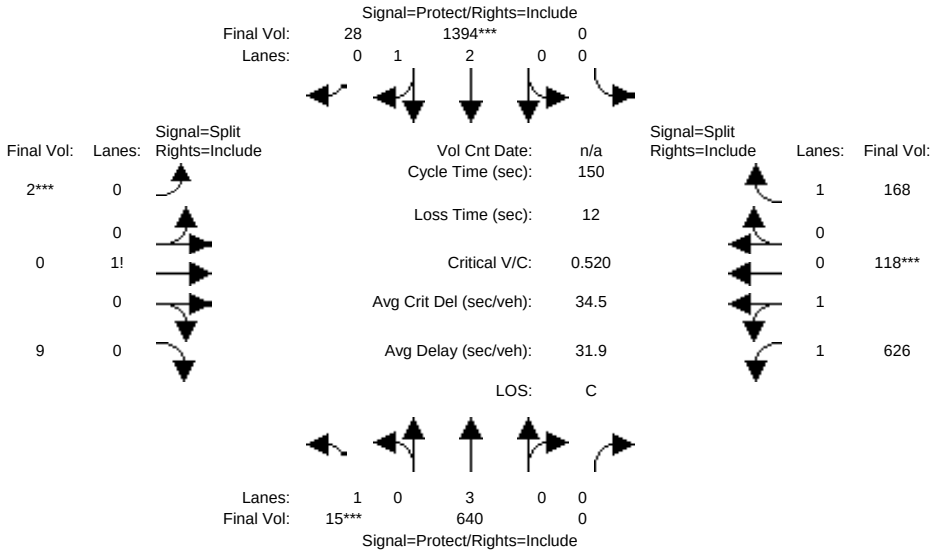
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	634	0	0	1373	28	2	0	9	582	118	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	634	0	0	1373	28	2	0	9	582	118	164
Added Vol:	0	6	0	0	21	0	0	0	0	44	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	640	0	0	1394	28	2	0	9	626	118	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	640	0	0	1394	28	2	0	9	626	118	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	640	0	0	1394	28	2	0	9	626	118	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	640	0	0	1394	28	2	0	9	626	118	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	0.18	0.00	0.82	1.69	0.31	1.00
Final Sat.:	1750	5700	0	0	5490	110	318	0	1432	2987	563	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.00	0.25	0.25	0.01	0.00	0.01	0.21	0.21	0.10
Crit Moves:	****				****		****				****	
Green Time:	7.0	73.3	0.0	0.0	66.3	66.3	10.0	0.0	10.0	54.7	54.7	54.7
Volume/Cap:	0.18	0.23	0.00	0.00	0.57	0.57	0.09	0.00	0.09	0.57	0.57	0.26
Delay/Veh:	69.8	22.1	0.0	0.0	31.6	31.6	66.1	0.0	66.1	38.9	38.9	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	22.1	0.0	0.0	31.6	31.6	66.1	0.0	66.1	38.9	38.9	33.7
LOS by Move:	E	C+	A	A	C	C	E	A	E	D+	D+	C-
HCM2kAvgQ:	1	5	0	0	16	16	1	0	1	15	15	6

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

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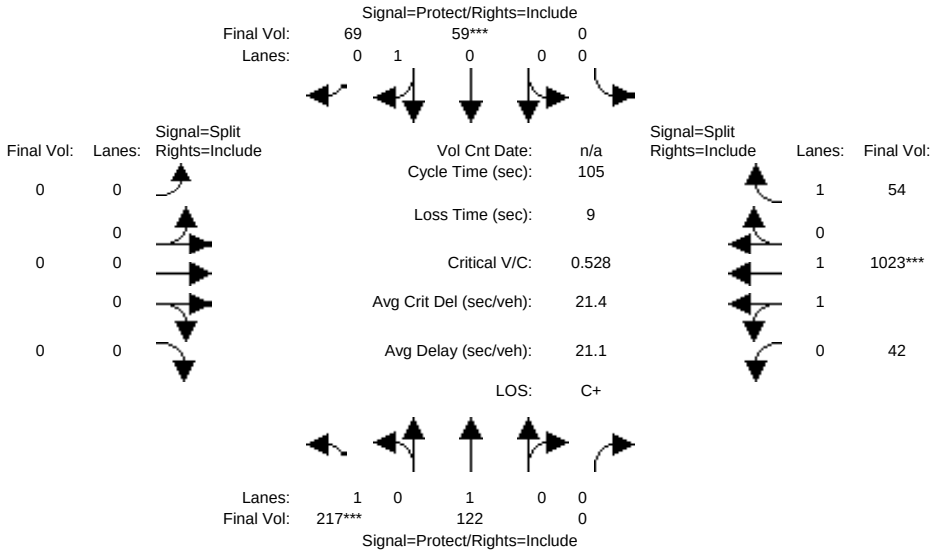
Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	122	0	0	59	69	0	0	0	42	1023	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	122	0	0	59	69	0	0	0	42	1023	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	122	0	0	59	69	0	0	0	42	1023	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	122	0	0	59	69	0	0	0	42	1023	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	122	0	0	59	69	0	0	0	42	1023	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	122	0	0	59	69	0	0	0	42	1023	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.46	0.54	0.00	0.00	0.00	0.08	1.92	1.00
Final Sat.:	1750	1900	0	0	830	970	0	0	0	146	3554	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.29	0.29	0.03
Crit Moves:	****				****						****	
Green Time:	24.6	38.8	0.0	0.0	14.1	14.1	0.0	0.0	0.0	57.2	57.2	57.2
Volume/Cap:	0.53	0.17	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.53	0.53	0.06
Delay/Veh:	36.4	22.4	0.0	0.0	44.5	44.5	0.0	0.0	0.0	15.5	15.5	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	22.4	0.0	0.0	44.5	44.5	0.0	0.0	0.0	15.5	15.5	11.2
LOS by Move:	D+	C+	A	A	D	D	A	A	A	B	B	B+
HCM2kAvgQ:	7	3	0	0	5	5	0	0	0	11	11	1

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

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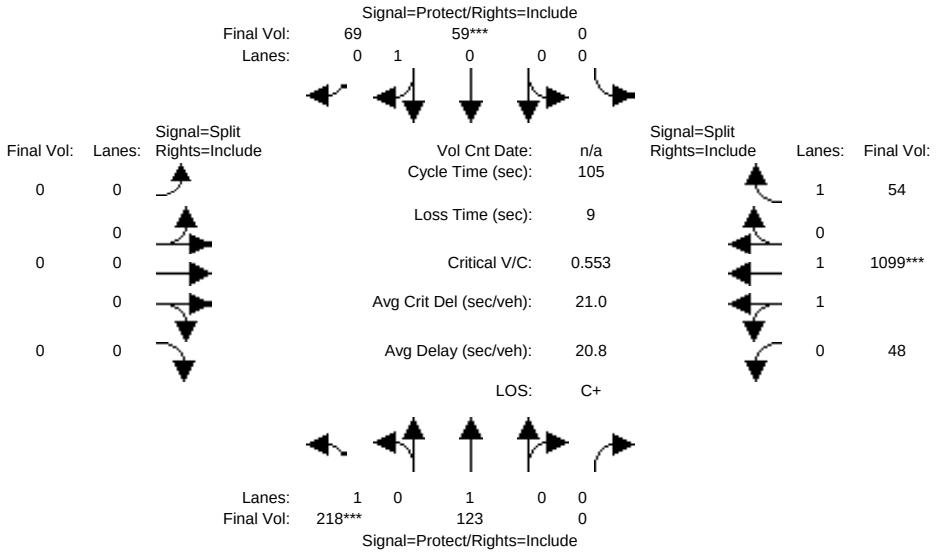
Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	122	0	0	59	69	0	0	0	42	1023	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	122	0	0	59	69	0	0	0	42	1023	54
Added Vol:	1	1	0	0	0	0	0	0	0	6	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	123	0	0	59	69	0	0	0	48	1099	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	123	0	0	59	69	0	0	0	48	1099	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	123	0	0	59	69	0	0	0	48	1099	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	123	0	0	59	69	0	0	0	48	1099	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.46	0.54	0.00	0.00	0.00	0.09	1.91	1.00
Final Sat.:	1750	1900	0	0	830	970	0	0	0	155	3545	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.31	0.31	0.03
Crit Moves:	****				****						****	
Green Time:	23.6	37.1	0.0	0.0	13.5	13.5	0.0	0.0	0.0	58.9	58.9	58.9
Volume/Cap:	0.55	0.18	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.55	0.55	0.06
Delay/Veh:	37.7	23.6	0.0	0.0	45.8	45.8	0.0	0.0	0.0	15.0	15.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	23.6	0.0	0.0	45.8	45.8	0.0	0.0	0.0	15.0	15.0	10.5
LOS by Move:	D+	C	A	A	D	D	A	A	A	B	B	B+
HCM2kAvgQ:	7	3	0	0	5	5	0	0	0	12	12	1

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

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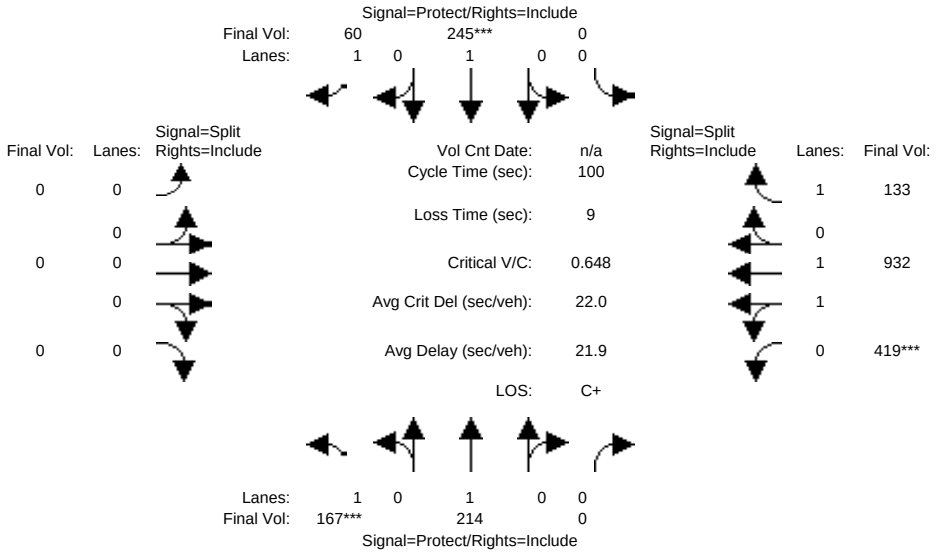
Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	214	0	0	245	60	0	0	0	419	932	133
Growth Adj:	1.00	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	214	0	0	245	60	0	0	0	419	932	133
Added Vol:	0	0	0	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	214	0	0	245	60	0	0	0	419	932	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	214	0	0	245	60	0	0	0	419	932	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	214	0	0	245	60	0	0	0	419	932	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	214	0	0	245	60	0	0	0	419	932	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.99	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.64	1.36	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	1147	2552	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.00	0.13	0.03	0.00	0.00	0.00	0.37	0.37	0.08
Crit Moves:	****				****					****		
Green Time:	14.7	34.6	0.0	0.0	19.9	19.9	0.0	0.0	0.0	56.4	56.4	56.4
Volume/Cap:	0.65	0.33	0.00	0.00	0.65	0.17	0.00	0.00	0.00	0.65	0.65	0.13
Delay/Veh:	45.9	24.4	0.0	0.0	40.7	33.5	0.0	0.0	0.0	15.7	15.7	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	24.4	0.0	0.0	40.7	33.5	0.0	0.0	0.0	15.7	15.7	10.4
LOS by Move:	D	C	A	A	D	C-	A	A	A	B	B	B+
HCM2kAvgQ:	5	5	0	0	8	2	0	0	0	15	15	2

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

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2000 HCM Operations (Future Volume Alternative)
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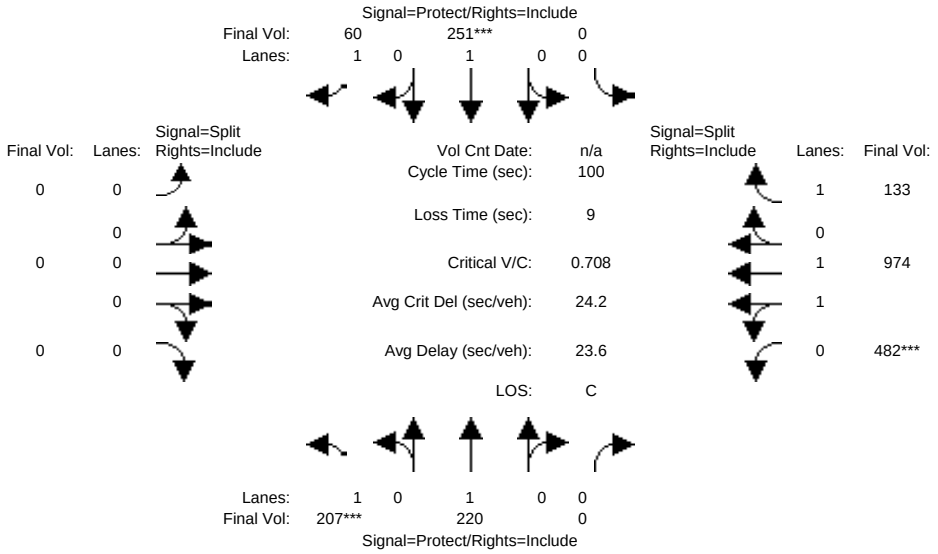
Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	214	0	0	245	60	0	0	0	419	932	133
Growth Adj:	1.00	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	214	0	0	245	60	0	0	0	419	932	133
Added Vol:	40	6	0	0	6	0	0	0	0	63	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	220	0	0	251	60	0	0	0	482	974	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	220	0	0	251	60	0	0	0	482	974	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	220	0	0	251	60	0	0	0	482	974	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	220	0	0	251	60	0	0	0	482	974	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.99	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.68	1.32	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	1224	2474	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.13	0.03	0.00	0.00	0.00	0.39	0.39	0.08
Crit Moves:	****				****					****		
Green Time:	16.7	35.4	0.0	0.0	18.7	18.7	0.0	0.0	0.0	55.6	55.6	55.6
Volume/Cap:	0.71	0.33	0.00	0.00	0.71	0.18	0.00	0.00	0.00	0.71	0.71	0.14
Delay/Veh:	47.1	23.9	0.0	0.0	44.6	34.5	0.0	0.0	0.0	17.4	17.4	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:	47.1	23.9	0.0	0.0	44.6	34.5	0.0	0.0	0.0	17.4	17.4	10.7
LOS by Move:	D	C	A	A	D	C-	A	A	A	B	B	B+
HCM2kAvgQ:	7	5	0	0	9	2	0	0	0	17	17	2

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

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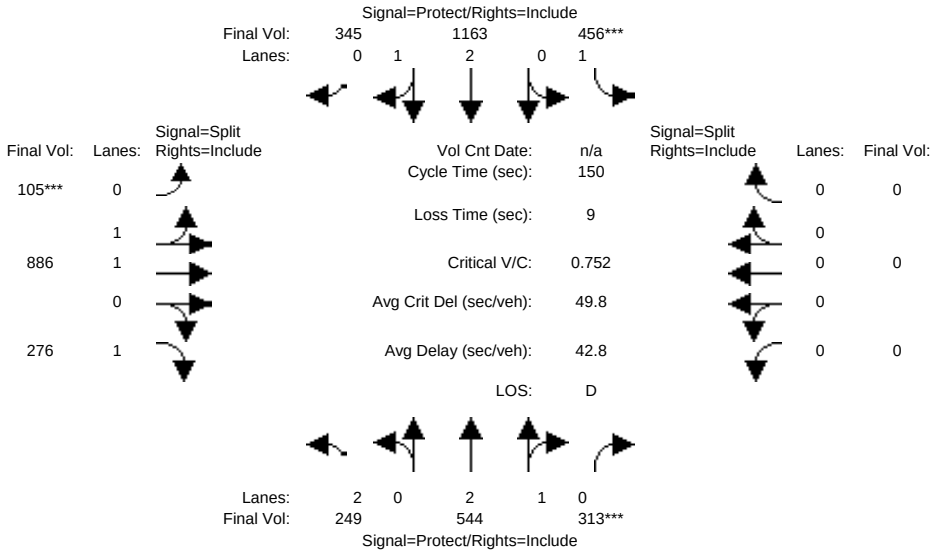
2000 HCM Operations (Future Volume Alternative)
Existing PM Balanced

Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	544	313	456	1163	345	105	886	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	544	313	456	1163	345	105	886	276	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:	249	544	313	456	1163	345	105	886	276	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:	249	544	313	456	1163	345	105	886	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	544	313	456	1163	345	105	886	276	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:	249	544	313	456	1163	345	105	886	276	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	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.29	0.71	0.22	1.78	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	1750	1750	4317	1281	392	3308	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.18	0.26	0.27	0.27	0.27	0.27	0.16	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	19.9	35.7	35.7	51.9	67.7	67.7	53.4	53.4	53.4	0.0	0.0	0.0
Volume/Cap:	0.60	0.60	0.75	0.75	0.60	0.60	0.75	0.75	0.44	0.00	0.00	0.00
Delay/Veh:	63.6	51.6	55.9	48.6	31.3	31.3	45.0	45.0	37.4	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:	63.6	51.6	55.9	48.6	31.3	31.3	45.0	45.0	37.4	0.0	0.0	0.0
LOS by Move:	E	D-	E+	D	C	C	D	D	D+	A	A	A
HCM2kAvgQ:	6	11	15	20	17	17	21	21	10	0	0	0

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

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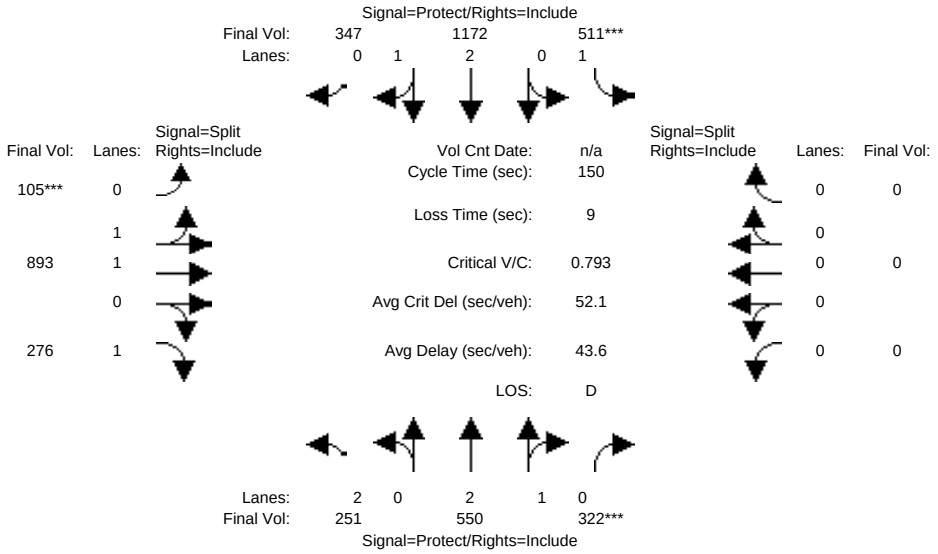
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	544	313	456	1163	345	105	886	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	544	313	456	1163	345	105	886	276	0	0	0
Added Vol:	2	6	9	55	9	2	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	550	322	511	1172	347	105	893	276	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:	251	550	322	511	1172	347	105	893	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	550	322	511	1172	347	105	893	276	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:	251	550	322	511	1172	347	105	893	276	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	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.29	0.71	0.22	1.78	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	1750	1750	4319	1279	389	3310	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.18	0.29	0.27	0.27	0.27	0.27	0.16	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	20.4	34.8	34.8	55.2	69.6	69.6	51.0	51.0	51.0	0.0	0.0	0.0
Volume/Cap:	0.59	0.62	0.79	0.79	0.59	0.59	0.79	0.79	0.46	0.00	0.00	0.00
Delay/Veh:	62.9	52.6	58.3	49.0	29.9	29.9	48.3	48.3	39.4	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:	62.9	52.6	58.3	49.0	29.9	29.9	48.3	48.3	39.4	0.0	0.0	0.0
LOS by Move:	E	D-	E+	D	C	C	D	D	D	A	A	A
HCM2kAvgQ:	6	11	16	23	17	17	23	23	11	0	0	0

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

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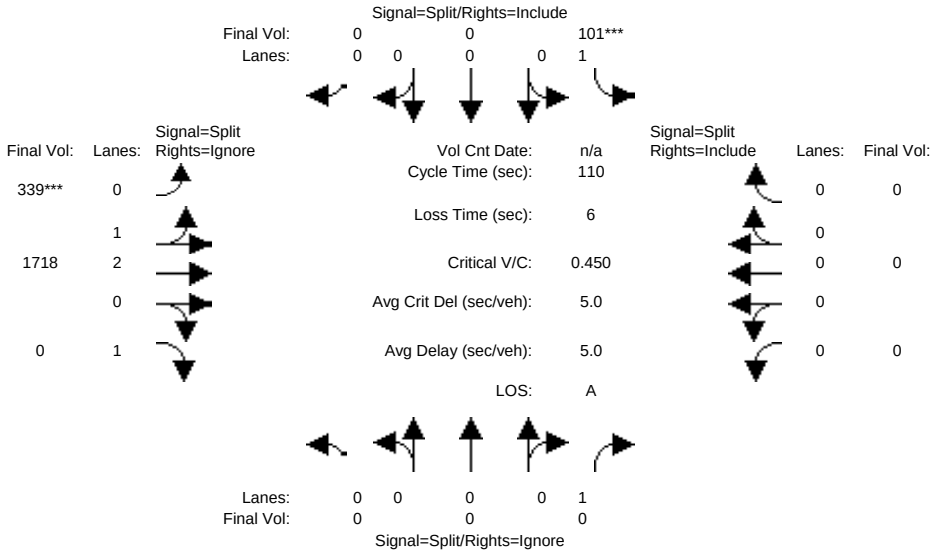
Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	27	101	0	0	339	1718	48	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	0	27	101	0	0	339	1718	48	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	0	27	101	0	0	339	1718	48	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	0	0	339	1718	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	0	339	1718	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	0	339	1718	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.51	2.49	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	923	4676	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	14.1	0.0	0.0	89.9	89.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	45.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.8	0.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	0	7	7	0	0	0	0

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

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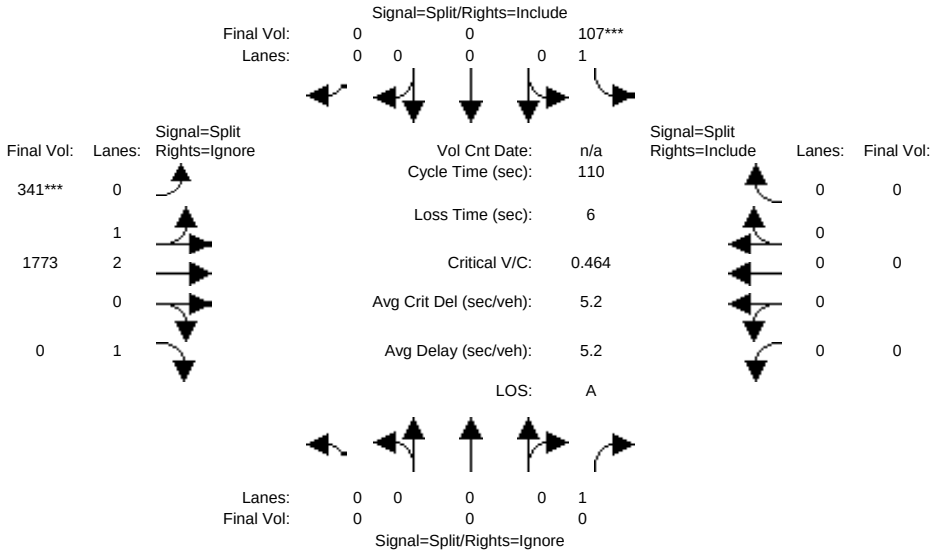
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	27	101	0	0	339	1718	48	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	0	27	101	0	0	339	1718	48	0	0	0
Added Vol:	0	0	71	6	0	0	2	55	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	98	107	0	0	341	1773	84	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	0	341	1773	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	0	341	1773	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	107	0	0	341	1773	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.50	2.50	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	903	4696	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	14.5	0.0	0.0	89.5	89.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	45.6	0.0	0.0	3.1	3.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.6	0.0	0.0	3.1	3.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	0	7	7	0	0	0	0

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

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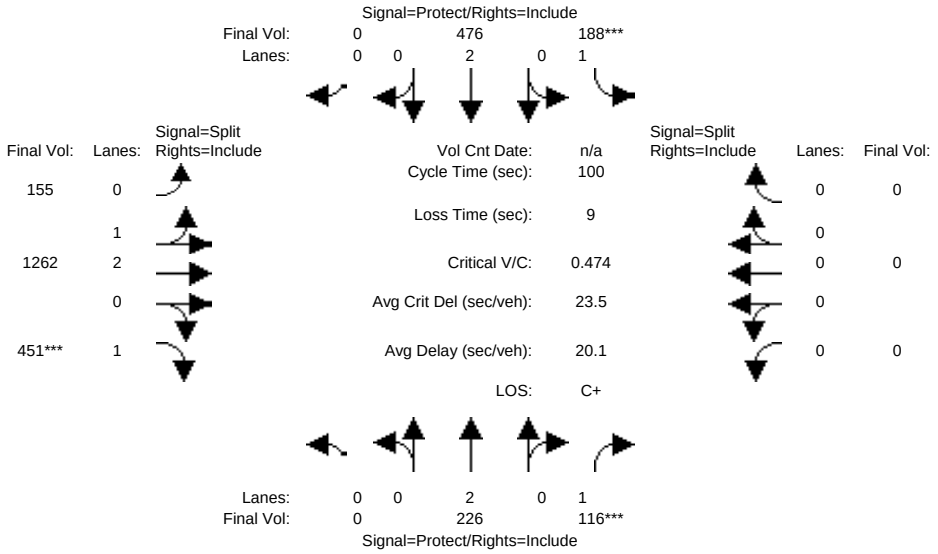
2000 HCM Operations (Future Volume Alternative)
Existing PM Balanced

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	226	116	188	476	0	155	1262	451	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	226	116	188	476	0	155	1262	451	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	226	116	188	476	0	155	1262	451	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	226	116	188	476	0	155	1262	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	226	116	188	476	0	155	1262	451	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	226	116	188	476	0	155	1262	451	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.34	2.66	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	612	4987	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.07	0.11	0.13	0.00	0.25	0.25	0.26	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	14.0	14.0	22.7	36.6	0.0	54.4	54.4	54.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.47	0.47	0.34	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	39.9	41.1	34.4	23.1	0.0	14.1	14.1	14.4	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	39.9	41.1	34.4	23.1	0.0	14.1	14.1	14.4	0.0	0.0	0.0
LOS by Move:	A	D	D	C-	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	3	4	5	5	0	9	9	9	0	0	0

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

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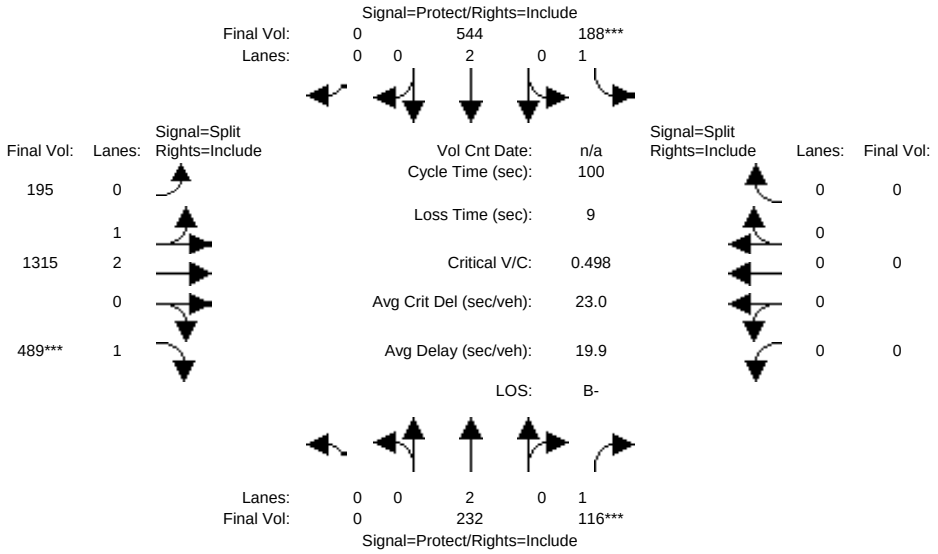
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	226	116	188	476	0	155	1262	451	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	226	116	188	476	0	155	1262	451	0	0	0
Added Vol:	0	6	0	0	68	0	40	53	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	232	116	188	544	0	195	1315	489	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	232	116	188	544	0	195	1315	489	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	116	188	544	0	195	1315	489	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	232	116	188	544	0	195	1315	489	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.40	2.60	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	723	4876	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.07	0.11	0.14	0.00	0.27	0.27	0.28	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	13.3	13.3	21.6	34.9	0.0	56.1	56.1	56.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.50	0.50	0.41	0.00	0.48	0.48	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	40.7	41.9	35.5	24.9	0.0	13.3	13.3	13.8	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	40.7	41.9	35.5	24.9	0.0	13.3	13.3	13.8	0.0	0.0	0.0
LOS by Move:	A	D	D	D+	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	3	4	5	6	0	9	9	10	0	0	0

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

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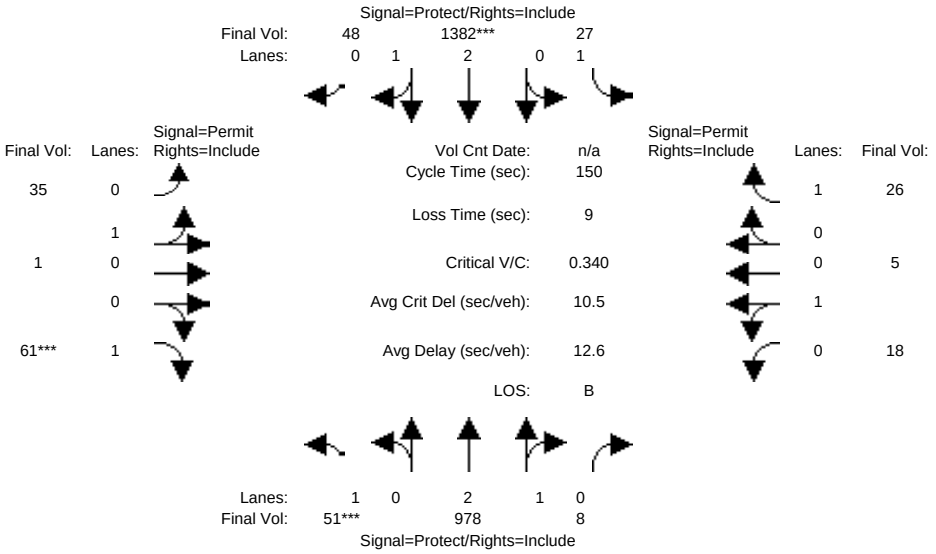
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Balanced

Intersection #10: Bascom/Renova




```
Street Name:            Bascom Ave                    Renova Dr
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   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:      51  978    8    27 1382   48    35    1   61     18    5   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:   51  978    8    27 1382   48    35    1   61     18    5   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:   51  978    8    27 1382   48    35    1   61     18    5   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:    51  978    8    27 1382   48    35    1   61     18    5   26
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:   51  978    8    27 1382   48    35    1   61     18    5   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:   51  978    8    27 1382   48    35    1   61     18    5   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 0.98 0.95  0.95 0.95 0.92   0.95 0.95 0.92
Lanes:       1.00 2.97 0.03  1.00 2.90 0.10  0.97 0.03 1.00   0.78 0.22 1.00
Final Sat.:  1750 5555   45  1750 5412  188  1750   50 1750   1409  391 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.18 0.18  0.02 0.26 0.26  0.02 0.02 0.03   0.01 0.01 0.01
Crit Moves:  ****            ****            ****
Green Time:  12.9 99.3 99.3  26.3  113 112.7  15.4 15.4 15.4   15.4 15.4 15.4
Volume/Cap:  0.34 0.27 0.27  0.09 0.34 0.34  0.19 0.19 0.34   0.12 0.12 0.14
Delay/Veh:   65.9 10.4 10.4  51.9  6.3  6.3  62.2 62.2 63.7   61.5 61.5 61.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  65.9 10.4 10.4  51.9  6.3  6.3  62.2 62.2 63.7   61.5 61.5 61.7
LOS by Move:    E   B+   B+    D-    A    A    E    E    E      E    E    E
HCM2kAvgQ:      2    6    6     1    7    7    2    2    3      1    1    1
Note: Queue reported is the number of cars per lane.
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San Jose City College

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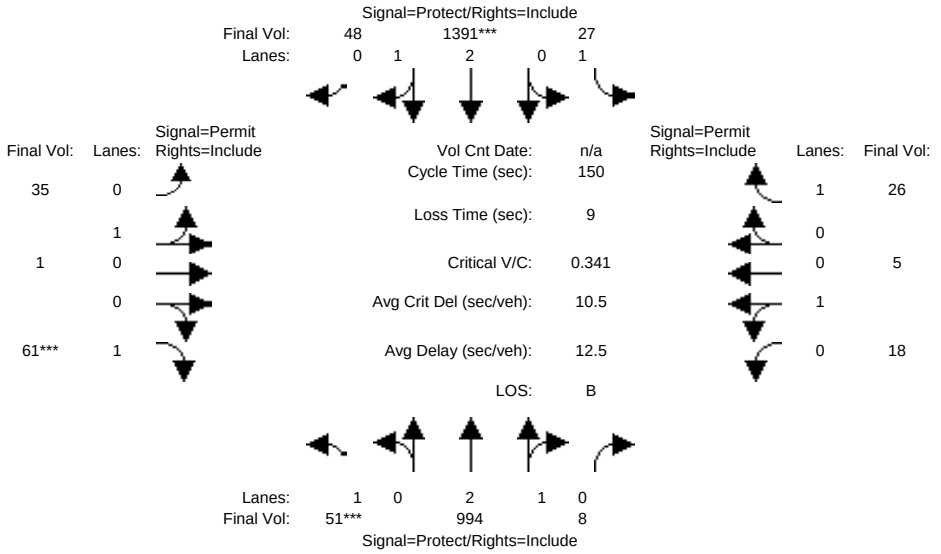
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #10: Bascom/Renova



Street Name:	Bascom Ave						Renova Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	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:	51	978	8	27	1382	48	35	1	61	18	5	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:	51	978	8	27	1382	48	35	1	61	18	5	26
Added Vol:	0	16	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	994	8	27	1391	48	35	1	61	18	5	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:	51	994	8	27	1391	48	35	1	61	18	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	994	8	27	1391	48	35	1	61	18	5	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:	51	994	8	27	1391	48	35	1	61	18	5	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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.90	0.10	0.97	0.03	1.00	0.78	0.22	1.00
Final Sat.:	1750	5555	45	1750	5413	187	1750	50	1750	1409	391	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.02	0.26	0.26	0.02	0.02	0.03	0.01	0.01	0.01
Crit Moves:	****				****				****			
Green Time:	12.8	99.7	99.7	26.0	113	112.9	15.3	15.3	15.3	15.3	15.3	15.3
Volume/Cap:	0.34	0.27	0.27	0.09	0.34	0.34	0.20	0.20	0.34	0.13	0.13	0.15
Delay/Veh:	66.0	10.3	10.3	52.2	6.2	6.2	62.2	62.2	63.8	61.6	61.6	61.8
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:	66.0	10.3	10.3	52.2	6.2	6.2	62.2	62.2	63.8	61.6	61.6	61.8
LOS by Move:	E	B+	B+	D-	A	A	E	E	E	E	E	E
HCM2kAvgQ:	2	6	6	1	7	7	2	2	3	1	1	1

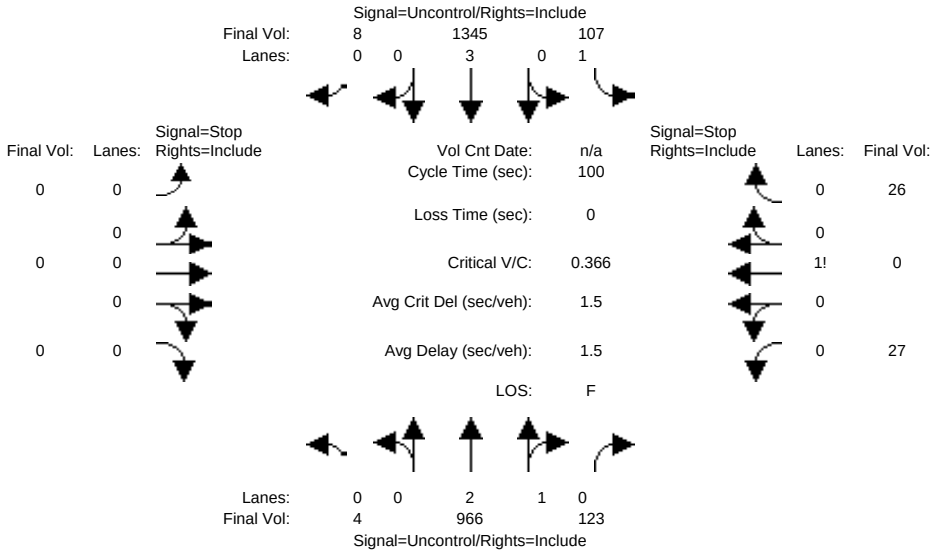
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	4	966	123	107	1345	8	0	0	0	27	0	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:	4	966	123	107	1345	8	0	0	0	27	0	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:	4	966	123	107	1345	8	0	0	0	27	0	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:	4	966	123	107	1345	8	0	0	0	27	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	966	123	107	1345	8	0	0	0	27	0	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1353	xxxx	xxxxx	1089	xxxx	xxxxx	xxxx	xxxx	xxxxx	1698	2603	384
Potent Cap.:	515	xxxx	xxxxx	648	xxxx	xxxxx	xxxx	xxxx	xxxxx	85	25	620
Move Cap.:	515	xxxx	xxxxx	648	xxxx	xxxxx	xxxx	xxxx	xxxxx	74	21	620
Volume/Cap:	0.01	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.0	xxxx	xxxxx	11.6	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	xxxx	xxxxx	xxxx	130	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	50.6	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			50.6		
ApproachLOS:	*			*			*			F		

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

San Jose City College

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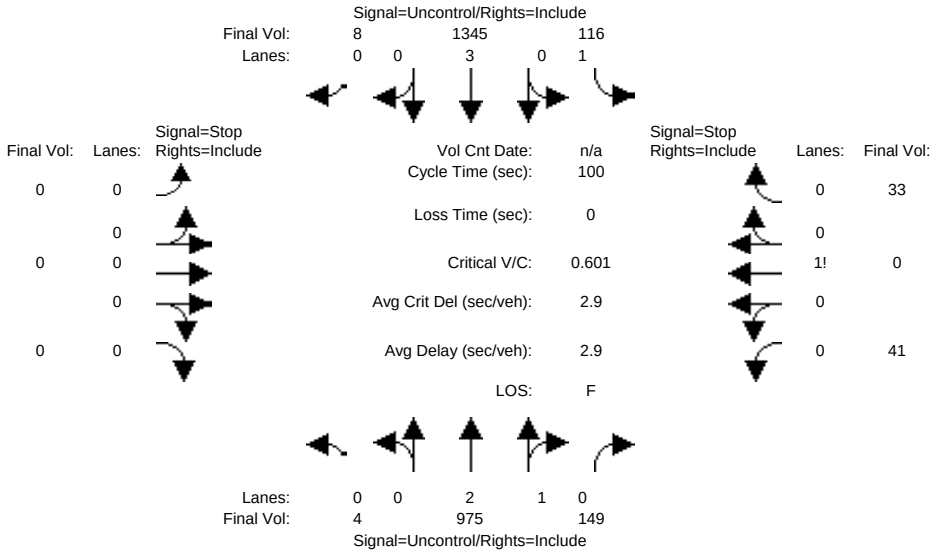
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX + Proj PM

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	4	966	123	107	1345	8	0	0	0	27	0	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:	4	966	123	107	1345	8	0	0	0	27	0	26
Added Vol:	0	9	26	9	0	0	0	0	0	14	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	975	149	116	1345	8	0	0	0	41	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	975	149	116	1345	8	0	0	0	41	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	975	149	116	1345	8	0	0	0	41	0	33
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1353	xxxx	xxxxx	1124	xxxx	xxxxx	xxxx	xxxx	xxxxx	1738	2643	400
Potent Cap.:	515	xxxx	xxxxx	629	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	24	606
Move Cap.:	515	xxxx	xxxxx	629	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	19	606
Volume/Cap:	0.01	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.60	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.0	xxxx	xxxxx	12.0	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	xxxx	xxxxx	xxxx	113	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	83.5	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			83.5		
ApproachLOS:	*			*			*			F		

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

San Jose City College

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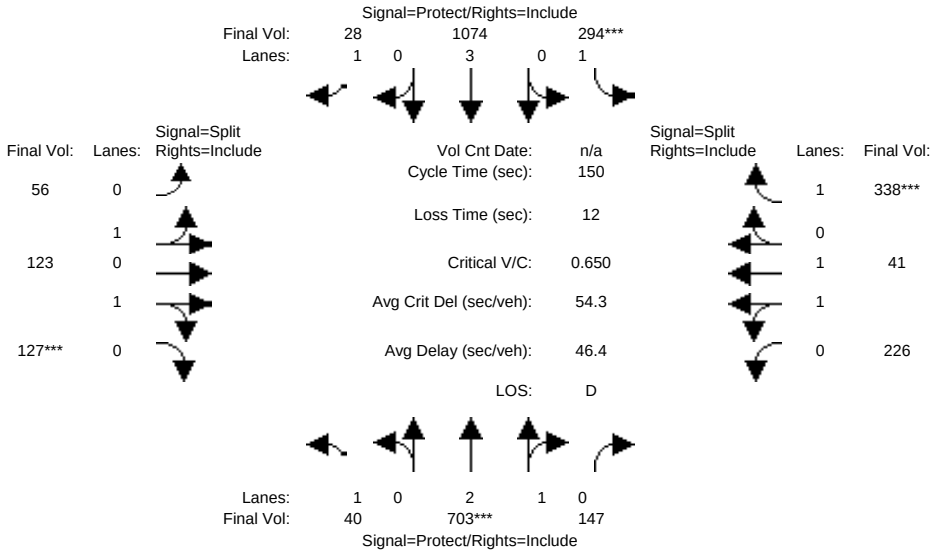
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Balanced

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	40	703	147	294	1074	28	56	123	127	226	41	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	703	147	294	1074	28	56	123	127	226	41	338
Added Vol:	0	0	0	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	703	147	294	1074	28	56	123	127	226	41	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	703	147	294	1074	28	56	123	127	226	41	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	703	147	294	1074	28	56	123	127	226	41	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	703	147	294	1074	28	56	123	127	226	41	338
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	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.46	0.54	1.00	3.00	1.00	0.37	0.80	0.83	1.00	1.00	1.00
Final Sat.:	1750	4630	968	1750	5700	1750	659	1447	1494	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.17	0.19	0.02	0.09	0.09	0.09	0.13	0.02	0.19
Crit Moves:		****		****					****			****
Green Time:	14.7	35.0	35.0	38.8	59.2	59.2	19.6	19.6	19.6	44.6	44.6	44.6
Volume/Cap:	0.23	0.65	0.65	0.65	0.48	0.04	0.65	0.65	0.65	0.43	0.07	0.65
Delay/Veh:	63.2	53.1	53.1	52.9	34.1	28.0	65.1	65.1	65.1	43.0	37.9	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	53.1	53.1	52.9	34.1	28.0	65.1	65.1	65.1	43.0	37.9	48.8
LOS by Move:	E	D-	D-	D-	C-	C	E	E	E	D	D+	D
HCM2kAvgQ:	2	13	13	13	12	1	8	8	8	9	1	14

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

San Jose City College

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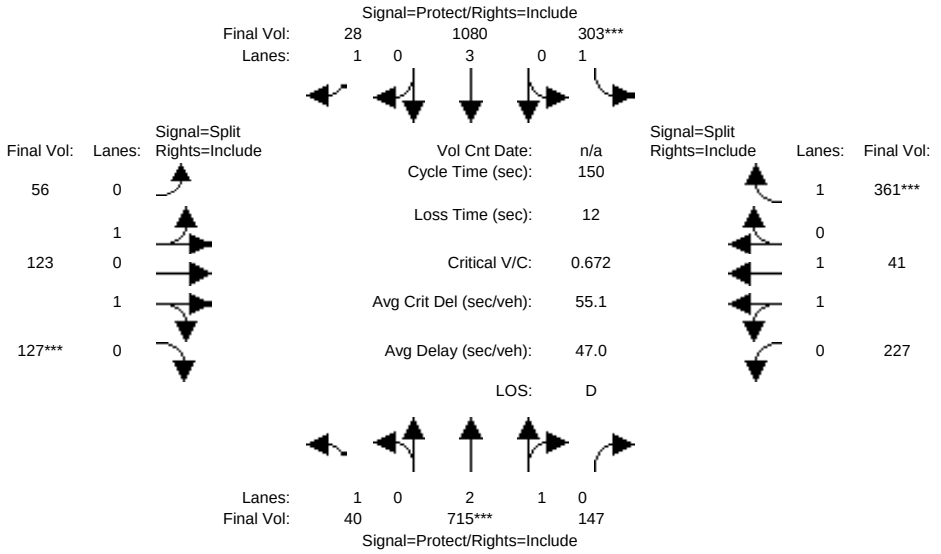
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	40	703	147	294	1074	28	56	123	127	226	41	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	703	147	294	1074	28	56	123	127	226	41	338
Added Vol:	0	12	0	9	6	0	0	0	0	1	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	715	147	303	1080	28	56	123	127	227	41	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	715	147	303	1080	28	56	123	127	227	41	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	715	147	303	1080	28	56	123	127	227	41	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	715	147	303	1080	28	56	123	127	227	41	361
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	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.47	0.53	1.00	3.00	1.00	0.37	0.80	0.83	1.00	1.00	1.00
Final Sat.:	1750	4644	955	1750	5700	1750	659	1447	1494	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.17	0.19	0.02	0.09	0.09	0.09	0.13	0.02	0.21
Crit Moves:		****		****					****			****
Green Time:	14.4	34.4	34.4	38.6	58.6	58.6	19.0	19.0	19.0	46.0	46.0	46.0
Volume/Cap:	0.24	0.67	0.67	0.67	0.49	0.04	0.67	0.67	0.67	0.42	0.07	0.67
Delay/Veh:	63.4	54.1	54.1	53.9	34.5	28.3	66.5	66.5	66.5	41.9	36.8	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	54.1	54.1	53.9	34.5	28.3	66.5	66.5	66.5	41.9	36.8	48.7
LOS by Move:	E	D-	D-	D-	C-	C	E	E	E	D	D+	D
HCM2kAvgQ:	2	13	13	13	12	1	8	8	8	9	1	15

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

San Jose City College

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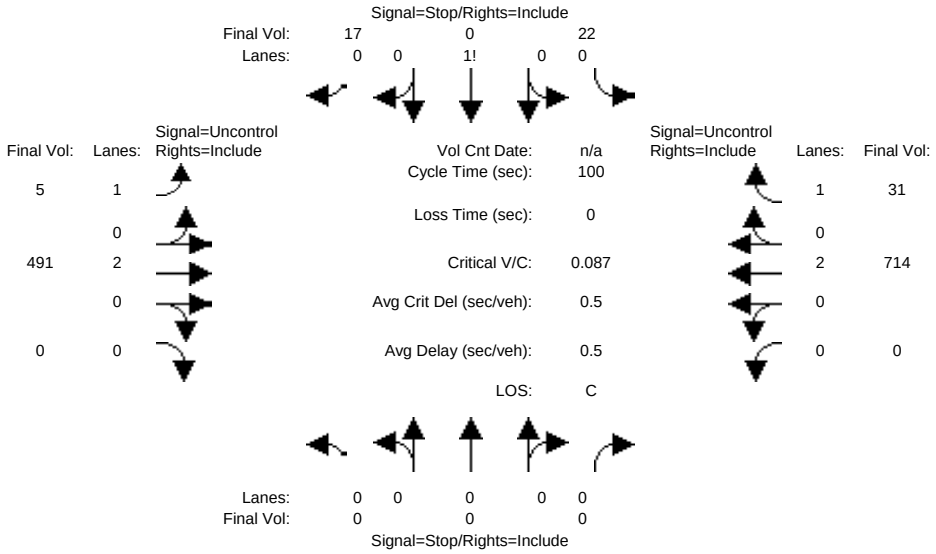
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM Balanced

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	22	0	17	5	491	0	0	714	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:	0	0	0	22	0	17	5	491	0	0	714	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:	0	0	0	22	0	17	5	491	0	0	714	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:	0	0	0	22	0	17	5	491	0	0	714	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	17	5	491	0	0	714	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	970	1215	357	745	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	254	183	645	872	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	253	182	645	872	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	345	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

San Jose City College

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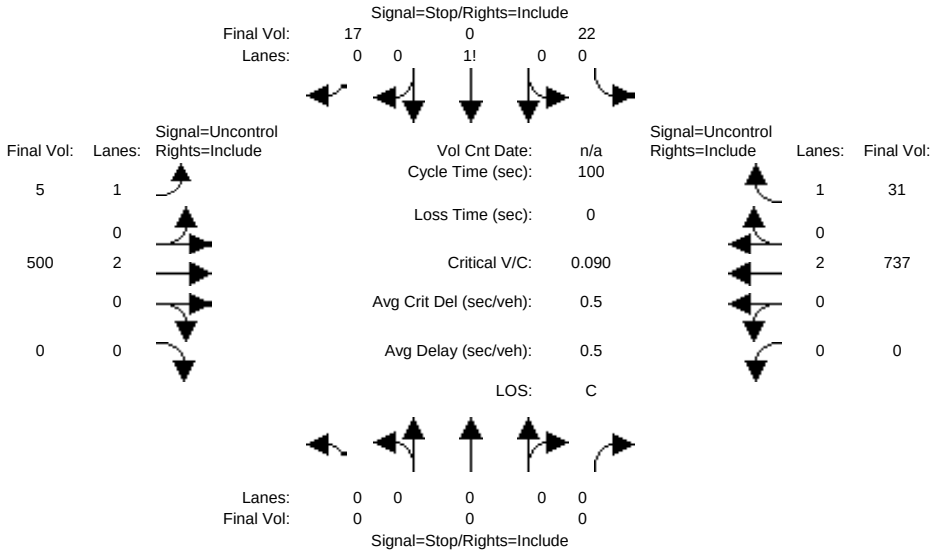
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EX + Proj PM

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	22	0	17	5	491	0	0	714	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:	0	0	0	22	0	17	5	491	0	0	714	31
Added Vol:	0	0	0	0	0	0	0	9	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	17	5	500	0	0	737	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:	0	0	0	22	0	17	5	500	0	0	737	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	17	5	500	0	0	737	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	997	1247	369	768	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	244	175	634	855	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	243	174	634	855	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	333	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

San Jose City College

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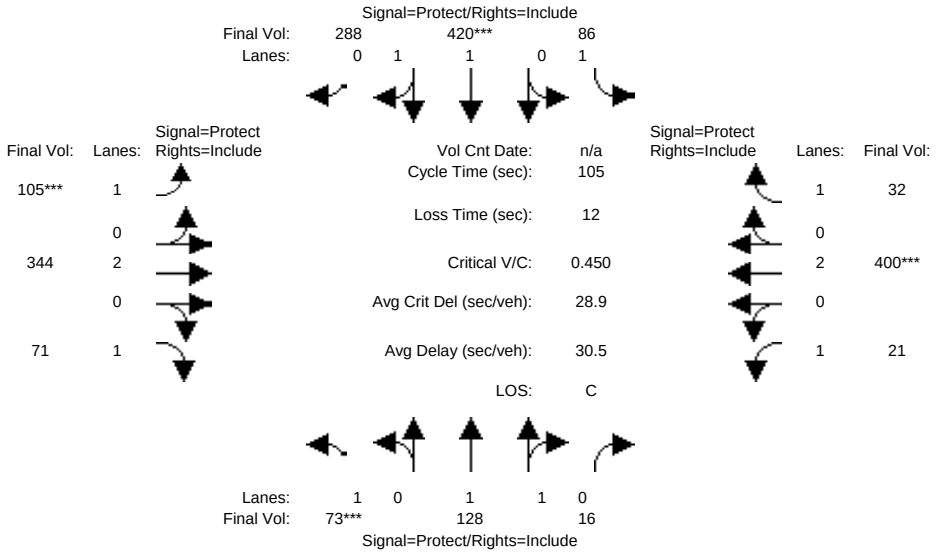
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Balanced

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	128	16	86	420	288	105	344	71	21	400	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:	73	128	16	86	420	288	105	344	71	21	400	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:	73	128	16	86	420	288	105	344	71	21	400	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:	73	128	16	86	420	288	105	344	71	21	400	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	128	16	86	420	288	105	344	71	21	400	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:	73	128	16	86	420	288	105	344	71	21	400	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	1.00	1.16	0.84	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3289	411	1750	2194	1504	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.19	0.19	0.06	0.09	0.04	0.01	0.11	0.02
Crit Moves:	****				****		****				****	
Green Time:	9.7	32.0	32.0	22.4	44.7	44.7	14.0	22.7	22.7	15.9	24.6	24.6
Volume/Cap:	0.45	0.13	0.13	0.23	0.45	0.45	0.45	0.42	0.19	0.08	0.45	0.08
Delay/Veh:	47.1	26.4	26.4	34.5	21.6	21.6	43.3	35.8	33.9	38.4	34.8	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:	47.1	26.4	26.4	34.5	21.6	21.6	43.3	35.8	33.9	38.4	34.8	31.5
LOS by Move:	D	C	C	C-	C+	C+	D	D+	C-	D+	C-	C
HCM2kAvgQ:	3	2	2	2	8	8	3	5	2	1	5	1

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

San Jose City College

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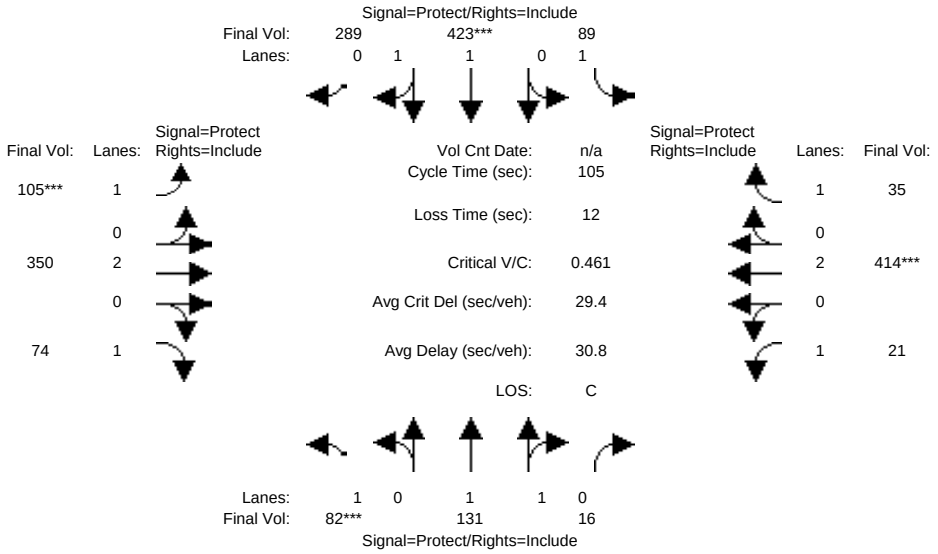
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	128	16	86	420	288	105	344	71	21	400	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:	73	128	16	86	420	288	105	344	71	21	400	32
Added Vol:	9	3	0	3	3	1	0	6	3	0	14	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	131	16	89	423	289	105	350	74	21	414	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:	82	131	16	89	423	289	105	350	74	21	414	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	131	16	89	423	289	105	350	74	21	414	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:	82	131	16	89	423	289	105	350	74	21	414	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.17	0.83	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3297	403	1750	2197	1501	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.05	0.19	0.19	0.06	0.09	0.04	0.01	0.11	0.02
Crit Moves:	****				****		****				****	
Green Time:	10.7	32.1	32.1	22.5	43.8	43.8	13.7	22.6	22.6	15.8	24.8	24.8
Volume/Cap:	0.46	0.13	0.13	0.24	0.46	0.46	0.46	0.43	0.20	0.08	0.46	0.08
Delay/Veh:	46.3	26.4	26.4	34.5	22.3	22.3	43.7	35.9	34.0	38.4	34.7	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	26.4	26.4	34.5	22.3	22.3	43.7	35.9	34.0	38.4	34.7	31.3
LOS by Move:	D	C	C	C-	C+	C+	D	D+	C-	D+	C-	C
HCM2kAvgQ:	3	2	2	2	8	8	3	5	2	1	6	1

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

San Jose City College

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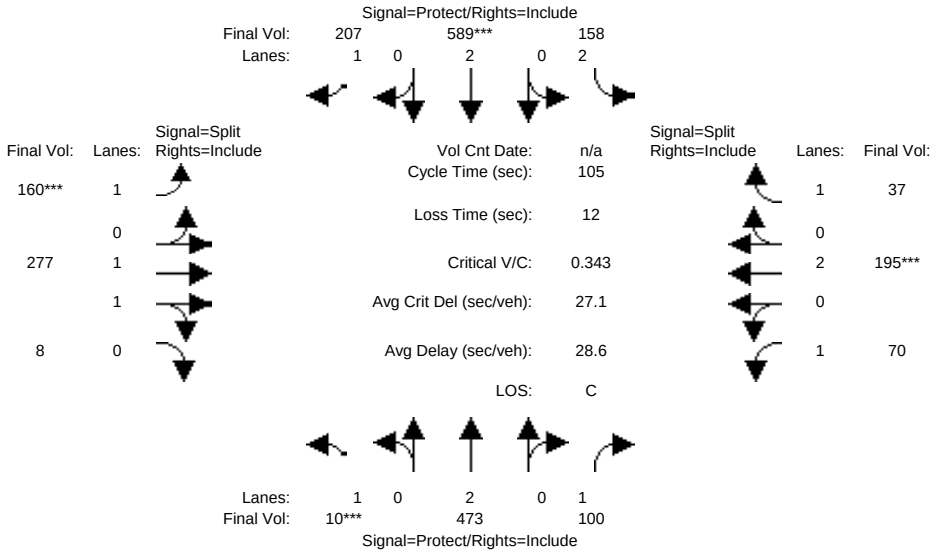
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM Balanced

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	10	473	100	158	589	207	160	277	8	70	195	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:	10	473	100	158	589	207	160	277	8	70	195	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:	10	473	100	158	589	207	160	277	8	70	195	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:	10	473	100	158	589	207	160	277	8	70	195	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	473	100	158	589	207	160	277	8	70	195	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:	10	473	100	158	589	207	160	277	8	70	195	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	0.83	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3596	104	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.06	0.05	0.16	0.12	0.09	0.08	0.08	0.04	0.05	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	33.7	33.7	18.1	44.8	44.8	26.4	26.4	26.4	14.8	14.8	14.8
Volume/Cap:	0.09	0.39	0.18	0.29	0.36	0.28	0.36	0.31	0.31	0.28	0.36	0.15
Delay/Veh:	46.3	27.8	25.8	38.2	20.6	19.8	32.9	32.1	32.1	41.0	41.2	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:	46.3	27.8	25.8	38.2	20.6	19.8	32.9	32.1	32.1	41.0	41.2	39.8
LOS by Move:	D	C	C	D+	C+	B-	C-	C-	C-	D	D	D
HCM2kAvgQ:	0	6	2	3	6	5	4	4	4	2	3	1

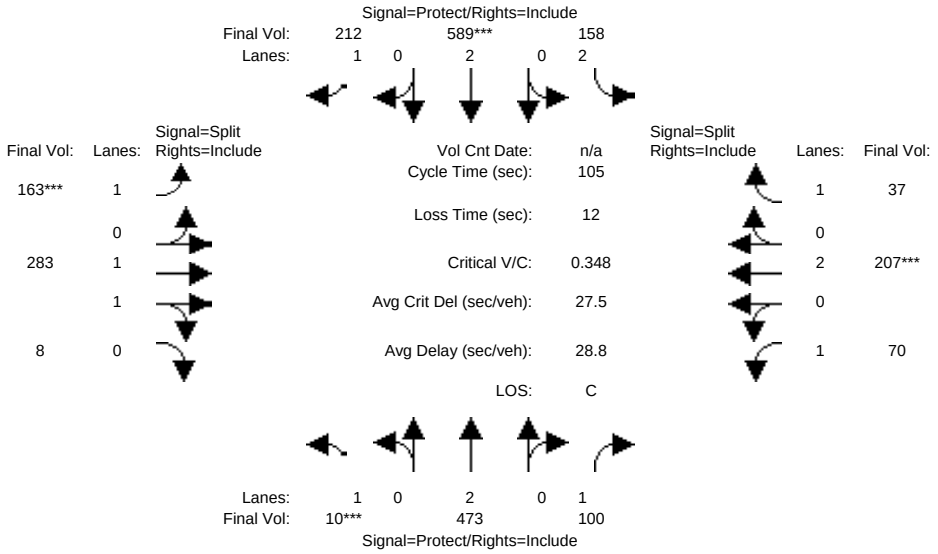
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EX + Proj PM

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	10	473	100	158	589	207	160	277	8	70	195	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:	10	473	100	158	589	207	160	277	8	70	195	37
Added Vol:	0	0	0	0	0	5	3	6	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	473	100	158	589	212	163	283	8	70	207	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:	10	473	100	158	589	212	163	283	8	70	207	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	473	100	158	589	212	163	283	8	70	207	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:	10	473	100	158	589	212	163	283	8	70	207	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	0.83	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3598	102	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.06	0.05	0.16	0.12	0.09	0.08	0.08	0.04	0.05	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	33.2	33.2	17.8	44.0	44.0	26.5	26.5	26.5	15.5	15.5	15.5
Volume/Cap:	0.09	0.39	0.18	0.30	0.37	0.29	0.37	0.31	0.31	0.27	0.37	0.14
Delay/Veh:	46.3	28.2	26.2	38.4	21.1	20.3	32.9	32.1	32.1	40.3	40.8	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:	46.3	28.2	26.2	38.4	21.1	20.3	32.9	32.1	32.1	40.3	40.8	39.2
LOS by Move:	D	C	C	D+	C+	C+	C-	C-	C-	D	D	D
HCM2kAvgQ:	0	6	3	3	6	5	5	4	4	2	3	1

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

San Jose City College

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Cuml No Proj AM				Cumulative AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Bascom/San Carlos	?	xx.x	x.xxx	xx.x	D	44.0	0.718	41.7	D	44.1	0.719	+ 0.001	41.7	+ 0.0	?	xx.x	x.xxx	xx.x
#2	Leigh/San Carlos	?	xx.x	x.xxx	xx.x	C+	22.3	0.436	18.0	C+	22.4	0.436	+ 0.000	18.0	+ 0.0	?	xx.x	x.xxx	xx.x
#3	Leigh/Scott [4-Way Stop]	?	xx.x	x.xxx	xx.x	B	12.6	0.547	12.6	B	12.8	0.550	+ 0.003	12.8	+ 0.1	?	xx.x	x.xxx	xx.x
#4	Bascom/Parkmoor	?	xx.x	x.xxx	xx.x	C-	34.7	0.516	33.0	C-	35.0	0.534	+ 0.018	33.3	+ 0.3	?	xx.x	x.xxx	xx.x
#5	Leland/Parkmoor	?	xx.x	x.xxx	xx.x	C+	22.8	0.723	22.9	C+	23.0	0.742	+ 0.019	23.1	+ 0.2	?	xx.x	x.xxx	xx.x
#6	Leigh/Parkmoor	?	xx.x	x.xxx	xx.x	C-	34.3	0.851	36.1	D+	38.0	0.899	+ 0.048	40.3	+ 4.3	?	xx.x	x.xxx	xx.x
#7	Bascom/Moorpark	?	xx.x	x.xxx	xx.x	D	39.3	0.807	43.7	D	40.5	0.810	+ 0.003	43.8	+ 0.2	?	xx.x	x.xxx	xx.x
#8	Leland/Moorpark	?	xx.x	x.xxx	xx.x	A	8.1	0.323	8.1	A	8.2	0.334	+ 0.012	8.2	+ 0.2	?	xx.x	x.xxx	xx.x
#9	Leigh/Moorpark	?	xx.x	x.xxx	xx.x	C	26.5	0.463	29.6	C	26.2	0.474	+ 0.011	29.4	- 0.2	?	xx.x	x.xxx	xx.x
#10	Bascom/Renova	?	xx.x	x.xxx	xx.x	B	13.1	0.345	7.7	B	13.0	0.347	+ 0.002	7.7	- 0.0	?	xx.x	x.xxx	xx.x
#11	Bascom/Laswell [Unsignalized]	?	xx.x	x.xxx	xx.x	E	1.3	0.267	1.3	F	2.3	0.397	+ 0.130	2.3	+ 1.0	?	xx.x	x.xxx	xx.x
#12	Bascom/Fruitdale	?	xx.x	x.xxx	xx.x	D	47.7	0.794	50.7	D	48.7	0.813	+ 0.019	52.1	+ 1.4	?	xx.x	x.xxx	xx.x
#13	Sherman Oaks/Fruitdale [Unsignalized]	?	xx.x	x.xxx	xx.x	D	0.9	0.213	0.9	D	0.9	0.221	+ 0.008	0.9	+ 0.0	?	xx.x	x.xxx	xx.x
#14	Leigh/Fruitdale	?	xx.x	x.xxx	xx.x	C-	33.8	0.581	35.3	C-	33.9	0.591	+ 0.010	35.6	+ 0.3	?	xx.x	x.xxx	xx.x
#15	Southwest Expwy/Fruitdale	?	xx.x	x.xxx	xx.x	C	27.4	0.649	29.4	C	27.5	0.649	+ 0.001	29.5	+ 0.0	?	xx.x	x.xxx	xx.x

San Jose City College

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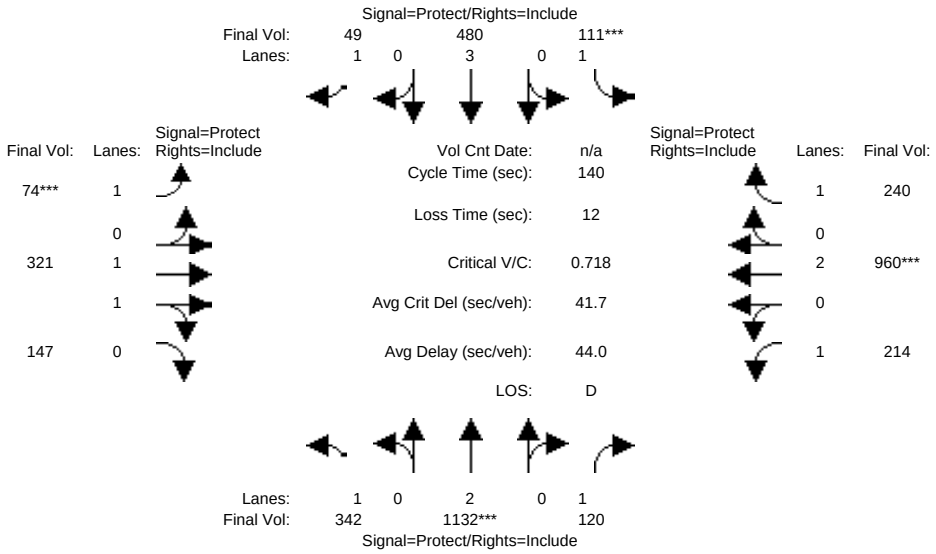
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	306	1050	84	100	432	47	71	251	100	175	841	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:	306	1050	84	100	432	47	71	251	100	175	841	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	36	82	36	11	48	2	3	70	47	39	119	24
Initial Fut:	342	1132	120	111	480	49	74	321	147	214	960	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:	342	1132	120	111	480	49	74	321	147	214	960	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1132	120	111	480	49	74	321	147	214	960	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:	342	1132	120	111	480	49	74	321	147	214	960	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.35	0.65	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2536	1163	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.30	0.07	0.06	0.08	0.03	0.04	0.13	0.13	0.12	0.25	0.14
Crit Moves:		****			****			****			****	
Green Time:	49.2	58.1	58.1	12.4	21.2	21.2	8.2	29.2	29.2	28.3	49.3	49.3
Volume/Cap:	0.56	0.72	0.17	0.72	0.56	0.18	0.72	0.61	0.61	0.61	0.72	0.39
Delay/Veh:	37.7	35.7	25.8	77.1	55.8	52.2	86.2	51.5	51.5	53.8	41.2	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:	37.7	35.7	25.8	77.1	55.8	52.2	86.2	51.5	51.5	53.8	41.2	34.5
LOS by Move:	D+	D+	C	E-	E+	D-	F	D-	D-	D-	D	C-
HCM2kAvgQ:	12	20	3	6	7	2	5	10	10	10	19	8

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

San Jose City College

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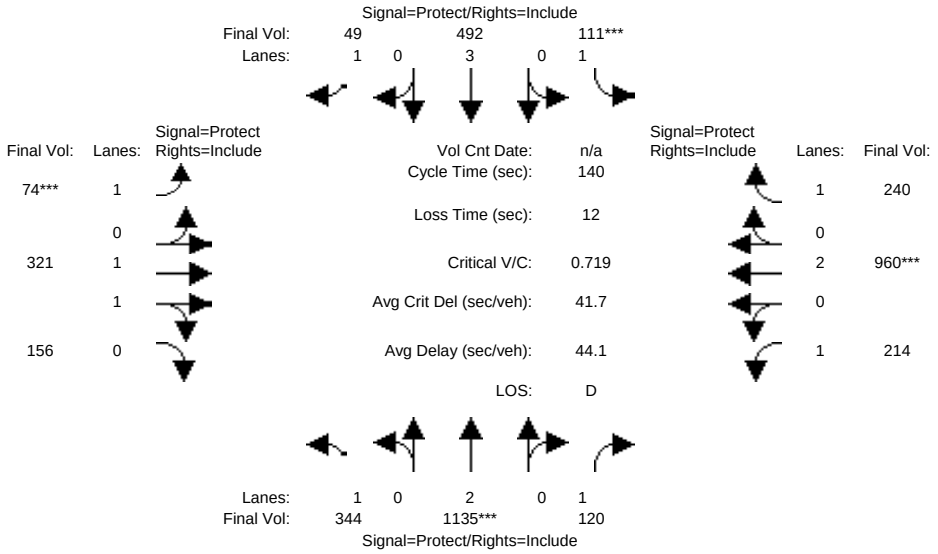
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	306	1050	84	100	432	47	71	251	100	175	841	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:	306	1050	84	100	432	47	71	251	100	175	841	216
Added Vol:	2	3	0	0	12	0	0	0	9	0	0	0
Cuml:	36	82	36	11	48	2	3	70	47	39	119	24
Initial Fut:	344	1135	120	111	492	49	74	321	156	214	960	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:	344	1135	120	111	492	49	74	321	156	214	960	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1135	120	111	492	49	74	321	156	214	960	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:	344	1135	120	111	492	49	74	321	156	214	960	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.33	0.67	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2488	1211	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.30	0.07	0.06	0.09	0.03	0.04	0.13	0.13	0.12	0.25	0.14
Crit Moves:		****		****			****				****	
Green Time:	49.0	58.2	58.2	12.4	21.5	21.5	8.2	29.5	29.5	28.0	49.2	49.2
Volume/Cap:	0.56	0.72	0.17	0.72	0.56	0.18	0.72	0.61	0.61	0.61	0.72	0.39
Delay/Veh:	38.0	35.7	25.8	77.2	55.7	51.9	86.4	51.5	51.5	54.2	41.3	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:	38.0	35.7	25.8	77.2	55.7	51.9	86.4	51.5	51.5	54.2	41.3	34.5
LOS by Move:	D+	D+	C	E-	E+	D-	F	D-	D-	D-	D	C-
HCM2kAvgQ:	12	20	3	6	7	2	5	10	10	10	19	8

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

San Jose City College

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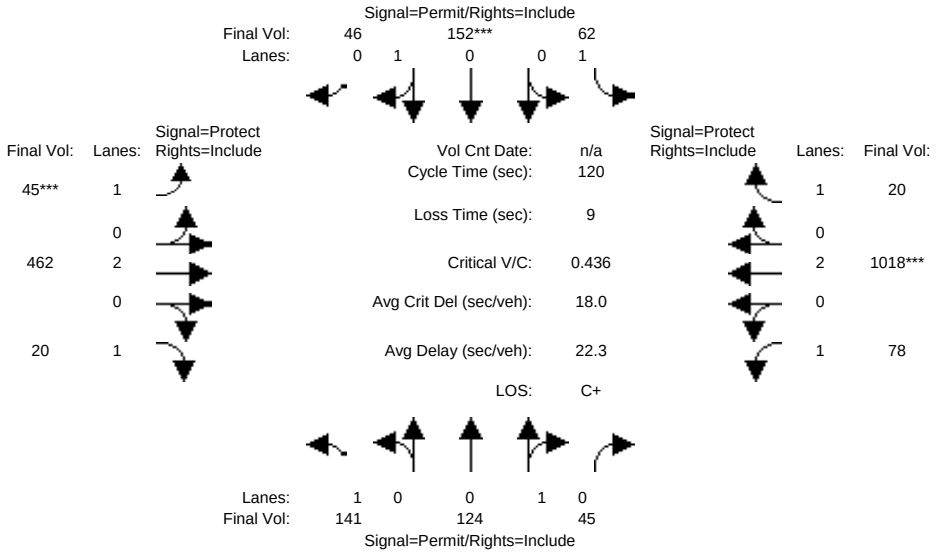
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	128	124	36	61	152	46	45	393	20	59	874	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:	128	124	36	61	152	46	45	393	20	59	874	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	13	0	9	1	0	0	0	69	0	19	144	4
Initial Fut:	141	124	45	62	152	46	45	462	20	78	1018	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	124	45	62	152	46	45	462	20	78	1018	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	124	45	62	152	46	45	462	20	78	1018	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	124	45	62	152	46	45	462	20	78	1018	20
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.73	0.27	1.00	0.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1318	482	1750	1382	418	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.04	0.11	0.11	0.03	0.12	0.01	0.04	0.27	0.01
Crit Moves:					****		****				****	
Green Time:	30.2	30.2	30.2	30.2	30.2	30.2	7.1	54.6	54.6	26.2	73.7	73.7
Volume/Cap:	0.32	0.37	0.37	0.14	0.44	0.44	0.44	0.27	0.03	0.20	0.44	0.02
Delay/Veh:	36.9	37.6	37.6	34.9	38.4	38.4	57.5	20.4	18.1	38.6	12.3	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:	36.9	37.6	37.6	34.9	38.4	38.4	57.5	20.4	18.1	38.6	12.3	9.0
LOS by Move:	D+	D+	D+	C-	D+	D+	E+	C+	B-	D+	B	A
HCM2kAvgQ:	5	6	6	2	7	7	2	5	0	3	10	0

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

San Jose City College

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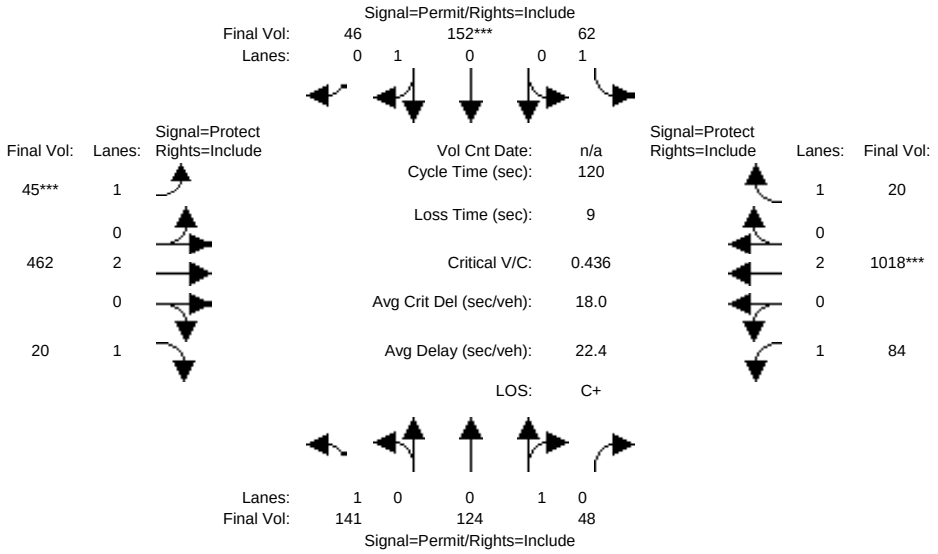
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	128	124	36	61	152	46	45	393	20	59	874	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:	128	124	36	61	152	46	45	393	20	59	874	16
Added Vol:	0	0	3	0	0	0	0	0	0	6	0	0
Cuml:	13	0	9	1	0	0	0	69	0	19	144	4
Initial Fut:	141	124	48	62	152	46	45	462	20	84	1018	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	124	48	62	152	46	45	462	20	84	1018	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	124	48	62	152	46	45	462	20	84	1018	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	124	48	62	152	46	45	462	20	84	1018	20
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.72	0.28	1.00	0.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1295	505	1750	1382	418	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.04	0.11	0.11	0.03	0.12	0.01	0.05	0.27	0.01
Crit Moves:					****		****				****	
Green Time:	30.2	30.2	30.2	30.2	30.2	30.2	7.1	54.6	54.6	26.2	73.7	73.7
Volume/Cap:	0.32	0.38	0.38	0.14	0.44	0.44	0.44	0.27	0.03	0.22	0.44	0.02
Delay/Veh:	36.9	37.7	37.7	34.9	38.4	38.4	57.5	20.4	18.1	38.8	12.3	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:	36.9	37.7	37.7	34.9	38.4	38.4	57.5	20.4	18.1	38.8	12.3	9.0
LOS by Move:	D+	D+	D+	C-	D+	D+	E+	C+	B-	D+	B	A
HCM2kAvgQ:	5	6	6	2	7	7	2	5	0	3	10	0

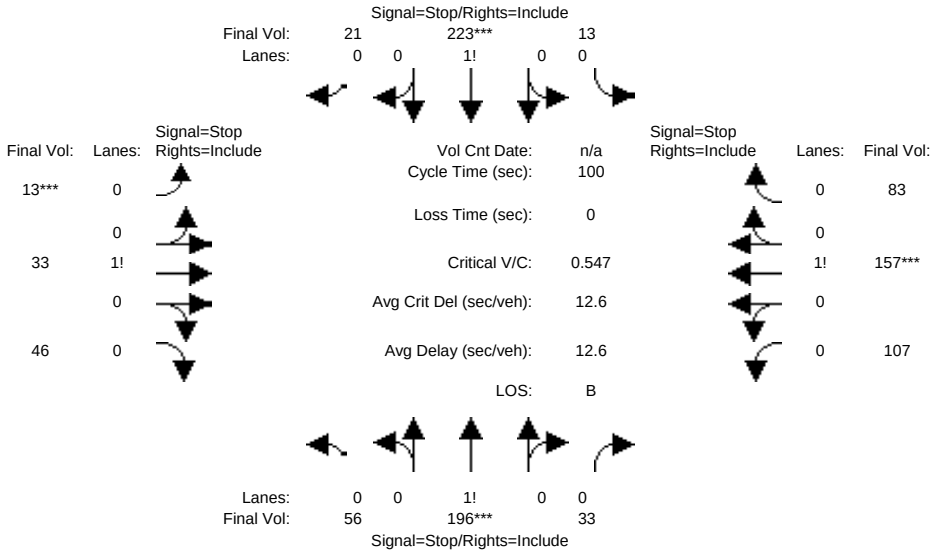
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml No Proj AM

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	55	176	32	9	213	15	12	33	46	107	157	82
Growth Adj:	1.00	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	176	32	9	213	15	12	33	46	107	157	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	1	20	1	4	10	6	1	0	0	0	0	1
Initial Fut:	56	196	33	13	223	21	13	33	46	107	157	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:	56	196	33	13	223	21	13	33	46	107	157	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	196	33	13	223	21	13	33	46	107	157	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:	56	196	33	13	223	21	13	33	46	107	157	83
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.69	0.11	0.05	0.87	0.08	0.14	0.36	0.50	0.31	0.45	0.24
Final Sat.:	122	428	72	30	536	49	80	200	279	196	287	152
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.42	0.42	0.42	0.17	0.17	0.17	0.55	0.55	0.55
Crit Moves:		****			****		****				****	
Delay/Veh:	12.5	12.5	12.5	12.0	12.0	12.0	9.6	9.6	9.6	14.0	14.0	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	12.0	12.0	12.0	9.6	9.6	9.6	14.0	14.0	14.0
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		12.5			12.0			9.6			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			12.0			9.6			14.0	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	0.1	0.1	0.1	1.0	1.0	1.0

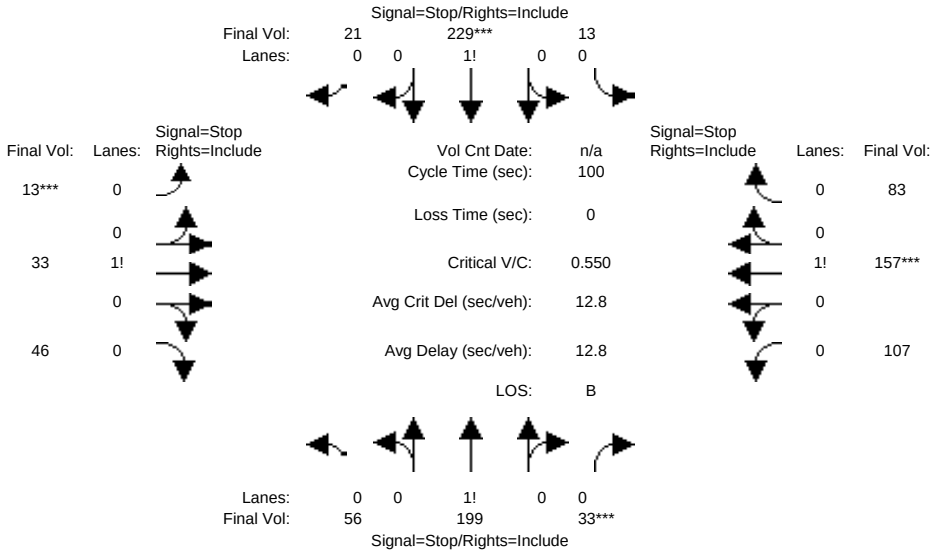
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative AM

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	55	176	32	9	213	15	12	33	46	107	157	82
Growth Adj:	1.00	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	176	32	9	213	15	12	33	46	107	157	82
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
Cuml:	1	20	1	4	10	6	1	0	0	0	0	1
Initial Fut:	56	199	33	13	229	21	13	33	46	107	157	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:	56	199	33	13	229	21	13	33	46	107	157	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	199	33	13	229	21	13	33	46	107	157	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:	56	199	33	13	229	21	13	33	46	107	157	83
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.70	0.11	0.05	0.87	0.08	0.14	0.36	0.50	0.31	0.45	0.24
Final Sat.:	121	429	71	29	536	48	79	198	276	195	286	151
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.43	0.43	0.43	0.17	0.17	0.17	0.55	0.55	0.55
Crit Moves:			****		****		****				****	
Delay/Veh:	12.7	12.7	12.7	12.1	12.1	12.1	9.6	9.6	9.6	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	12.1	12.1	12.1	9.6	9.6	9.6	14.2	14.2	14.2
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	12.7			12.1			9.6			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			12.1			9.6			14.2		
LOS by Appr:	B			B			A			B		
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	0.1	0.1	0.1	1.0	1.0	1.0

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

San Jose City College

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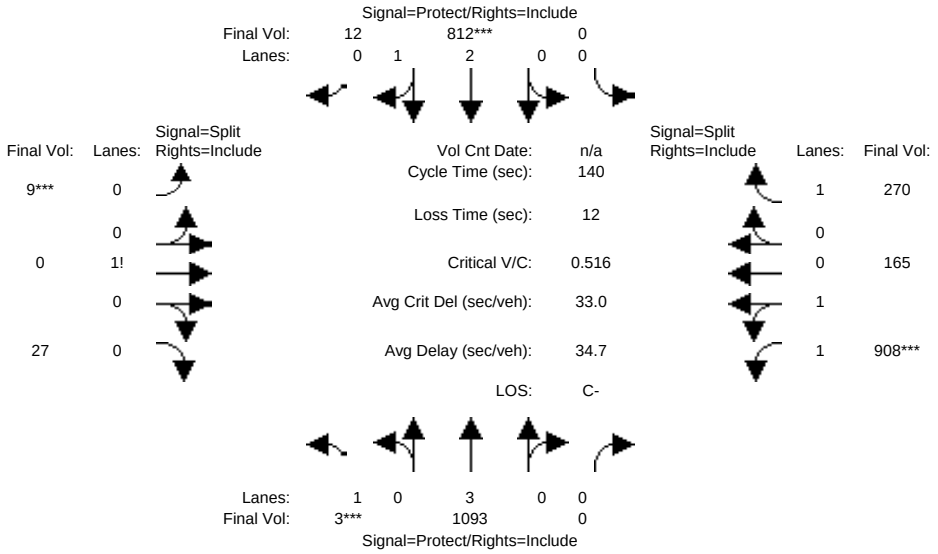
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	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:	3	975	0	0	687	12	9	0	27	684	165	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	975	0	0	687	12	9	0	27	684	165	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	118	0	0	125	0	0	0	0	224	0	2
Initial Fut:	3	1093	0	0	812	12	9	0	27	908	165	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1093	0	0	812	12	9	0	27	908	165	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1093	0	0	812	12	9	0	27	908	165	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1093	0	0	812	12	9	0	27	908	165	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.25	0.00	0.75	1.70	0.30	1.00
Final Sat.:	1750	5700	0	0	5518	82	438	0	1313	3004	546	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.02	0.00	0.02	0.30	0.30	0.15
Crit Moves:	****				****		****			****		
Green Time:	7.0	43.3	0.0	0.0	36.3	36.3	10.0	0.0	10.0	74.7	74.7	74.7
Volume/Cap:	0.03	0.62	0.00	0.00	0.57	0.57	0.29	0.00	0.29	0.57	0.57	0.29
Delay/Veh:	63.4	42.0	0.0	0.0	45.5	45.5	62.9	0.0	62.9	22.3	22.3	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:	63.4	42.0	0.0	0.0	45.5	45.5	62.9	0.0	62.9	22.3	22.3	18.2
LOS by Move:	E	D	A	A	D	D	E	A	E	C+	C+	B-
HCM2kAvgQ:	0	13	0	0	10	10	2	0	2	16	16	7

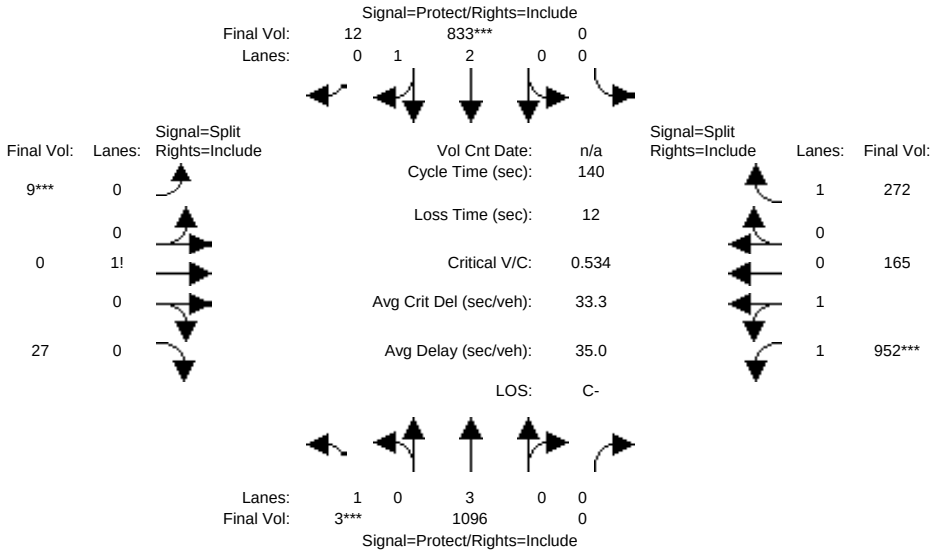
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	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:	3	975	0	0	687	12	9	0	27	684	165	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	975	0	0	687	12	9	0	27	684	165	268
Added Vol:	0	3	0	0	21	0	0	0	0	44	0	2
Cuml:	0	118	0	0	125	0	0	0	0	224	0	2
Initial Fut:	3	1096	0	0	833	12	9	0	27	952	165	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1096	0	0	833	12	9	0	27	952	165	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1096	0	0	833	12	9	0	27	952	165	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1096	0	0	833	12	9	0	27	952	165	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.96	0.04	0.25	0.00	0.75	1.71	0.29	1.00
Final Sat.:	1750	5700	0	0	5520	80	438	0	1313	3026	524	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.02	0.00	0.02	0.31	0.31	0.16
Crit Moves:	****				****		****			****		
Green Time:	7.0	43.0	0.0	0.0	36.0	36.0	10.0	0.0	10.0	75.0	75.0	75.0
Volume/Cap:	0.03	0.63	0.00	0.00	0.59	0.59	0.29	0.00	0.29	0.59	0.59	0.29
Delay/Veh:	63.4	42.3	0.0	0.0	46.2	46.2	62.9	0.0	62.9	22.5	22.5	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	42.3	0.0	0.0	46.2	46.2	62.9	0.0	62.9	22.5	22.5	18.0
LOS by Move:	E	D	A	A	D	D	E	A	E	C+	C+	B-
HCM2kAvgQ:	0	13	0	0	10	10	2	0	2	17	17	7

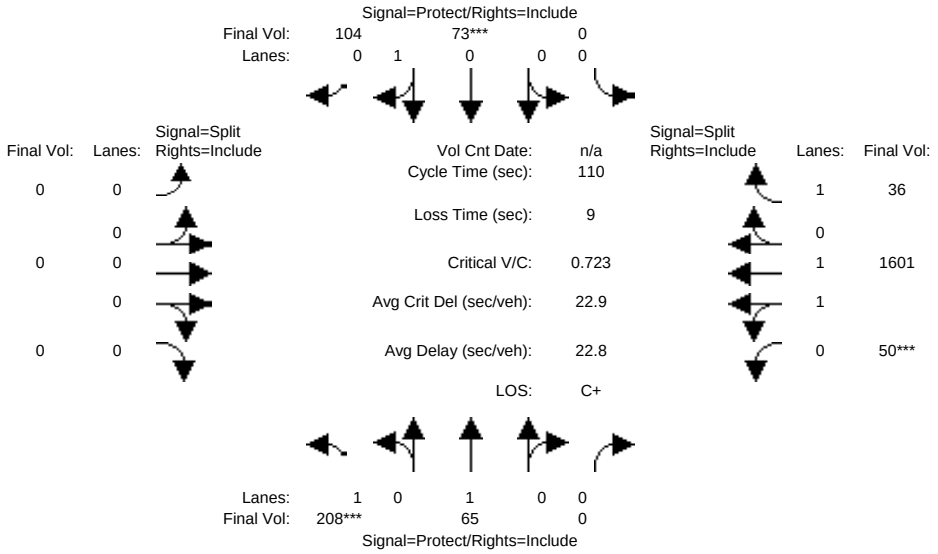
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	65	0	0	73	104	0	0	0	50	1418	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:	141	65	0	0	73	104	0	0	0	50	1418	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	67	0	0	0	0	0	0	0	0	0	183	0
Initial Fut:	208	65	0	0	73	104	0	0	0	50	1601	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:	208	65	0	0	73	104	0	0	0	50	1601	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	65	0	0	73	104	0	0	0	50	1601	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:	208	65	0	0	73	104	0	0	0	50	1601	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.41	0.59	0.00	0.00	0.00	0.06	1.94	1.00
Final Sat.:	1750	1900	0	0	742	1058	0	0	0	112	3588	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.45	0.45	0.02
Crit Moves:	****				****					****		
Green Time:	18.1	33.1	0.0	0.0	15.0	15.0	0.0	0.0	0.0	67.9	67.9	67.9
Volume/Cap:	0.72	0.11	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.72	0.72	0.03
Delay/Veh:	52.3	27.9	0.0	0.0	55.6	55.6	0.0	0.0	0.0	15.7	15.7	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	27.9	0.0	0.0	55.6	55.6	0.0	0.0	0.0	15.7	15.7	8.2
LOS by Move:	D-	C	A	A	E+	E+	A	A	A	B	B	A
HCM2kAvgQ:	7	2	0	0	8	8	0	0	0	19	19	0

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

San Jose City College

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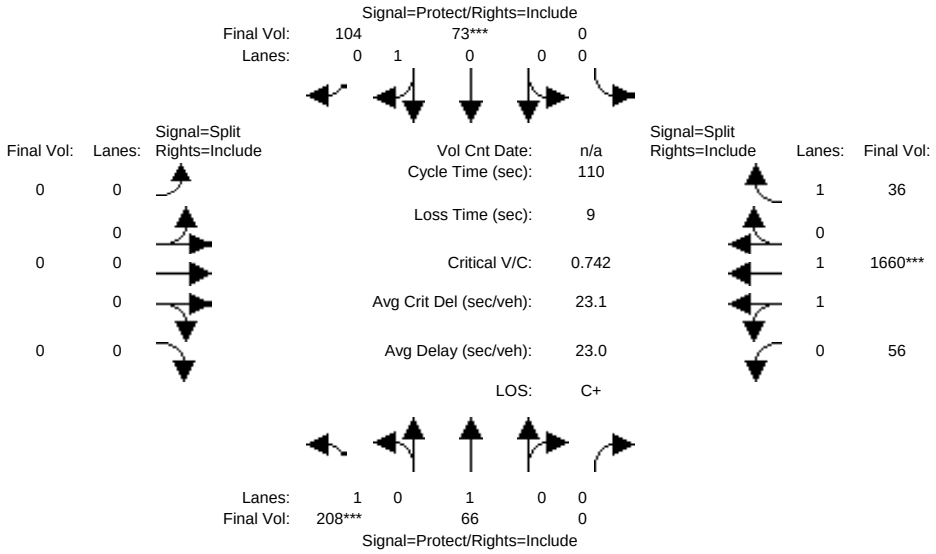
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	65	0	0	73	104	0	0	0	50	1418	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:	141	65	0	0	73	104	0	0	0	50	1418	36
Added Vol:	0	1	0	0	0	0	0	0	0	6	59	0
Cuml:	67	0	0	0	0	0	0	0	0	0	183	0
Initial Fut:	208	66	0	0	73	104	0	0	0	56	1660	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:	208	66	0	0	73	104	0	0	0	56	1660	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	66	0	0	73	104	0	0	0	56	1660	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:	208	66	0	0	73	104	0	0	0	56	1660	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.41	0.59	0.00	0.00	0.00	0.07	1.93	1.00
Final Sat.:	1750	1900	0	0	742	1058	0	0	0	121	3579	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.46	0.46	0.02
Crit Moves:	****				****						****	
Green Time:	17.6	32.2	0.0	0.0	14.6	14.6	0.0	0.0	0.0	68.8	68.8	68.8
Volume/Cap:	0.74	0.12	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.74	0.74	0.03
Delay/Veh:	54.2	28.6	0.0	0.0	57.7	57.7	0.0	0.0	0.0	15.7	15.7	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	28.6	0.0	0.0	57.7	57.7	0.0	0.0	0.0	15.7	15.7	7.9
LOS by Move:	D-	C	A	A	E+	E+	A	A	A	B	B	A
HCM2kAvgQ:	8	2	0	0	8	8	0	0	0	20	20	0

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

San Jose City College

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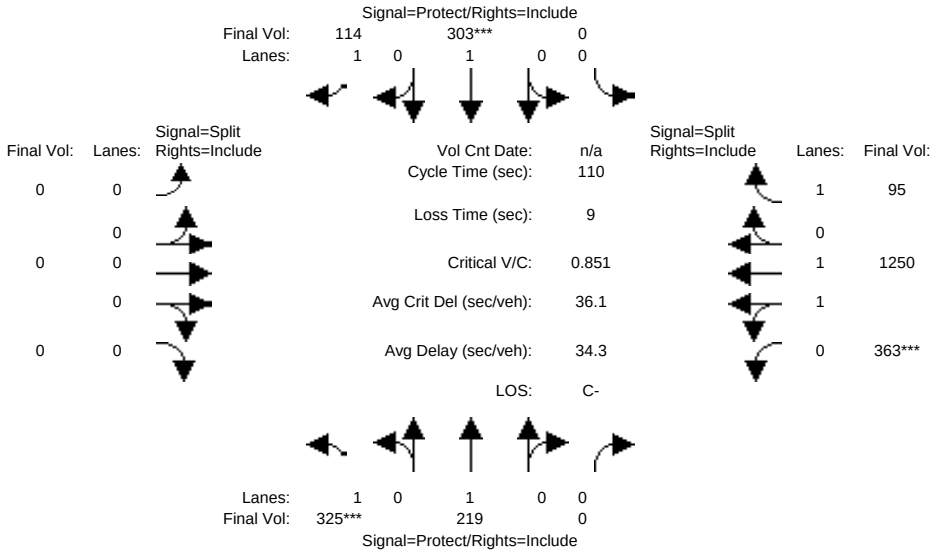
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	197	0	0	287	110	0	0	0	361	1088	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:	307	197	0	0	287	110	0	0	0	361	1088	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	18	22	0	0	16	4	0	0	0	2	162	0
Initial Fut:	325	219	0	0	303	114	0	0	0	363	1250	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:	325	219	0	0	303	114	0	0	0	363	1250	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	219	0	0	303	114	0	0	0	363	1250	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:	325	219	0	0	303	114	0	0	0	363	1250	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.98	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.46	1.54	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	832	2867	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.12	0.00	0.00	0.16	0.07	0.00	0.00	0.00	0.44	0.44	0.05
Crit Moves:	****				****					****		
Green Time:	24.0	44.6	0.0	0.0	20.6	20.6	0.0	0.0	0.0	56.4	56.4	56.4
Volume/Cap:	0.85	0.28	0.00	0.00	0.85	0.35	0.00	0.00	0.00	0.85	0.85	0.11
Delay/Veh:	57.7	22.2	0.0	0.0	60.6	39.5	0.0	0.0	0.0	27.1	27.1	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:	57.7	22.2	0.0	0.0	60.6	39.5	0.0	0.0	0.0	27.1	27.1	13.9
LOS by Move:	E+	C+	A	A	E	D	A	A	A	C	C	B
HCM2kAvgQ:	12	5	0	0	13	4	0	0	0	26	26	2

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

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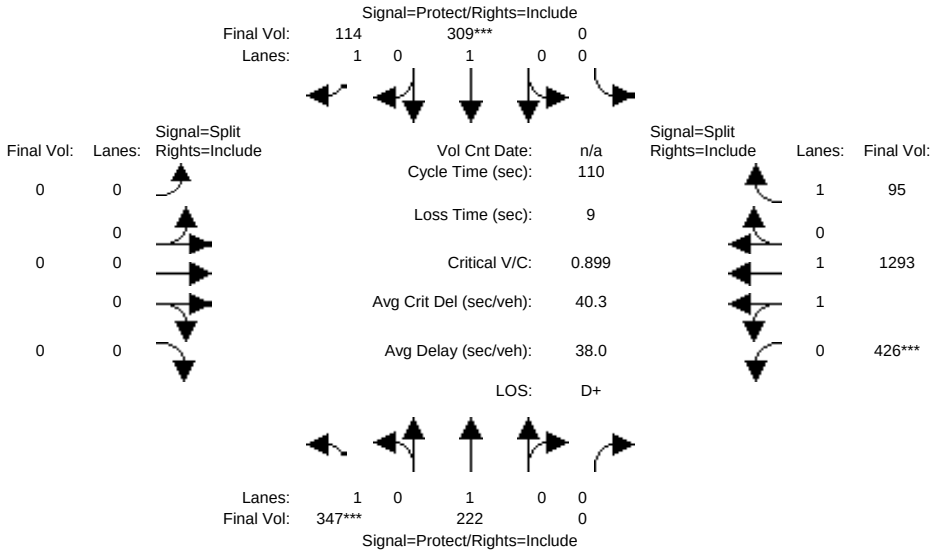
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	197	0	0	287	110	0	0	0	361	1088	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:	307	197	0	0	287	110	0	0	0	361	1088	95
Added Vol:	22	3	0	0	6	0	0	0	0	63	43	0
Cuml:	18	22	0	0	16	4	0	0	0	2	162	0
Initial Fut:	347	222	0	0	309	114	0	0	0	426	1293	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:	347	222	0	0	309	114	0	0	0	426	1293	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	222	0	0	309	114	0	0	0	426	1293	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:	347	222	0	0	309	114	0	0	0	426	1293	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.98	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.51	1.49	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	917	2782	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.00	0.00	0.16	0.07	0.00	0.00	0.00	0.46	0.46	0.05
Crit Moves:	****				****					****		
Green Time:	24.3	44.2	0.0	0.0	19.9	19.9	0.0	0.0	0.0	56.8	56.8	56.8
Volume/Cap:	0.90	0.29	0.00	0.00	0.90	0.36	0.00	0.00	0.00	0.90	0.90	0.11
Delay/Veh:	64.8	22.5	0.0	0.0	69.3	40.2	0.0	0.0	0.0	30.2	30.2	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:	64.8	22.5	0.0	0.0	69.3	40.2	0.0	0.0	0.0	30.2	30.2	13.6
LOS by Move:	E	C+	A	A	E	D	A	A	A	C	C	B
HCM2kAvgQ:	14	5	0	0	14	4	0	0	0	30	30	2

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

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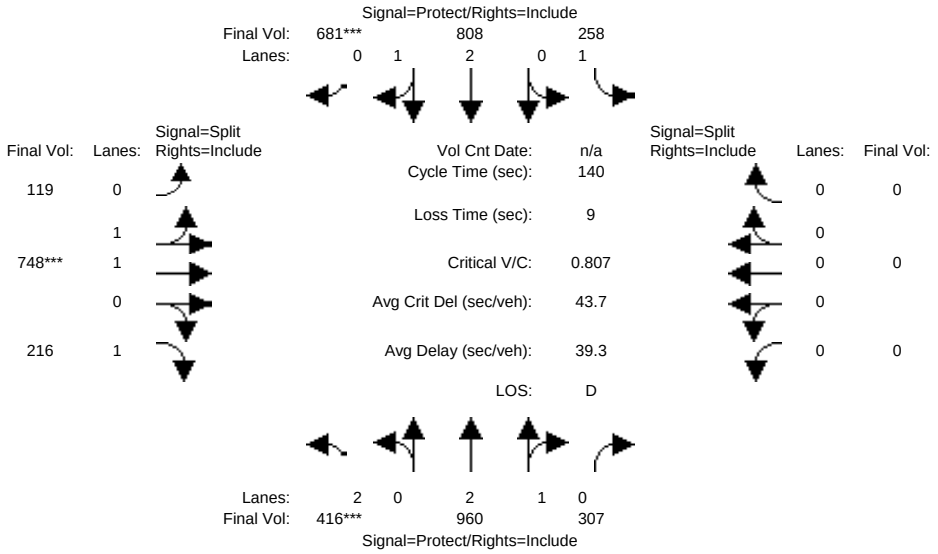
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	397	867	277	256	615	527	111	715	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:	397	867	277	256	615	527	111	715	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	19	93	30	2	193	154	8	33	14	0	0	0
Initial Fut:	416	960	307	258	808	681	119	748	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:	416	960	307	258	808	681	119	748	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	960	307	258	808	681	119	748	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:	416	960	307	258	808	681	119	748	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.25	0.75	1.00	2.00	1.00	0.28	1.72	1.00	0.00	0.00	0.00
Final Sat.:	3150	4241	1356	1750	3800	1750	508	3192	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.15	0.21	0.39	0.23	0.23	0.12	0.00	0.00	0.00
Crit Moves:	****					****		****				
Green Time:	22.9	54.7	54.7	35.6	67.5	67.5	40.6	40.6	40.6	0.0	0.0	0.0
Volume/Cap:	0.81	0.58	0.58	0.58	0.44	0.81	0.81	0.81	0.42	0.00	0.00	0.00
Delay/Veh:	65.6	34.0	34.0	47.5	24.0	33.5	50.7	50.7	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:	65.6	34.0	34.0	47.5	24.0	33.5	50.7	50.7	40.8	0.0	0.0	0.0
LOS by Move:	E	C-	C-	D	C	C-	D	D	D	A	A	A
HCM2kAvgQ:	11	14	14	10	11	27	19	19	8	0	0	0

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

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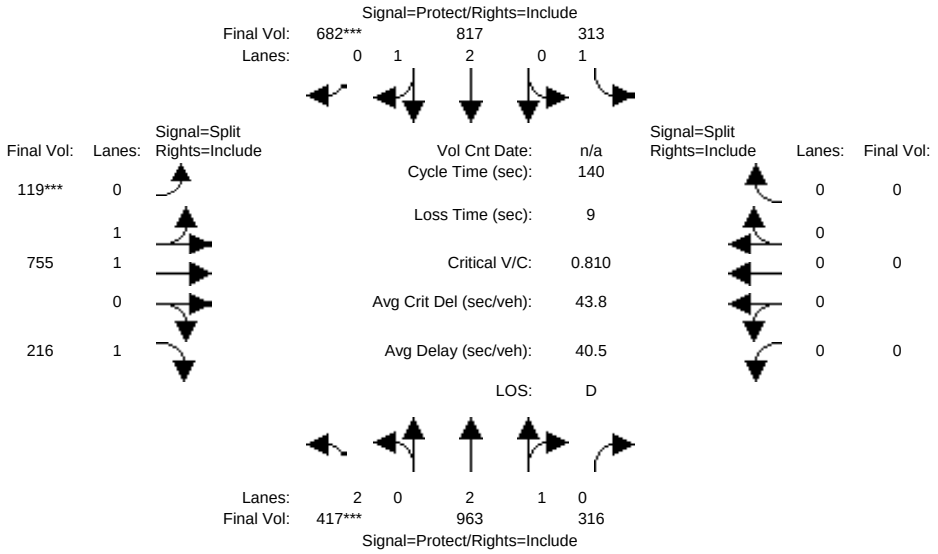
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	397	867	277	256	615	527	111	715	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:	397	867	277	256	615	527	111	715	202	0	0	0
Added Vol:	1	3	9	55	9	1	0	7	0	0	0	0
Cuml:	19	93	30	2	193	154	8	33	14	0	0	0
Initial Fut:	417	963	316	313	817	682	119	755	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:	417	963	316	313	817	682	119	755	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	963	316	313	817	682	119	755	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:	417	963	316	313	817	682	119	755	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.23	0.77	1.00	2.00	1.00	0.28	1.72	1.00	0.00	0.00	0.00
Final Sat.:	3150	4215	1383	1750	3800	1750	504	3196	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.18	0.22	0.39	0.24	0.24	0.12	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	22.9	50.6	50.6	39.6	67.3	67.3	40.8	40.8	40.8	0.0	0.0	0.0
Volume/Cap:	0.81	0.63	0.63	0.63	0.45	0.81	0.81	0.81	0.42	0.00	0.00	0.00
Delay/Veh:	65.9	37.7	37.7	46.5	24.1	33.7	50.7	50.7	40.6	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:	65.9	37.7	37.7	46.5	24.1	33.7	50.7	50.7	40.6	0.0	0.0	0.0
LOS by Move:	E	D+	D+	D	C	C-	D	D	D	A	A	A
HCM2kAvgQ:	11	15	15	12	11	27	20	20	8	0	0	0

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

San Jose City College

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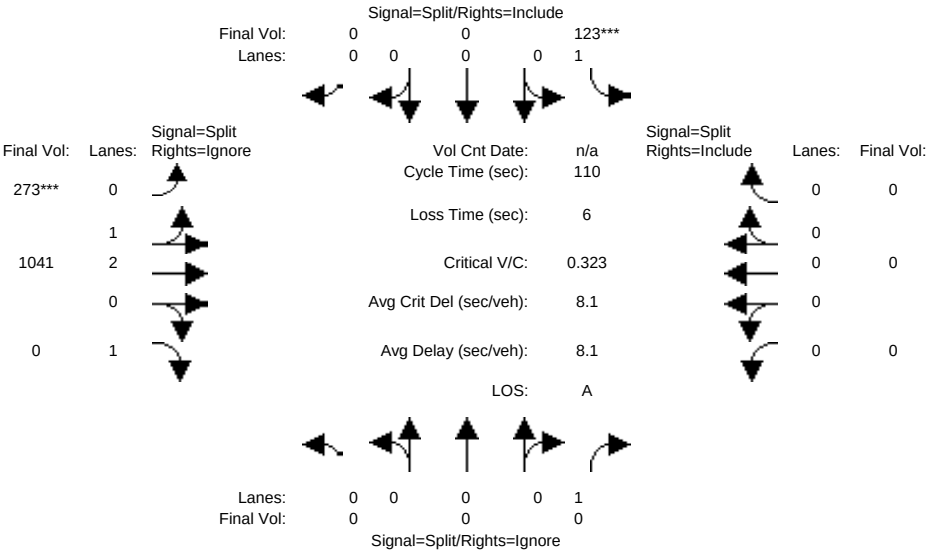
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	34	123	0	0	206	993	134	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	0	34	123	0	0	206	993	134	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	0	0	0	0	0	67	48	0	0	0	0
Initial Fut:	0	0	34	123	0	0	273	1041	134	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	123	0	0	273	1041	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	123	0	0	273	1041	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	123	0	0	273	1041	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.65	2.35	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	1163	4435	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	24.0	0.0	0.0	80.0	80.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	36.7	0.0	0.0	5.4	5.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.7	0.0	0.0	5.4	5.4	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D+	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	0	5	5	0	0	0	0

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

San Jose City College

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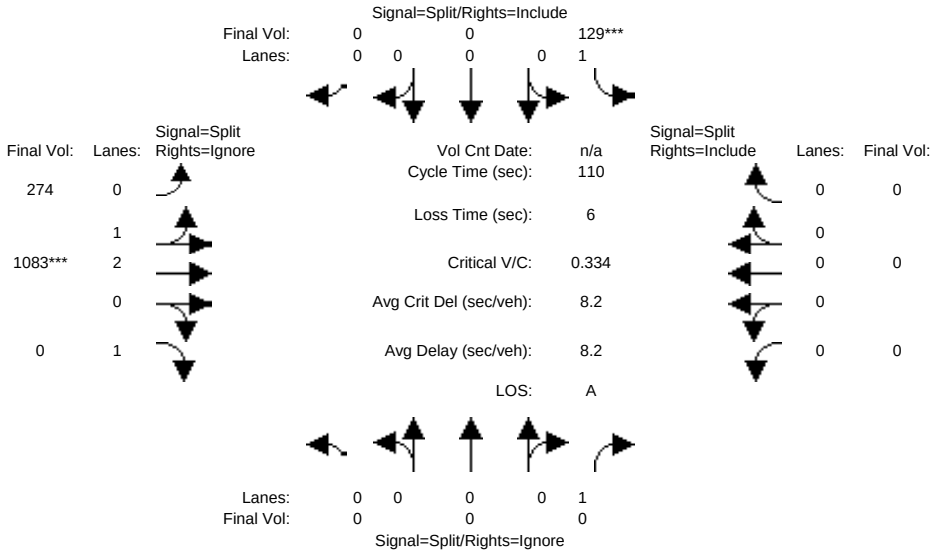
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	34	123	0	0	206	993	134	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	0	34	123	0	0	206	993	134	0	0	0
Added Vol:	0	0	35	6	0	0	1	42	36	0	0	0
Cuml:	0	0	0	0	0	0	67	48	0	0	0	0
Initial Fut:	0	0	69	129	0	0	274	1083	170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	129	0	0	274	1083	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	129	0	0	274	1083	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	129	0	0	274	1083	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.63	2.37	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	1130	4468	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	24.3	0.0	0.0	79.7	79.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	36.6	0.0	0.0	5.5	5.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.6	0.0	0.0	5.5	5.5	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D+	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	0	6	6	0	0	0	0

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

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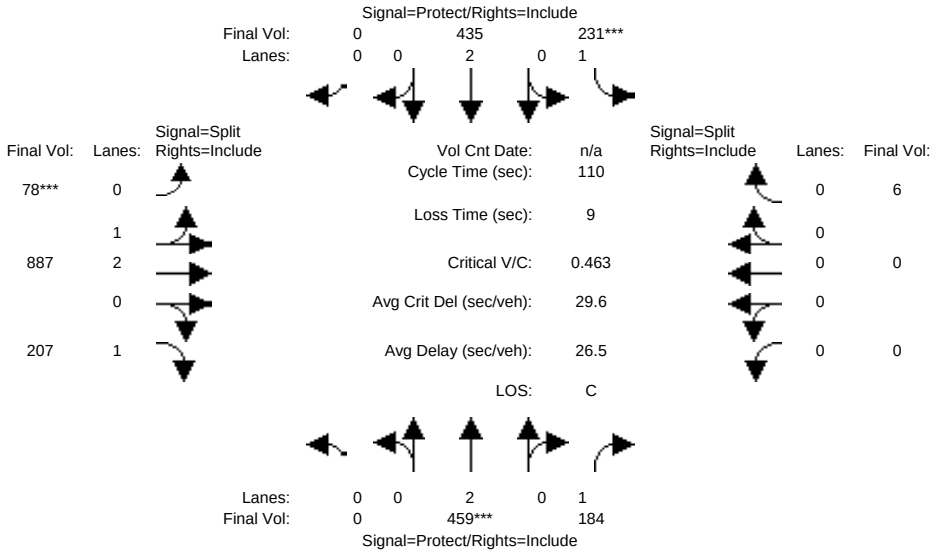
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	427	184	227	421	0	77	843	204	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	427	184	227	421	0	77	843	204	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	32	0	4	14	0	1	44	3	0	0	6
Initial Fut:	0	459	184	231	435	0	78	887	207	0	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	459	184	231	435	0	78	887	207	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	459	184	231	435	0	78	887	207	0	0	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:	0	459	184	231	435	0	78	887	207	0	0	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.25	2.75	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	453	5147	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.11	0.13	0.11	0.00	0.17	0.17	0.12	0.00	0.00	xxxx
Crit Moves:		****		****			****					
Green Time:	0.0	28.7	28.7	31.4	60.1	0.0	40.9	40.9	40.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.40	0.46	0.21	0.00	0.46	0.46	0.32	0.00	0.00	xxxx
Delay/Veh:	0.0	34.5	34.2	33.1	12.9	0.0	26.4	26.4	24.9	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	34.5	34.2	33.1	12.9	0.0	26.4	26.4	24.9	0.0	0.0	0.0
LOS by Move:	A	C-	C-	C-	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	5	7	3	0	8	8	5	0	0	0

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

San Jose City College

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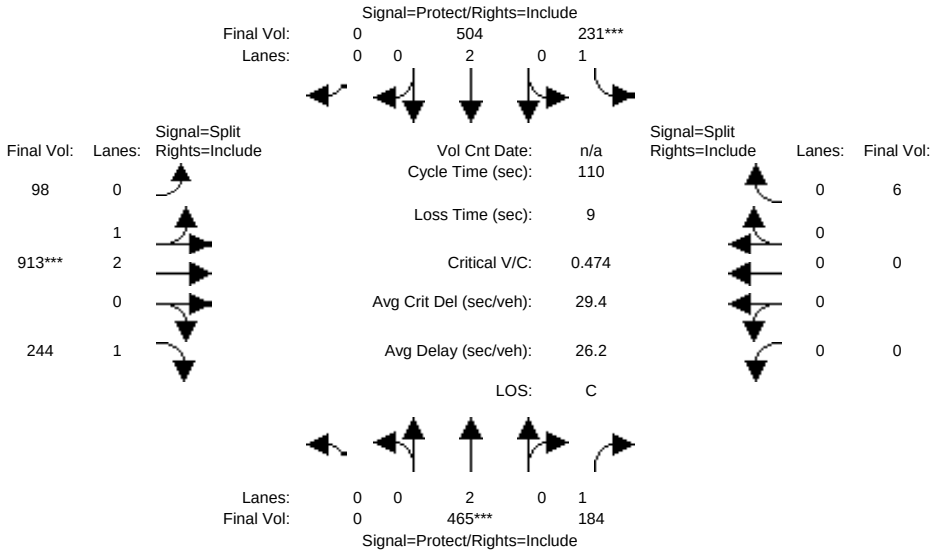
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	427	184	227	421	0	77	843	204	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	427	184	227	421	0	77	843	204	0	0	0
Added Vol:	0	6	0	0	69	0	20	26	37	0	0	0
Cuml:	0	32	0	4	14	0	1	44	3	0	0	6
Initial Fut:	0	465	184	231	504	0	98	913	244	0	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	465	184	231	504	0	98	913	244	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	465	184	231	504	0	98	913	244	0	0	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:	0	465	184	231	504	0	98	913	244	0	0	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.30	2.70	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	543	5056	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.11	0.13	0.13	0.00	0.18	0.18	0.14	0.00	0.00	xxxx
Crit Moves:		****		****				****				
Green Time:	0.0	28.4	28.4	30.7	59.1	0.0	41.9	41.9	41.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.41	0.47	0.25	0.00	0.47	0.47	0.37	0.00	0.00	xxxx
Delay/Veh:	0.0	34.8	34.4	33.7	13.7	0.0	25.9	25.9	24.8	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	34.8	34.4	33.7	13.7	0.0	25.9	25.9	24.8	0.0	0.0	0.0
LOS by Move:	A	C-	C-	C-	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	5	7	4	0	8	8	6	0	0	0

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

San Jose City College

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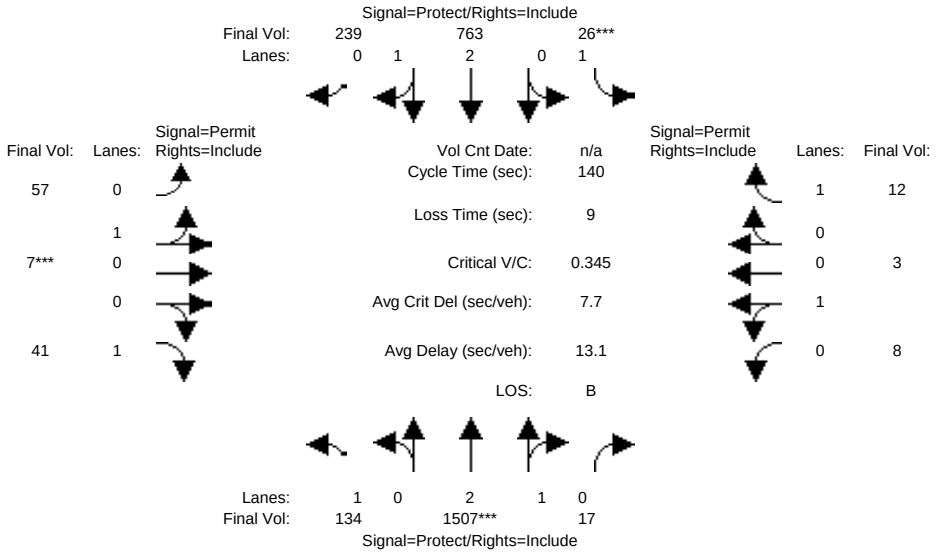
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #10: Bascom/Renova



Street Name:	Bascom Ave						Renova Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	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	1439	17	26	704	100	20	7	27	8	3	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1439	17	26	704	100	20	7	27	8	3	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	7	68	0	0	59	139	37	0	14	0	0	0
Initial Fut:	134	1507	17	26	763	239	57	7	41	8	3	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1507	17	26	763	239	57	7	41	8	3	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1507	17	26	763	239	57	7	41	8	3	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1507	17	26	763	239	57	7	41	8	3	12
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.26	0.74	0.89	0.11	1.00	0.73	0.27	1.00
Final Sat.:	1750	5537	62	1750	4263	1335	1603	197	1750	1309	491	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.01	0.18	0.18	0.04	0.04	0.02	0.01	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	35.0	110	109.7	7.0	81.7	81.7	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.31	0.35	0.35	0.30	0.31	0.31	0.35	0.35	0.23	0.06	0.06	0.07
Delay/Veh:	43.1	4.6	4.6	66.0	14.8	14.8	59.6	59.6	58.4	56.9	56.9	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:	43.1	4.6	4.6	66.0	14.8	14.8	59.6	59.6	58.4	56.9	56.9	57.0
LOS by Move:	D	A	A	E	B	B	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	5	6	6	1	7	7	3	3	2	0	0	1

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

San Jose City College

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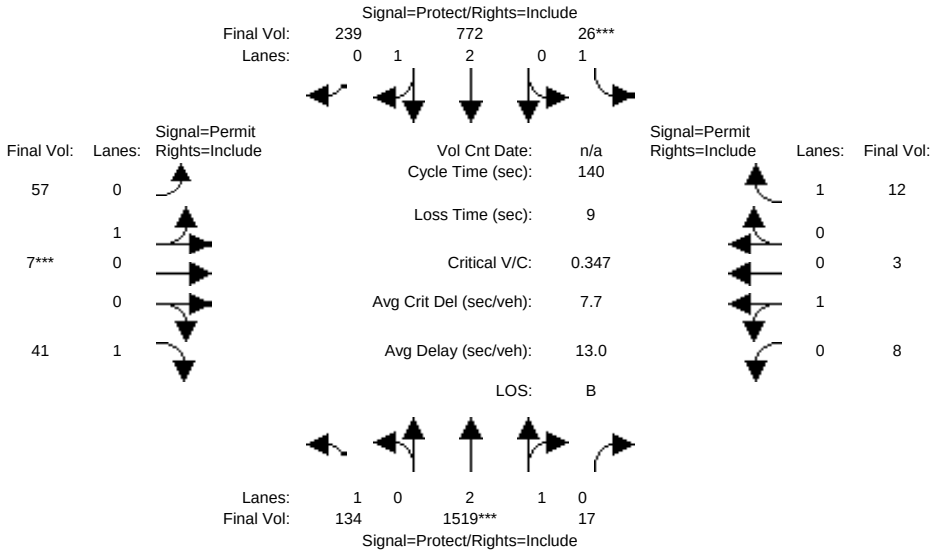
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #10: Bascom/Renova



Street Name:	Bascom Ave						Renova Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	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	1439	17	26	704	100	20	7	27	8	3	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1439	17	26	704	100	20	7	27	8	3	12
Added Vol:	0	12	0	0	9	0	0	0	0	0	0	0
Cuml:	7	68	0	0	59	139	37	0	14	0	0	0
Initial Fut:	134	1519	17	26	772	239	57	7	41	8	3	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1519	17	26	772	239	57	7	41	8	3	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1519	17	26	772	239	57	7	41	8	3	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1519	17	26	772	239	57	7	41	8	3	12
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.26	0.74	0.89	0.11	1.00	0.73	0.27	1.00
Final Sat.:	1750	5538	62	1750	4274	1323	1603	197	1750	1309	491	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.01	0.18	0.18	0.04	0.04	0.02	0.01	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	34.8	110	109.8	7.0	82.0	82.0	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.31	0.35	0.35	0.30	0.31	0.31	0.35	0.35	0.23	0.06	0.06	0.07
Delay/Veh:	43.2	4.5	4.5	66.0	14.7	14.7	59.7	59.7	58.5	57.0	57.0	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:	43.2	4.5	4.5	66.0	14.7	14.7	59.7	59.7	58.5	57.0	57.0	57.0
LOS by Move:	D	A	A	E	B	B	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	5	6	6	1	7	7	3	3	2	0	0	1

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

San Jose City College

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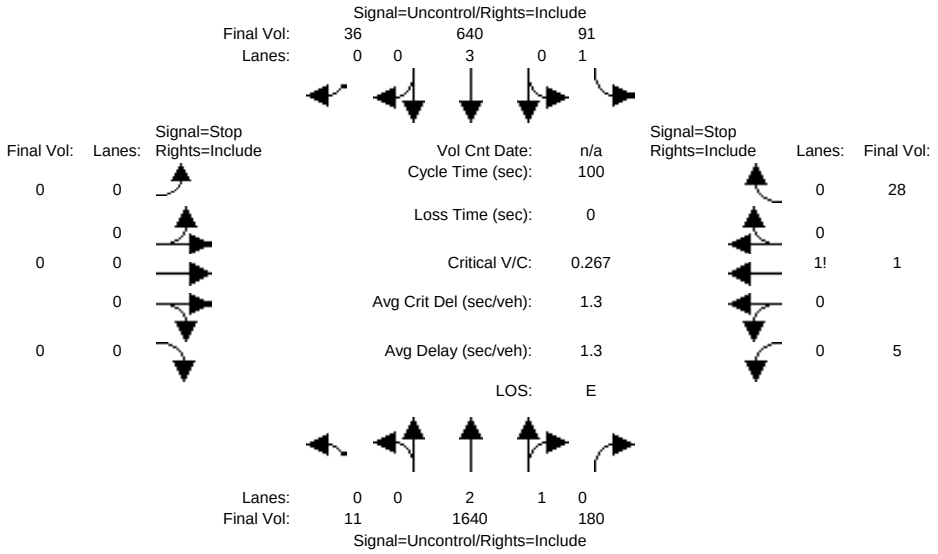
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml No Proj AM

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1570	180	91	567	36	0	0	0	5	1	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:	11	1570	180	91	567	36	0	0	0	5	1	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	70	0	0	73	0	0	0	0	0	0	5
Initial Fut:	11	1640	180	91	640	36	0	0	0	5	1	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:	11	1640	180	91	640	36	0	0	0	5	1	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1640	180	91	640	36	0	0	0	5	1	28
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	676	xxxx	xxxxx	1820	xxxx	xxxxx	xxxx	xxxx	xxxxx	2147	2610	637
Potent Cap.:	925	xxxx	xxxxx	341	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	25	425
Move Cap.:	925	xxxx	xxxxx	341	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	18	425
Volume/Cap:	0.01	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.06	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	19.3	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	xxxx	xxxxx	xxxx	125	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	44.1	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			44.1		
ApproachLOS:	*			*			*			E		

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

San Jose City College

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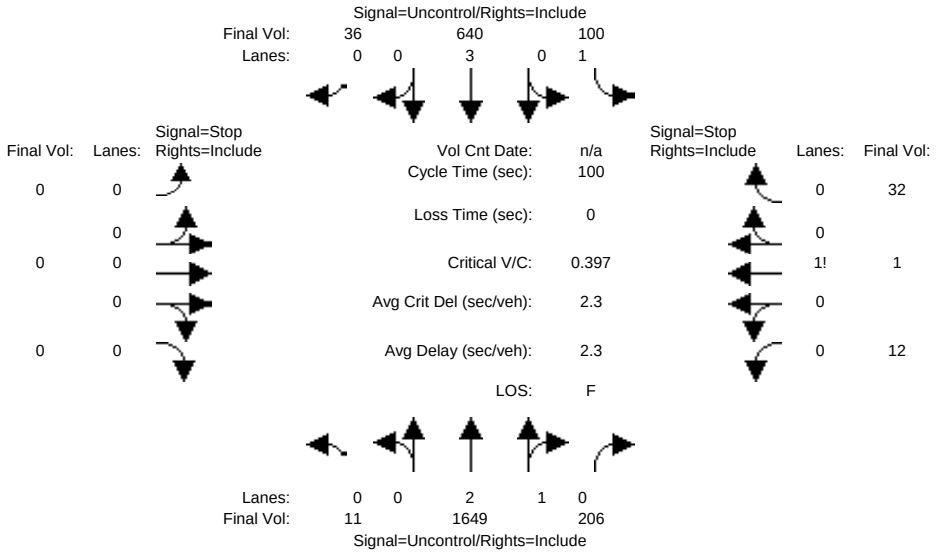
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1570	180	91	567	36	0	0	0	5	1	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:	11	1570	180	91	567	36	0	0	0	5	1	23
Added Vol:	0	9	26	9	0	0	0	0	0	7	0	4
Cuml:	0	70	0	0	73	0	0	0	0	0	0	5
Initial Fut:	11	1649	206	100	640	36	0	0	0	12	1	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:	11	1649	206	100	640	36	0	0	0	12	1	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1649	206	100	640	36	0	0	0	12	1	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	676	xxxx	xxxxx	1855	xxxx	xxxxx	xxxx	xxxx	xxxxx	2187	2650	653
Potent Cap.:	925	xxxx	xxxxx	331	xxxx	xxxxx	xxxx	xxxx	xxxxx	40	23	415
Move Cap.:	925	xxxx	xxxxx	331	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	16	415
Volume/Cap:	0.01	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	0.06	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	20.5	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	xxxx	xxxxx	xxxx	84	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	89.2	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			89.2		
ApproachLOS:	*			*			*			F		

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

San Jose City College

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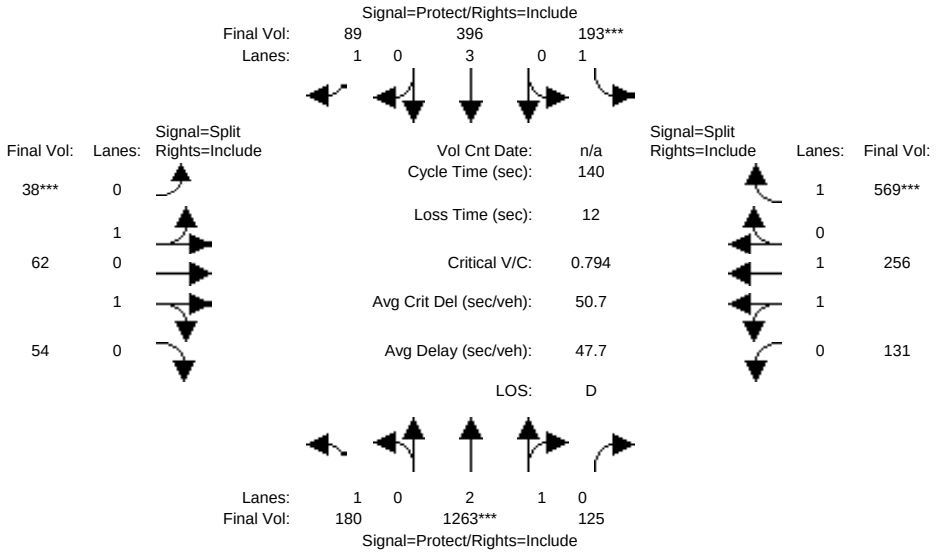
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	120	1202	121	183	359	65	34	59	43	128	243	564
Growth Adj:	1.00	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	1202	121	183	359	65	34	59	43	128	243	564
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	60	61	4	10	37	24	4	3	11	3	13	5
Initial Fut:	180	1263	125	193	396	89	38	62	54	131	256	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1263	125	193	396	89	38	62	54	131	256	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1263	125	193	396	89	38	62	54	131	256	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1263	125	193	396	89	38	62	54	131	256	569
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	0.95	0.95	0.95	0.95	0.99	0.92
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	0.49	0.81	0.70	0.70	1.30	1.00
Final Sat.:	1750	5095	504	1750	5700	1750	888	1449	1262	1252	2447	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.11	0.07	0.05	0.04	0.04	0.04	0.10	0.10	0.33
Crit Moves:		****		****			****					****
Green Time:	36.5	42.8	42.8	19.0	25.3	25.3	10.0	10.0	10.0	56.1	56.1	56.1
Volume/Cap:	0.39	0.81	0.81	0.81	0.38	0.28	0.60	0.60	0.60	0.26	0.26	0.81
Delay/Veh:	43.2	47.9	47.9	77.3	50.7	49.9	66.9	66.9	66.9	28.1	28.1	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:	43.2	47.9	47.9	77.3	50.7	49.9	66.9	66.9	66.9	28.1	28.1	44.3
LOS by Move:	D	D	D	E-	D	D	E	E	E	C	C	D
HCM2kAvgQ:	7	20	20	9	5	3	4	4	4	5	5	24

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

San Jose City College

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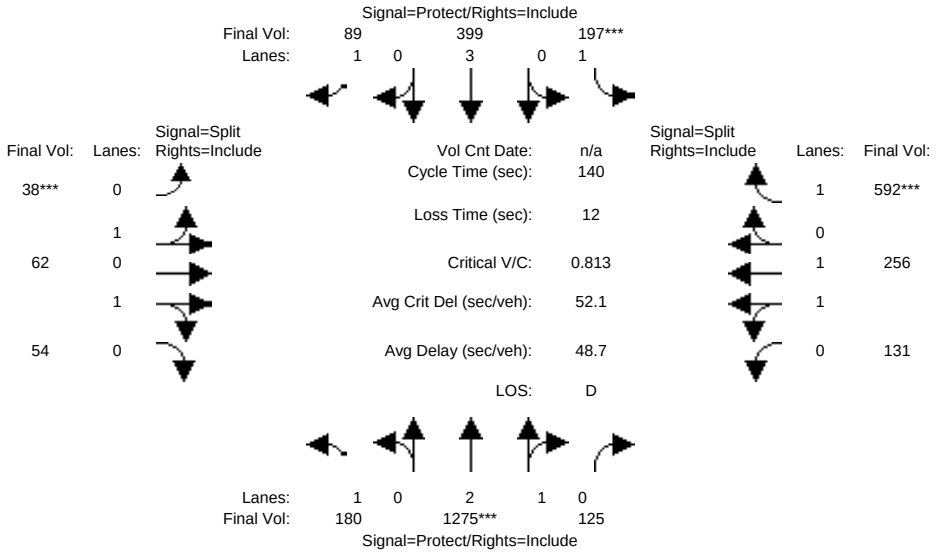
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	120	1202	121	183	359	65	34	59	43	128	243	564
Growth Adj:	1.00	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	1202	121	183	359	65	34	59	43	128	243	564
Added Vol:	0	12	0	4	3	0	0	0	0	0	0	23
Cuml:	60	61	4	10	37	24	4	3	11	3	13	5
Initial Fut:	180	1275	125	197	399	89	38	62	54	131	256	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	1.00
PHF Adj:	1.00	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	1275	125	197	399	89	38	62	54	131	256	592
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1275	125	197	399	89	38	62	54	131	256	592
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1275	125	197	399	89	38	62	54	131	256	592
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	0.95	0.95	0.95	0.95	0.99	0.92
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	0.49	0.81	0.70	0.70	1.30	1.00
Final Sat.:	1750	5099	500	1750	5700	1750	888	1449	1262	1252	2447	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.11	0.07	0.05	0.04	0.04	0.04	0.10	0.10	0.34
Crit Moves:		****		****			****					****
Green Time:	36.0	42.1	42.1	19.0	25.0	25.0	10.0	10.0	10.0	57.0	57.0	57.0
Volume/Cap:	0.40	0.83	0.83	0.83	0.39	0.28	0.60	0.60	0.60	0.26	0.26	0.83
Delay/Veh:	43.6	49.3	49.3	80.3	51.0	50.2	66.9	66.9	66.9	27.6	27.6	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:	43.6	49.3	49.3	80.3	51.0	50.2	66.9	66.9	66.9	27.6	27.6	45.4
LOS by Move:	D	D	D	F	D-	D	E	E	E	C	C	D
HCM2kAvgQ:	7	21	21	10	5	3	4	4	4	5	5	25

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

San Jose City College

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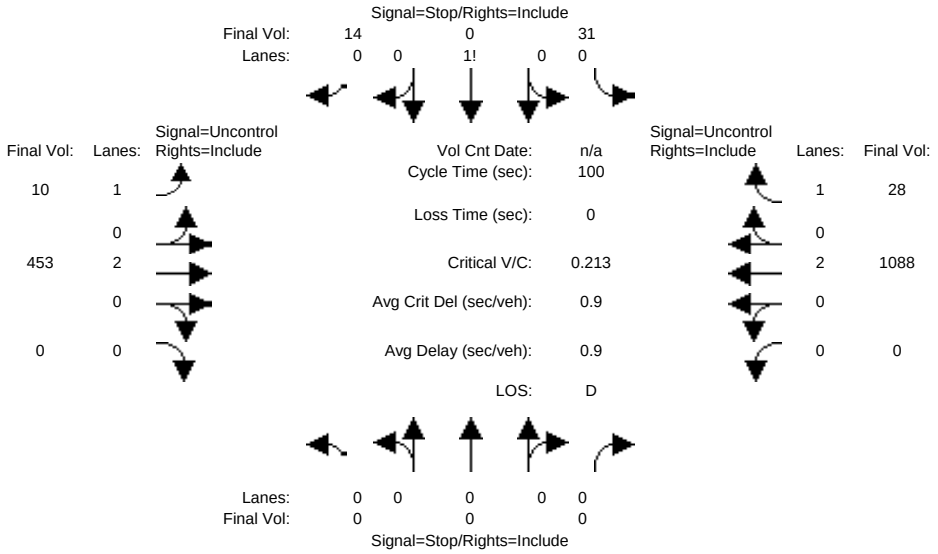
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml No Proj AM

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	0	28	0	13	10	435	0	0	1066	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:	0	0	0	28	0	13	10	435	0	0	1066	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	0	0	3	0	1	0	18	0	0	22	0
Initial Fut:	0	0	0	31	0	14	10	453	0	0	1088	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:	0	0	0	31	0	14	10	453	0	0	1088	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	14	10	453	0	0	1088	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1335	1561	544	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	148	113	488	633	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	146	111	488	633	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	187	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	30.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			30.3			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

San Jose City College

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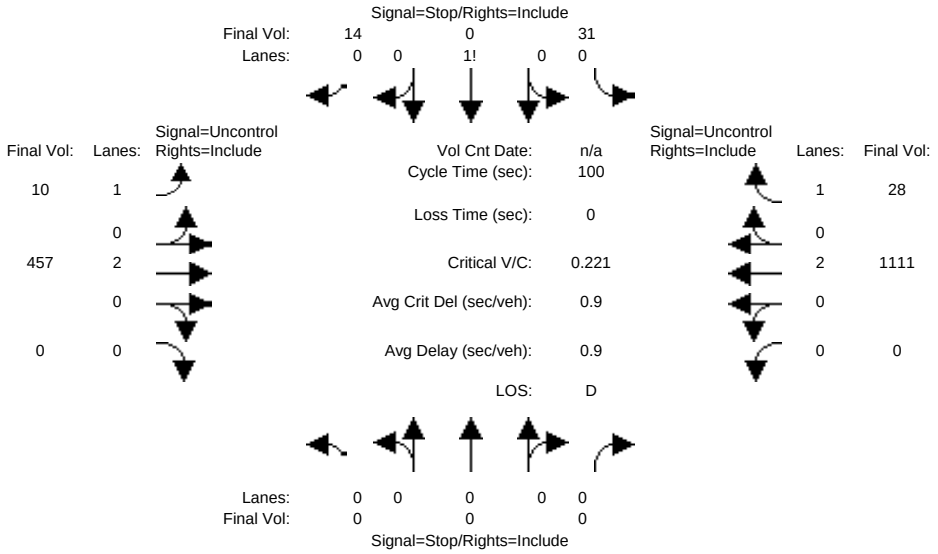
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	28	0	13	10	435	0	0	1066	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:	0	0	0	28	0	13	10	435	0	0	1066	28
Added Vol:	0	0	0	0	0	0	0	4	0	0	23	0
Cuml:	0	0	0	3	0	1	0	18	0	0	22	0
Initial Fut:	0	0	0	31	0	14	10	457	0	0	1111	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:	0	0	0	31	0	14	10	457	0	0	1111	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	14	10	457	0	0	1111	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1360	1588	556	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	142	109	480	621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	140	107	480	621	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	180	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	31.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			31.5			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

San Jose City College

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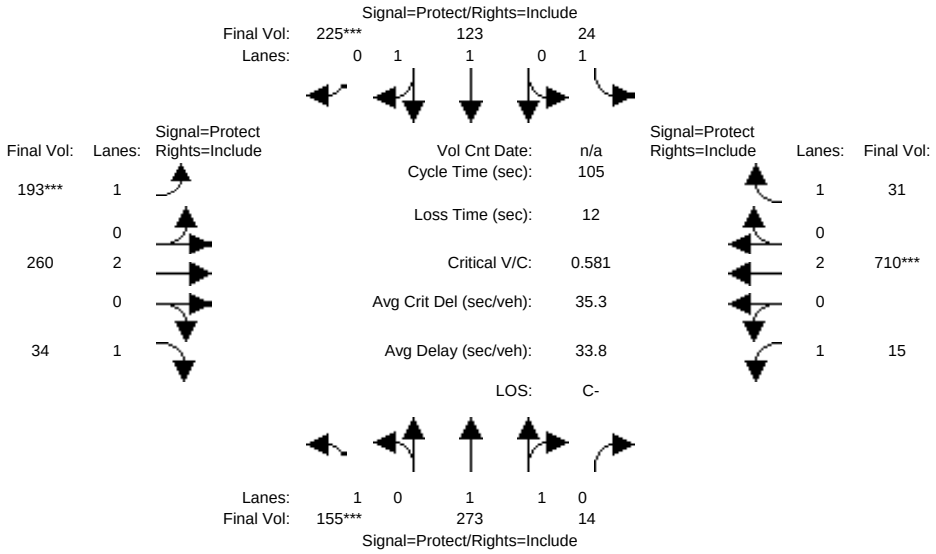
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	262	13	23	117	223	191	242	32	15	694	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:	150	262	13	23	117	223	191	242	32	15	694	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	5	11	1	1	6	2	2	18	2	0	16	1
Initial Fut:	155	273	14	24	123	225	193	260	34	15	710	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:	155	273	14	24	123	225	193	260	34	15	710	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	273	14	24	123	225	193	260	34	15	710	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:	155	273	14	24	123	225	193	260	34	15	710	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3519	180	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.01	0.06	0.13	0.11	0.07	0.02	0.01	0.19	0.02
Crit Moves:	****					****	****				****	
Green Time:	16.0	23.1	23.1	16.2	23.3	23.3	19.9	31.6	31.6	22.1	33.8	33.8
Volume/Cap:	0.58	0.35	0.35	0.09	0.29	0.58	0.58	0.23	0.06	0.04	0.58	0.06
Delay/Veh:	44.6	34.9	34.9	38.2	34.2	38.0	41.3	27.6	26.2	33.0	30.4	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:	44.6	34.9	34.9	38.2	34.2	38.0	41.3	27.6	26.2	33.0	30.4	24.6
LOS by Move:	D	C-	C-	D+	C-	D+	D	C	C	C-	C	C
HCM2kAvgQ:	6	4	4	1	3	7	6	3	1	0	9	1

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

San Jose City College

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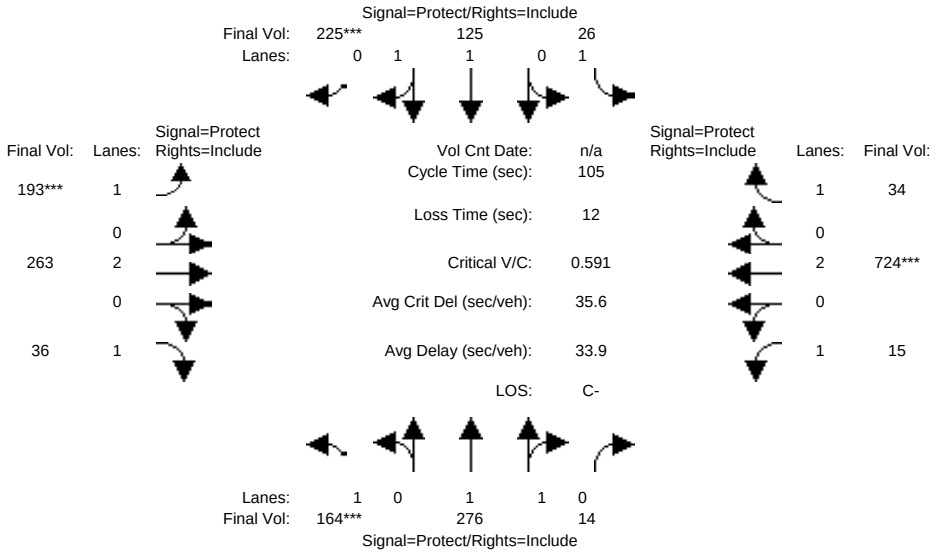
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	262	13	23	117	223	191	242	32	15	694	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:	150	262	13	23	117	223	191	242	32	15	694	30
Added Vol:	9	3	0	2	2	0	0	3	2	0	14	3
Cuml:	5	11	1	1	6	2	2	18	2	0	16	1
Initial Fut:	164	276	14	26	125	225	193	263	36	15	724	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:	164	276	14	26	125	225	193	263	36	15	724	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	276	14	26	125	225	193	263	36	15	724	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:	164	276	14	26	125	225	193	263	36	15	724	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3521	179	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.01	0.07	0.13	0.11	0.07	0.02	0.01	0.19	0.02
Crit Moves:	****					****	****				****	
Green Time:	16.7	23.2	23.2	16.3	22.9	22.9	19.6	31.5	31.5	22.0	33.9	33.9
Volume/Cap:	0.59	0.35	0.35	0.10	0.30	0.59	0.59	0.23	0.07	0.04	0.59	0.06
Delay/Veh:	44.4	34.8	34.8	38.2	34.5	38.5	41.9	27.8	26.4	33.1	30.5	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:	44.4	34.8	34.8	38.2	34.5	38.5	41.9	27.8	26.4	33.1	30.5	24.6
LOS by Move:	D	C-	C-	D+	C-	D+	D	C	C	C-	C	C
HCM2kAvgQ:	6	4	4	1	3	7	6	3	1	0	10	1

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

San Jose City College

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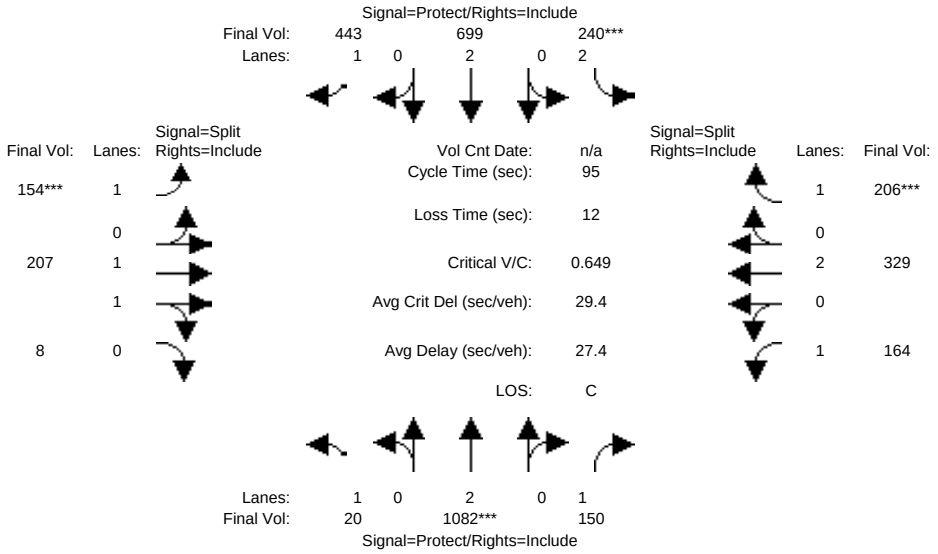
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj AM

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	18	932	113	117	388	441	150	191	8	50	317	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	932	113	117	388	441	150	191	8	50	317	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	2	150	37	123	311	2	4	16	0	114	12	146
Initial Fut:	20	1082	150	240	699	443	154	207	8	164	329	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1082	150	240	699	443	154	207	8	164	329	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1082	150	240	699	443	154	207	8	164	329	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1082	150	240	699	443	154	207	8	164	329	206
Saturation 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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3562	138	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.09	0.08	0.18	0.25	0.09	0.06	0.06	0.09	0.09	0.12
Crit Moves:		****		****			****					****
Green Time:	11.9	41.7	41.7	11.2	40.9	40.9	12.9	12.9	12.9	17.2	17.2	17.2
Volume/Cap:	0.09	0.65	0.20	0.65	0.43	0.59	0.65	0.43	0.43	0.52	0.48	0.65
Delay/Veh:	36.9	21.8	16.5	44.1	19.0	21.8	45.1	38.3	38.3	36.6	35.4	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	21.8	16.5	44.1	19.0	21.8	45.1	38.3	38.3	36.6	35.4	40.7
LOS by Move:	D+	C+	B	D	B-	C+	D	D+	D+	D+	D+	D
HCM2kAvgQ:	1	13	3	5	7	11	5	3	3	5	5	7

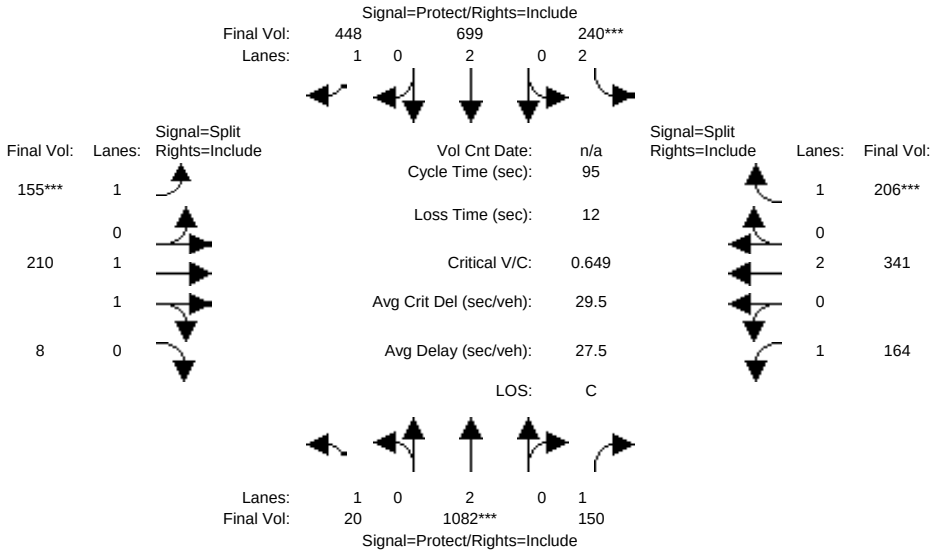
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	18	932	113	117	388	441	150	191	8	50	317	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	932	113	117	388	441	150	191	8	50	317	60
Added Vol:	0	0	0	0	0	5	1	3	0	0	12	0
Cuml:	2	150	37	123	311	2	4	16	0	114	12	146
Initial Fut:	20	1082	150	240	699	448	155	210	8	164	341	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1082	150	240	699	448	155	210	8	164	341	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1082	150	240	699	448	155	210	8	164	341	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1082	150	240	699	448	155	210	8	164	341	206
Saturation 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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3564	136	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.09	0.08	0.18	0.26	0.09	0.06	0.06	0.09	0.09	0.12
Crit Moves:		****		****			****					****
Green Time:	11.8	41.7	41.7	11.1	41.0	41.0	13.0	13.0	13.0	17.2	17.2	17.2
Volume/Cap:	0.09	0.65	0.20	0.65	0.43	0.59	0.65	0.43	0.43	0.52	0.49	0.65
Delay/Veh:	37.0	21.8	16.5	44.1	19.0	21.9	45.0	38.2	38.2	36.6	35.5	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:	37.0	21.8	16.5	44.1	19.0	21.9	45.0	38.2	38.2	36.6	35.5	40.8
LOS by Move:	D+	C+	B	D	B-	C+	D	D+	D+	D+	D+	D
HCM2kAvgQ:	1	13	3	5	7	11	5	3	3	5	5	7

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

San Jose City College

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Cuml No Proj PM				Cumulative PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Bascom/San Carlos	?	xx.x	x.xxx	xx.x	E+	55.6	0.810	58.3	E+	55.6	0.824	+ 0.014	58.6	+ 0.4	?	xx.x	x.xxx	xx.x
#2	Leigh/San Carlos	?	xx.x	x.xxx	xx.x	C	24.8	0.501	23.6	C	25.2	0.509	+ 0.008	24.4	+ 0.7	?	xx.x	x.xxx	xx.x
#3	Leigh/Scott [4-Way Stop]	?	xx.x	x.xxx	xx.x	B	11.9	0.539	11.9	B	12.0	0.549	+ 0.010	12.0	+ 0.2	?	xx.x	x.xxx	xx.x
#4	Bascom/Parkmoor	?	xx.x	x.xxx	xx.x	C-	32.6	0.563	35.7	C-	33.4	0.580	+ 0.018	36.5	+ 0.7	?	xx.x	x.xxx	xx.x
#5	Leland/Parkmoor	?	xx.x	x.xxx	xx.x	C	23.7	0.614	24.3	C	23.7	0.639	+ 0.025	24.2	- 0.1	?	xx.x	x.xxx	xx.x
#6	Leigh/Parkmoor	?	xx.x	x.xxx	xx.x	C	23.5	0.701	23.9	C	25.5	0.761	+ 0.060	26.4	+ 2.5	?	xx.x	x.xxx	xx.x
#7	Bascom/Moorpark	?	xx.x	x.xxx	xx.x	D	46.4	0.871	56.6	D	48.5	0.912	+ 0.041	61.7	+ 5.2	?	xx.x	x.xxx	xx.x
#8	Leland/Moorpark	?	xx.x	x.xxx	xx.x	A	4.8	0.498	4.8	A	5.0	0.512	+ 0.014	5.0	+ 0.2	?	xx.x	x.xxx	xx.x
#9	Leigh/Moorpark	?	xx.x	x.xxx	xx.x	C+	20.3	0.513	19.7	C+	20.3	0.533	+ 0.020	19.4	- 0.3	?	xx.x	x.xxx	xx.x
#10	Bascom/Renova	?	xx.x	x.xxx	xx.x	B-	18.5	0.431	17.6	B-	18.4	0.433	+ 0.002	17.6	- 0.1	?	xx.x	x.xxx	xx.x
#11	Bascom/Laswell [Unsignalized]	?	xx.x	x.xxx	xx.x	F	1.8	0.449	1.8	F	3.7	0.739	+ 0.290	3.7	+ 2.0	?	xx.x	x.xxx	xx.x
#12	Bascom/Fruitdale	?	xx.x	x.xxx	xx.x	D	48.8	0.713	57.0	D	49.5	0.736	+ 0.022	58.0	+ 1.0	?	xx.x	x.xxx	xx.x
#13	Sherman Oaks/Fruitdale [Unsignalized]	?	xx.x	x.xxx	xx.x	C	0.5	0.096	0.5	C	0.5	0.100	+ 0.004	0.5	+ 0.0	?	xx.x	x.xxx	xx.x
#14	Leigh/Fruitdale	?	xx.x	x.xxx	xx.x	C	30.9	0.469	29.5	C	31.2	0.481	+ 0.011	30.0	+ 0.4	?	xx.x	x.xxx	xx.x
#15	Southwest Expwy/Fruitdale	?	xx.x	x.xxx	xx.x	C	30.1	0.550	32.1	C	30.3	0.552	+ 0.002	32.2	+ 0.1	?	xx.x	x.xxx	xx.x

San Jose City College

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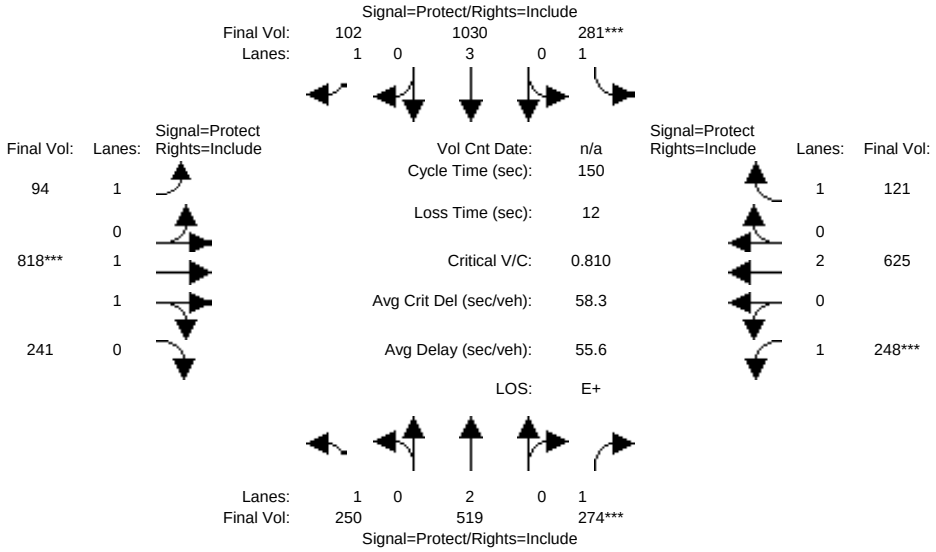
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	472	223	248	963	89	69	677	189	213	480	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	472	223	248	963	89	69	677	189	213	480	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	60	47	51	33	67	13	25	141	52	35	145	4
Initial Fut:	250	519	274	281	1030	102	94	818	241	248	625	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:	250	519	274	281	1030	102	94	818	241	248	625	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	519	274	281	1030	102	94	818	241	248	625	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:	250	519	274	281	1030	102	94	818	241	248	625	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	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	3.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2857	842	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.16	0.16	0.18	0.06	0.05	0.29	0.29	0.14	0.16	0.07
Crit Moves:			****	****				****		****		
Green Time:	25.9	29.0	29.0	29.7	32.8	32.8	19.5	53.0	53.0	26.2	59.7	59.7
Volume/Cap:	0.83	0.71	0.81	0.81	0.83	0.27	0.41	0.81	0.81	0.81	0.41	0.17
Delay/Veh:	76.7	59.7	71.5	70.7	60.6	49.0	61.2	47.8	47.8	74.3	32.7	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	59.7	71.5	70.7	60.6	49.0	61.2	47.8	47.8	74.3	32.7	29.3
LOS by Move:	E-	E+	E	E	E	D	E	D	D	E	C-	C
HCM2kAvgQ:	13	11	14	15	17	4	5	24	24	14	10	4

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

San Jose City College

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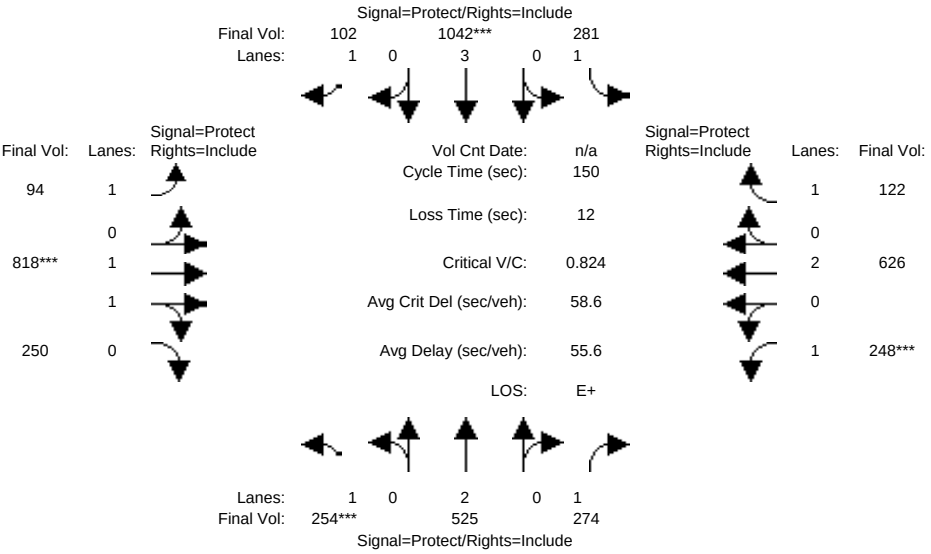
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1: Bascom/San Carlos



Street Name:	Bascom						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	472	223	248	963	89	69	677	189	213	480	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	472	223	248	963	89	69	677	189	213	480	117
Added Vol:	4	6	0	0	12	0	0	0	9	0	1	1
Cuml:	60	47	51	33	67	13	25	141	52	35	145	4
Initial Fut:	254	525	274	281	1042	102	94	818	250	248	626	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	525	274	281	1042	102	94	818	250	248	626	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	525	274	281	1042	102	94	818	250	248	626	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	525	274	281	1042	102	94	818	250	248	626	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	3.00	1.00	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	2833	866	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.16	0.16	0.18	0.06	0.05	0.29	0.29	0.14	0.16	0.07
Crit Moves:	****				****			****		****		
Green Time:	26.4	29.5	29.5	30.2	33.3	33.3	19.3	52.5	52.5	25.8	59.1	59.1
Volume/Cap:	0.82	0.70	0.80	0.80	0.82	0.26	0.42	0.82	0.82	0.82	0.42	0.18
Delay/Veh:	75.9	59.2	69.7	69.0	60.1	48.6	61.5	49.0	49.0	76.6	33.2	29.8
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:	75.9	59.2	69.7	69.0	60.1	48.6	61.5	49.0	49.0	76.6	33.2	29.8
LOS by Move:	E-	E+	E	E	E	D	E	D	D	E-	C-	C
HCM2kAvgQ:	13	11	13	15	17	4	5	25	25	14	10	4

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

San Jose City College

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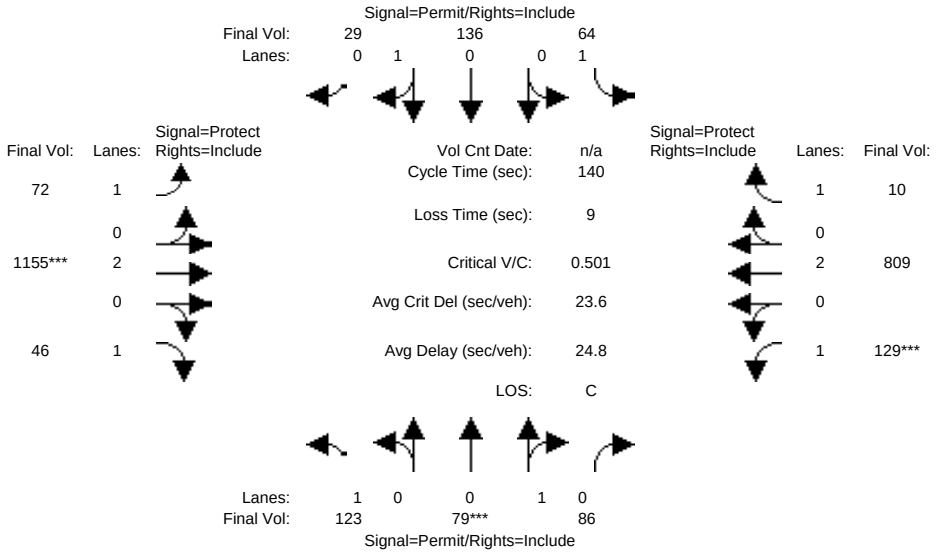
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	114	77	57	58	120	27	71	979	41	113	698	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:	114	77	57	58	120	27	71	979	41	113	698	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	9	2	29	6	16	2	1	176	5	16	111	1
Initial Fut:	123	79	86	64	136	29	72	1155	46	129	809	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:	123	79	86	64	136	29	72	1155	46	129	809	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	79	86	64	136	29	72	1155	46	129	809	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:	123	79	86	64	136	29	72	1155	46	129	809	10
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.48	0.52	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	860	940	1750	1484	316	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.04	0.09	0.09	0.04	0.30	0.03	0.07	0.21	0.01
Crit Moves:		****						****		****		
Green Time:	25.7	25.7	25.7	25.7	25.7	25.7	20.0	84.8	84.8	20.5	85.3	85.3
Volume/Cap:	0.38	0.50	0.50	0.20	0.50	0.50	0.29	0.50	0.04	0.50	0.35	0.01
Delay/Veh:	51.0	52.6	52.6	48.8	52.6	52.6	54.2	15.8	11.2	56.6	13.7	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:	51.0	52.6	52.6	48.8	52.6	52.6	54.2	15.8	11.2	56.6	13.7	10.8
LOS by Move:	D	D-	D-	D	D-	D-	D-	B	B+	E+	B	B+
HCM2kAvgQ:	5	7	7	3	7	7	3	14	1	6	8	0

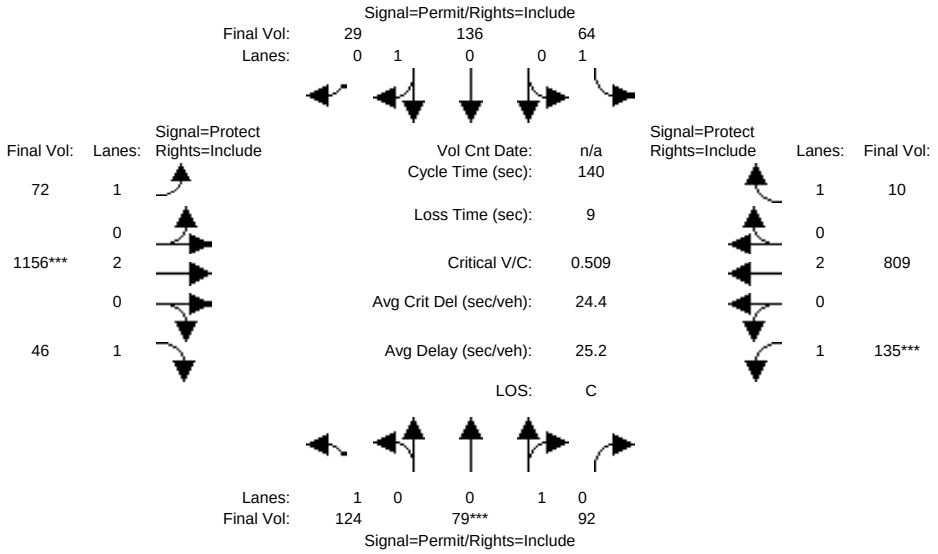
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #2: Leigh/San Carlos



Street Name:	Leigh						San Carlos					
Approach:	North 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:	114	77	57	58	120	27	71	979	41	113	698	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:	114	77	57	58	120	27	71	979	41	113	698	9
Added Vol:	1	0	6	0	0	0	0	1	0	6	0	0
Cuml:	9	2	29	6	16	2	1	176	5	16	111	1
Initial Fut:	124	79	92	64	136	29	72	1156	46	135	809	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:	124	79	92	64	136	29	72	1156	46	135	809	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	79	92	64	136	29	72	1156	46	135	809	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:	124	79	92	64	136	29	72	1156	46	135	809	10
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	829	971	1750	1484	316	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.04	0.09	0.09	0.04	0.30	0.03	0.08	0.21	0.01
Crit Moves:		****						****		****		
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	19.9	83.7	83.7	21.1	84.9	84.9
Volume/Cap:	0.38	0.51	0.51	0.20	0.49	0.49	0.29	0.51	0.04	0.51	0.35	0.01
Delay/Veh:	50.5	52.4	52.4	48.3	52.0	52.0	54.3	16.5	11.7	56.3	13.9	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:	50.5	52.4	52.4	48.3	52.0	52.0	54.3	16.5	11.7	56.3	13.9	10.9
LOS by Move:	D	D-	D-	D	D-	D-	D-	B	B+	E+	B	B+
HCM2kAvgQ:	5	7	7	3	7	7	3	14	1	6	8	0

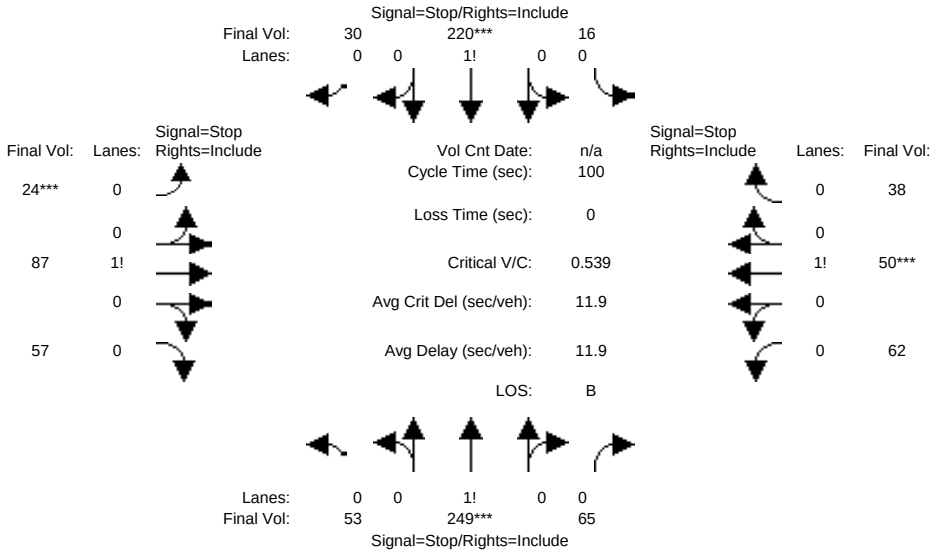
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml No Proj PM

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	48	218	60	13	193	26	19	87	52	55	50	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:	48	218	60	13	193	26	19	87	52	55	50	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	5	31	5	3	27	4	5	0	5	7	0	4
Initial Fut:	53	249	65	16	220	30	24	87	57	62	50	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:	53	249	65	16	220	30	24	87	57	62	50	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	249	65	16	220	30	24	87	57	62	50	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:	53	249	65	16	220	30	24	87	57	62	50	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.68	0.18	0.06	0.83	0.11	0.14	0.52	0.34	0.42	0.33	0.25
Final Sat.:	98	462	121	39	539	73	84	303	199	235	190	145
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.41	0.41	0.41	0.29	0.29	0.29	0.26	0.26	0.26
Crit Moves:		****			****		****				****	
Delay/Veh:	13.4	13.4	13.4	11.5	11.5	11.5	10.5	10.5	10.5	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	11.5	11.5	11.5	10.5	10.5	10.5	10.4	10.4	10.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		13.4			11.5			10.5			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			11.5			10.5			10.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.0	1.0	1.0	0.6	0.6	0.6	0.3	0.3	0.3	0.3	0.3	0.3

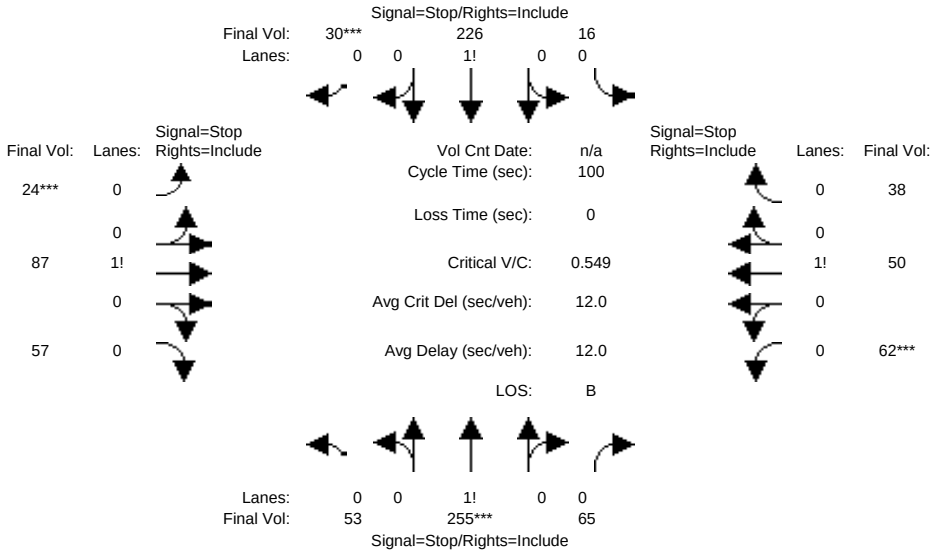
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PM

Intersection #3: Leigh/Scott [4-Way Stop]



Street Name:	Leigh						Scott					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	48	218	60	13	193	26	19	87	52	55	50	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:	48	218	60	13	193	26	19	87	52	55	50	34
Added Vol:	0	6	0	0	6	0	0	0	0	0	0	0
Cuml:	5	31	5	3	27	4	5	0	5	7	0	4
Initial Fut:	53	255	65	16	226	30	24	87	57	62	50	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:	53	255	65	16	226	30	24	87	57	62	50	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	255	65	16	226	30	24	87	57	62	50	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:	53	255	65	16	226	30	24	87	57	62	50	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.69	0.17	0.06	0.83	0.11	0.14	0.52	0.34	0.42	0.33	0.25
Final Sat.:	97	464	118	38	540	71	84	301	197	234	188	144
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.42	0.42	0.42	0.29	0.29	0.29	0.27	0.27	0.27
Crit Moves:		****				****	****			****		
Delay/Veh:	13.6	13.6	13.6	11.6	11.6	11.6	10.5	10.5	10.5	10.5	10.5	10.5
Delay Adj:	1.00	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	11.6	11.6	11.6	10.5	10.5	10.5	10.5	10.5	10.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		13.6			11.6			10.5			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			11.6			10.5			10.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.0	1.0	1.0	0.6	0.6	0.6	0.3	0.3	0.3	0.3	0.3	0.3

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

San Jose City College

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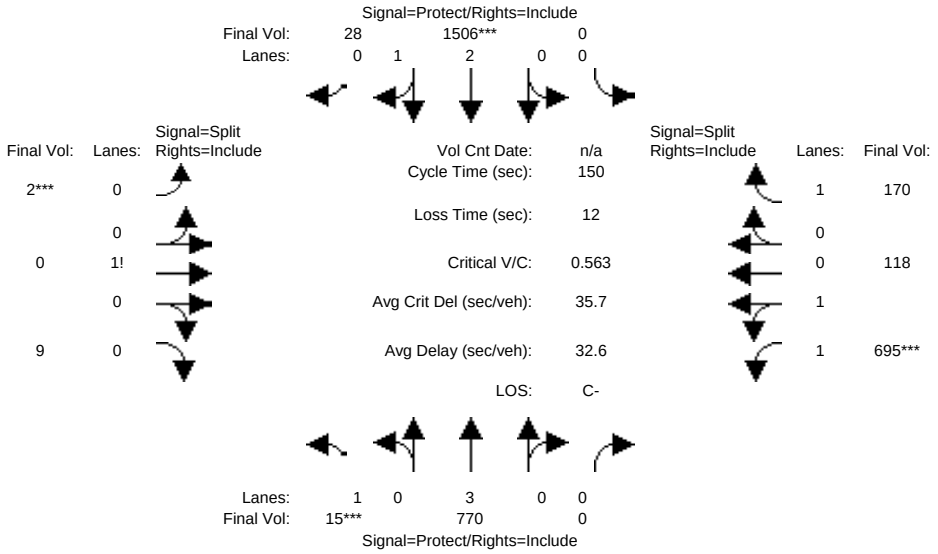
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	634	0	0	1373	28	2	0	9	582	118	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	634	0	0	1373	28	2	0	9	582	118	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	136	0	0	133	0	0	0	0	113	0	6
Initial Fut:	15	770	0	0	1506	28	2	0	9	695	118	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:	15	770	0	0	1506	28	2	0	9	695	118	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	770	0	0	1506	28	2	0	9	695	118	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:	15	770	0	0	1506	28	2	0	9	695	118	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	0.18	0.00	0.82	1.71	0.29	1.00
Final Sat.:	1750	5700	0	0	5498	102	318	0	1432	3035	515	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.00	0.27	0.27	0.01	0.00	0.01	0.23	0.23	0.10
Crit Moves:	****				****		****			****		
Green Time:	7.0	72.9	0.0	0.0	65.9	65.9	10.0	0.0	10.0	55.1	55.1	55.1
Volume/Cap:	0.18	0.28	0.00	0.00	0.62	0.62	0.09	0.00	0.09	0.62	0.62	0.26
Delay/Veh:	69.8	23.0	0.0	0.0	33.0	33.0	66.1	0.0	66.1	39.9	39.9	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:	69.8	23.0	0.0	0.0	33.0	33.0	66.1	0.0	66.1	39.9	39.9	33.5
LOS by Move:	E	C+	A	A	C-	C-	E	A	E	D	D	C-
HCM2kAvgQ:	1	7	0	0	17	17	1	0	1	16	16	6

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

San Jose City College

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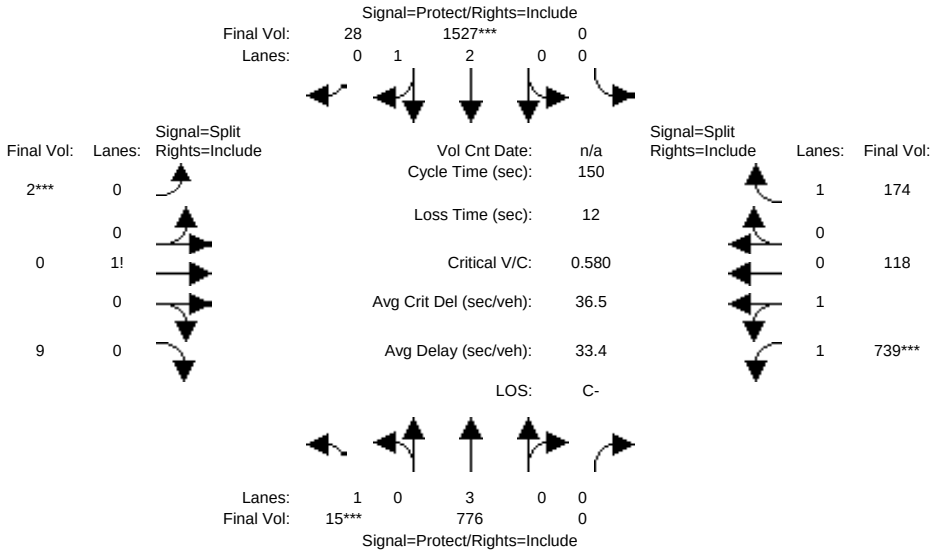
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #4: Bascom/Parkmoor



Street Name:	S Bascom Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	634	0	0	1373	28	2	0	9	582	118	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	634	0	0	1373	28	2	0	9	582	118	164
Added Vol:	0	6	0	0	21	0	0	0	0	44	0	4
Cuml:	0	136	0	0	133	0	0	0	0	113	0	6
Initial Fut:	15	776	0	0	1527	28	2	0	9	739	118	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:	15	776	0	0	1527	28	2	0	9	739	118	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	776	0	0	1527	28	2	0	9	739	118	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:	15	776	0	0	1527	28	2	0	9	739	118	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	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	0.18	0.00	0.82	1.73	0.27	1.00
Final Sat.:	1750	5700	0	0	5499	101	318	0	1432	3061	489	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.00	0.28	0.28	0.01	0.00	0.01	0.24	0.24	0.10
Crit Moves:	****				****		****			****		
Green Time:	7.0	71.7	0.0	0.0	64.7	64.7	10.0	0.0	10.0	56.3	56.3	56.3
Volume/Cap:	0.18	0.28	0.00	0.00	0.64	0.64	0.09	0.00	0.09	0.64	0.64	0.27
Delay/Veh:	69.8	23.7	0.0	0.0	34.2	34.2	66.1	0.0	66.1	39.7	39.7	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:	69.8	23.7	0.0	0.0	34.2	34.2	66.1	0.0	66.1	39.7	39.7	32.7
LOS by Move:	E	C	A	A	C-	C-	E	A	E	D	D	C-
HCM2kAvgQ:	1	7	0	0	18	18	1	0	1	17	17	6

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

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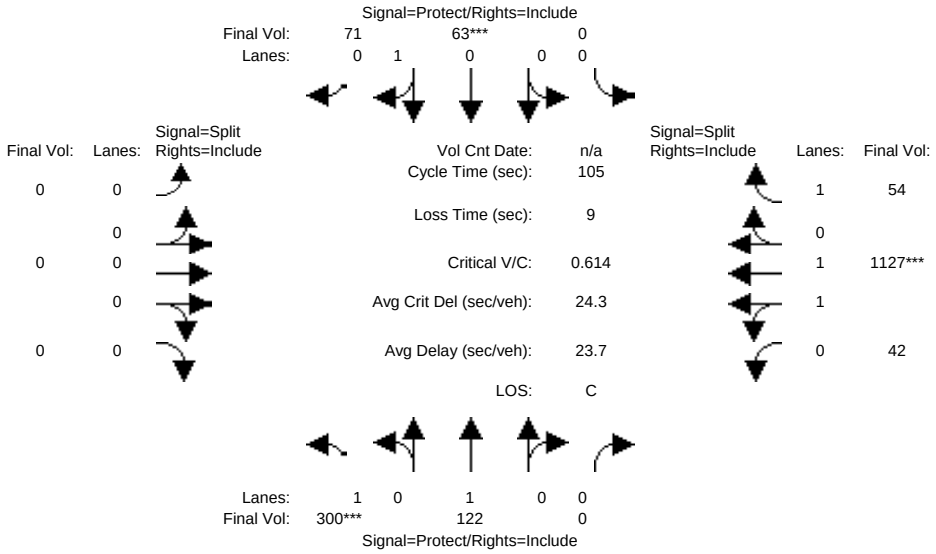
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	122	0	0	59	69	0	0	0	42	1023	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	122	0	0	59	69	0	0	0	42	1023	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	83	0	0	0	4	2	0	0	0	0	104	0
Initial Fut:	300	122	0	0	63	71	0	0	0	42	1127	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	122	0	0	63	71	0	0	0	42	1127	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	122	0	0	63	71	0	0	0	42	1127	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	122	0	0	63	71	0	0	0	42	1127	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.47	0.53	0.00	0.00	0.00	0.07	1.93	1.00
Final Sat.:	1750	1900	0	0	846	954	0	0	0	133	3567	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.32	0.32	0.03
Crit Moves:	****				****						****	
Green Time:	29.3	42.0	0.0	0.0	12.7	12.7	0.0	0.0	0.0	54.0	54.0	54.0
Volume/Cap:	0.61	0.16	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.61	0.61	0.06
Delay/Veh:	35.3	20.3	0.0	0.0	49.0	49.0	0.0	0.0	0.0	18.7	18.7	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:	35.3	20.3	0.0	0.0	49.0	49.0	0.0	0.0	0.0	18.7	18.7	12.8
LOS by Move:	D+	C+	A	A	D	D	A	A	A	B-	B-	B
HCM2kAvgQ:	9	2	0	0	5	5	0	0	0	13	13	1

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

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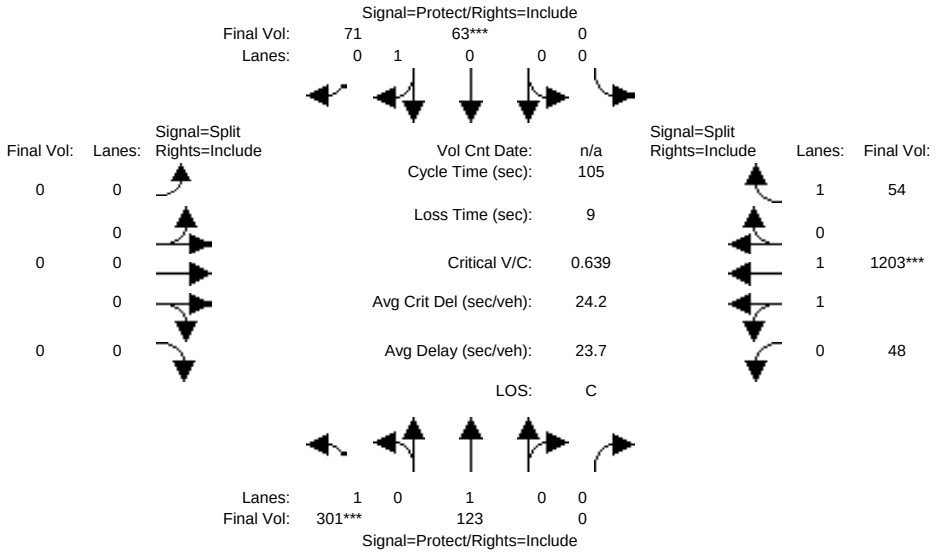
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: Leland/Parkmoor



Street Name:	Leland Ave						Parkmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	122	0	0	59	69	0	0	0	42	1023	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	122	0	0	59	69	0	0	0	42	1023	54
Added Vol:	1	1	0	0	0	0	0	0	0	6	76	0
Cuml:	83	0	0	0	4	2	0	0	0	0	104	0
Initial Fut:	301	123	0	0	63	71	0	0	0	48	1203	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	123	0	0	63	71	0	0	0	48	1203	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	123	0	0	63	71	0	0	0	48	1203	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	123	0	0	63	71	0	0	0	48	1203	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	0.00	0.00	0.47	0.53	0.00	0.00	0.00	0.08	1.92	1.00
Final Sat.:	1750	1900	0	0	846	954	0	0	0	142	3558	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.34	0.34	0.03
Crit Moves:	****				****						****	
Green Time:	28.2	40.5	0.0	0.0	12.2	12.2	0.0	0.0	0.0	55.5	55.5	55.5
Volume/Cap:	0.64	0.17	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.64	0.64	0.06
Delay/Veh:	36.8	21.3	0.0	0.0	50.8	50.8	0.0	0.0	0.0	18.3	18.3	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:	36.8	21.3	0.0	0.0	50.8	50.8	0.0	0.0	0.0	18.3	18.3	12.1
LOS by Move:	D+	C+	A	A	D	D	A	A	A	B-	B-	B
HCM2kAvgQ:	9	2	0	0	5	5	0	0	0	14	14	1

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

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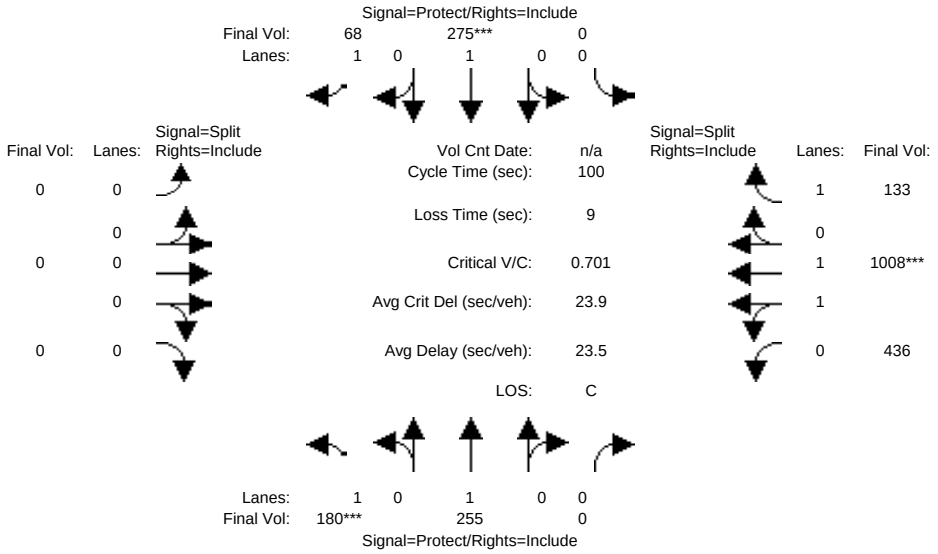
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	214	0	0	245	60	0	0	0	419	932	133
Growth Adj:	1.00	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	214	0	0	245	60	0	0	0	419	932	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	13	41	0	0	30	8	0	0	0	17	76	0
Initial Fut:	180	255	0	0	275	68	0	0	0	436	1008	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	255	0	0	275	68	0	0	0	436	1008	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	255	0	0	275	68	0	0	0	436	1008	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	255	0	0	275	68	0	0	0	436	1008	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.99	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.62	1.38	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	1117	2582	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.00	0.00	0.14	0.04	0.00	0.00	0.00	0.39	0.39	0.08
Crit Moves:	****				****						****	
Green Time:	14.7	35.3	0.0	0.0	20.6	20.6	0.0	0.0	0.0	55.7	55.7	55.7
Volume/Cap:	0.70	0.38	0.00	0.00	0.70	0.19	0.00	0.00	0.00	0.70	0.70	0.14
Delay/Veh:	49.0	24.5	0.0	0.0	42.4	33.0	0.0	0.0	0.0	17.2	17.2	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:	49.0	24.5	0.0	0.0	42.4	33.0	0.0	0.0	0.0	17.2	17.2	10.7
LOS by Move:	D	C	A	A	D	C-	A	A	A	B	B	B+
HCM2kAvgQ:	6	6	0	0	9	2	0	0	0	17	17	2

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

San Jose City College

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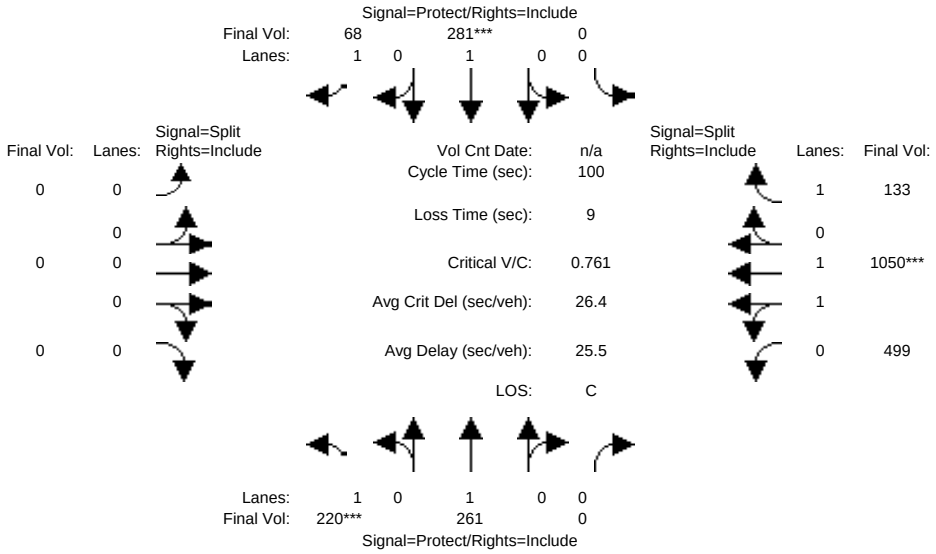
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: Leigh/Parkmoor



Street Name:	Leigh						Parkmoor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	214	0	0	245	60	0	0	0	419	932	133
Growth Adj:	1.00	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	214	0	0	245	60	0	0	0	419	932	133
Added Vol:	40	6	0	0	6	0	0	0	0	63	42	0
Cuml:	13	41	0	0	30	8	0	0	0	17	76	0
Initial Fut:	220	261	0	0	281	68	0	0	0	499	1050	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	261	0	0	281	68	0	0	0	499	1050	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	261	0	0	281	68	0	0	0	499	1050	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	261	0	0	281	68	0	0	0	499	1050	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.99	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.66	1.34	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	1192	2507	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.00	0.00	0.15	0.04	0.00	0.00	0.00	0.42	0.42	0.08
Crit Moves:	****				****						****	
Green Time:	16.5	36.0	0.0	0.0	19.4	19.4	0.0	0.0	0.0	55.0	55.0	55.0
Volume/Cap:	0.76	0.38	0.00	0.00	0.76	0.20	0.00	0.00	0.00	0.76	0.76	0.14
Delay/Veh:	51.1	24.1	0.0	0.0	47.0	34.1	0.0	0.0	0.0	19.1	19.1	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	24.1	0.0	0.0	47.0	34.1	0.0	0.0	0.0	19.1	19.1	11.0
LOS by Move:	D-	C	A	A	D	C-	A	A	A	B-	B-	B+
HCM2kAvgQ:	7	6	0	0	10	2	0	0	0	20	20	2

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

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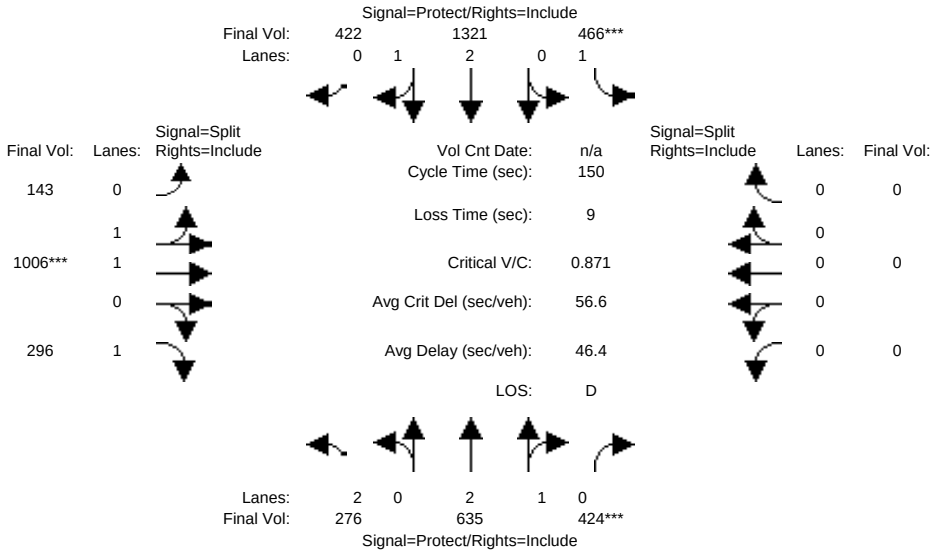
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	544	313	456	1163	345	105	886	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	544	313	456	1163	345	105	886	276	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	27	91	111	10	158	77	38	120	20	0	0	0
Initial Fut:	276	635	424	466	1321	422	143	1006	296	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	635	424	466	1321	422	143	1006	296	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	635	424	466	1321	422	143	1006	296	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	635	424	466	1321	422	143	1006	296	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	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.25	0.75	0.26	1.74	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	1750	1750	4242	1355	460	3240	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.24	0.27	0.31	0.31	0.31	0.31	0.17	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	19.2	41.7	41.7	45.8	68.3	68.3	53.5	53.5	53.5	0.0	0.0	0.0
Volume/Cap:	0.68	0.60	0.87	0.87	0.68	0.68	0.87	0.87	0.47	0.00	0.00	0.00
Delay/Veh:	67.3	47.5	58.7	63.8	33.1	33.1	51.7	51.7	38.0	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:	67.3	47.5	58.7	63.8	33.1	33.1	51.7	51.7	38.0	0.0	0.0	0.0
LOS by Move:	E	D	E+	E	C-	C-	D-	D-	D+	A	A	A
HCM2kAvgQ:	7	12	21	23	21	21	28	28	11	0	0	0

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

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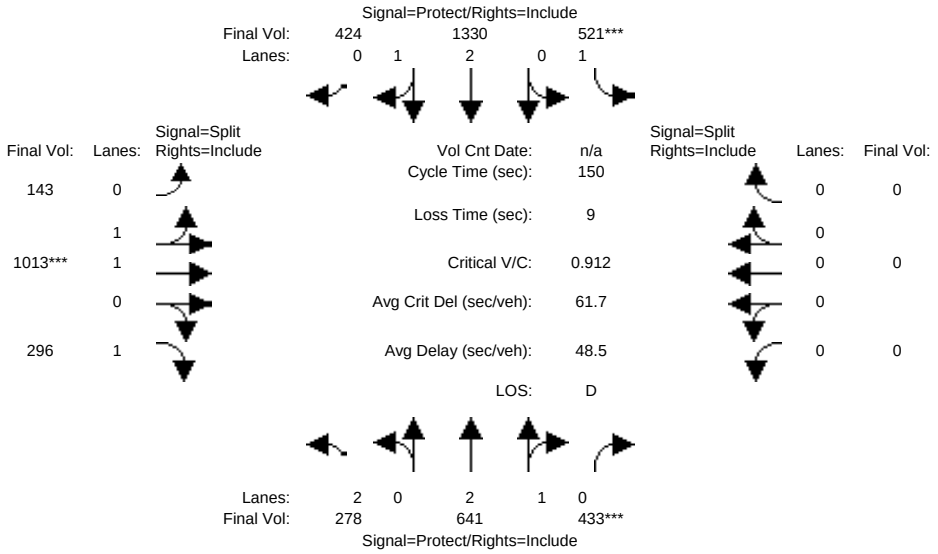
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #7: Bascom/Moorpark



Street Name:	S Bascom Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	544	313	456	1163	345	105	886	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	544	313	456	1163	345	105	886	276	0	0	0
Added Vol:	2	6	9	55	9	2	0	7	0	0	0	0
Cuml:	27	91	111	10	158	77	38	120	20	0	0	0
Initial Fut:	278	641	433	521	1330	424	143	1013	296	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:	278	641	433	521	1330	424	143	1013	296	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	641	433	521	1330	424	143	1013	296	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:	278	641	433	521	1330	424	143	1013	296	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	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.25	0.75	0.25	1.75	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	1750	1750	4245	1353	457	3242	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.25	0.30	0.31	0.31	0.31	0.31	0.17	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	19.7	40.7	40.7	48.9	69.9	69.9	51.4	51.4	51.4	0.0	0.0	0.0
Volume/Cap:	0.67	0.62	0.91	0.91	0.67	0.67	0.91	0.91	0.49	0.00	0.00	0.00
Delay/Veh:	66.4	48.6	63.7	67.5	31.8	31.8	57.3	57.3	39.7	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:	66.4	48.6	63.7	67.5	31.8	31.8	57.3	57.3	39.7	0.0	0.0	0.0
LOS by Move:	E	D	E	E	C	C	E+	E+	D	A	A	A
HCM2kAvgQ:	7	13	23	26	21	21	29	29	12	0	0	0

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

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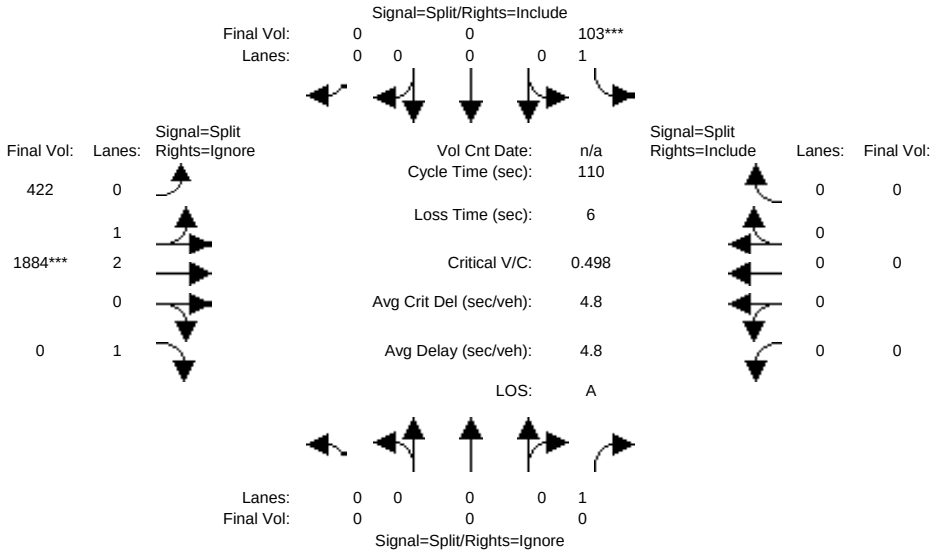
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	27	101	0	0	339	1718	48	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	0	27	101	0	0	339	1718	48	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	0	0	2	0	0	83	166	0	0	0	0
Initial Fut:	0	0	27	103	0	0	422	1884	48	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	103	0	0	422	1884	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	103	0	0	422	1884	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	103	0	0	422	1884	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.57	2.43	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	1025	4574	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	13.0	0.0	0.0	91.0	91.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	47.3	0.0	0.0	2.9	2.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.3	0.0	0.0	2.9	2.9	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	0	8	8	0	0	0	0

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

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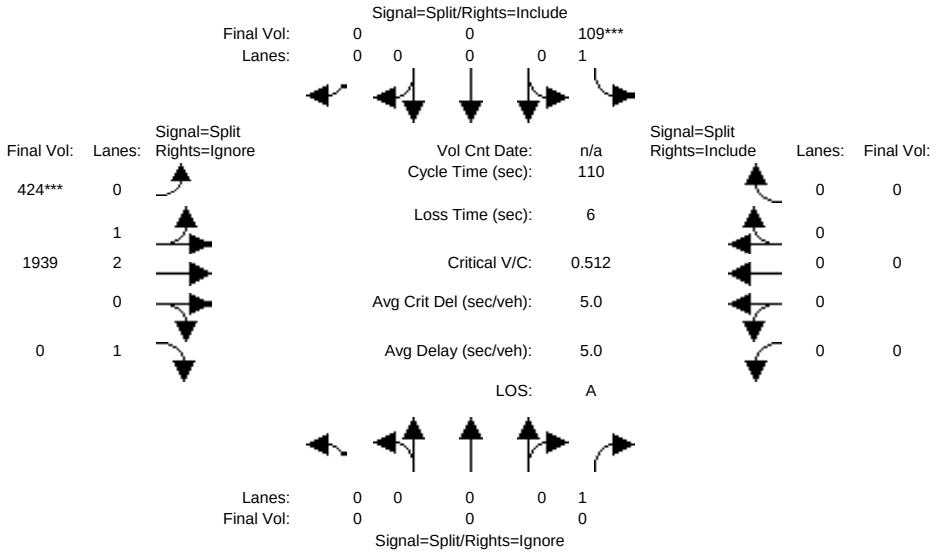
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #8: Leland/Moorpark



Street Name:	Leland Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	27	101	0	0	339	1718	48	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	0	27	101	0	0	339	1718	48	0	0	0
Added Vol:	0	0	71	6	0	0	2	55	36	0	0	0
Cuml:	0	0	0	2	0	0	83	166	0	0	0	0
Initial Fut:	0	0	98	109	0	0	424	1939	84	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	109	0	0	424	1939	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	0	424	1939	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	0	0	424	1939	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	0.56	2.44	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1750	1750	0	0	1005	4594	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	13.4	0.0	0.0	90.6	90.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	47.4	0.0	0.0	3.1	3.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.4	0.0	0.0	3.1	3.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	0	9	9	0	0	0	0

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

San Jose City College

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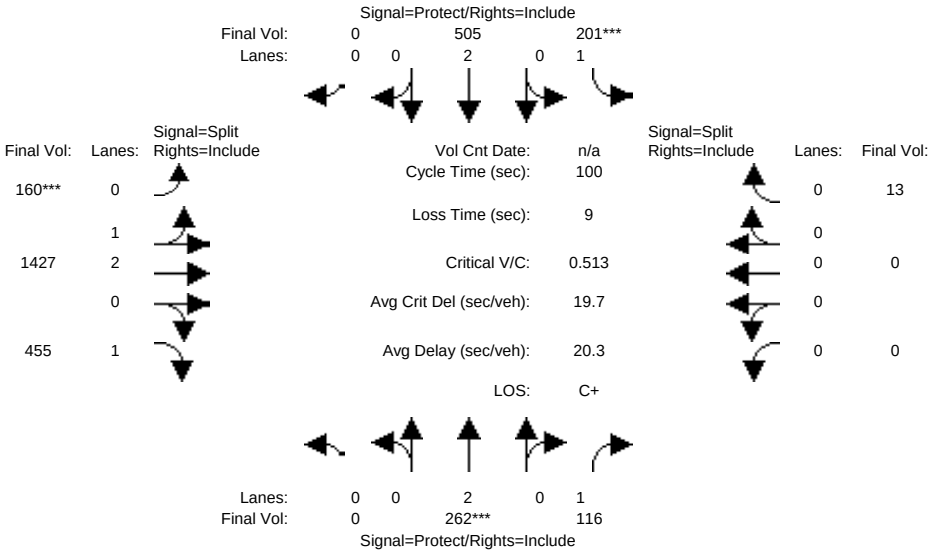
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	226	116	188	476	0	155	1262	451	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	226	116	188	476	0	155	1262	451	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	36	0	13	29	0	5	165	4	0	0	13
Initial Fut:	0	262	116	201	505	0	160	1427	455	0	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	262	116	201	505	0	160	1427	455	0	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	116	201	505	0	160	1427	455	0	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	116	201	505	0	160	1427	455	0	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.31	2.69	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	565	5035	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.11	0.13	0.00	0.28	0.28	0.26	0.00	0.00	xxxx
Crit Moves:		****		****			****					
Green Time:	0.0	13.4	13.4	22.4	35.8	0.0	55.2	55.2	55.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.49	0.51	0.37	0.00	0.51	0.51	0.47	0.00	0.00	xxxx
Delay/Veh:	0.0	41.1	41.8	35.2	23.9	0.0	14.2	14.2	13.9	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	41.1	41.8	35.2	23.9	0.0	14.2	14.2	13.9	0.0	0.0	0.0
LOS by Move:	A	D	D	D+	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	4	6	5	0	10	10	9	0	0	0

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

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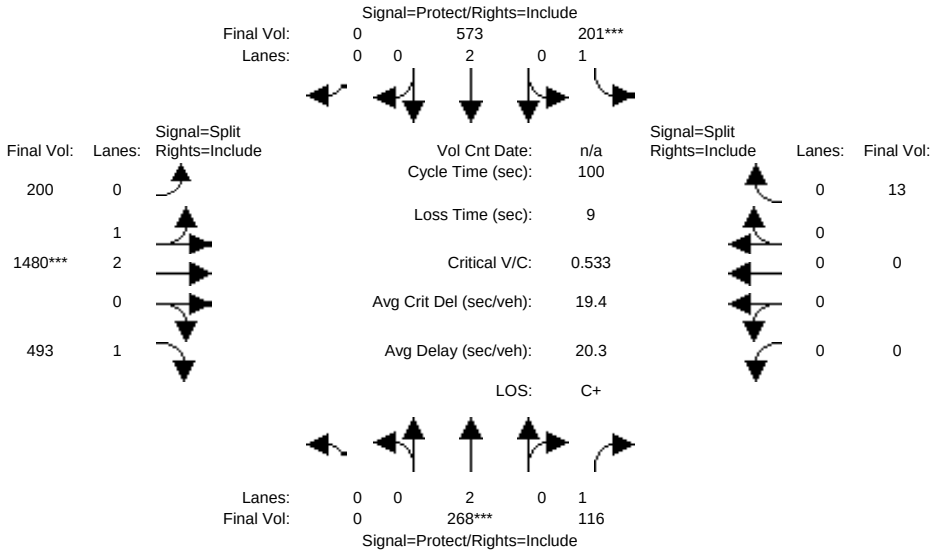
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #9: Leigh/Moorpark



Street Name:	Leigh Ave						Moorpark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	226	116	188	476	0	155	1262	451	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	226	116	188	476	0	155	1262	451	0	0	0
Added Vol:	0	6	0	0	68	0	40	53	38	0	0	0
Cuml:	0	36	0	13	29	0	5	165	4	0	0	13
Initial Fut:	0	268	116	201	573	0	200	1480	493	0	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	268	116	201	573	0	200	1480	493	0	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	268	116	201	573	0	200	1480	493	0	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	268	116	201	573	0	200	1480	493	0	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.37	2.63	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0	667	4932	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.11	0.15	0.00	0.30	0.30	0.28	0.00	0.00	xxxx
Crit Moves:		****		****				****				
Green Time:	0.0	13.2	13.2	21.5	34.8	0.0	56.2	56.2	56.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.50	0.53	0.43	0.00	0.53	0.53	0.50	0.00	0.00	xxxx
Delay/Veh:	0.0	41.6	42.1	36.3	25.3	0.0	13.9	13.9	13.7	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	41.6	42.1	36.3	25.3	0.0	13.9	13.9	13.7	0.0	0.0	0.0
LOS by Move:	A	D	D	D+	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	4	6	6	0	11	11	10	0	0	0

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

San Jose City College

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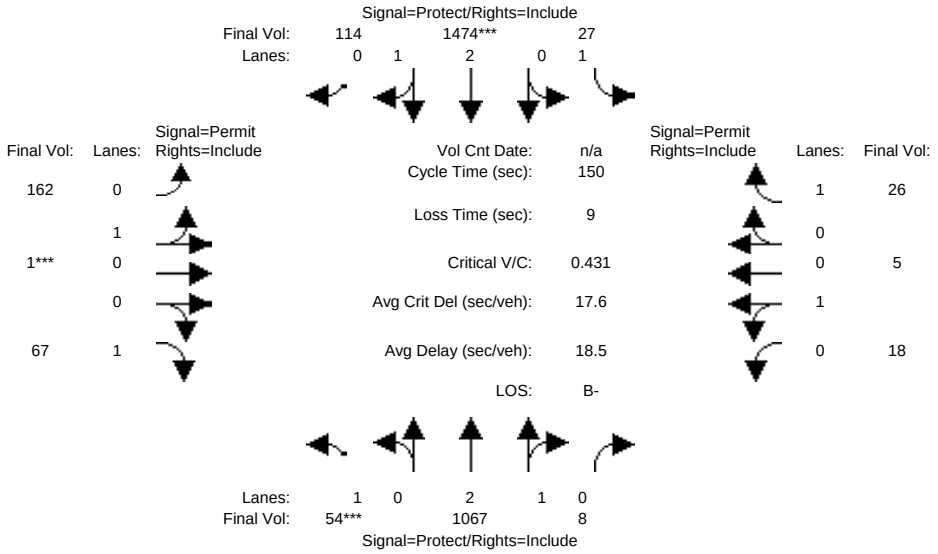
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #10: Bascom/Renova



Street Name:	Bascom Ave						Renova Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	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:	51	978	8	27	1382	48	35	1	61	18	5	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:	51	978	8	27	1382	48	35	1	61	18	5	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	3	89	0	0	92	66	127	0	6	0	0	0
Initial Fut:	54	1067	8	27	1474	114	162	1	67	18	5	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:	54	1067	8	27	1474	114	162	1	67	18	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1067	8	27	1474	114	162	1	67	18	5	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:	54	1067	8	27	1474	114	162	1	67	18	5	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	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.78	0.22	0.99	0.01	1.00	0.78	0.22	1.00
Final Sat.:	1750	5558	42	1750	5197	402	1789	11	1750	1409	391	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.28	0.28	0.09	0.09	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	10.7	88.1	88.1	21.4	98.7	98.7	31.5	31.5	31.5	31.5	31.5	31.5
Volume/Cap:	0.43	0.33	0.33	0.11	0.43	0.43	0.43	0.43	0.18	0.06	0.06	0.07
Delay/Veh:	69.1	15.9	15.9	56.2	12.3	12.3	52.2	52.2	48.9	47.5	47.5	47.6
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:	69.1	15.9	15.9	56.2	12.3	12.3	52.2	52.2	48.9	47.5	47.5	47.6
LOS by Move:	E	B	B	E+	B	B	D-	D-	D	D	D	D
HCM2kAvgQ:	2	8	8	1	11	11	7	7	3	1	1	1

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

San Jose City College

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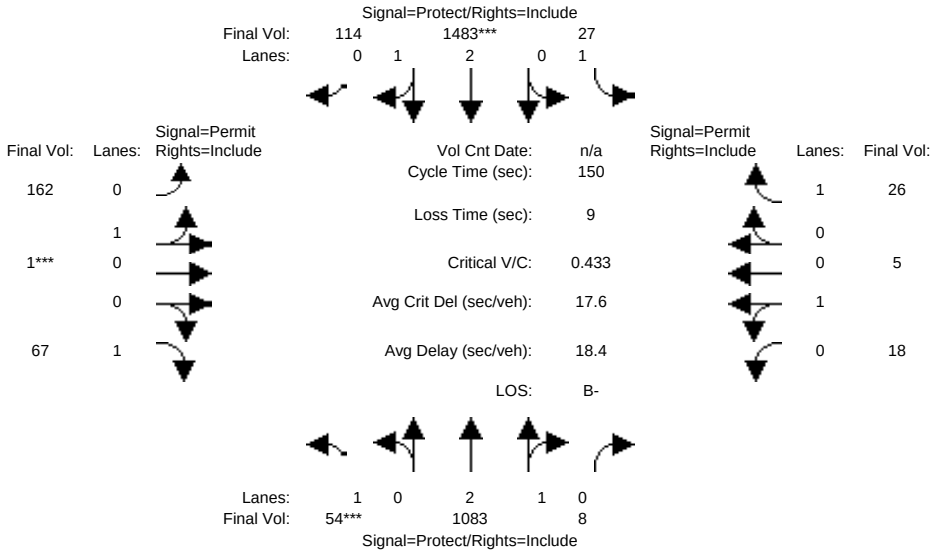
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #10: Bascom/Renova



Street Name:	Bascom Ave						Renova Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	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:	51	978	8	27	1382	48	35	1	61	18	5	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:	51	978	8	27	1382	48	35	1	61	18	5	26
Added Vol:	0	16	0	0	9	0	0	0	0	0	0	0
Cuml:	3	89	0	0	92	66	127	0	6	0	0	0
Initial Fut:	54	1083	8	27	1483	114	162	1	67	18	5	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:	54	1083	8	27	1483	114	162	1	67	18	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1083	8	27	1483	114	162	1	67	18	5	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:	54	1083	8	27	1483	114	162	1	67	18	5	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	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.78	0.22	0.99	0.01	1.00	0.78	0.22	1.00
Final Sat.:	1750	5559	41	1750	5200	400	1789	11	1750	1409	391	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.29	0.29	0.09	0.09	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	10.7	88.4	88.4	21.2	98.9	98.9	31.4	31.4	31.4	31.4	31.4	31.4
Volume/Cap:	0.43	0.33	0.33	0.11	0.43	0.43	0.43	0.43	0.18	0.06	0.06	0.07
Delay/Veh:	69.1	15.8	15.8	56.4	12.3	12.3	52.4	52.4	49.0	47.6	47.6	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:	69.1	15.8	15.8	56.4	12.3	12.3	52.4	52.4	49.0	47.6	47.6	47.7
LOS by Move:	E	B	B	E+	B	B	D-	D-	D	D	D	D
HCM2kAvgQ:	2	8	8	1	11	11	7	7	3	1	1	1

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

San Jose City College

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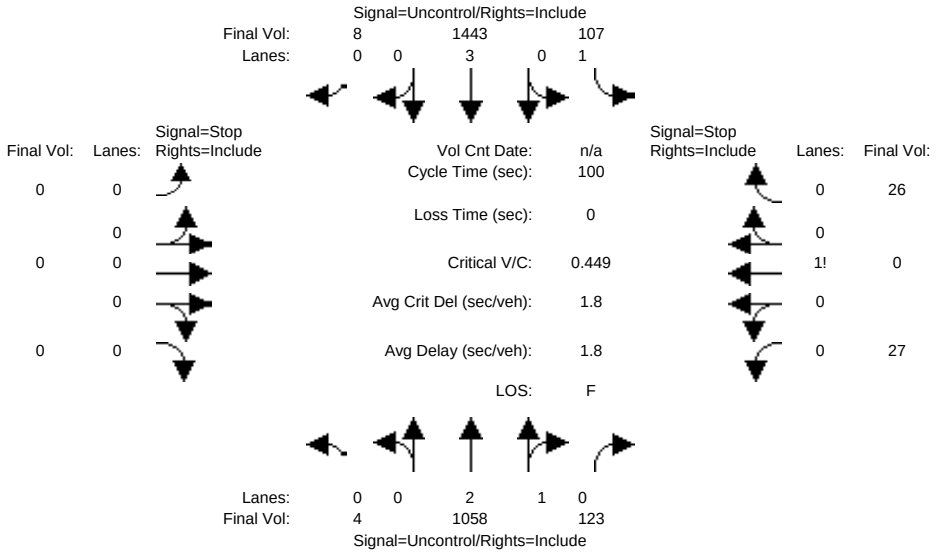
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml No Proj PM

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	4	966	123	107	1345	8	0	0	0	27	0	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:	4	966	123	107	1345	8	0	0	0	27	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	92	0	0	98	0	0	0	0	0	0	0
Initial Fut:	4	1058	123	107	1443	8	0	0	0	27	0	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:	4	1058	123	107	1443	8	0	0	0	27	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	1058	123	107	1443	8	0	0	0	27	0	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1451	xxxx	xxxxx	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx	1823	2793	414
Potent Cap.:	473	xxxx	xxxxx	599	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	19	593
Move Cap.:	473	xxxx	xxxxx	599	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	15	593
Volume/Cap:	0.01	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.7	xxxx	xxxxx	12.3	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	xxxx	xxxxx	xxxx	108	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx
Shrd ConDel:	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	67.3	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			67.3		
ApproachLOS:	*			*			*			F		

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

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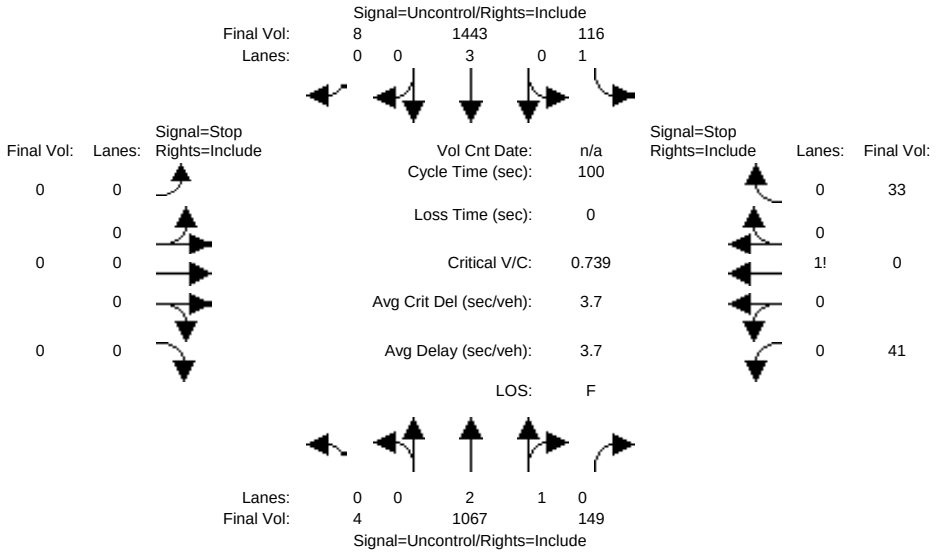
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #11: Bascom/Laswell [Unsignalized]



Street Name:	S Bascom Ave						Laswell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	4	966	123	107	1345	8	0	0	0	27	0	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:	4	966	123	107	1345	8	0	0	0	27	0	26
Added Vol:	0	9	26	9	0	0	0	0	0	14	0	7
Cuml:	0	92	0	0	98	0	0	0	0	0	0	0
Initial Fut:	4	1067	149	116	1443	8	0	0	0	41	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1067	149	116	1443	8	0	0	0	41	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	1067	149	116	1443	8	0	0	0	41	0	33
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1451	xxxx	xxxxx	1216	xxxx	xxxxx	xxxx	xxxx	xxxxx	1863	2833	430
Potent Cap.:	473	xxxx	xxxxx	581	xxxx	xxxxx	xxxx	xxxx	xxxxx	66	18	579
Move Cap.:	473	xxxx	xxxxx	581	xxxx	xxxxx	xxxx	xxxx	xxxxx	56	14	579
Volume/Cap:	0.01	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.74	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.7	xxxx	xxxxx	12.7	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	xxxx	xxxxx	xxxx	93	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.2	xxxxx
Shrd ConDel:	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	124	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			124.1		
ApproachLOS:	*			*			*			F		

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

San Jose City College

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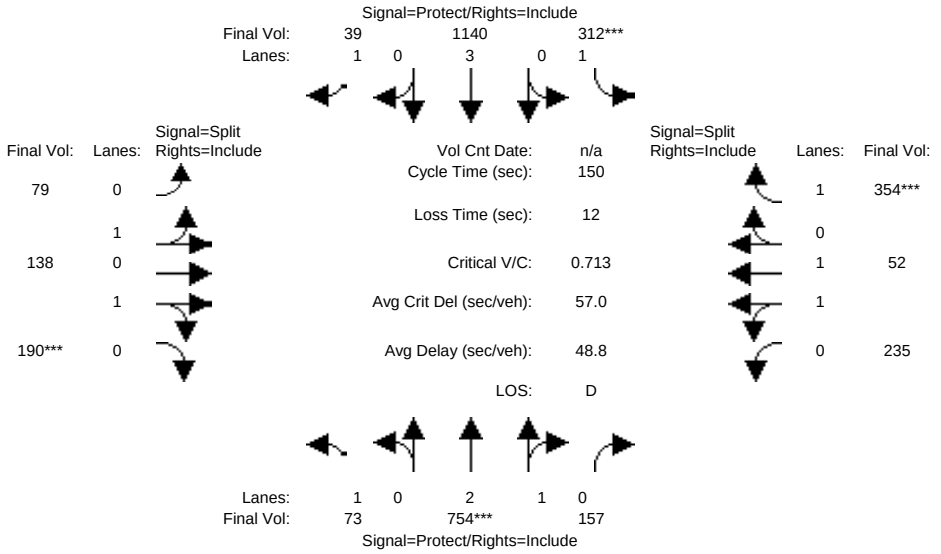
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	40	703	147	294	1074	28	56	123	127	226	41	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	703	147	294	1074	28	56	123	127	226	41	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	33	51	10	18	66	11	23	15	63	9	11	16
Initial Fut:	73	754	157	312	1140	39	79	138	190	235	52	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	754	157	312	1140	39	79	138	190	235	52	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	754	157	312	1140	39	79	138	190	235	52	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	754	157	312	1140	39	79	138	190	235	52	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.46	0.54	1.00	3.00	1.00	0.39	0.68	0.93	1.00	1.00	1.00
Final Sat.:	1750	4634	965	1750	5700	1750	699	1221	1681	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.18	0.20	0.02	0.11	0.11	0.11	0.13	0.03	0.20
Crit Moves:		****		****					****			****
Green Time:	13.6	34.2	34.2	37.5	58.1	58.1	23.8	23.8	23.8	42.5	42.5	42.5
Volume/Cap:	0.46	0.71	0.71	0.71	0.52	0.06	0.71	0.71	0.71	0.47	0.10	0.71
Delay/Veh:	66.9	55.3	55.3	56.8	35.4	28.8	64.1	64.1	64.1	45.1	39.6	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	55.3	55.3	56.8	35.4	28.8	64.1	64.1	64.1	45.1	39.6	53.1
LOS by Move:	E	E+	E+	E+	D+	C	E	E	E	D	D	D-
HCM2kAvgQ:	4	14	14	14	13	1	11	11	11	9	2	16

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

San Jose City College

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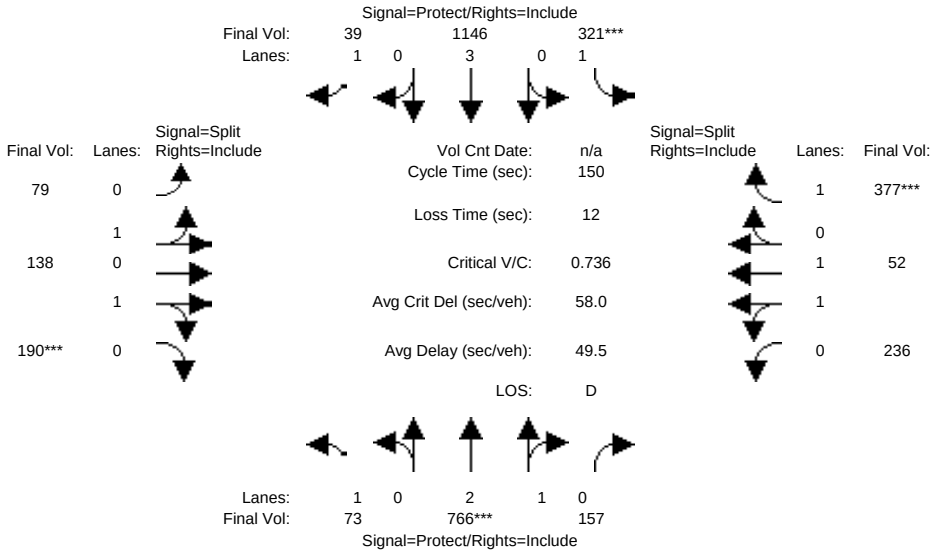
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #12: Bascom/Fruitdale



Street Name:	Bascom						Fruitdale					
Approach:	North Bound			South Bound			East 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:	40	703	147	294	1074	28	56	123	127	226	41	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	703	147	294	1074	28	56	123	127	226	41	338
Added Vol:	0	12	0	9	6	0	0	0	0	1	0	23
Cuml:	33	51	10	18	66	11	23	15	63	9	11	16
Initial Fut:	73	766	157	321	1146	39	79	138	190	236	52	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	766	157	321	1146	39	79	138	190	236	52	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	766	157	321	1146	39	79	138	190	236	52	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	766	157	321	1146	39	79	138	190	236	52	377
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	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.47	0.53	1.00	3.00	1.00	0.39	0.68	0.93	1.00	1.00	1.00
Final Sat.:	1750	4646	952	1750	5700	1750	699	1221	1681	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.18	0.20	0.02	0.11	0.11	0.11	0.13	0.03	0.22
Crit Moves:		****		****					****			****
Green Time:	13.4	33.6	33.6	37.4	57.6	57.6	23.1	23.1	23.1	43.9	43.9	43.9
Volume/Cap:	0.47	0.74	0.74	0.74	0.52	0.06	0.74	0.74	0.74	0.46	0.09	0.74
Delay/Veh:	67.1	56.4	56.4	58.2	35.8	29.1	65.7	65.7	65.7	43.9	38.6	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	56.4	56.4	58.2	35.8	29.1	65.7	65.7	65.7	43.9	38.6	53.3
LOS by Move:	E	E+	E+	E+	D+	C	E	E	E	D	D+	D-
HCM2kAvgQ:	4	15	15	15	13	1	11	11	11	9	2	17

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

San Jose City College

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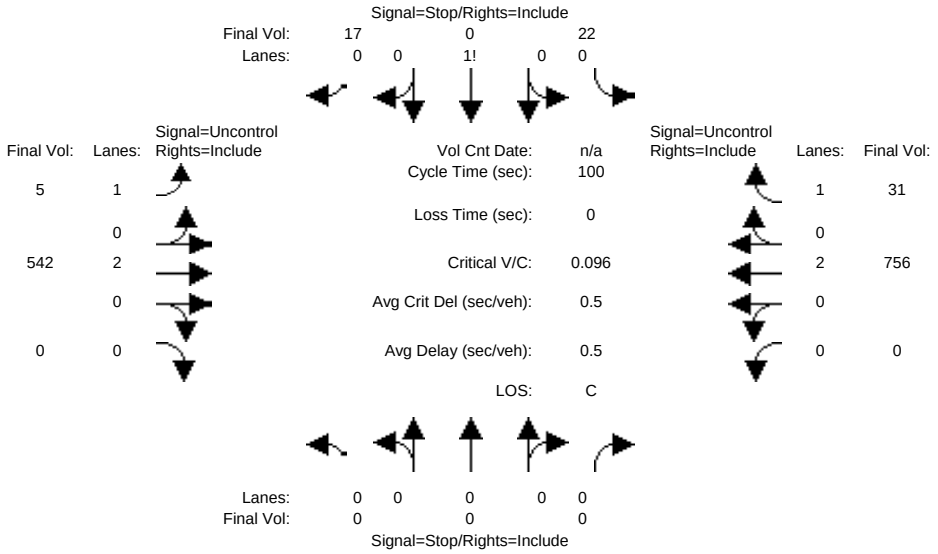
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml No Proj PM

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	22	0	17	5	491	0	0	714	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:	0	0	0	22	0	17	5	491	0	0	714	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	0	0	0	0	0	0	51	0	0	42	0
Initial Fut:	0	0	0	22	0	17	5	542	0	0	756	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:	0	0	0	22	0	17	5	542	0	0	756	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	17	5	542	0	0	756	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1037	1308	378	787	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	230	161	625	841	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	229	160	625	841	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	317	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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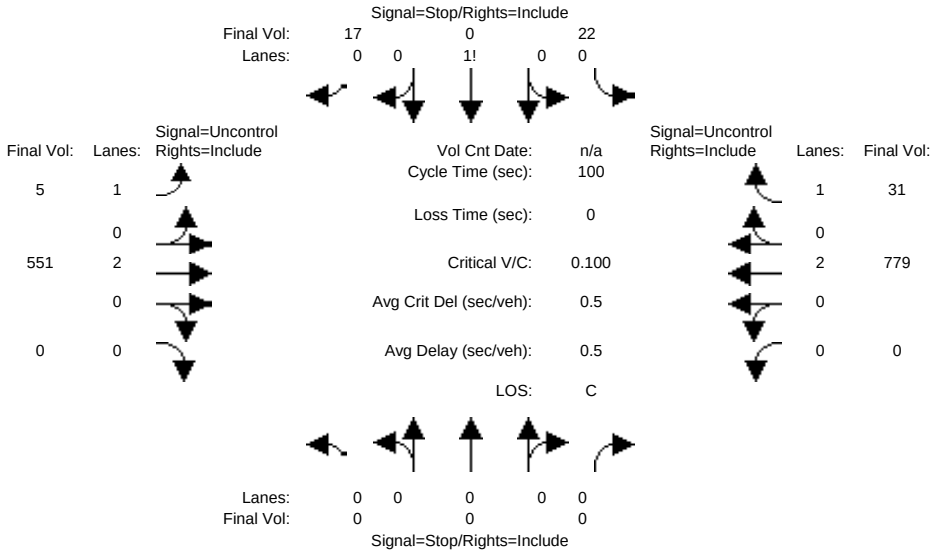
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #13: Sherman Oaks/Fruitdale [Unsignalized]



Street Name:	Sherman Oaks						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	0	22	0	17	5	491	0	0	714	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:	0	0	0	22	0	17	5	491	0	0	714	31
Added Vol:	0	0	0	0	0	0	0	9	0	0	23	0
Cuml:	0	0	0	0	0	0	0	51	0	0	42	0
Initial Fut:	0	0	0	22	0	17	5	551	0	0	779	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:	0	0	0	22	0	17	5	551	0	0	779	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	17	5	551	0	0	779	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1065	1340	390	810	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	221	154	615	825	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	220	153	615	825	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	306	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

San Jose City College

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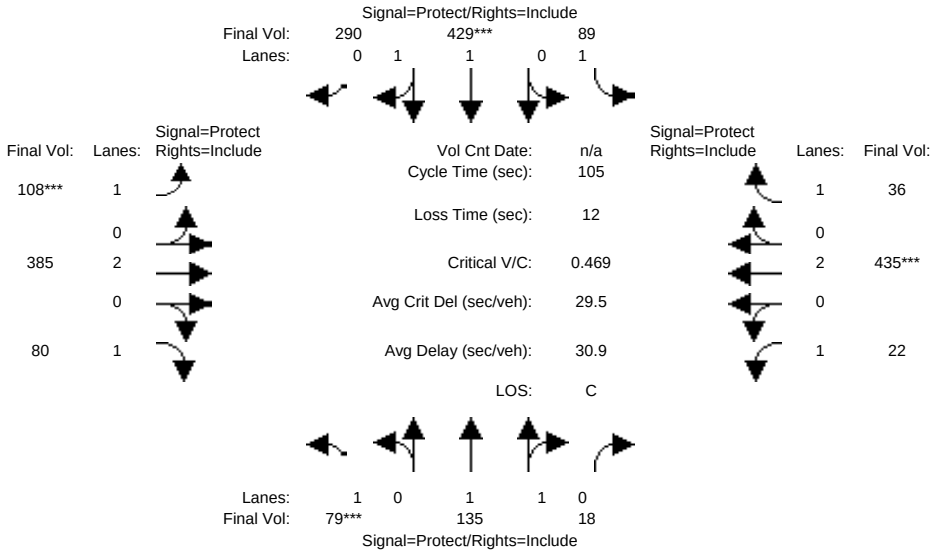
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	128	16	86	420	288	105	344	71	21	400	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:	73	128	16	86	420	288	105	344	71	21	400	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	6	7	2	3	9	2	3	41	9	1	35	4
Initial Fut:	79	135	18	89	429	290	108	385	80	22	435	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:	79	135	18	89	429	290	108	385	80	22	435	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	135	18	89	429	290	108	385	80	22	435	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:	79	135	18	89	429	290	108	385	80	22	435	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	1.00	0.92
Lanes:	1.00	1.76	0.24	1.00	1.17	0.83	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3264	435	1750	2207	1492	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.05	0.19	0.19	0.06	0.10	0.05	0.01	0.11	0.02
Crit Moves:	****				****		****				****	
Green Time:	10.1	31.5	31.5	22.1	43.5	43.5	13.8	23.8	23.8	15.6	25.6	25.6
Volume/Cap:	0.47	0.14	0.14	0.24	0.47	0.47	0.47	0.45	0.20	0.08	0.47	0.08
Delay/Veh:	47.0	26.9	26.9	34.9	22.6	22.6	43.7	35.3	33.2	38.6	34.3	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:	47.0	26.9	26.9	34.9	22.6	22.6	43.7	35.3	33.2	38.6	34.3	30.7
LOS by Move:	D	C	C	C-	C+	C+	D	D+	C-	D+	C-	C
HCM2kAvgQ:	3	2	2	2	8	8	3	5	2	1	6	1

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

San Jose City College

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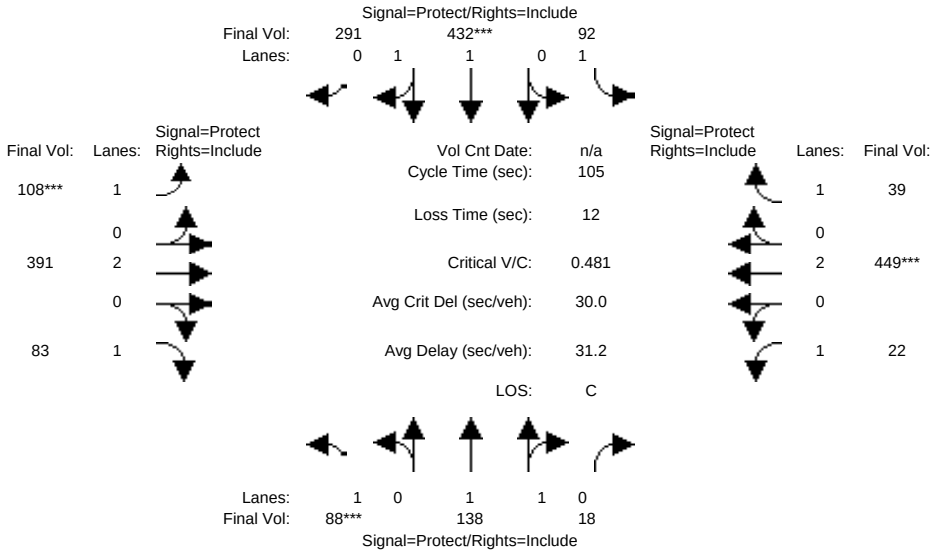
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #14: Leigh/Fruitdale



Street Name:	Leigh						Fruitdale					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	128	16	86	420	288	105	344	71	21	400	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:	73	128	16	86	420	288	105	344	71	21	400	32
Added Vol:	9	3	0	3	3	1	0	6	3	0	14	3
Cuml:	6	7	2	3	9	2	3	41	9	1	35	4
Initial Fut:	88	138	18	92	432	291	108	391	83	22	449	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:	88	138	18	92	432	291	108	391	83	22	449	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	138	18	92	432	291	108	391	83	22	449	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:	88	138	18	92	432	291	108	391	83	22	449	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	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.76	0.24	1.00	1.17	0.83	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3273	427	1750	2210	1488	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.05	0.20	0.20	0.06	0.10	0.05	0.01	0.12	0.02
Crit Moves:	****				****		****				****	
Green Time:	11.0	31.6	31.6	22.1	42.7	42.7	13.5	23.8	23.8	15.5	25.8	25.8
Volume/Cap:	0.48	0.14	0.14	0.25	0.48	0.48	0.48	0.45	0.21	0.09	0.48	0.09
Delay/Veh:	46.3	26.9	26.9	34.9	23.2	23.2	44.1	35.3	33.2	38.8	34.3	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:	46.3	26.9	26.9	34.9	23.2	23.2	44.1	35.3	33.2	38.8	34.3	30.6
LOS by Move:	D	C	C	C-	C	C	D	D+	C-	D+	C-	C
HCM2kAvgQ:	3	2	2	3	9	9	3	5	2	1	6	1

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

San Jose City College

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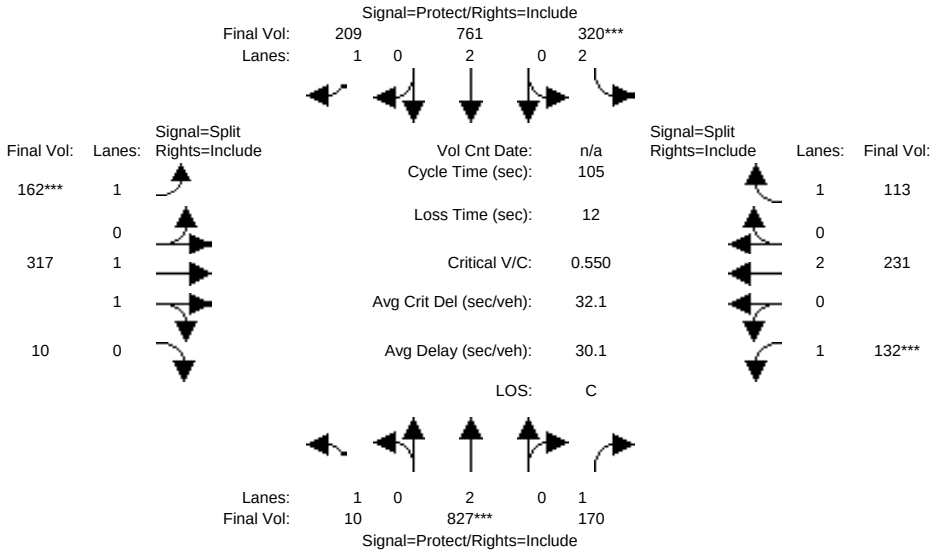
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml No Proj PM

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	10	473	100	158	589	207	160	277	8	70	195	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:	10	473	100	158	589	207	160	277	8	70	195	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cuml:	0	354	70	162	172	2	2	40	2	62	36	76
Initial Fut:	10	827	170	320	761	209	162	317	10	132	231	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	827	170	320	761	209	162	317	10	132	231	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	827	170	320	761	209	162	317	10	132	231	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	827	170	320	761	209	162	317	10	132	231	113
Saturation 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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3587	113	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.10	0.10	0.20	0.12	0.09	0.09	0.09	0.08	0.06	0.06
Crit Moves:		****		****			****			****		
Green Time:	15.2	41.5	41.5	19.4	45.7	45.7	17.7	17.7	17.7	14.4	14.4	14.4
Volume/Cap:	0.04	0.55	0.25	0.55	0.46	0.27	0.55	0.53	0.53	0.55	0.44	0.47
Delay/Veh:	38.7	24.9	21.4	40.0	21.1	19.2	42.2	40.7	40.7	45.0	42.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	24.9	21.4	40.0	21.1	19.2	42.2	40.7	40.7	45.0	42.2	43.2
LOS by Move:	D+	C	C+	D	C+	B-	D	D	D	D	D	D
HCM2kAvgQ:	0	11	4	6	9	5	5	5	5	5	4	4

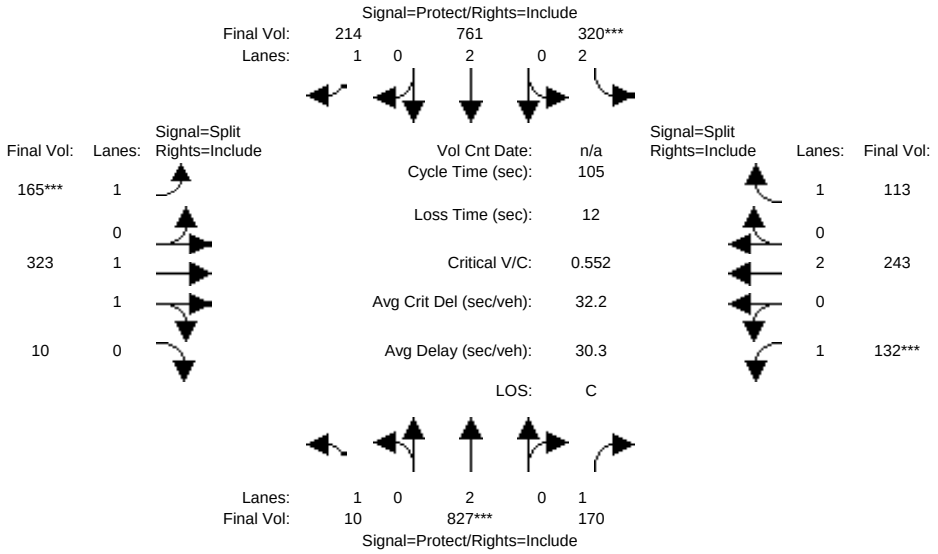
Note: Queue reported is the number of cars per lane.

San Jose City College

SJ07-951

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

Intersection #15: Southwest Expwy/Fruitdale



Street Name:	Southwest Expwy						Fruitdale					
Approach:	North Bound			South Bound			East 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:	10	473	100	158	589	207	160	277	8	70	195	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:	10	473	100	158	589	207	160	277	8	70	195	37
Added Vol:	0	0	0	0	0	5	3	6	0	0	12	0
Cuml:	0	354	70	162	172	2	2	40	2	62	36	76
Initial Fut:	10	827	170	320	761	214	165	323	10	132	243	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	827	170	320	761	214	165	323	10	132	243	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	827	170	320	761	214	165	323	10	132	243	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	827	170	320	761	214	165	323	10	132	243	113
Saturation 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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3589	111	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.10	0.10	0.20	0.12	0.09	0.09	0.09	0.08	0.06	0.06
Crit Moves:		****		****			****			****		
Green Time:	15.2	41.4	41.4	19.3	45.6	45.6	17.9	17.9	17.9	14.3	14.3	14.3
Volume/Cap:	0.04	0.55	0.25	0.55	0.46	0.28	0.55	0.53	0.53	0.55	0.47	0.47
Delay/Veh:	38.7	25.1	21.5	40.1	21.2	19.4	42.1	40.5	40.5	45.1	42.5	43.3
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AdjDel/Veh:	38.7	25.1	21.5	40.1	21.2	19.4	42.1	40.5	40.5	45.1	42.5	43.3
LOS by Move:	D+	C	C+	D	C+	B-	D	D	D	D	D	D
HCM2kAvgQ:	0	11	4	6	9	5	5	5	5	5	4	4

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

APPENDIX C:
APPROVED & PENDING PROJECTS

Trip Generation Estimates
Approved and Cumulative Projects

No.	Project	Location	Description	Land Use	AM Total	PM Total
Approved						
1	H06-027	N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD AND MONROE ST	490000 Commercial	Commercial	392	1764
2	NSJ	NORTH SAN JOSE	PHASE 1 - 12.5M SF R&D, 6000 RES UNITS	R/D / Residential	0	0
3	PDC00-08-068	FRUITDALE AVE & SOUTHWEST EXPWY (SE/C)	500 SFA, 40KSF RETAIL, 250KSF OFFICE	Retail / Office	960	1078
4	PDC02-046	DELMAS & SAN FERNANDO	325 Residential / 1.04M SF	Mixed Use	1323	1395
5	PDC02-102	SAN CARLOS ST AND BUENA VISTA AV (NE/C)	100 SENIOR / 32 SFA / 4,000 SF RETAIL	Retail / Residential	86	120
6	PDC89-09-121	LABARBERA & SOUTHWEST EXP (SE/C)	95 SFA	Residential	0	0
7	PDC97-06-036	STEVENS CREEK & WINCHESTER (SE/C)	1600 units / 695 ksf commercial	Commercial / Residential	723	1346
Pending						
1	PDC07-017	n/w corner San Carlos & Lincoln	47 SF attached Res.	Residential Condo / Townhouse	21	24
2	PDC07-043	north end of S. Baywood Ave	104 SF attached Res.	Residential Condo / Townhouse	46	54
3	PDC07-083	s/e corner Southwest & Leigh	64 MF Res.	Apartment	33	40
4	PDC07-096	s/w corner San Carlos & Meridian	218 SF attached Res.	Residential Condo / Townhouse	96	113
5	PDC08-061	s/w corner San Carlos & Sunol	825 MF Res.	Apartment	421	512
			50 ksf Commercial	Shopping Center	52	188
6	PT06-078	n/w corner San Carlos & Meridian	84 SF attached Res.	Residential Condo / Townhouse	37	44
7	PT07-036	n/e corner Park & Sunol	122 mixed-use Condos	Residential Condo / Townhouse	54	63
		S Monroe and Tisch	104 townhomes	Residential Condo / Townhouse	46	54
			90 ksf office	Office	140	134
		SW Corner of W San Carlos and Sunol	825 multi-family res	Apartment	421	512
			50 ksf Commercial	Shopping Center	52	188