

**VTA's BART Silicon Valley -  
Phase II Extension Project**

Transportation Impact Analysis of the  
BART Extension and VTA's  
Transit-Oriented Joint Development  
**Technical Appendices**

## **Appendix A**

**Study Intersections in the “BART Extension TIA,”  
the “BART Extension with TOJD TIA,”  
and the SEIS/SEIR**

## Appendix A

### Study Intersections in the “BART Extension TIA,” the “BART Extension with TOJD TIA,” and the SEIS/SEIR

Two separate Transportation Impact Analyses (TIAs) have been prepared by Hexagon Transportation Consultants, Inc. for VTA’s BART Silicon Valley – Phase II Extension Project:

- *Transportation Impact Analysis of the BART Extension Only* (“BART Extension TIA”)
- *Transportation Impact Analysis of the BART Extension and VTA’s Transit-Oriented Joint Development* (“BART Extension with TOJD TIA”)

The results of these TIAs have been incorporated into a single Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR). The SEIS/SEIR identifies three alternatives for analysis:

1. The “No Build” Alternative (for NEPA and CEQA purposes) – which is referred to as the “No Project/Phase I” scenario in the BART Extension TIA and the “No Project” scenario in the BART Extension with TOJD TIA;
2. The BART Extension Alternative (for NEPA and CEQA purposes), which includes the results of the BART Extension TIA;
3. The BART Extension with TOJD Alternative (for CEQA purposes only), which includes the results of the BART Extension with TOJD TIA.

The two TIAs discuss a different number of intersections at different stations. Because the TOJD would generate additional trips, there are more intersections with the potential for 10 additional vehicles per lane per hour under the BART Extension with TOJD Alternative. The following table summarizes the total number of intersections (including CMP intersections) and the number of CMP intersections discussed at each station under each alternative.

**Table A-1  
Summary of Intersections under Each Alternative**

Phase II BART Station	No Build Alternative Intersections		BART Extension Alternative Intersections		BART Extension with TOJD Alternative Intersections	
	Total	CMP	Total	CMP	Total	CMP
Alum Rock/28th Street Station	27	7	17	3	27	7
Diridon Station <sup>a</sup>	29	10	29	10	0	0
Santa Clara Station	35	15	17	6	35	15
<b>TOTAL Intersections</b>	91	32	63	19	62	22

Note:  
(a) The Diridon Station was not included in the BART Extension with TOJD Alternative because the station is within the Downtown Core Area defined by the "San Jose Downtown Strategy 2000 EIR" and the proposed TOJD is fully consistent with that EIR.

The following three tables present the names of all intersections included in any of the alternatives at the three stations discussed in the SEIS/SEIR. Note that a different numbering system is used for the study intersections in the two TIAs. The intersection numbers used in the BART Extension TIA and in the BART Extension with TOJD TIA are shown for reference. Intersections were referred to only by name – and not by number – in the SEIS/SEIR.

**Table A-2**  
**Study Intersections Near the Alum Rock/28<sup>th</sup> Street Station**

Intersection <sup>1</sup>	City	No Build Alternative in SEIS/SEIR	BART Extension Alternative/ Intersection # in BART Extension TIA	BART Ext. with TOJD Alternative/ Intersection # in BART Extension with TOJD TIA
<b>Alum Rock/28th Street Station</b>				
21st Street and E. Julian Street	San Jose	Yes	1	1
24th Street and E. Julian Street	San Jose	Yes	2	2
N. 28th Street and E. Julian Street	San Jose	Yes	3	3
US 101 SB ramps and E. Julian Street	San Jose	Yes	4	4
US 101 NB ramps and McKee Road	San Jose	Yes	5	5
33rd Street and McKee Road	San Jose	Yes		6
King Road and McKee Road	San Jose	Yes	6	7
Jackson Ave and McKee Road	San Jose	Yes		8
17th Street and E Santa Clara Street	San Jose	Yes	7	9
21st Street and E. Santa Clara Street	San Jose	Yes	16	10
24th Street and E. Santa Clara Street	San Jose	Yes	8	11
26th Street and E. Santa Clara Street	San Jose	Yes	17	12
N. 28th Street and E. Santa Clara Street	San Jose	Yes	9	13
US 101 and E. Santa Clara Street *	San Jose	Yes	10	14
US 101 and Alum Rock Avenue *	San Jose	Yes	11	15
33rd Street and Alum Rock Avenue	San Jose	Yes		16
King Road and Alum Rock Avenue*	San Jose	Yes		17
Jackson Ave and Alum Rock Avenue*	San Jose	Yes		18
I-680 South and Alum Rock Ave (West)*	San Jose	Yes		19
I-680 North and Alum Rock Ave (East)*	San Jose	Yes		20
24th Street and San Antonio Street	San Jose	Yes	12	21
King Road and E. San Antonio Street	San Jose	Yes		22
Jackson Ave and San Antonio/Capitol Expwy	San Jose	Yes		23
24th Street and East William Street	San Jose	Yes	13	24
McLaughlin Ave and I-280 SB Ramp *	San Jose	Yes	14	25
McLaughlin Ave and Story Road	San Jose	Yes	15	26
King Road and Mabury Road	San Jose	Yes		27
<b>Notes:</b>				
* Denotes a CMP intersection				
<sup>1</sup> There are 27 study intersections for the "No Build" Alternative and the "BART Extension with TOJD" Alternative. There are 17 study intersections for the "BART Extension" Alternative.				

**Table A-3  
Study Intersections Near the Diridon Station**

Intersection <sup>1</sup>	City	No Build Alternative in SEIS/SEIR	BART Extension Alternative/ Intersection # in BART Extension TIA	BART Ext. with TOJD Alternative/ Intersection # in BART Extension with TOJD TIA
<b>Diridon Station</b>				
The Alameda and Taylor St/Naglee Ave*	San Jose	Yes	1	No
Stockton Ave and W. Julian Street	San Jose	Yes	2	No
N. Montgomery St and W. Julian Street	San Jose	Yes	3	No
N. Autumn St. and W. Julian Street	San Jose	Yes	4	No
SR 87 (W) and W. Julian Street*	San Jose	Yes	5	No
SR 87 (E) and W. Julian Street*	San Jose	Yes	6	No
The Alameda and W. Julian Street	San Jose	Yes	7	No
Race Street/Martin Ave and The Alameda*	San Jose	Yes	8	No
Stockton Avenue and The Alameda	San Jose	Yes	9	No
Cahill Street and W. Santa Clara Street	San Jose	Yes	10	No
S. Montgomery St and W Santa Clara St*	San Jose	Yes	11	No
S. Autumn St and W Santa Clara St*	San Jose	Yes	12	No
SR 87 and W Santa Clara St*	San Jose	Yes	13	No
S. Montgomery St and San Fernando St.	San Jose	Yes	14	No
S. Autumn St. and San Fernando St.	San Jose	Yes	15	No
Delmas Ave. and San Fernando St.	San Jose	Yes	16	No
S. Montgomery/Autumn St and Park Ave.	San Jose	Yes	17	No
Delmas Ave. and Park Ave.	San Jose	Yes	18	No
Meridian Ave. and San Carlos Street	San Jose	Yes	19	No
Race Street and San Carlos Street	San Jose	Yes	20	No
Lincoln Ave. and San Carlos Street	San Jose	Yes	21	No
Bird Avenue and San Carlos Street*	San Jose	Yes	22	No
Bird Avenue and Auzerai Avenue	San Jose	Yes	23	No
Meridian Ave. and Parkmoor Ave.	San Jose	Yes	24	No
Lincoln Ave. and Parkmoor Ave.	San Jose	Yes	25	No
Bird Avenue and I-280 (N)*	San Jose	Yes	26	No
Bird Avenue and I-280 (S)*	San Jose	Yes	27	No
Southwest Expressway and Fruitdale Ave	San Jose	Yes	28	No
Meridian Ave and Fruitdale Ave	San Jose	Yes	29	No
<b>Notes:</b>				
* Denotes a CMP intersection				
<sup>1</sup> There are 29 study intersections for the "No Build" Alternative and the "BART Extension" Alternative.				
The Diridon Station was not analyzed under the "BART Extension with TOJD" Alternative because the station is within the Downtown Core Area defined by the "San Jose Downtown Strategy 2000 EIR" and the proposed TOJD is fully consistent with that EIR.				

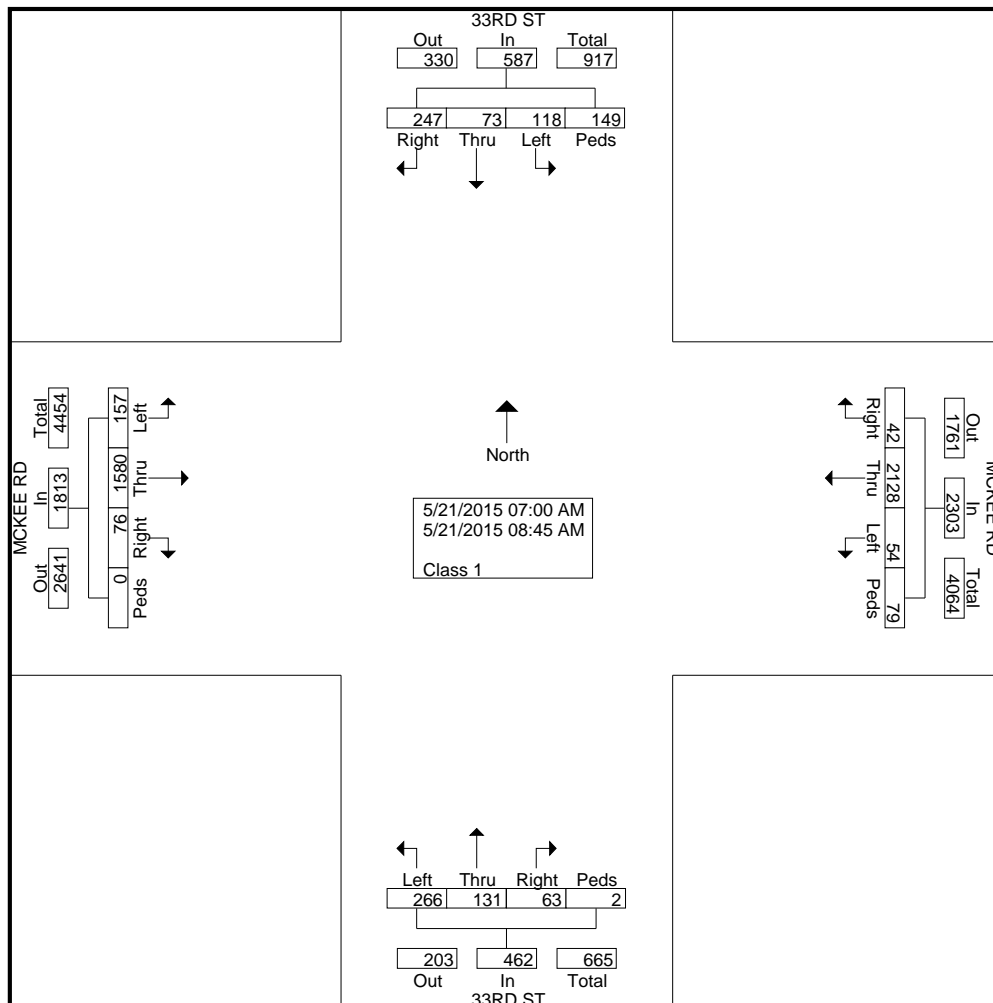
**Table A-4**  
**Study Intersections Near the Santa Clara Station**

Intersection <sup>1</sup>	City	No Build Alternative in SEIS/SEIR	BART Extension Alternative/ Intersection # in BART Extension TIA	BART Ext. with TOJD Alternative/ Intersection # in BART Extension with TOJD TIA
<b>Santa Clara Station</b>				
Scott Blvd and Central Expwy*	Santa Clara	Yes		28
Lafayette and Central Expwy *	Santa Clara	Yes		29
De La Cruz Blvd and Central Expwy *	Santa Clara	Yes	16	30
De La Cruz Blvd and Martin Avenue	Santa Clara	Yes	17	31
De La Cruz Blvd and Reed Street	Santa Clara	Yes	2	32
Coleman Avenue and Brokaw Road	Santa Clara	Yes	11	33
Coleman Avenue and Aviation Avenue	San Jose	Yes	12	34
Coleman Avenue and Newhall Drive	San Jose	Yes	13	35
Coleman Avenue and I-880 SB Ramps*	San Jose	Yes		36
Coleman Avenue and I-880 NB Ramps*	San Jose	Yes		37
Coleman Avenue and W. Hedding St.	San Jose	Yes		38
Coleman Avenue and W. Taylor St	San Jose	Yes		39
SR 87 and W. Taylor Street	San Jose	Yes		40
San Tomas Expwy and El Camino Real*	Santa Clara	Yes	3	41
Scott Blvd and El Camino Real*	Santa Clara	Yes	4	42
Lincoln Street and El Camino Real*	Santa Clara	Yes		43
Monroe Street and El Camino Real*	Santa Clara	Yes	5	44
Lafayette St. and Reed Street	Santa Clara	Yes	1	45
Lafayette St. and El Camino Real*	Santa Clara	Yes	6	46
Lafayette Street and Lewis Street	Santa Clara	Yes	14	47
Lafayette St and Harrison St (unsignalized)	Santa Clara	Yes	15	48
Lafayette St. and Benton Street	Santa Clara	Yes	10	49
Lafayette St. and Homestead Road	Santa Clara	Yes		50
Lafayette St. and Market Street	Santa Clara	Yes		51
El Camino Real and Benton Street	Santa Clara	Yes	7	52
El Camino Real and Railroad Ave.	Santa Clara	Yes	8	53
El Camino Real and The Alameda*	Santa Clara	Yes	9	54
The Alameda and Newhall Dr	San Jose	Yes		55
The Alameda and I-880 (South)*	San Jose	Yes		56
The Alameda and I-880 (North)*	San Jose	Yes		57
The Alameda and W. Hedding Street*	San Jose	Yes		58
The Alameda and W. Taylor St/Naglee Ave*	San Jose	Yes		59
Homestead Rd and Lincoln St/Winchester Blvd	Santa Clara	Yes		60
Homestead Rd and Monroe Street	Santa Clara	Yes		61
U.S. 101 and Trimble Road	San Jose	Yes		62
<b>Notes:</b>				
* Denotes a CMP intersection				
<sup>1</sup> There are 35 study intersections for the "No Build" Alternative and the "BART Extension with TOJD" Alternative. There are 17 study intersections for the "BART Extension" Alternative.				

**Appendix B**  
**New Traffic Counts**

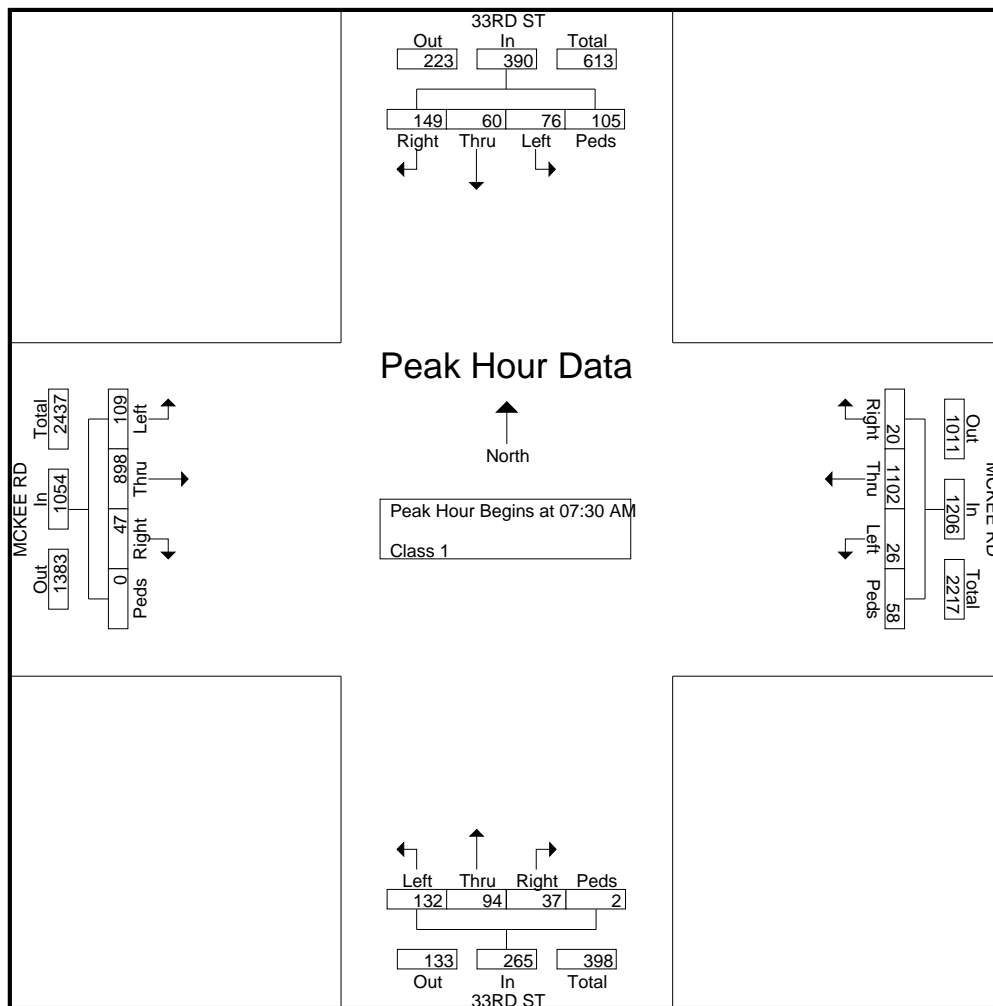
Groups Printed- Class 1

Start Time	33RD ST Southbound				MCKEE RD Westbound				33RD ST Northbound				MCKEE RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	32	5	6	5	5	276	6	4	6	8	35	0	7	155	10	0	560
07:15 AM	31	5	12	0	8	231	3	9	6	26	40	0	7	166	21	0	565
07:30 AM	36	10	20	9	3	274	8	22	10	40	29	2	14	253	36	0	766
07:45 AM	45	30	21	5	7	257	4	30	9	45	33	0	15	235	35	0	771
Total	144	50	59	19	23	1038	21	65	31	119	137	2	43	809	102	0	2662
08:00 AM	40	14	24	51	8	278	8	2	4	5	31	0	10	213	21	0	709
08:15 AM	28	6	11	40	2	293	6	4	14	4	39	0	8	197	17	0	669
08:30 AM	20	1	13	31	4	257	8	8	7	2	37	0	7	173	8	0	576
08:45 AM	15	2	11	8	5	262	11	0	7	1	22	0	8	188	9	0	549
Total	103	23	59	130	19	1090	33	14	32	12	129	0	33	771	55	0	2503
Grand Total	247	73	118	149	42	2128	54	79	63	131	266	2	76	1580	157	0	5165
Apprch %	42.1	12.4	20.1	25.4	1.8	92.4	2.3	3.4	13.6	28.4	57.6	0.4	4.2	87.1	8.7	0	
Total %	4.8	1.4	2.3	2.9	0.8	41.2	1	1.5	1.2	2.5	5.2	0	1.5	30.6	3	0	



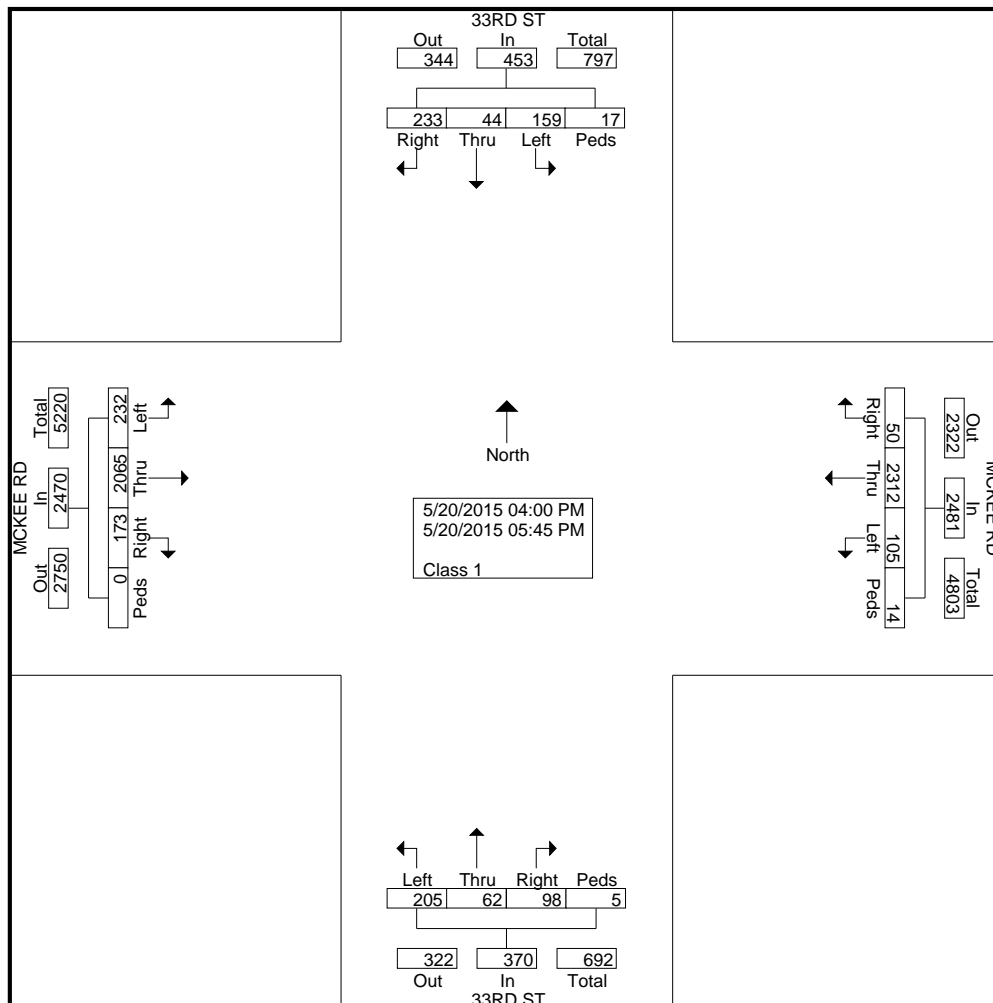


Start Time	33RD ST Southbound					MCKEE RD Westbound					33RD ST Northbound					MCKEE RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	36	10	20	9	75	3	274	8	22	307	10	40	29	2	81	14	253	36	0	303	766
07:45 AM	45	30	21	5	101	7	257	4	30	298	9	45	33	0	87	15	235	35	0	285	771
08:00 AM	40	14	24	51	129	8	278	8	2	296	4	5	31	0	40	10	213	21	0	244	709
08:15 AM	28	6	11	40	85	2	293	6	4	305	14	4	39	0	57	8	197	17	0	222	669
Total Volume	149	60	76	105	390	20	1102	26	58	1206	37	94	132	2	265	47	898	109	0	1054	2915
% App. Total	38.2	15.4	19.5	26.9		1.7	91.4	2.2	4.8		14	35.5	49.8	0.8		4.5	85.2	10.3	0		
PHF	.828	.500	.792	.515	.756	.625	.940	.813	.483	.982	.661	.522	.846	.250	.761	.783	.887	.757	.000	.870	.945

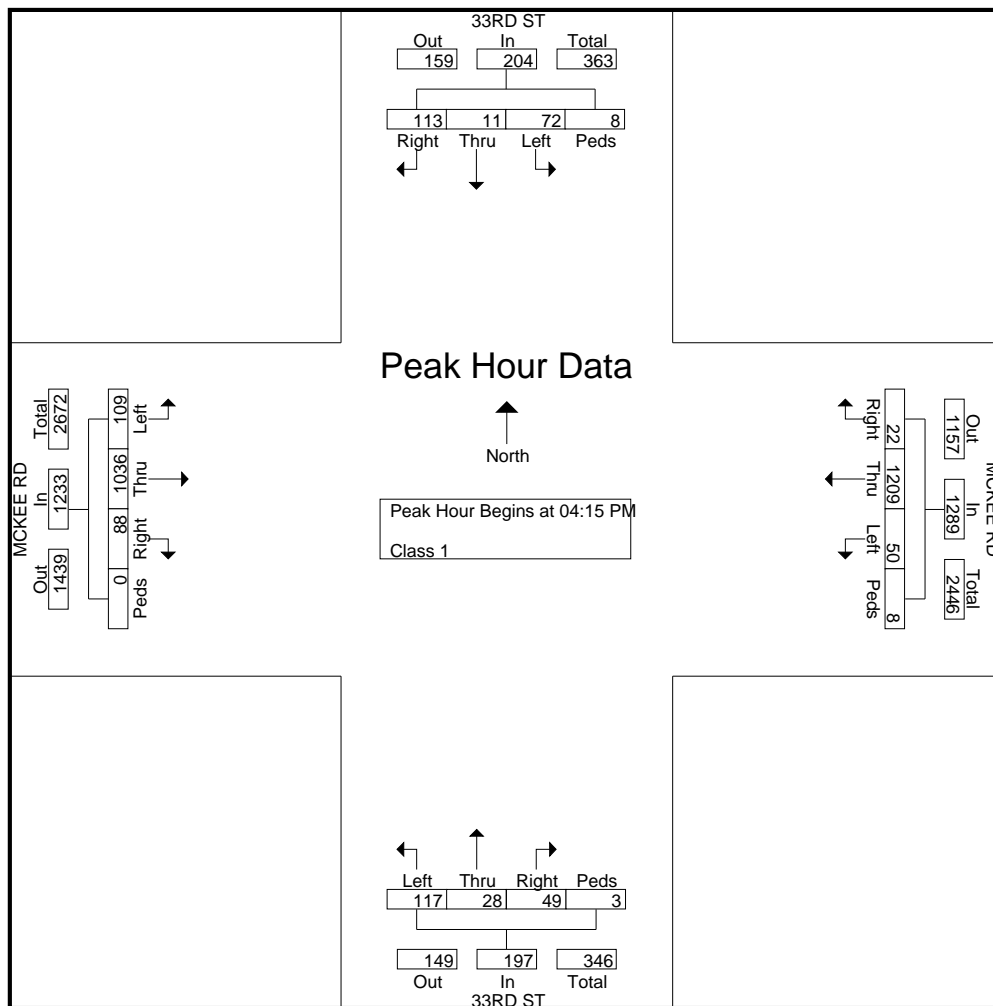


Groups Printed- Class 1

Start Time	33RD ST Southbound				MCKEE RD Westbound				33RD ST Northbound				MCKEE RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	28	11	22	2	12	280	17	2	16	7	20	1	27	232	27	0	704
04:15 PM	27	4	24	2	3	321	13	2	14	5	27	1	27	273	25	0	768
04:30 PM	27	1	13	3	9	313	20	2	12	5	31	0	19	254	35	0	744
04:45 PM	26	4	17	1	3	272	11	2	14	11	28	1	23	254	25	0	692
Total	108	20	76	8	27	1186	61	8	56	28	106	3	96	1013	112	0	2908
05:00 PM	33	2	18	2	7	303	6	2	9	7	31	1	19	255	24	0	719
05:15 PM	30	4	20	3	7	255	14	3	9	9	18	0	17	283	30	0	702
05:30 PM	26	9	29	3	3	285	11	0	10	11	32	1	14	261	30	0	725
05:45 PM	36	9	16	1	6	283	13	1	14	7	18	0	27	253	36	0	720
Total	125	24	83	9	23	1126	44	6	42	34	99	2	77	1052	120	0	2866
Grand Total	233	44	159	17	50	2312	105	14	98	62	205	5	173	2065	232	0	5774
Apprch %	51.4	9.7	35.1	3.8	2	93.2	4.2	0.6	26.5	16.8	55.4	1.4	7	83.6	9.4	0	
Total %	4	0.8	2.8	0.3	0.9	40	1.8	0.2	1.7	1.1	3.6	0.1	3	35.8	4	0	



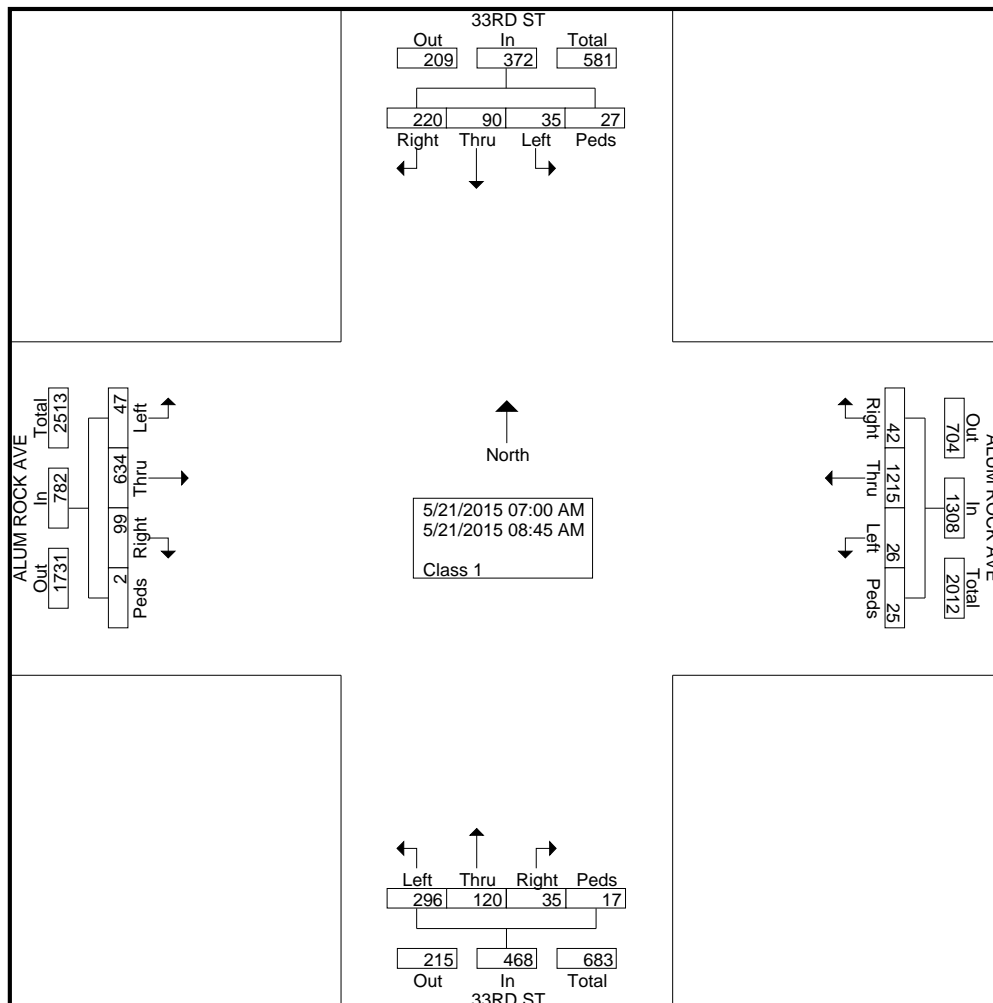
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	27	4	24	2	57	3	321	13	2	339	14	5	27	1	47	27	273	25	0	325	768
04:30 PM	27	1	13	3	44	9	313	20	2	344	12	5	31	0	48	19	254	35	0	308	744
04:45 PM	26	4	17	1	48	3	272	11	2	288	14	11	28	1	54	23	254	25	0	302	692
05:00 PM	33	2	18	2	55	7	303	6	2	318	9	7	31	1	48	19	255	24	0	298	719
Total Volume	113	11	72	8	204	22	1209	50	8	1289	49	28	117	3	197	88	1036	109	0	1233	2923
% App. Total	55.4	5.4	35.3	3.9		1.7	93.8	3.9	0.6		24.9	14.2	59.4	1.5		7.1	84	8.8	0		
PHF	.856	.688	.750	.667	.895	.611	.942	.625	1.00	.937	.875	.636	.944	.750	.912	.815	.949	.779	.000	.948	.951



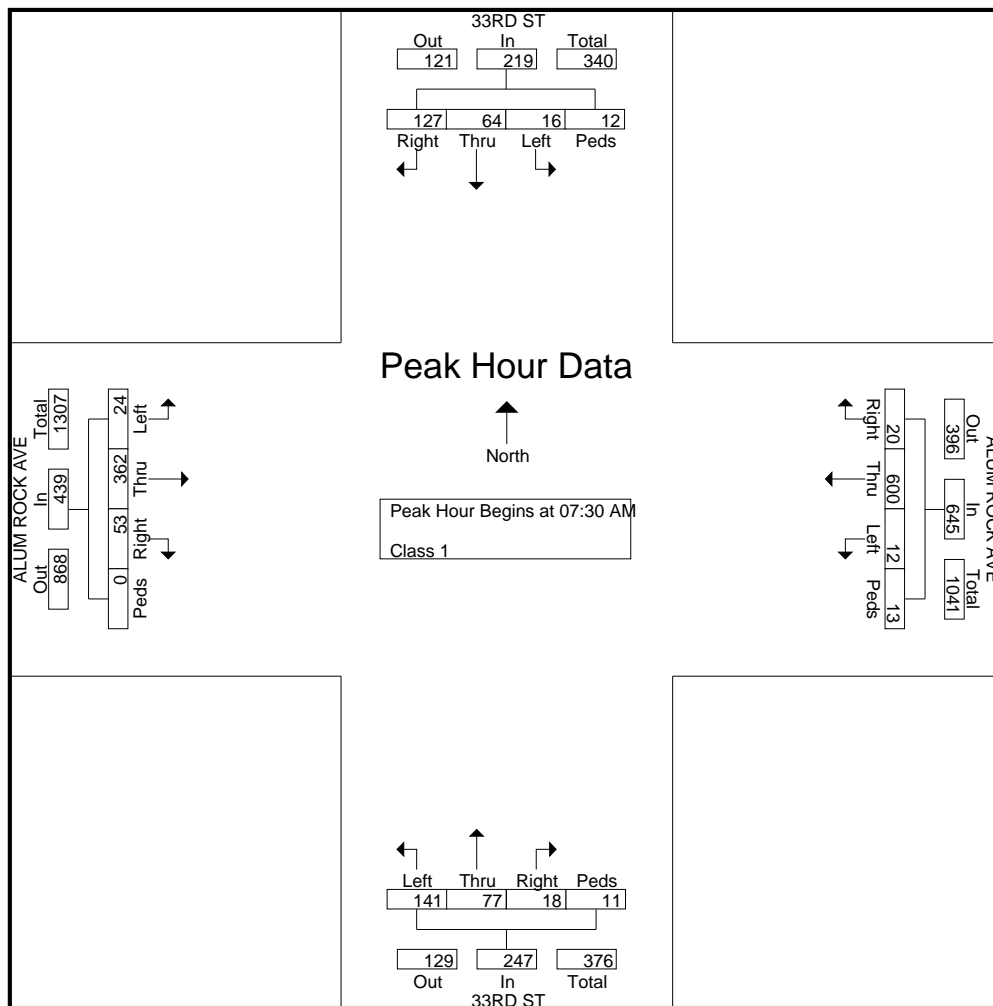
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Start Time	33RD ST Southbound				ALUM ROCK AVE Westbound				33RD ST Northbound				ALUM ROCK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	16	5	5	9	6	161	4	0	5	17	42	0	9	60	6	1	346
07:15 AM	36	3	6	1	8	157	2	3	1	11	44	3	9	61	5	0	350
07:30 AM	36	13	7	1	7	163	3	2	3	43	35	3	11	95	6	0	428
07:45 AM	45	24	3	4	5	143	1	1	3	15	43	0	14	94	5	0	400
Total	133	45	21	15	26	624	10	6	12	86	164	6	43	310	22	1	1524
08:00 AM	29	14	1	2	3	138	3	5	7	11	40	6	14	87	9	0	369
08:15 AM	17	13	5	5	5	156	5	5	5	8	23	2	14	86	4	0	353
08:30 AM	18	10	3	3	3	153	5	4	3	10	39	0	16	79	5	1	352
08:45 AM	23	8	5	2	5	144	3	5	8	5	30	3	12	72	7	0	332
Total	87	45	14	12	16	591	16	19	23	34	132	11	56	324	25	1	1406
Grand Total	220	90	35	27	42	1215	26	25	35	120	296	17	99	634	47	2	2930
Apprch %	59.1	24.2	9.4	7.3	3.2	92.9	2	1.9	7.5	25.6	63.2	3.6	12.7	81.1	6	0.3	
Total %	7.5	3.1	1.2	0.9	1.4	41.5	0.9	0.9	1.2	4.1	10.1	0.6	3.4	21.6	1.6	0.1	



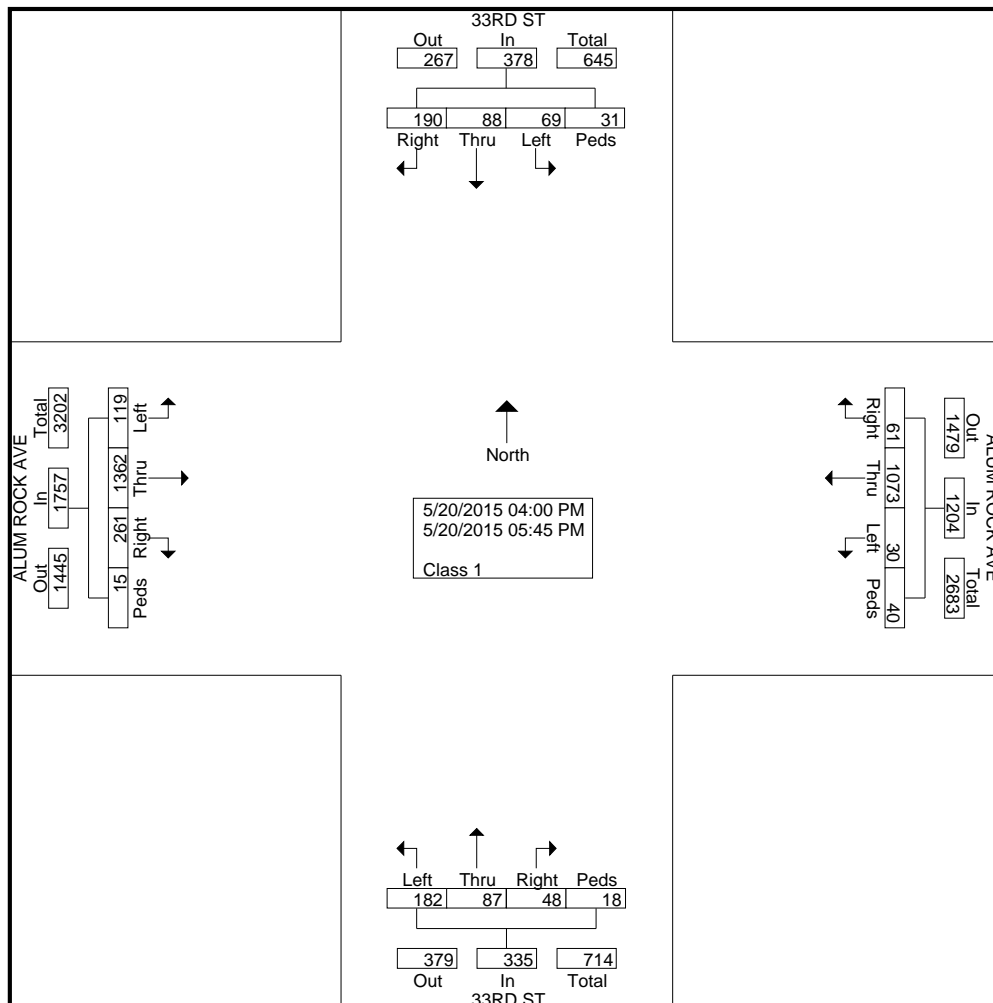
Start Time	33RD ST Southbound					ALUM ROCK AVE Westbound					33RD ST Northbound					ALUM ROCK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	36	13	7	1	57	7	163	3	2	175	3	43	35	3	84	11	95	6	0	112	428
07:45 AM	45	24	3	4	76	5	143	1	1	150	3	15	43	0	61	14	94	5	0	113	400
08:00 AM	29	14	1	2	46	3	138	3	5	149	7	11	40	6	64	14	87	9	0	110	369
08:15 AM	17	13	5	5	40	5	156	5	5	171	5	8	23	2	38	14	86	4	0	104	353
Total Volume	127	64	16	12	219	20	600	12	13	645	18	77	141	11	247	53	362	24	0	439	1550
% App. Total	58	29.2	7.3	5.5		3.1	93	1.9	2		7.3	31.2	57.1	4.5		12.1	82.5	5.5	0		
PHF	.706	.667	.571	.600	.720	.714	.920	.600	.650	.921	.643	.448	.820	.458	.735	.946	.953	.667	.000	.971	.905



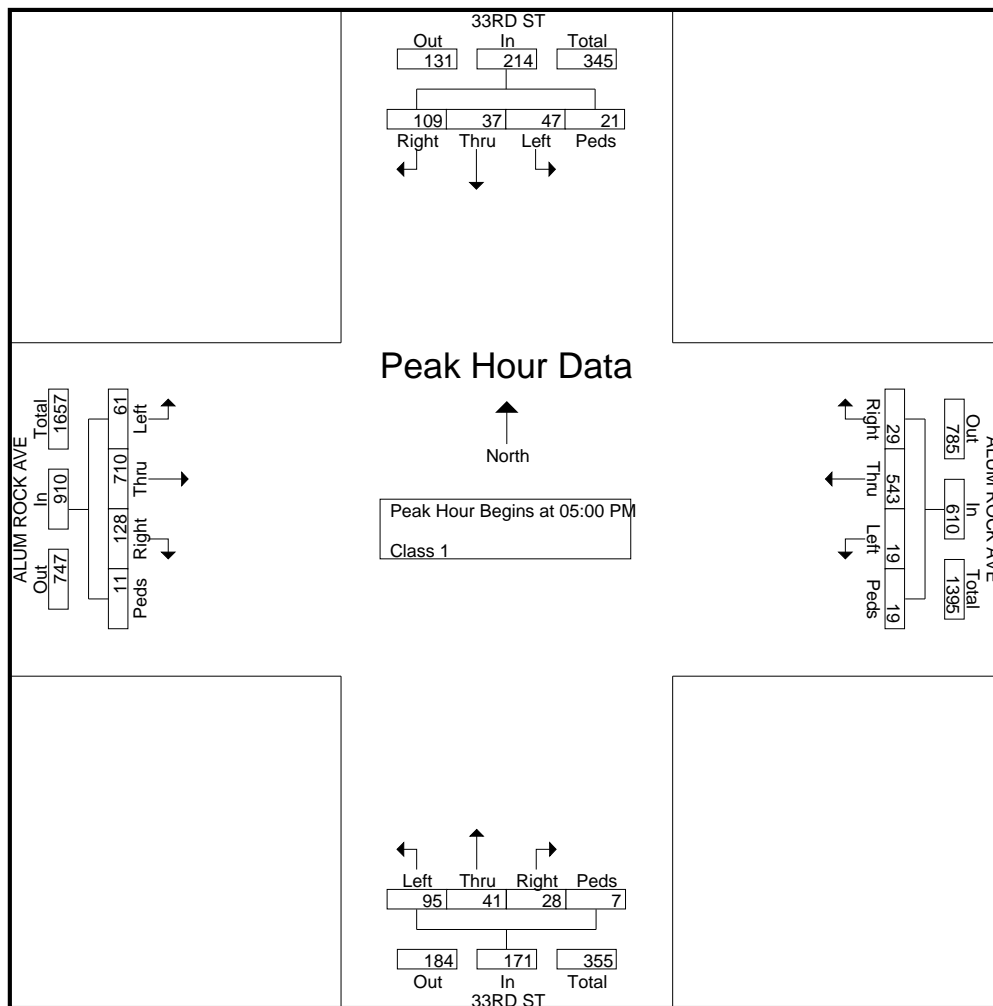
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 Page No : 1

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	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	23	10	8	0	5	132	4	8	9	11	22	1	33	160	16	0	442
04:15 PM	16	18	6	3	7	119	4	2	5	9	29	3	32	190	11	1	455
04:30 PM	24	13	4	6	9	143	2	6	2	9	19	4	30	148	13	0	432
04:45 PM	18	10	4	1	11	136	1	5	4	17	17	3	38	154	18	3	440
Total	81	51	22	10	32	530	11	21	20	46	87	11	133	652	58	4	1769
05:00 PM	23	5	7	2	6	126	3	8	5	15	25	1	43	171	22	0	462
05:15 PM	36	8	14	3	11	136	5	7	6	6	23	2	26	203	10	4	500
05:30 PM	25	10	12	9	8	134	7	1	11	12	30	2	33	162	17	5	478
05:45 PM	25	14	14	7	4	147	4	3	6	8	17	2	26	174	12	2	465
Total	109	37	47	21	29	543	19	19	28	41	95	7	128	710	61	11	1905
Grand Total	190	88	69	31	61	1073	30	40	48	87	182	18	261	1362	119	15	3674
Apprch %	50.3	23.3	18.3	8.2	5.1	89.1	2.5	3.3	14.3	26	54.3	5.4	14.9	77.5	6.8	0.9	
Total %	5.2	2.4	1.9	0.8	1.7	29.2	0.8	1.1	1.3	2.4	5	0.5	7.1	37.1	3.2	0.4	

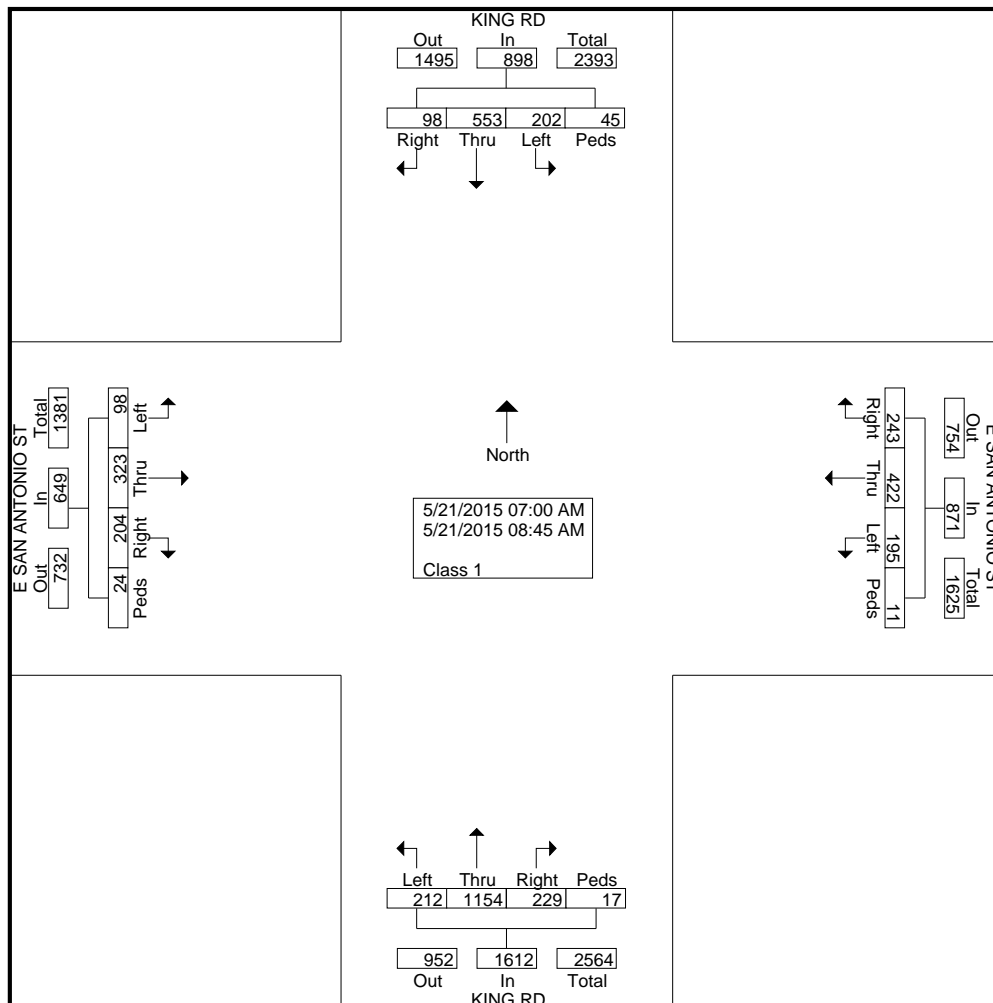


Start Time	33RD ST Southbound					ALUM ROCK AVE Westbound					33RD ST Northbound					ALUM ROCK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	23	5	7	2	37	6	126	3	8	143	5	15	25	1	46	43	171	22	0	236	462
05:15 PM	36	8	14	3	61	11	136	5	7	159	6	6	23	2	37	26	203	10	4	243	500
05:30 PM	25	10	12	9	56	8	134	7	1	150	11	12	30	2	55	33	162	17	5	217	478
05:45 PM	25	14	14	7	60	4	147	4	3	158	6	8	17	2	33	26	174	12	2	214	465
Total Volume	109	37	47	21	214	29	543	19	19	610	28	41	95	7	171	128	710	61	11	910	1905
% App. Total	50.9	17.3	22	9.8		4.8	89	3.1	3.1		16.4	24	55.6	4.1		14.1	78	6.7	1.2		
PHF	.757	.661	.839	.583	.877	.659	.923	.679	.594	.959	.636	.683	.792	.875	.777	.744	.874	.693	.550	.936	.953



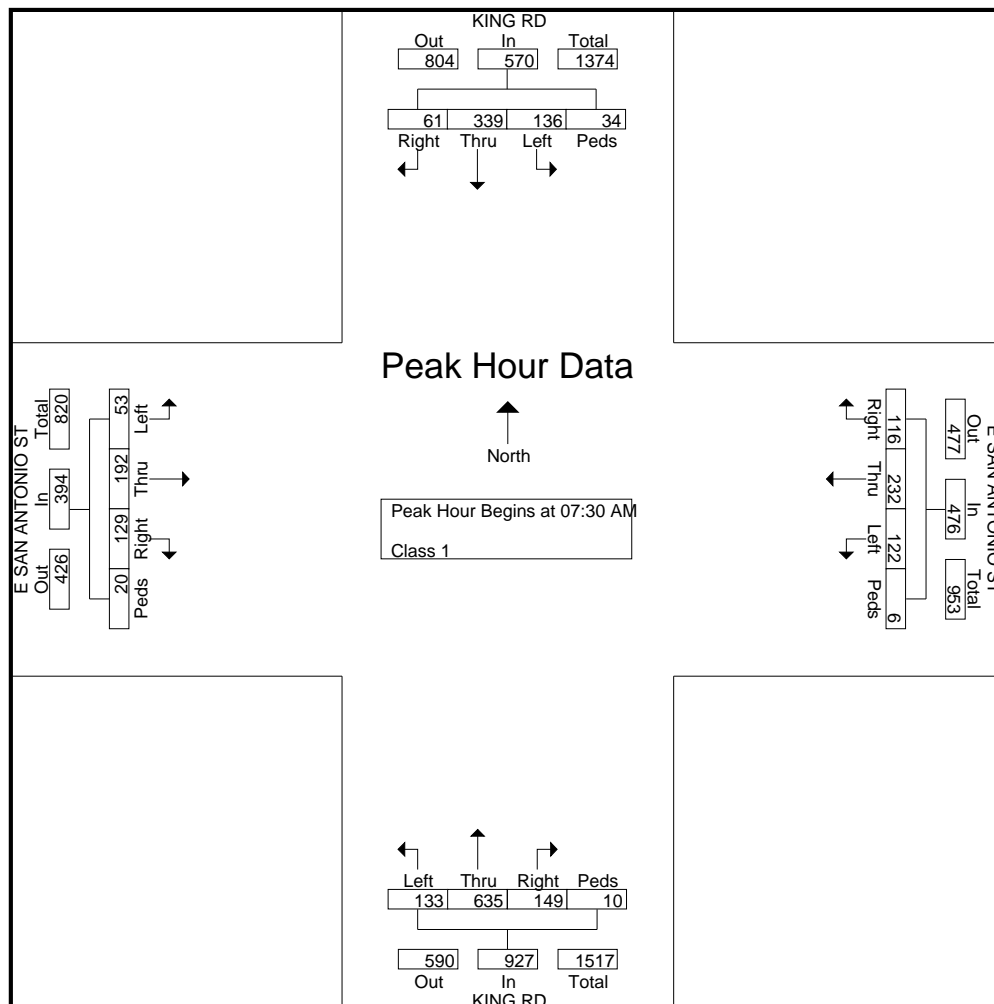
Groups Printed- Class 1

Start Time	KING RD Southbound				E SAN ANTONIO ST Westbound				KING RD Northbound				E SAN ANTONIO ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	7	43	12	1	31	38	17	0	17	96	18	1	20	23	12	0	336
07:15 AM	6	55	15	4	24	43	28	2	32	134	25	2	22	29	9	1	431
07:30 AM	10	79	35	1	41	54	33	0	36	190	32	2	43	42	19	3	620
07:45 AM	19	118	30	25	34	72	35	3	63	162	39	2	37	65	11	8	723
Total	42	295	92	31	130	207	113	5	148	582	114	7	122	159	51	12	2110
08:00 AM	21	69	35	7	22	57	27	2	26	159	32	5	27	50	12	5	556
08:15 AM	11	73	36	1	19	49	27	1	24	124	30	1	22	35	11	4	468
08:30 AM	11	57	21	4	42	60	15	0	14	163	18	2	18	42	9	3	479
08:45 AM	13	59	18	2	30	49	13	3	17	126	18	2	15	37	15	0	417
Total	56	258	110	14	113	215	82	6	81	572	98	10	82	164	47	12	1920
Grand Total	98	553	202	45	243	422	195	11	229	1154	212	17	204	323	98	24	4030
Apprch %	10.9	61.6	22.5	5	27.9	48.5	22.4	1.3	14.2	71.6	13.2	1.1	31.4	49.8	15.1	3.7	
Total %	2.4	13.7	5	1.1	6	10.5	4.8	0.3	5.7	28.6	5.3	0.4	5.1	8	2.4	0.6	





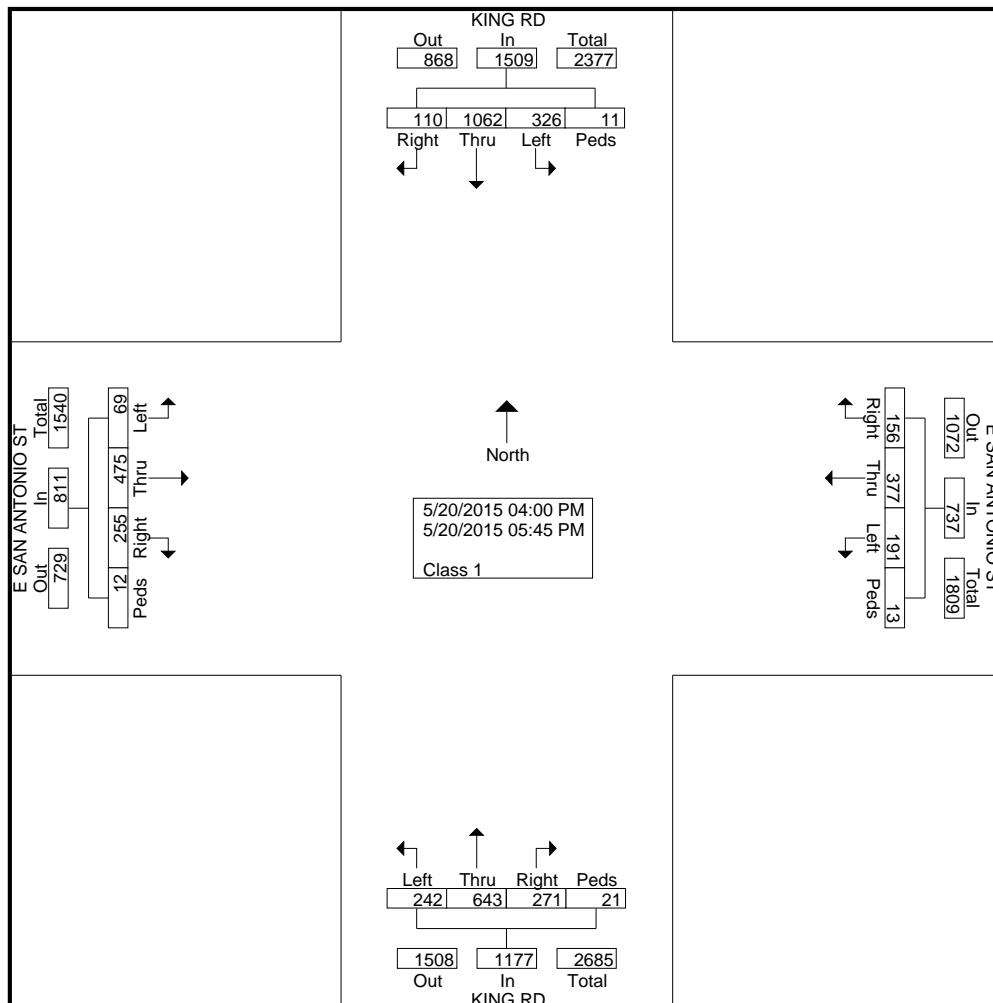
Start Time	KING RD Southbound					E SAN ANTONIO ST Westbound					KING RD Northbound					E SAN ANTONIO ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	10	79	35	1	125	41	54	33	0	128	36	190	32	2	260	43	42	19	3	107	620
07:45 AM	19	118	30	25	192	34	72	35	3	144	63	162	39	2	266	37	65	11	8	121	723
08:00 AM	21	69	35	7	132	22	57	27	2	108	26	159	32	5	222	27	50	12	5	94	556
08:15 AM	11	73	36	1	121	19	49	27	1	96	24	124	30	1	179	22	35	11	4	72	468
Total Volume	61	339	136	34	570	116	232	122	6	476	149	635	133	10	927	129	192	53	20	394	2367
% App. Total	10.7	59.5	23.9	6		24.4	48.7	25.6	1.3		16.1	68.5	14.3	1.1		32.7	48.7	13.5	5.1		
PHF	.726	.718	.944	.340	.742	.707	.806	.871	.500	.826	.591	.836	.853	.500	.871	.750	.738	.697	.625	.814	.818



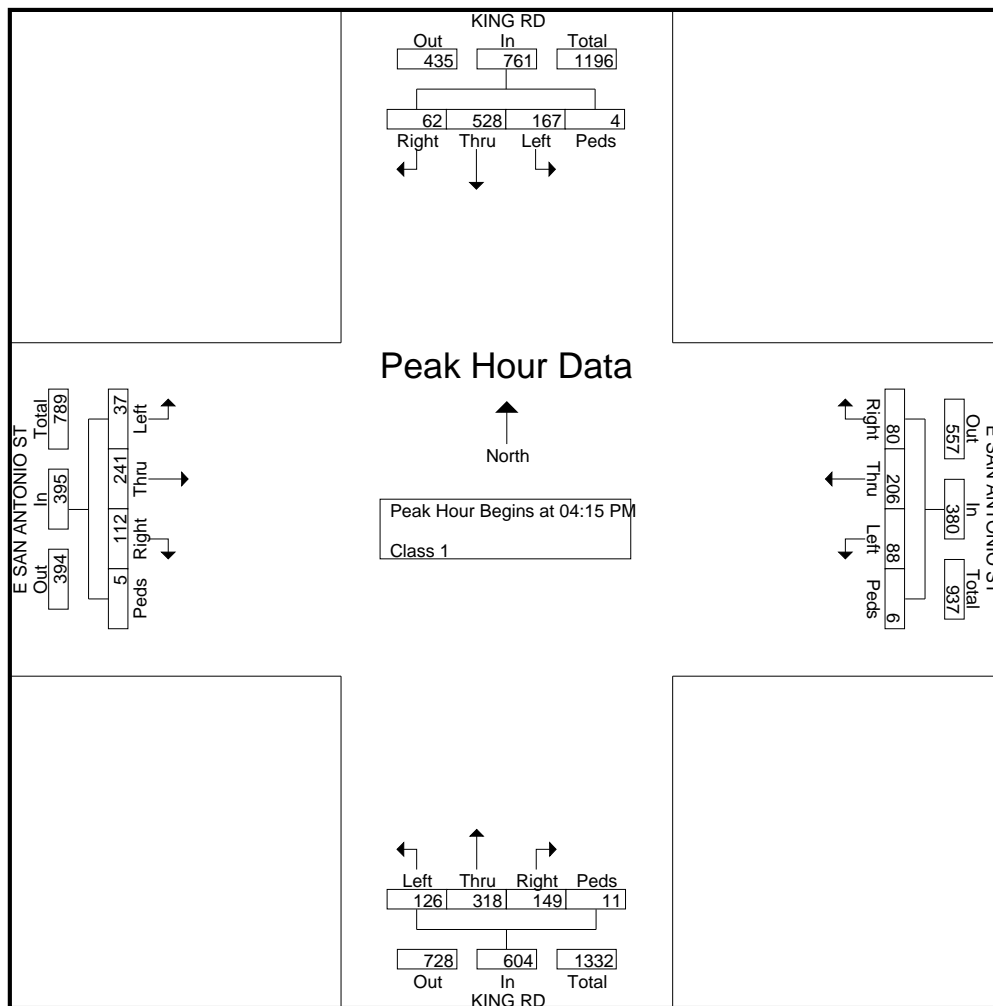
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 Start Date : 5/20/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	KING RD Southbound				E SAN ANTONIO ST Westbound				KING RD Northbound				E SAN ANTONIO ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	14	142	37	1	14	38	30	0	31	92	34	6	36	46	7	3	531
04:15 PM	18	151	46	1	23	53	30	0	40	80	31	1	27	62	7	2	572
04:30 PM	12	140	44	3	24	42	20	2	28	65	35	2	35	54	10	1	517
04:45 PM	20	111	36	0	22	49	17	0	37	74	28	2	20	70	9	2	497
Total	64	544	163	5	83	182	97	2	136	311	128	11	118	232	33	8	2117
05:00 PM	12	126	41	0	11	62	21	4	44	99	32	6	30	55	11	0	554
05:15 PM	8	131	45	1	25	43	23	3	36	82	31	2	36	65	14	0	545
05:30 PM	12	133	36	3	22	38	26	2	35	72	21	2	38	57	6	2	505
05:45 PM	14	128	41	2	15	52	24	2	20	79	30	0	33	66	5	2	513
Total	46	518	163	6	73	195	94	11	135	332	114	10	137	243	36	4	2117
Grand Total	110	1062	326	11	156	377	191	13	271	643	242	21	255	475	69	12	4234
Apprch %	7.3	70.4	21.6	0.7	21.2	51.2	25.9	1.8	23	54.6	20.6	1.8	31.4	58.6	8.5	1.5	
Total %	2.6	25.1	7.7	0.3	3.7	8.9	4.5	0.3	6.4	15.2	5.7	0.5	6	11.2	1.6	0.3	

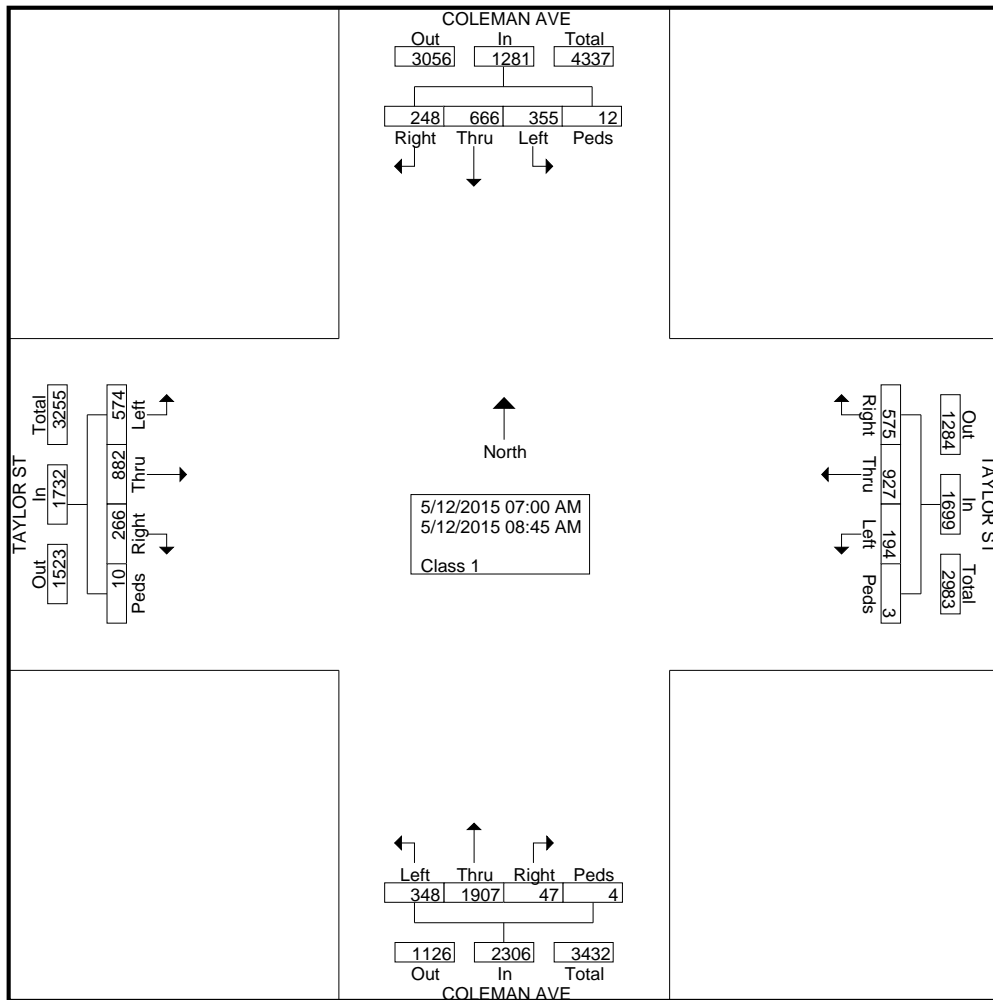


Start Time	KING RD Southbound					E SAN ANTONIO ST Westbound					KING RD Northbound					E SAN ANTONIO ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	18	151	46	1	216	23	53	30	0	106	40	80	31	1	152	27	62	7	2	98	572
04:30 PM	12	140	44	3	199	24	42	20	2	88	28	65	35	2	130	35	54	10	1	100	517
04:45 PM	20	111	36	0	167	22	49	17	0	88	37	74	28	2	141	20	70	9	2	101	497
05:00 PM	12	126	41	0	179	11	62	21	4	98	44	99	32	6	181	30	55	11	0	96	554
Total Volume	62	528	167	4	761	80	206	88	6	380	149	318	126	11	604	112	241	37	5	395	2140
% App. Total	8.1	69.4	21.9	0.5		21.1	54.2	23.2	1.6		24.7	52.6	20.9	1.8		28.4	61	9.4	1.3		
PHF	.775	.874	.908	.333	.881	.833	.831	.733	.375	.896	.847	.803	.900	.458	.834	.800	.861	.841	.625	.978	.935

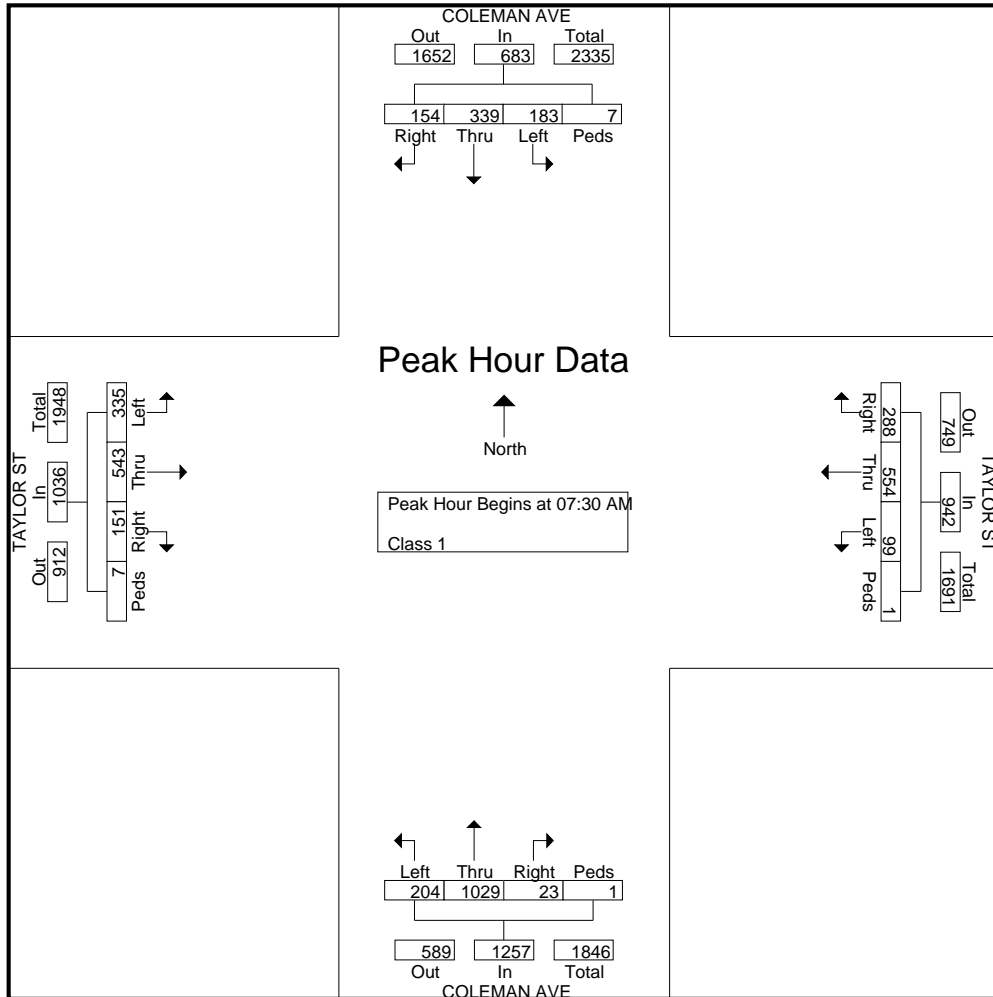


Groups Printed- Class 1

Start Time	COLEMAN AVE Southbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				TAYLOR ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	20	67	43	0	65	83	16	1	2	215	27	0	19	54	49	1	662
07:15 AM	22	71	52	2	61	120	26	0	5	256	46	1	25	84	65	2	838
07:30 AM	49	72	42	2	72	135	20	1	6	277	58	0	41	127	75	3	980
07:45 AM	42	90	55	1	61	136	23	0	7	268	64	1	39	144	79	2	1012
Total	133	300	192	5	259	474	85	2	20	1016	195	2	124	409	268	8	3492
08:00 AM	39	84	42	2	76	173	28	0	4	225	39	0	43	163	103	2	1023
08:15 AM	24	93	44	2	79	110	28	0	6	259	43	0	28	109	78	0	903
08:30 AM	28	106	39	1	77	100	25	1	6	211	33	2	44	114	59	0	846
08:45 AM	24	83	38	2	84	70	28	0	11	196	38	0	27	87	66	0	754
Total	115	366	163	7	316	453	109	1	27	891	153	2	142	473	306	2	3526
Grand Total	248	666	355	12	575	927	194	3	47	1907	348	4	266	882	574	10	7018
Apprch %	19.4	52	27.7	0.9	33.8	54.6	11.4	0.2	2	82.7	15.1	0.2	15.4	50.9	33.1	0.6	
Total %	3.5	9.5	5.1	0.2	8.2	13.2	2.8	0	0.7	27.2	5	0.1	3.8	12.6	8.2	0.1	

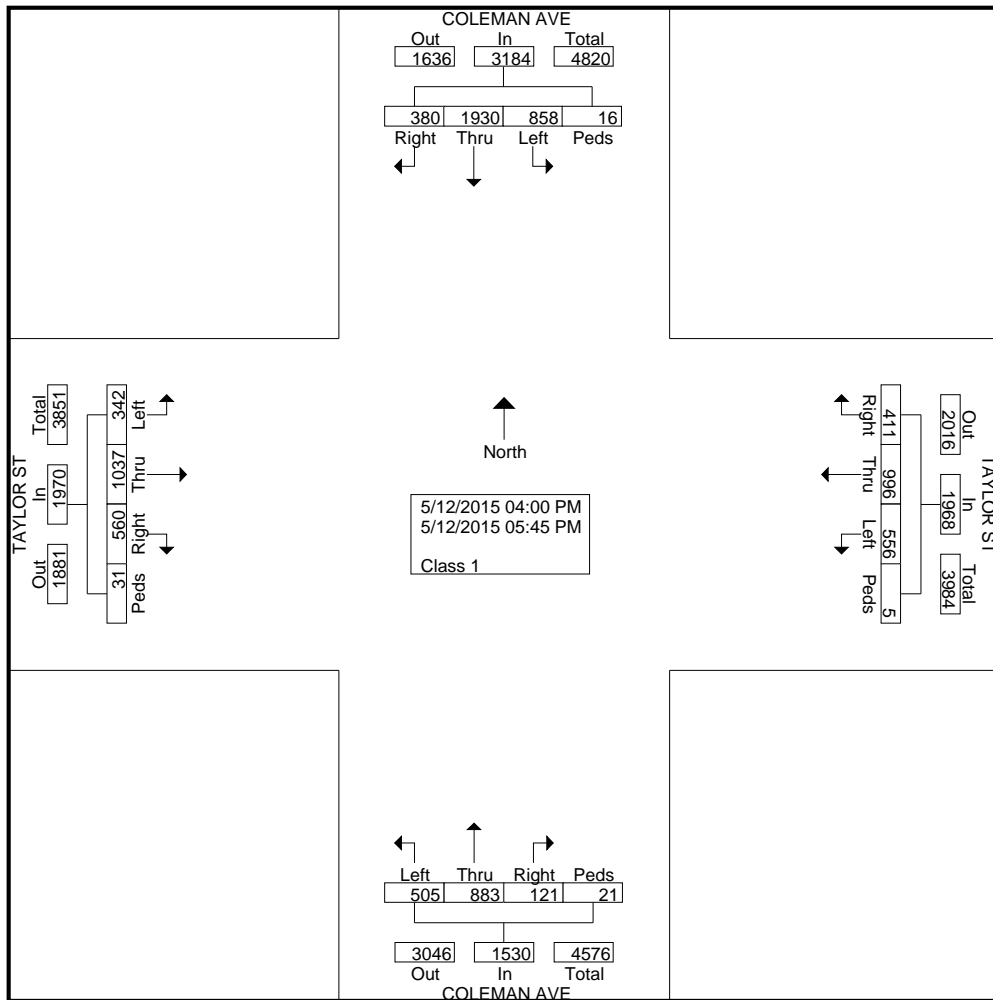


Start Time	COLEMAN AVE Southbound					TAYLOR ST Westbound					COLEMAN AVE Northbound					TAYLOR ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	49	72	42	2	165	72	135	20	1	228	6	277	58	0	341	41	127	75	3	246	980
07:45 AM	42	90	55	1	188	61	136	23	0	220	7	268	64	1	340	39	144	79	2	264	1012
08:00 AM	39	84	42	2	167	76	173	28	0	277	4	225	39	0	268	43	163	103	2	311	1023
08:15 AM	24	93	44	2	163	79	110	28	0	217	6	259	43	0	308	28	109	78	0	215	903
Total Volume	154	339	183	7	683	288	554	99	1	942	23	1029	204	1	1257	151	543	335	7	1036	3918
% App. Total	22.5	49.6	26.8	1		30.6	58.8	10.5	0.1		1.8	81.9	16.2	0.1		14.6	52.4	32.3	0.7		
PHF	.786	.911	.832	.875	.908	.911	.801	.884	.250	.850	.821	.929	.797	.250	.922	.878	.833	.813	.583	.833	.957

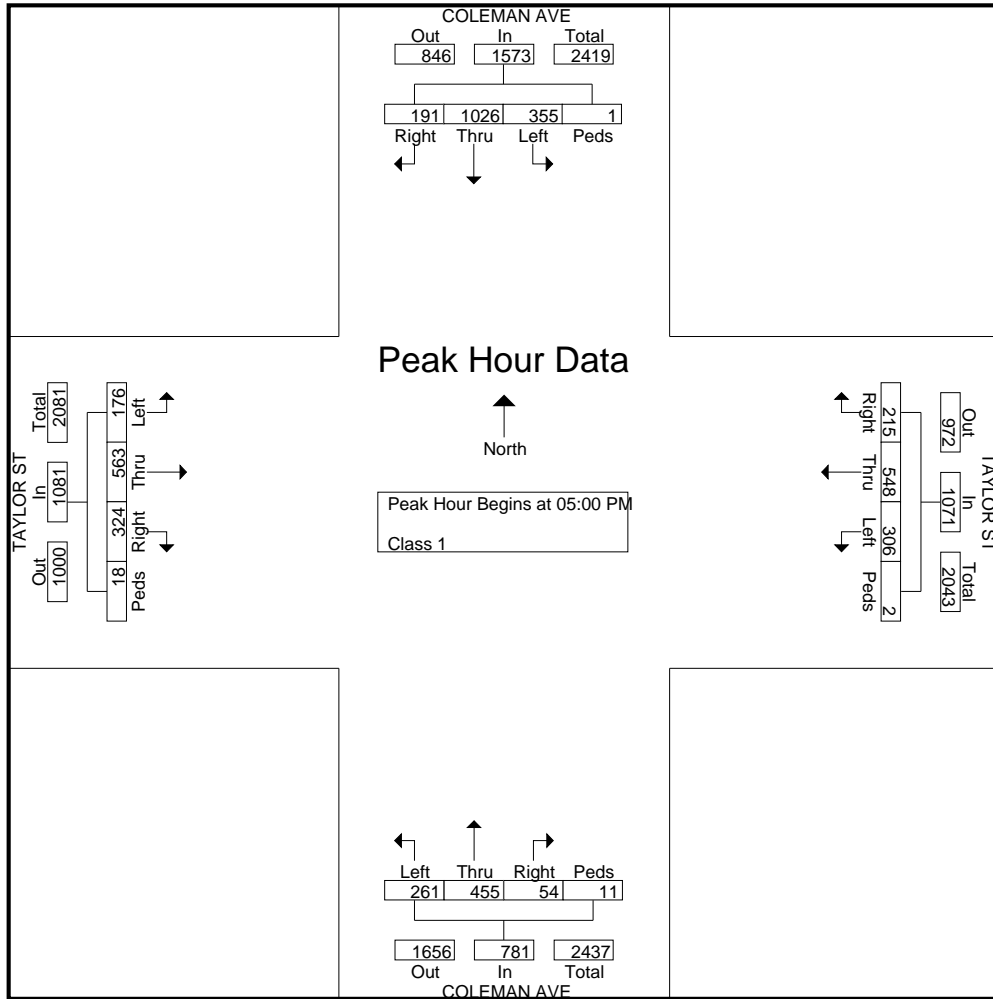


Groups Printed- Class 1

Start Time	COLEMAN AVE Southbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				TAYLOR ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	37	227	134	4	52	112	69	0	16	96	65	0	64	125	40	2	1043
04:15 PM	48	237	133	0	55	113	61	1	19	90	57	3	39	129	45	2	1032
04:30 PM	59	221	112	4	40	114	59	1	16	121	56	4	56	101	44	5	1013
04:45 PM	45	219	124	7	49	109	61	1	16	121	66	3	77	119	37	4	1058
Total	189	904	503	15	196	448	250	3	67	428	244	10	236	474	166	13	4146
05:00 PM	60	262	99	0	63	137	67	0	13	105	55	1	76	139	42	6	1125
05:15 PM	39	262	89	0	59	151	81	0	10	148	60	5	74	171	40	6	1195
05:30 PM	49	247	94	0	42	127	81	2	20	102	69	0	82	133	42	3	1093
05:45 PM	43	255	73	1	51	133	77	0	11	100	77	5	92	120	52	3	1093
Total	191	1026	355	1	215	548	306	2	54	455	261	11	324	563	176	18	4506
Grand Total	380	1930	858	16	411	996	556	5	121	883	505	21	560	1037	342	31	8652
Apprch %	11.9	60.6	26.9	0.5	20.9	50.6	28.3	0.3	7.9	57.7	33	1.4	28.4	52.6	17.4	1.6	
Total %	4.4	22.3	9.9	0.2	4.8	11.5	6.4	0.1	1.4	10.2	5.8	0.2	6.5	12	4	0.4	

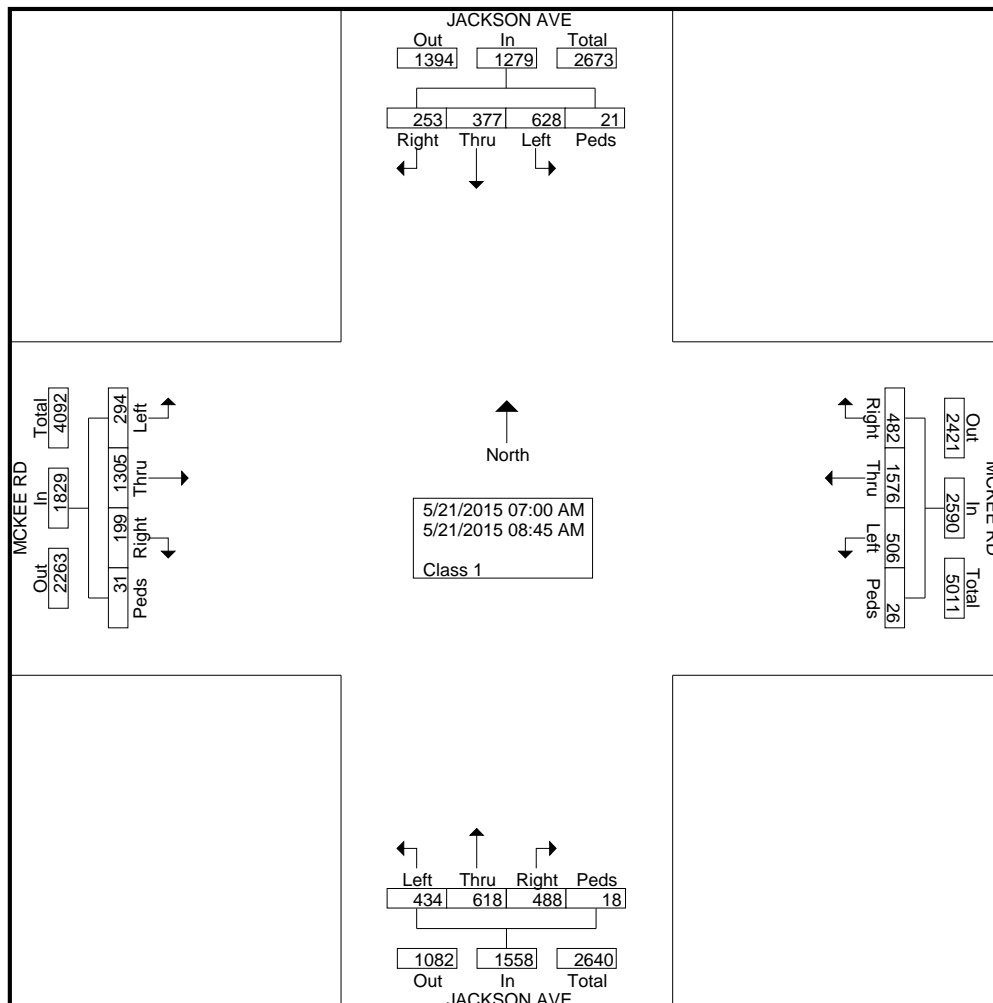


Start Time	COLEMAN AVE Southbound					TAYLOR ST Westbound					COLEMAN AVE Northbound					TAYLOR ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	60	262	99	0	421	63	137	67	0	267	13	105	55	1	174	76	139	42	6	263	1125
05:15 PM	39	262	89	0	390	59	151	81	0	291	10	148	60	5	223	74	171	40	6	291	1195
05:30 PM	49	247	94	0	390	42	127	81	2	252	20	102	69	0	191	82	133	42	3	260	1093
05:45 PM	43	255	73	1	372	51	133	77	0	261	11	100	77	5	193	92	120	52	3	267	1093
Total Volume	191	1026	355	1	1573	215	548	306	2	1071	54	455	261	11	781	324	563	176	18	1081	4506
% App. Total	12.1	65.2	22.6	0.1		20.1	51.2	28.6	0.2		6.9	58.3	33.4	1.4		30	52.1	16.3	1.7		
PHF	.796	.979	.896	.250	.934	.853	.907	.944	.250	.920	.675	.769	.847	.550	.876	.880	.823	.846	.750	.929	.943



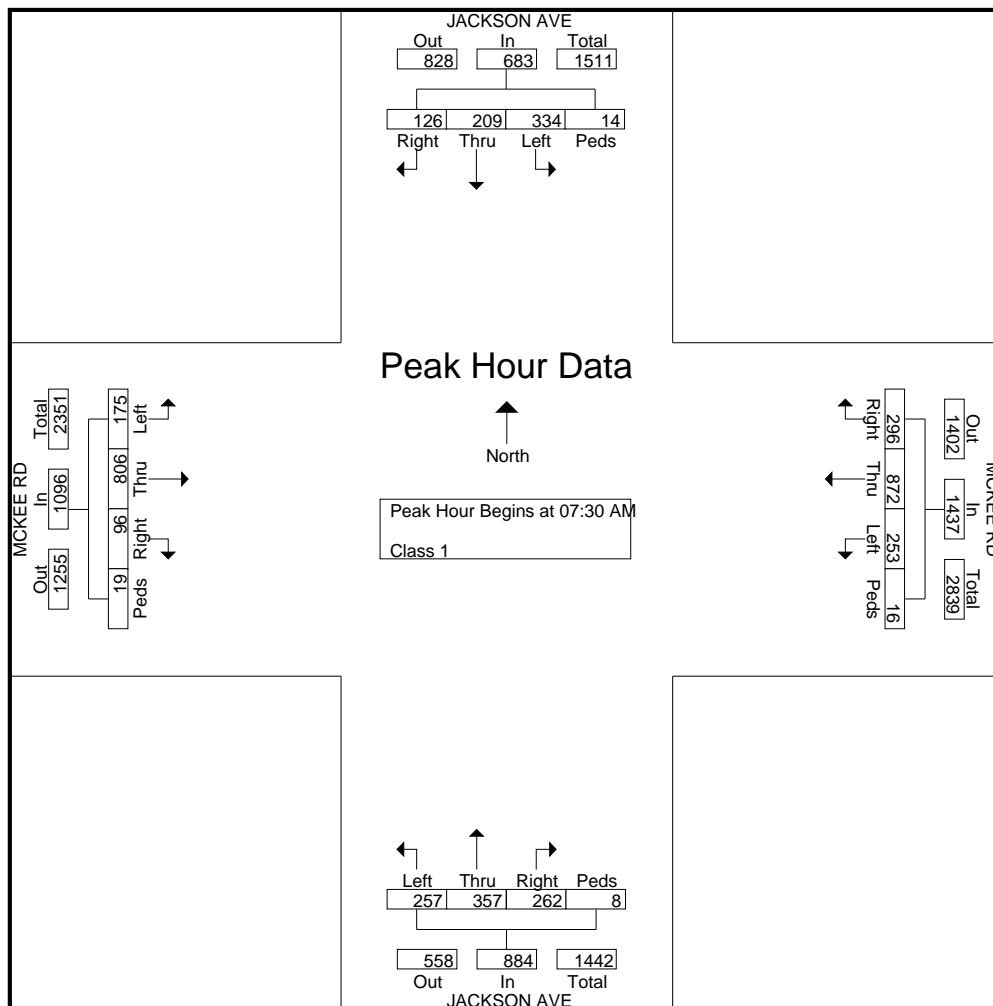
Groups Printed- Class 1

Start Time	JACKSON AVE Southbound				MCKEE RD Westbound				JACKSON AVE Northbound				MCKEE RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	16	34	45	4	26	140	38	4	46	43	36	0	20	96	28	0	576
07:15 AM	22	28	64	3	35	151	40	6	51	55	39	2	24	137	26	1	684
07:30 AM	20	42	64	6	63	167	46	9	74	89	81	1	25	233	37	3	960
07:45 AM	26	56	59	8	74	220	63	7	59	95	61	2	24	215	41	5	1015
Total	84	160	232	21	198	678	187	26	230	282	217	5	93	681	132	9	3235
08:00 AM	28	37	103	0	88	236	74	0	70	105	64	2	25	203	57	7	1099
08:15 AM	52	74	108	0	71	249	70	0	59	68	51	3	22	155	40	4	1026
08:30 AM	36	45	85	0	66	191	97	0	67	84	36	7	32	145	30	7	928
08:45 AM	53	61	100	0	59	222	78	0	62	79	66	1	27	121	35	4	968
Total	169	217	396	0	284	898	319	0	258	336	217	13	106	624	162	22	4021
Grand Total	253	377	628	21	482	1576	506	26	488	618	434	18	199	1305	294	31	7256
Apprch %	19.8	29.5	49.1	1.6	18.6	60.8	19.5	1	31.3	39.7	27.9	1.2	10.9	71.4	16.1	1.7	
Total %	3.5	5.2	8.7	0.3	6.6	21.7	7	0.4	6.7	8.5	6	0.2	2.7	18	4.1	0.4	



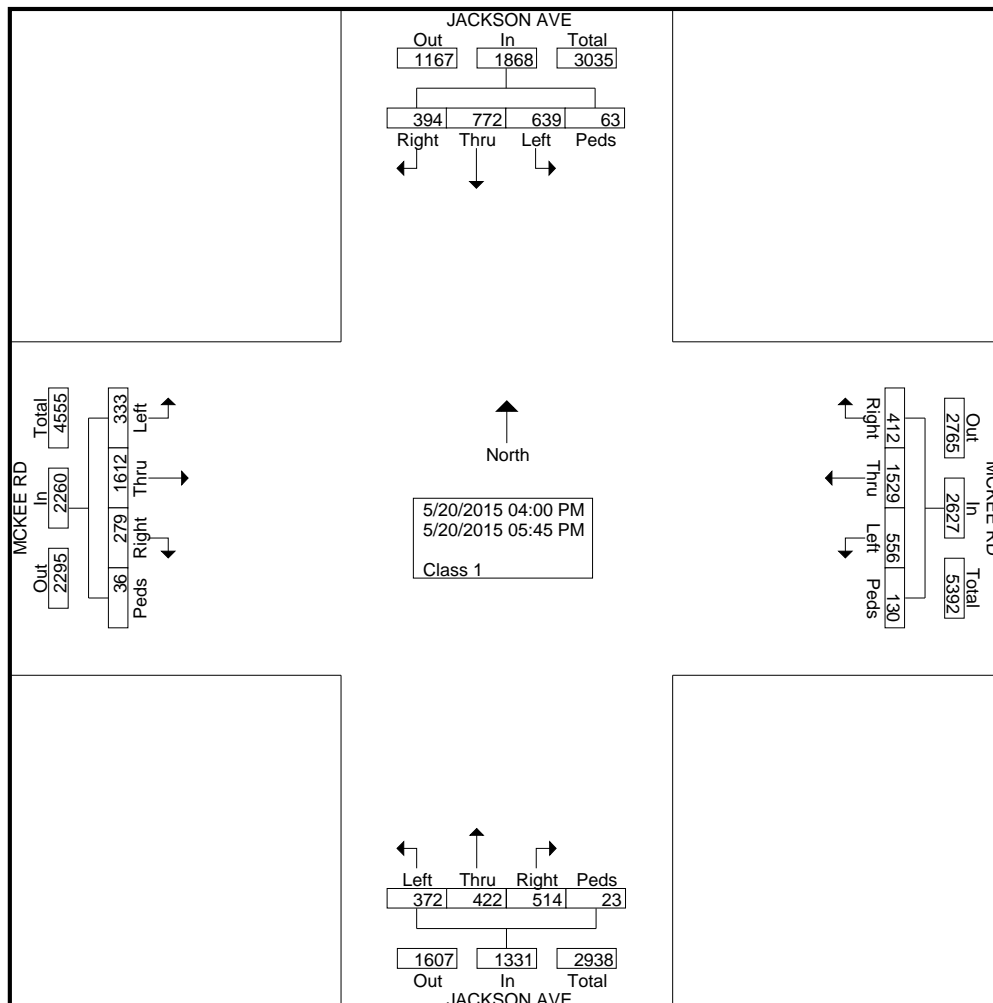


Start Time	JACKSON AVE Southbound					MCKEE RD Westbound					JACKSON AVE Northbound					MCKEE RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	20	42	64	6	132	63	167	46	9	285	74	89	81	1	245	25	233	37	3	298	960
07:45 AM	26	56	59	8	149	74	220	63	7	364	59	95	61	2	217	24	215	41	5	285	1015
08:00 AM	28	37	103	0	168	88	236	74	0	398	70	105	64	2	241	25	203	57	7	292	1099
08:15 AM	52	74	108	0	234	71	249	70	0	390	59	68	51	3	181	22	155	40	4	221	1026
Total Volume	126	209	334	14	683	296	872	253	16	1437	262	357	257	8	884	96	806	175	19	1096	4100
% App. Total	18.4	30.6	48.9	2		20.6	60.7	17.6	1.1		29.6	40.4	29.1	0.9		8.8	73.5	16	1.7		
PHF	.606	.706	.773	.438	.730	.841	.876	.855	.444	.903	.885	.850	.793	.667	.902	.960	.865	.768	.679	.919	.933

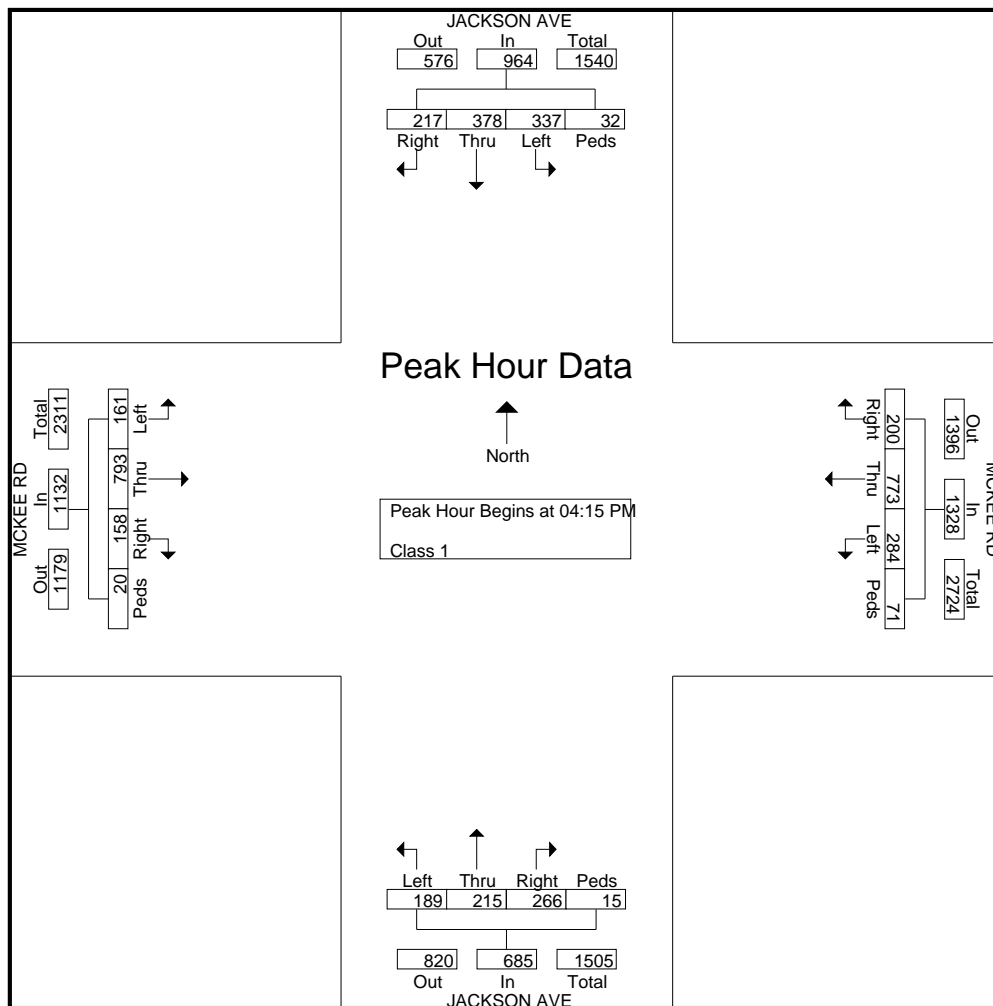


Groups Printed- Class 1

Start Time	JACKSON AVE Southbound				MCKEE RD Westbound				JACKSON AVE Northbound				MCKEE RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	50	78	74	13	35	201	74	9	68	50	60	3	42	204	49	8	1018
04:15 PM	67	83	79	12	57	204	82	3	84	51	43	4	36	186	50	6	1047
04:30 PM	47	100	82	9	47	215	70	11	69	53	43	3	46	197	27	2	1021
04:45 PM	55	90	72	8	51	179	60	48	49	46	55	5	39	189	43	7	996
Total	219	351	307	42	190	799	286	71	270	200	201	15	163	776	169	23	4082
05:00 PM	48	105	104	3	45	175	72	9	64	65	48	3	37	221	41	5	1045
05:15 PM	49	118	66	2	40	159	70	2	63	54	41	2	23	228	52	2	971
05:30 PM	31	97	89	7	65	195	44	7	56	47	47	1	32	209	27	2	956
05:45 PM	47	101	73	9	72	201	84	41	61	56	35	2	24	178	44	4	1032
Total	175	421	332	21	222	730	270	59	244	222	171	8	116	836	164	13	4004
Grand Total	394	772	639	63	412	1529	556	130	514	422	372	23	279	1612	333	36	8086
Apprch %	21.1	41.3	34.2	3.4	15.7	58.2	21.2	4.9	38.6	31.7	27.9	1.7	12.3	71.3	14.7	1.6	
Total %	4.9	9.5	7.9	0.8	5.1	18.9	6.9	1.6	6.4	5.2	4.6	0.3	3.5	19.9	4.1	0.4	



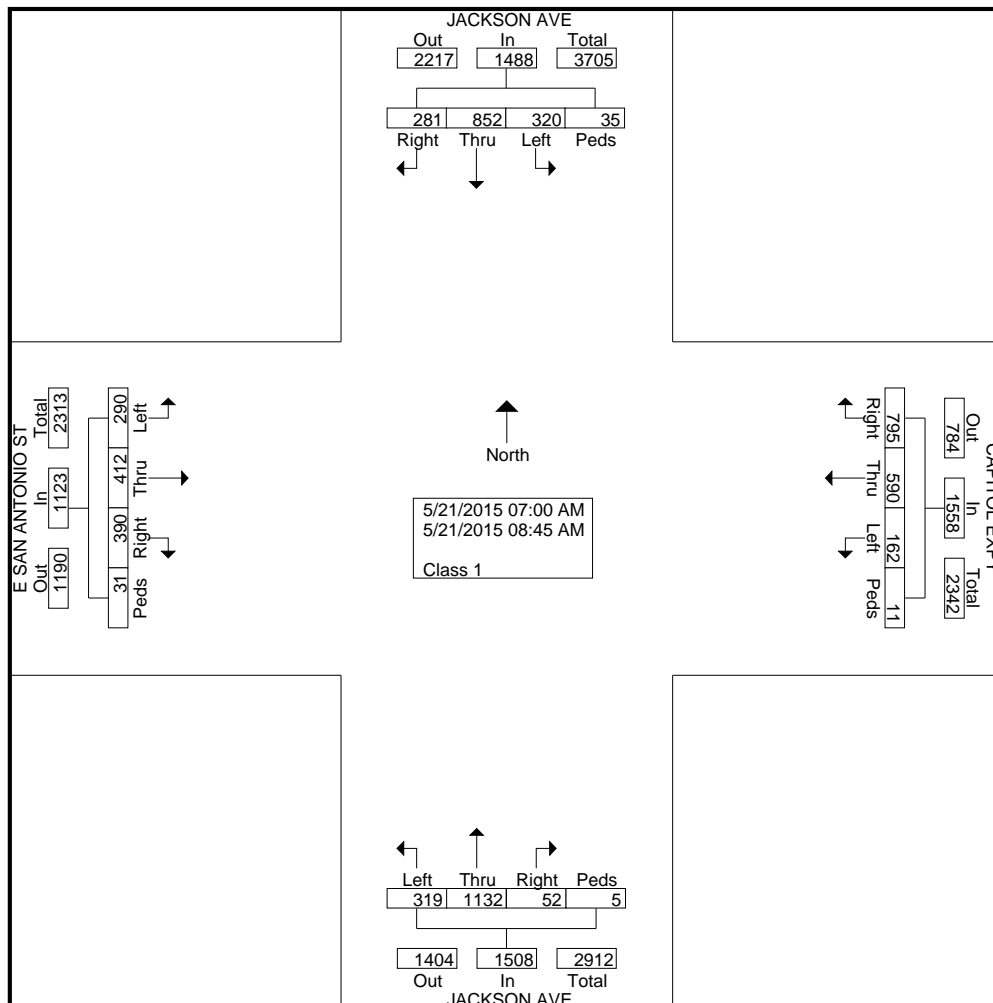
Start Time	JACKSON AVE Southbound					MCKEE RD Westbound					JACKSON AVE Northbound					MCKEE RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	67	83	79	12	241	57	204	82	3	346	84	51	43	4	182	36	186	50	6	278	1047
04:30 PM	47	100	82	9	238	47	215	70	11	343	69	53	43	3	168	46	197	27	2	272	1021
04:45 PM	55	90	72	8	225	51	179	60	48	338	49	46	55	5	155	39	189	43	7	278	996
05:00 PM	48	105	104	3	260	45	175	72	9	301	64	65	48	3	180	37	221	41	5	304	1045
Total Volume	217	378	337	32	964	200	773	284	71	1328	266	215	189	15	685	158	793	161	20	1132	4109
% App. Total	22.5	39.2	35	3.3		15.1	58.2	21.4	5.3		38.8	31.4	27.6	2.2		14	70.1	14.2	1.8		
PHF	.810	.900	.810	.667	.927	.877	.899	.866	.370	.960	.792	.827	.859	.750	.941	.859	.897	.805	.714	.931	.981



File Name : #5 JACKSON&SANANTONIOAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	JACKSON AVE Southbound				CAPITOL EXPY Westbound				JACKSON AVE Northbound				E SAN ANTONIO ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	22	104	25	0	76	46	25	2	3	125	23	0	41	32	27	1	552
07:15 AM	31	105	37	6	103	66	23	1	5	149	30	1	52	39	37	6	691
07:30 AM	33	152	52	6	126	82	28	3	8	196	45	0	75	50	49	8	913
07:45 AM	48	124	59	5	97	97	26	1	17	171	54	2	64	67	29	8	869
Total	134	485	173	17	402	291	102	7	33	641	152	3	232	188	142	23	3025
08:00 AM	45	107	42	9	92	72	19	1	12	131	50	2	63	74	28	2	749
08:15 AM	38	98	43	7	116	84	17	0	5	120	42	0	33	47	37	2	689
08:30 AM	29	96	30	2	103	84	14	1	1	146	44	0	36	53	42	1	682
08:45 AM	35	66	32	0	82	59	10	2	1	94	31	0	26	50	41	3	532
Total	147	367	147	18	393	299	60	4	19	491	167	2	158	224	148	8	2652
Grand Total	281	852	320	35	795	590	162	11	52	1132	319	5	390	412	290	31	5677
Apprch %	18.9	57.3	21.5	2.4	51	37.9	10.4	0.7	3.4	75.1	21.2	0.3	34.7	36.7	25.8	2.8	
Total %	4.9	15	5.6	0.6	14	10.4	2.9	0.2	0.9	19.9	5.6	0.1	6.9	7.3	5.1	0.5	



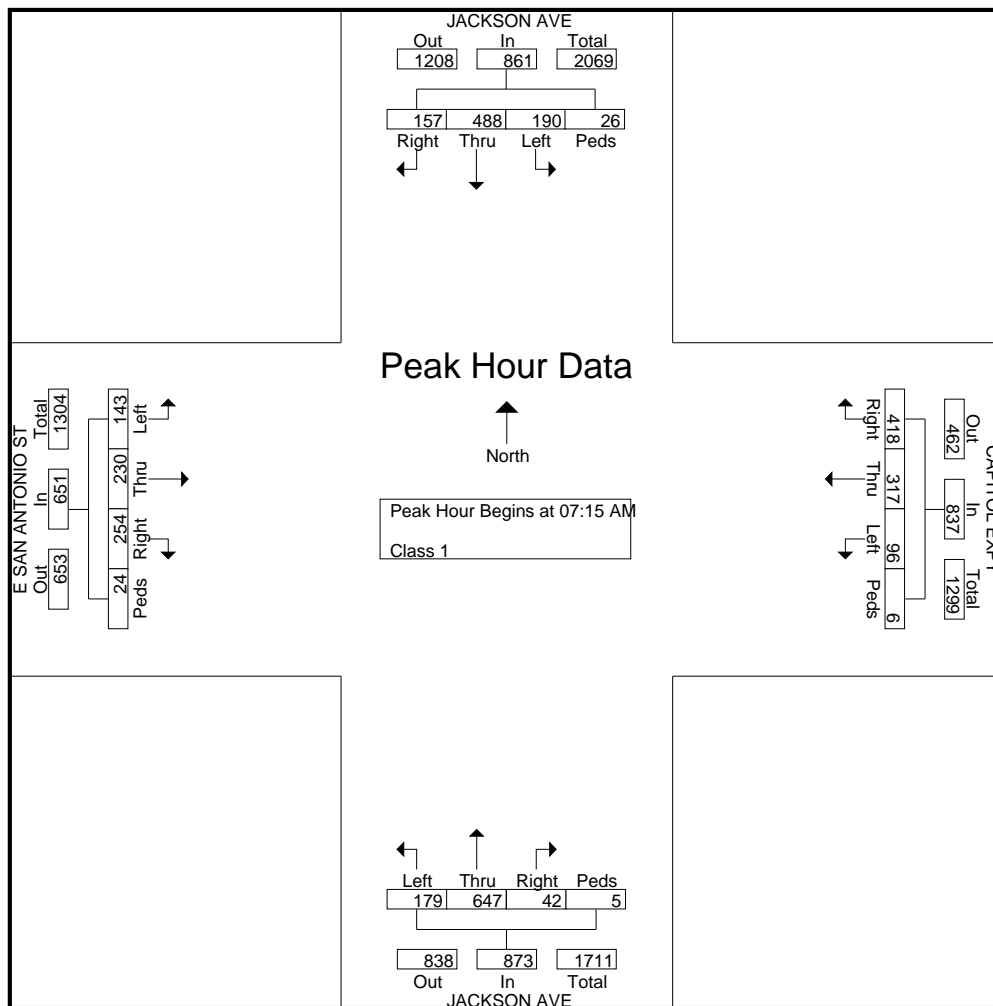
File Name : #5 JACKSON&SANANTONIOAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

Start Time	JACKSON AVE Southbound					CAPITOL EXPY Westbound					JACKSON AVE Northbound					E SAN ANTONIO ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

**Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 07:15 AM

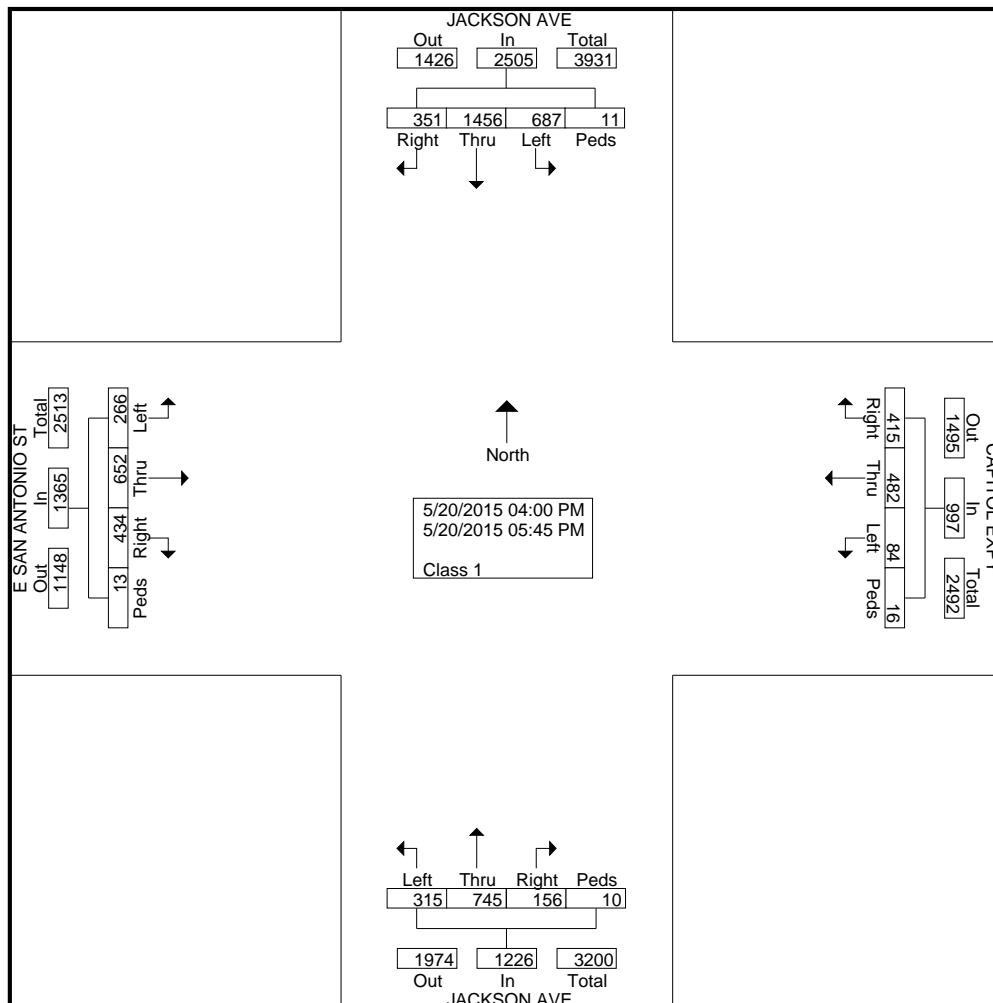
07:15 AM	31	105	37	6	179	103	66	23	1	193	5	149	30	1	185	52	39	37	6	134	691
07:30 AM	33	152	52	6	243	126	82	28	3	239	8	196	45	0	249	75	50	49	8	182	913
07:45 AM	48	124	59	5	236	97	97	26	1	221	17	171	54	2	244	64	67	29	8	168	869
08:00 AM	45	107	42	9	203	92	72	19	1	184	12	131	50	2	195	63	74	28	2	167	749
Total Volume	157	488	190	26	861	418	317	96	6	837	42	647	179	5	873	254	230	143	24	651	3222
% App. Total	18.2	56.7	22.1	3		49.9	37.9	11.5	0.7		4.8	74.1	20.5	0.6		39	35.3	22	3.7		
PHF	.818	.803	.805	.722	.886	.829	.817	.857	.500	.876	.618	.825	.829	.625	.877	.847	.777	.730	.750	.894	.882



File Name : #5 JACKSON&SANANTONIOPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

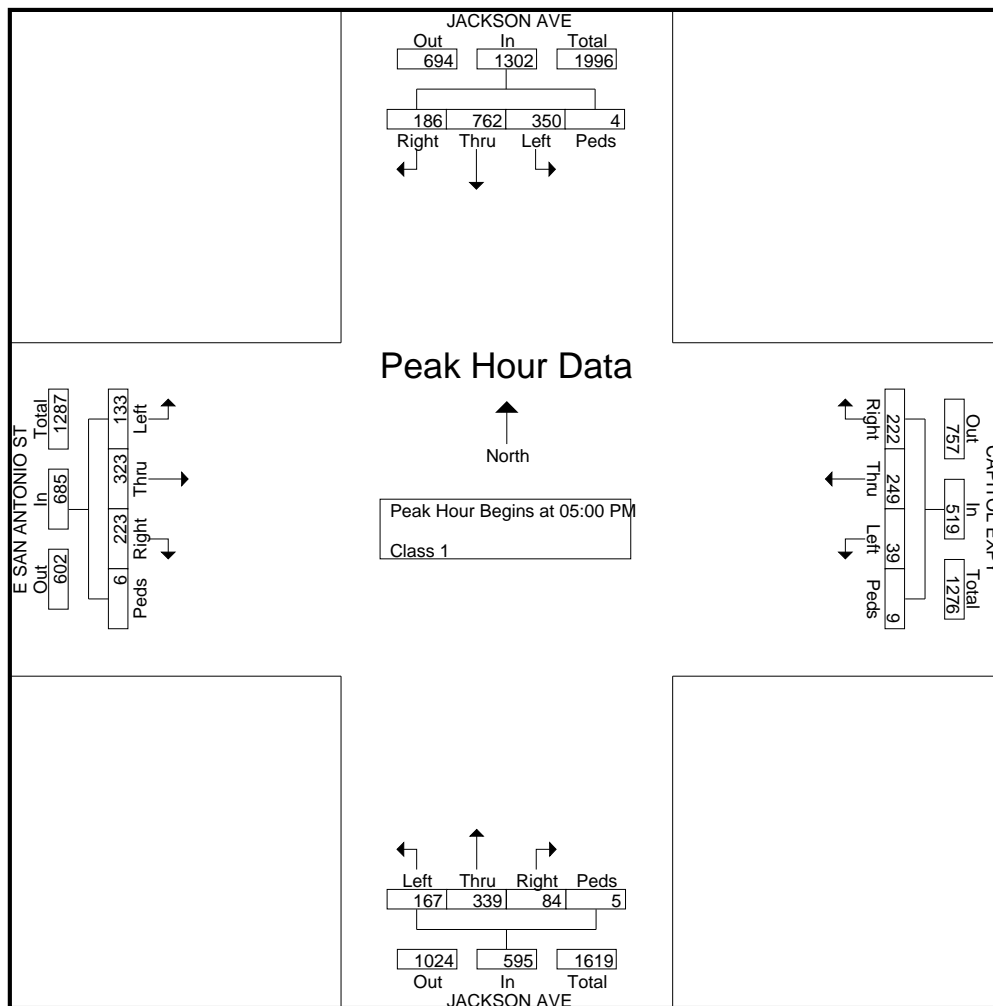
Groups Printed- Class 1

Start Time	JACKSON AVE Southbound				CAPITOL EXPY Westbound				JACKSON AVE Northbound				E SAN ANTONIO ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	40	172	79	4	49	51	16	3	20	111	42	2	52	98	39	0	778
04:15 PM	37	197	91	2	46	65	7	3	14	134	40	2	65	73	37	4	817
04:30 PM	50	153	94	1	46	56	11	0	21	80	28	0	51	68	26	2	687
04:45 PM	38	172	73	0	52	61	11	1	17	81	38	1	43	90	31	1	710
Total	165	694	337	7	193	233	45	7	72	406	148	5	211	329	133	7	2992
05:00 PM	45	215	83	0	50	79	8	2	15	87	41	0	57	83	37	2	804
05:15 PM	44	200	72	4	56	63	15	0	24	94	46	1	55	83	33	1	791
05:30 PM	46	189	103	0	60	56	7	4	23	83	33	0	49	66	32	2	753
05:45 PM	51	158	92	0	56	51	9	3	22	75	47	4	62	91	31	1	753
Total	186	762	350	4	222	249	39	9	84	339	167	5	223	323	133	6	3101
Grand Total	351	1456	687	11	415	482	84	16	156	745	315	10	434	652	266	13	6093
Apprch %	14	58.1	27.4	0.4	41.6	48.3	8.4	1.6	12.7	60.8	25.7	0.8	31.8	47.8	19.5	1	
Total %	5.8	23.9	11.3	0.2	6.8	7.9	1.4	0.3	2.6	12.2	5.2	0.2	7.1	10.7	4.4	0.2	



File Name : #5 JACKSON&SANANTONIOPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

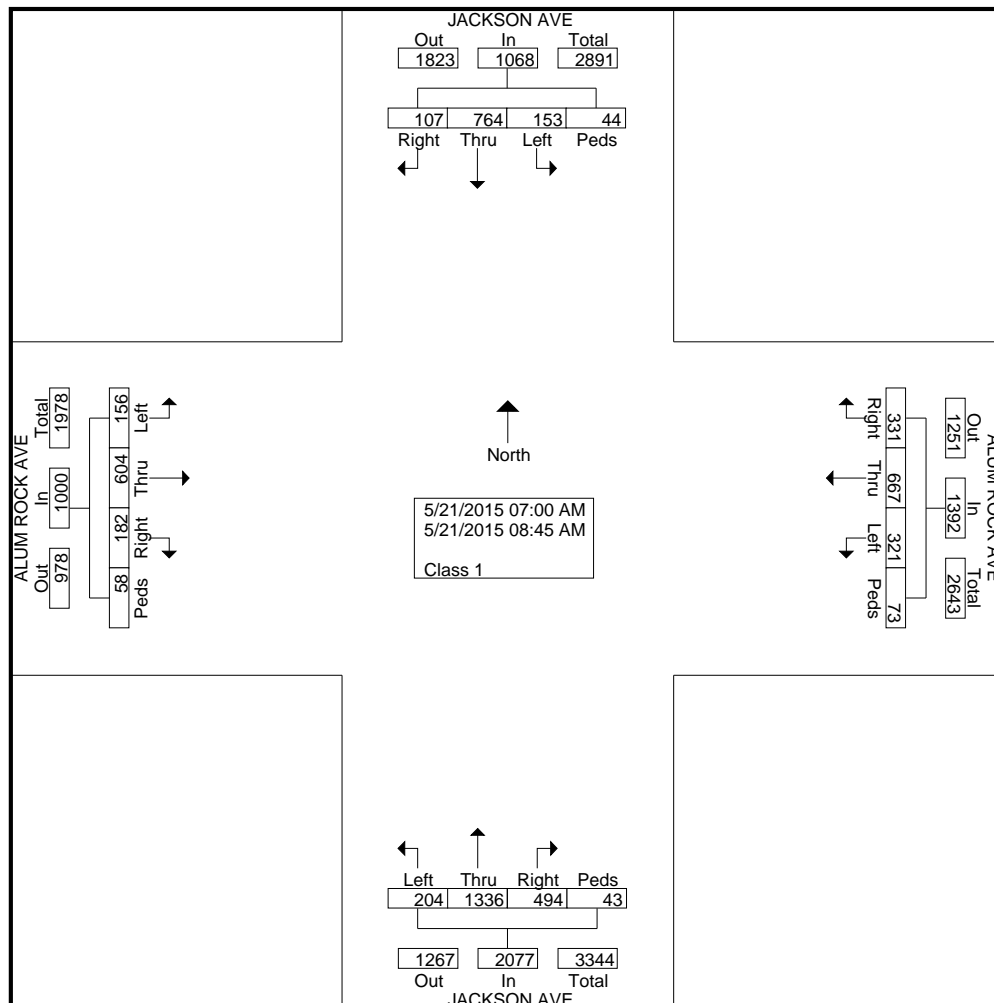
Start Time	JACKSON AVE Southbound					CAPITOL EXPY Westbound					JACKSON AVE Northbound					E SAN ANTONIO ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	45	215	83	0	343	50	79	8	2	139	15	87	41	0	143	57	83	37	2	179	804
05:15 PM	44	200	72	4	320	56	63	15	0	134	24	94	46	1	165	55	83	33	1	172	791
05:30 PM	46	189	103	0	338	60	56	7	4	127	23	83	33	0	139	49	66	32	2	149	753
05:45 PM	51	158	92	0	301	56	51	9	3	119	22	75	47	4	148	62	91	31	1	185	753
Total Volume	186	762	350	4	1302	222	249	39	9	519	84	339	167	5	595	223	323	133	6	685	3101
% App. Total	14.3	58.5	26.9	0.3		42.8	48	7.5	1.7		14.1	57	28.1	0.8		32.6	47.2	19.4	0.9		
PHF	.912	.886	.850	.250	.949	.925	.788	.650	.563	.933	.875	.902	.888	.313	.902	.899	.887	.899	.750	.926	.964



File Name : #6 JACKSON&ALUMROCKAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

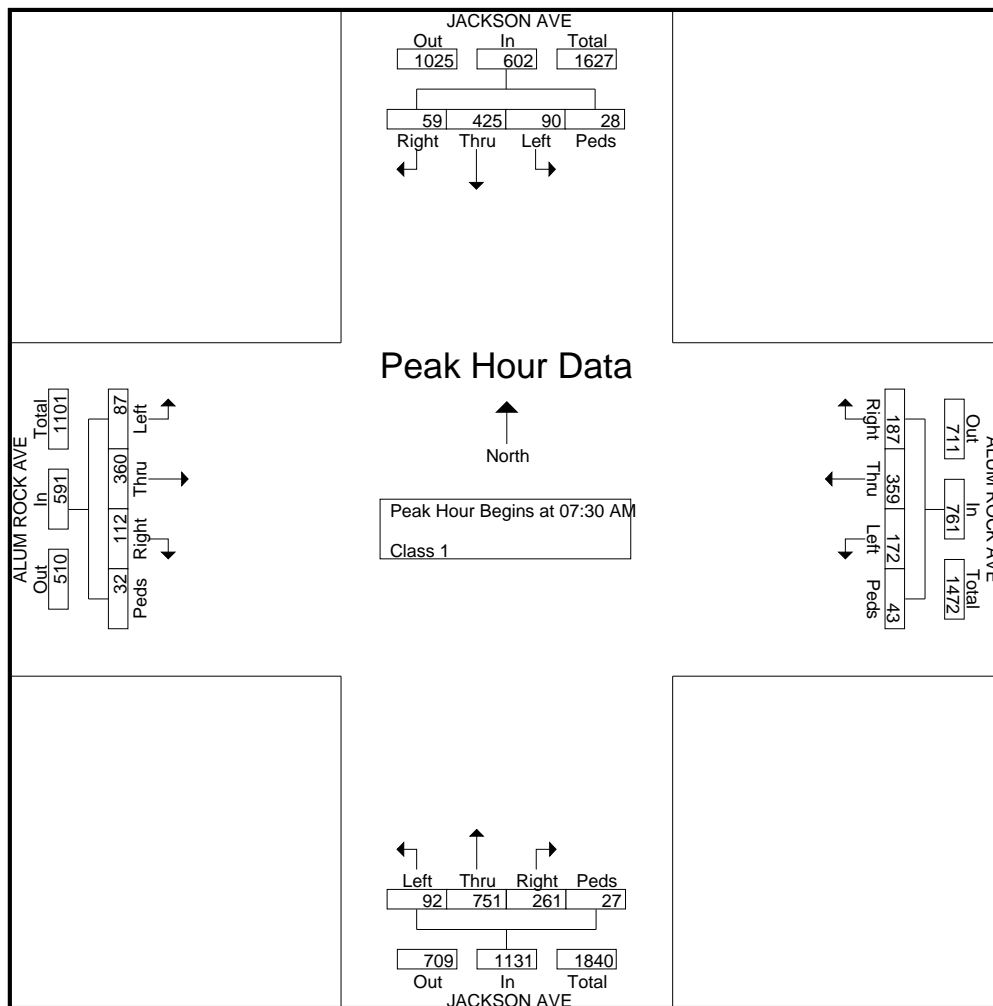
Start Time	JACKSON AVE Southbound				ALUM ROCK AVE Westbound				JACKSON AVE Northbound				ALUM ROCK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	14	88	10	3	10	58	36	9	66	109	32	3	13	49	8	6	514
07:15 AM	9	88	15	3	26	85	57	7	70	129	33	6	24	53	12	4	621
07:30 AM	11	122	35	8	44	87	44	21	71	160	21	11	28	115	19	8	805
07:45 AM	16	113	14	6	37	89	36	9	70	222	31	3	28	85	21	8	788
Total	50	411	74	20	117	319	173	46	277	620	117	23	93	302	60	26	2728
08:00 AM	18	88	19	5	59	97	61	2	58	186	18	6	24	87	18	5	751
08:15 AM	14	102	22	9	47	86	31	11	62	183	22	7	32	73	29	11	741
08:30 AM	10	78	9	5	57	102	30	5	53	164	24	3	17	78	24	7	666
08:45 AM	15	85	29	5	51	63	26	9	44	183	23	4	16	64	25	9	651
Total	57	353	79	24	214	348	148	27	217	716	87	20	89	302	96	32	2809
Grand Total	107	764	153	44	331	667	321	73	494	1336	204	43	182	604	156	58	5537
Apprch %	10	71.5	14.3	4.1	23.8	47.9	23.1	5.2	23.8	64.3	9.8	2.1	18.2	60.4	15.6	5.8	
Total %	1.9	13.8	2.8	0.8	6	12	5.8	1.3	8.9	24.1	3.7	0.8	3.3	10.9	2.8	1	





File Name : #6 JACKSON&ALUMROCKAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

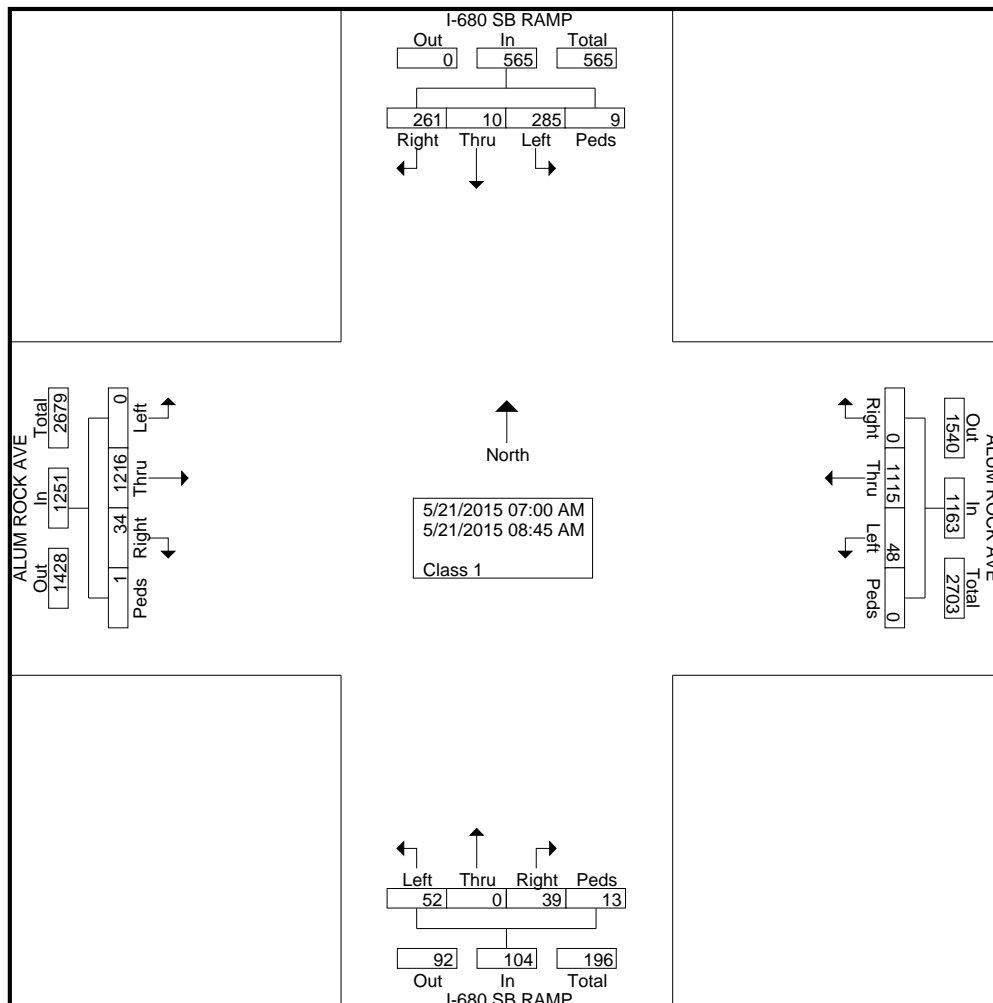
Start Time	JACKSON AVE Southbound					ALUM ROCK AVE Westbound					JACKSON AVE Northbound					ALUM ROCK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	122	35	8	176	44	87	44	21	196	71	160	21	11	263	28	115	19	8	170	805
07:45 AM	16	113	14	6	149	37	89	36	9	171	70	222	31	3	326	28	85	21	8	142	788
08:00 AM	18	88	19	5	130	59	97	61	2	219	58	186	18	6	268	24	87	18	5	134	751
08:15 AM	14	102	22	9	147	47	86	31	11	175	62	183	22	7	274	32	73	29	11	145	741
Total Volume	59	425	90	28	602	187	359	172	43	761	261	751	92	27	1131	112	360	87	32	591	3085
% App. Total	9.8	70.6	15	4.7		24.6	47.2	22.6	5.7		23.1	66.4	8.1	2.4		19	60.9	14.7	5.4		
PHF	.819	.871	.643	.778	.855	.792	.925	.705	.512	.869	.919	.846	.742	.614	.867	.875	.783	.750	.727	.869	.958



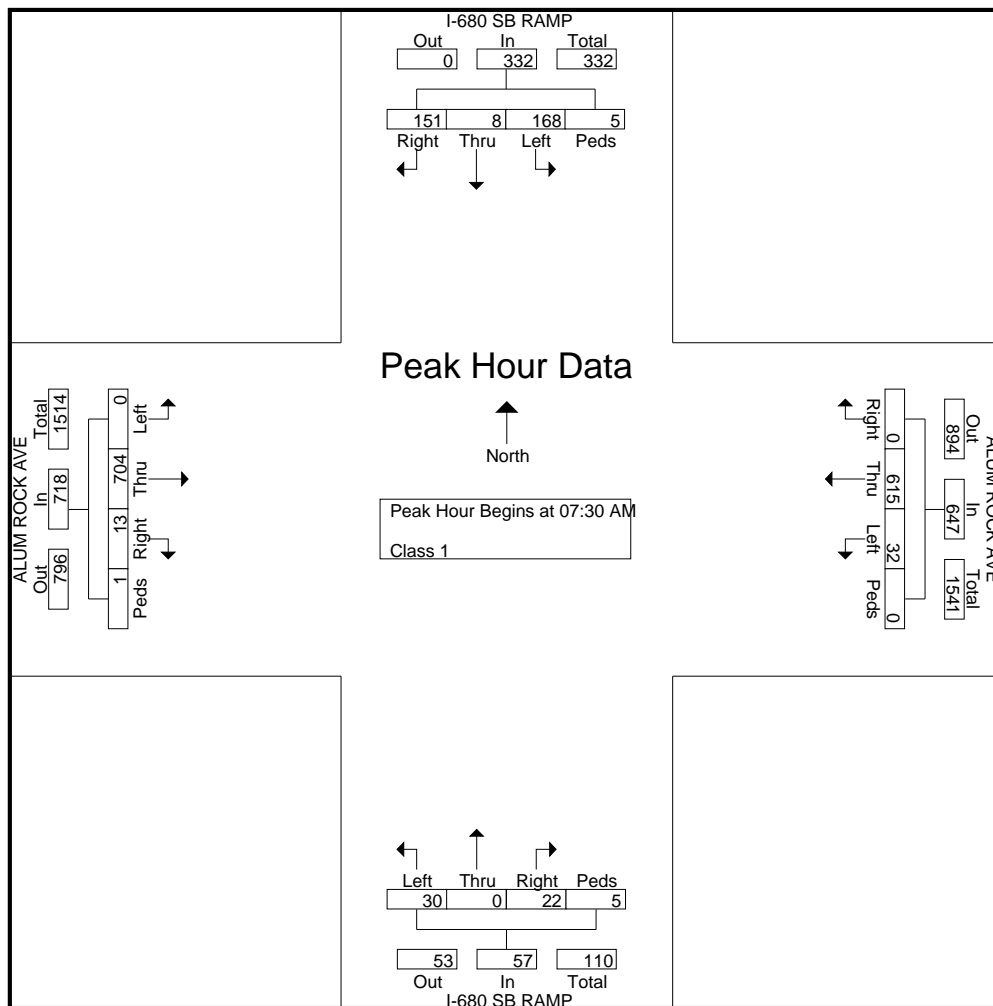
File Name : #7 I680SB&ALUMROCKAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	I-680 SB RAMP Southbound				ALUM ROCK AVE Westbound				I-680 SB RAMP Northbound				ALUM ROCK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	26	1	18	1	0	89	3	0	5	0	3	2	7	120	0	0	275
07:15 AM	32	0	28	0	0	122	6	0	6	0	9	1	7	137	0	0	348
07:30 AM	43	5	42	0	0	145	15	0	3	0	6	0	8	180	0	0	447
07:45 AM	35	1	42	0	0	144	5	0	14	0	7	1	2	172	0	1	424
Total	136	7	130	1	0	500	29	0	28	0	25	4	24	609	0	1	1494
08:00 AM	40	0	40	0	0	170	4	0	1	0	12	1	3	180	0	0	451
08:15 AM	33	2	44	5	0	156	8	0	4	0	5	3	0	172	0	0	432
08:30 AM	25	1	33	0	0	160	3	0	4	0	5	3	4	130	0	0	368
08:45 AM	27	0	38	3	0	129	4	0	2	0	5	2	3	125	0	0	338
Total	125	3	155	8	0	615	19	0	11	0	27	9	10	607	0	0	1589
Grand Total	261	10	285	9	0	1115	48	0	39	0	52	13	34	1216	0	1	3083
Apprch %	46.2	1.8	50.4	1.6	0	95.9	4.1	0	37.5	0	50	12.5	2.7	97.2	0	0.1	
Total %	8.5	0.3	9.2	0.3	0	36.2	1.6	0	1.3	0	1.7	0.4	1.1	39.4	0	0	



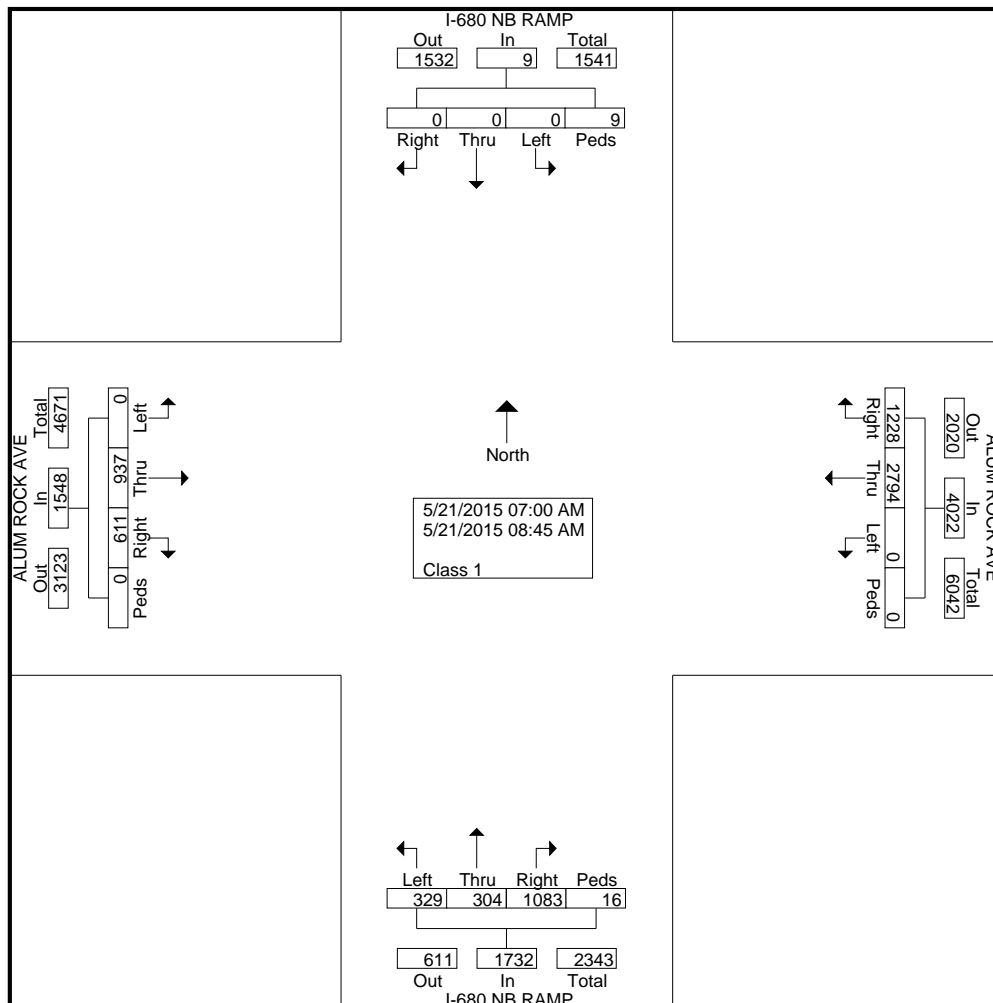
Start Time	I-680 SB RAMP Southbound					ALUM ROCK AVE Westbound					I-680 SB RAMP Northbound					ALUM ROCK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	43	5	42	0	90	0	145	15	0	160	3	0	6	0	9	8	180	0	0	188	447
07:45 AM	35	1	42	0	78	0	144	5	0	149	14	0	7	1	22	2	172	0	1	175	424
08:00 AM	40	0	40	0	80	0	170	4	0	174	1	0	12	1	14	3	180	0	0	183	451
08:15 AM	33	2	44	5	84	0	156	8	0	164	4	0	5	3	12	0	172	0	0	172	432
Total Volume	151	8	168	5	332	0	615	32	0	647	22	0	30	5	57	13	704	0	1	718	1754
% App. Total	45.5	2.4	50.6	1.5		0	95.1	4.9	0		38.6	0	52.6	8.8		1.8	98.1	0	0.1		
PHF	.878	.400	.955	.250	.922	.000	.904	.533	.000	.930	.393	.000	.625	.417	.648	.406	.978	.000	.250	.955	.972



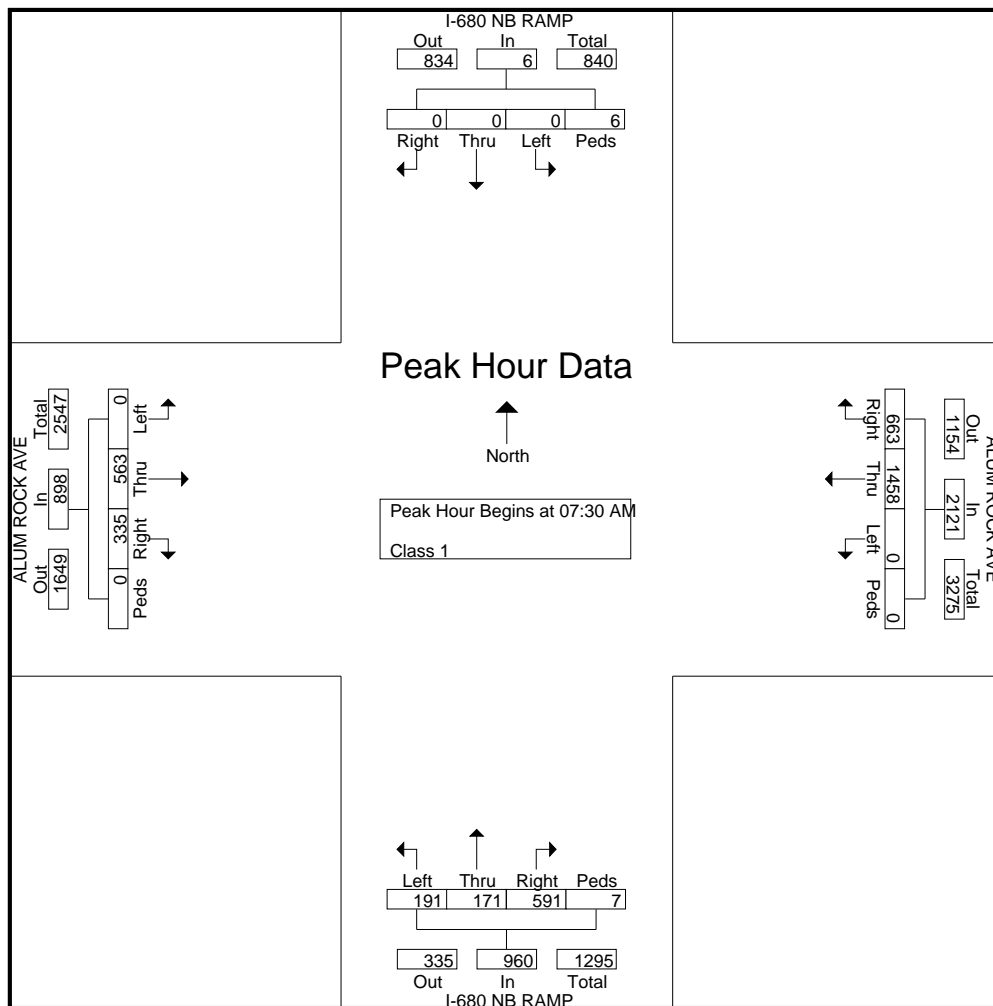
File Name : #8 I680NB&ALUMROCKAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	I-680 NB RAMP Southbound				ALUM ROCK AVE Westbound				I-680 NB RAMP Northbound				ALUM ROCK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	139	386	0	0	98	11	15	1	78	75	0	0	803
07:15 AM	0	0	0	0	189	374	0	0	119	29	30	0	91	74	0	0	906
07:30 AM	0	0	0	0	192	426	0	0	158	32	49	0	96	135	0	0	1088
07:45 AM	0	0	0	0	154	361	0	0	150	45	43	0	96	139	0	0	988
Total	0	0	0	0	674	1547	0	0	525	117	137	1	361	423	0	0	3785
08:00 AM	0	0	0	0	176	353	0	0	158	49	54	4	76	132	0	0	1002
08:15 AM	0	0	0	6	141	318	0	0	125	45	45	3	67	157	0	0	907
08:30 AM	0	0	0	0	127	316	0	0	137	47	47	3	60	100	0	0	837
08:45 AM	0	0	0	3	110	260	0	0	138	46	46	5	47	125	0	0	780
Total	0	0	0	9	554	1247	0	0	558	187	192	15	250	514	0	0	3526
Grand Total	0	0	0	9	1228	2794	0	0	1083	304	329	16	611	937	0	0	7311
Apprch %	0	0	0	100	30.5	69.5	0	0	62.5	17.6	19	0.9	39.5	60.5	0	0	
Total %	0	0	0	0.1	16.8	38.2	0	0	14.8	4.2	4.5	0.2	8.4	12.8	0	0	



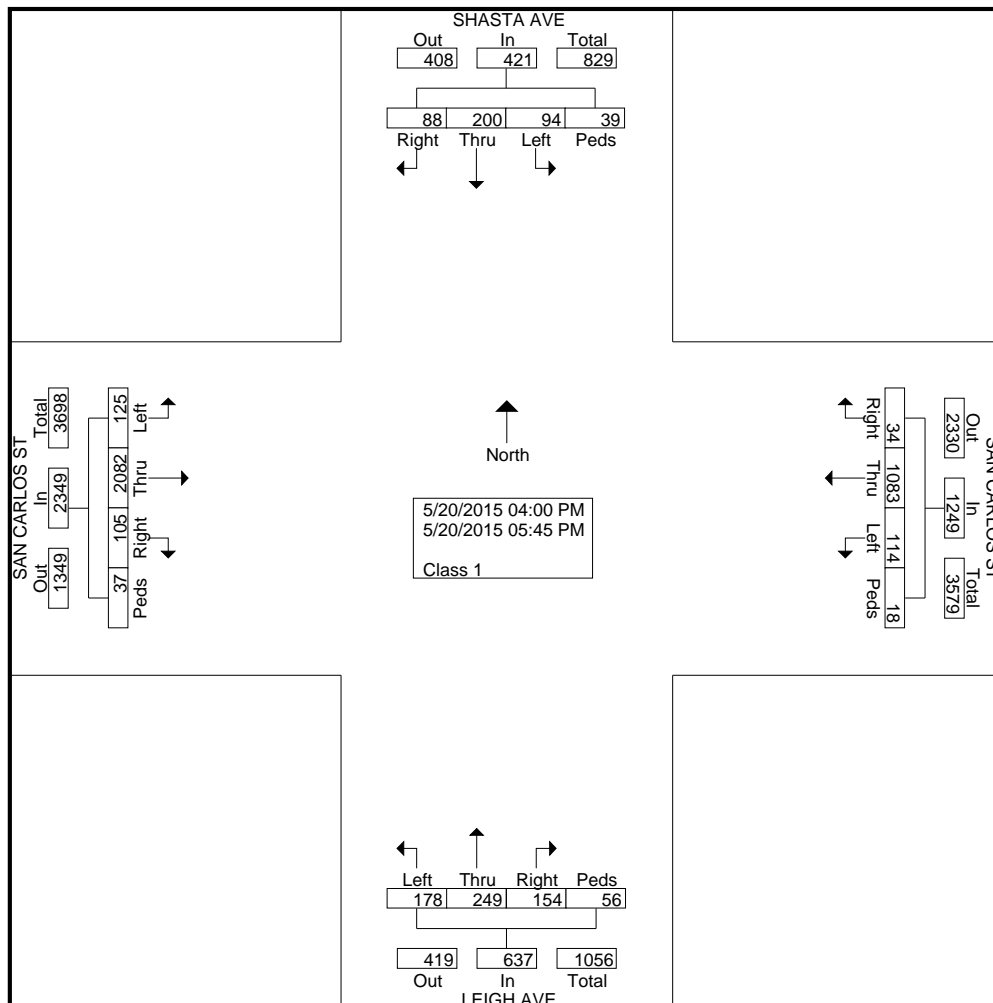
Start Time	I-680 NB RAMP Southbound					ALUM ROCK AVE Westbound					I-680 NB RAMP Northbound					ALUM ROCK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	192	426	0	0	618	158	32	49	0	239	96	135	0	0	231	1088
07:45 AM	0	0	0	0	0	154	361	0	0	515	150	45	43	0	238	96	139	0	0	235	988
08:00 AM	0	0	0	0	0	176	353	0	0	529	158	49	54	4	265	76	132	0	0	208	1002
08:15 AM	0	0	0	6	6	141	318	0	0	459	125	45	45	3	218	67	157	0	0	224	907
Total Volume	0	0	0	6	6	663	1458	0	0	2121	591	171	191	7	960	335	563	0	0	898	3985
% App. Total	0	0	0	100		31.3	68.7	0	0		61.6	17.8	19.9	0.7		37.3	62.7	0	0		
PHF	.000	.000	.000	.250	.250	.863	.856	.000	.000	.858	.935	.872	.884	.438	.906	.872	.896	.000	.000	.955	.916



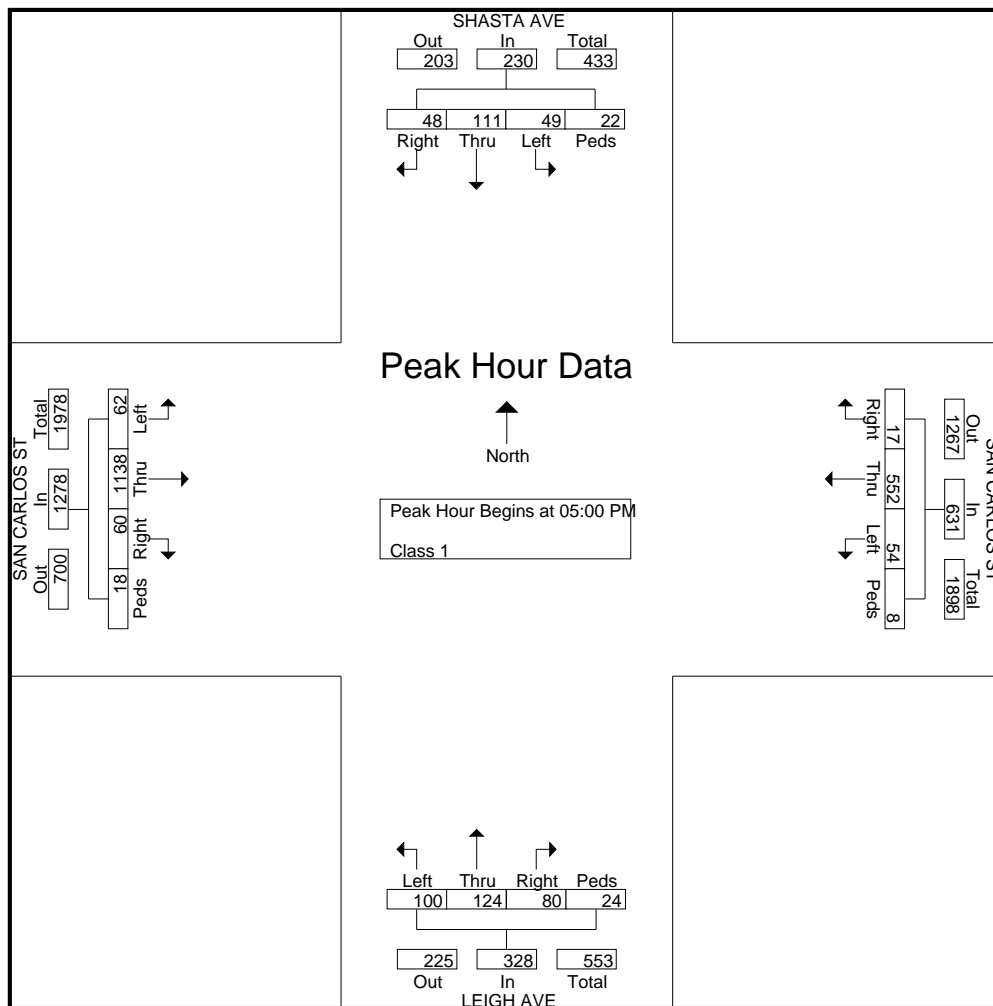
File Name : #9 LEIGH&SAN CARLOSPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	SHASTA AVE Southbound				SAN CARLOS ST Westbound				LEIGH AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	8	22	16	5	6	118	15	4	23	44	17	1	18	191	19	3	510
04:15 PM	15	20	5	9	1	144	11	1	19	19	19	11	9	243	13	1	540
04:30 PM	7	20	7	2	5	140	15	2	9	26	21	8	10	253	17	5	547
04:45 PM	10	27	17	1	5	129	19	3	23	36	21	12	8	257	14	10	592
Total	40	89	45	17	17	531	60	10	74	125	78	32	45	944	63	19	2189
05:00 PM	6	30	14	5	7	137	11	2	21	27	24	8	19	293	12	4	620
05:15 PM	15	18	14	1	4	134	11	1	22	28	20	6	11	297	17	5	604
05:30 PM	13	34	7	1	4	157	14	2	22	42	24	5	17	264	17	4	627
05:45 PM	14	29	14	15	2	124	18	3	15	27	32	5	13	284	16	5	616
Total	48	111	49	22	17	552	54	8	80	124	100	24	60	1138	62	18	2467
Grand Total	88	200	94	39	34	1083	114	18	154	249	178	56	105	2082	125	37	4656
Apprch %	20.9	47.5	22.3	9.3	2.7	86.7	9.1	1.4	24.2	39.1	27.9	8.8	4.5	88.6	5.3	1.6	
Total %	1.9	4.3	2	0.8	0.7	23.3	2.4	0.4	3.3	5.3	3.8	1.2	2.3	44.7	2.7	0.8	

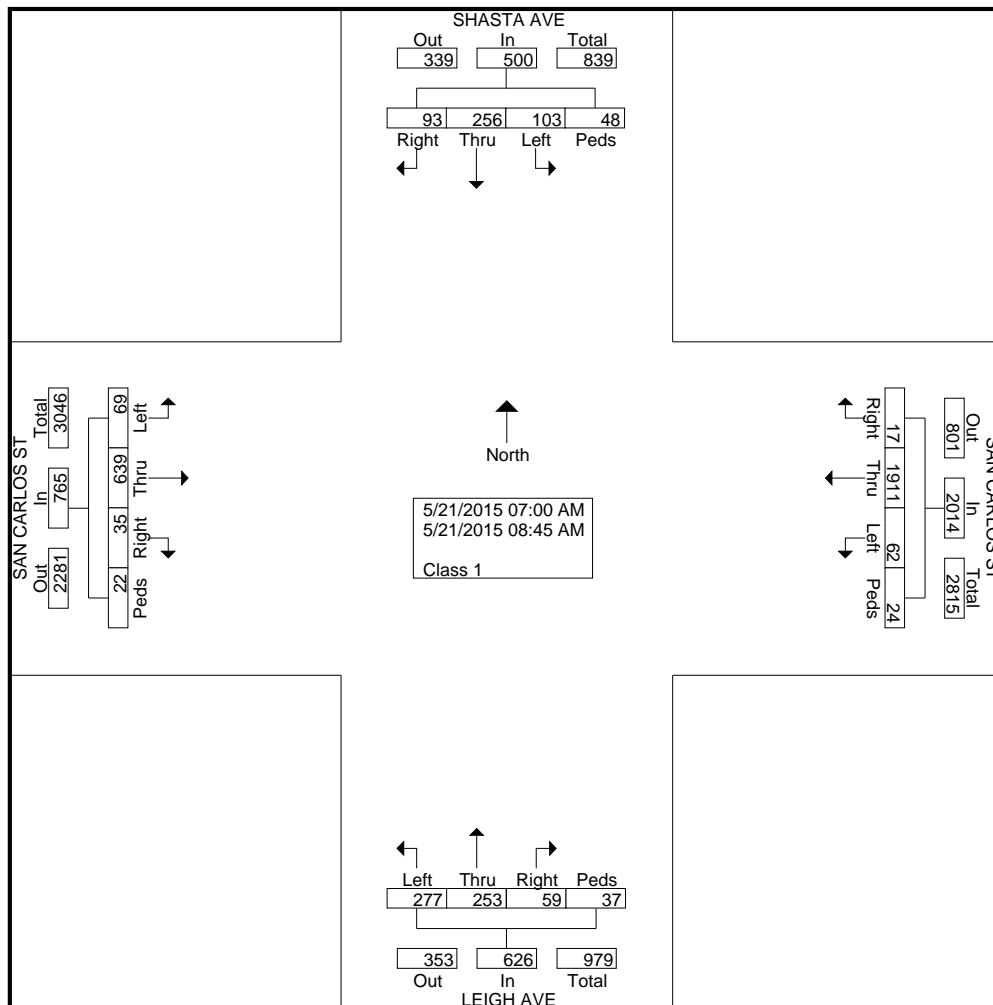


Start Time	SHASTA AVE Southbound					SAN CARLOS ST Westbound					LEIGH AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	30	14	5	55	7	137	11	2	157	21	27	24	8	80	19	293	12	4	328	620
05:15 PM	15	18	14	1	48	4	134	11	1	150	22	28	20	6	76	11	297	17	5	330	604
05:30 PM	13	34	7	1	55	4	157	14	2	177	22	42	24	5	93	17	264	17	4	302	627
05:45 PM	14	29	14	15	72	2	124	18	3	147	15	27	32	5	79	13	284	16	5	318	616
Total Volume	48	111	49	22	230	17	552	54	8	631	80	124	100	24	328	60	1138	62	18	1278	2467
% App. Total	20.9	48.3	21.3	9.6		2.7	87.5	8.6	1.3		24.4	37.8	30.5	7.3		4.7	89	4.9	1.4		
PHF	.800	.816	.875	.367	.799	.607	.879	.750	.667	.891	.909	.738	.781	.750	.882	.789	.958	.912	.900	.968	.984



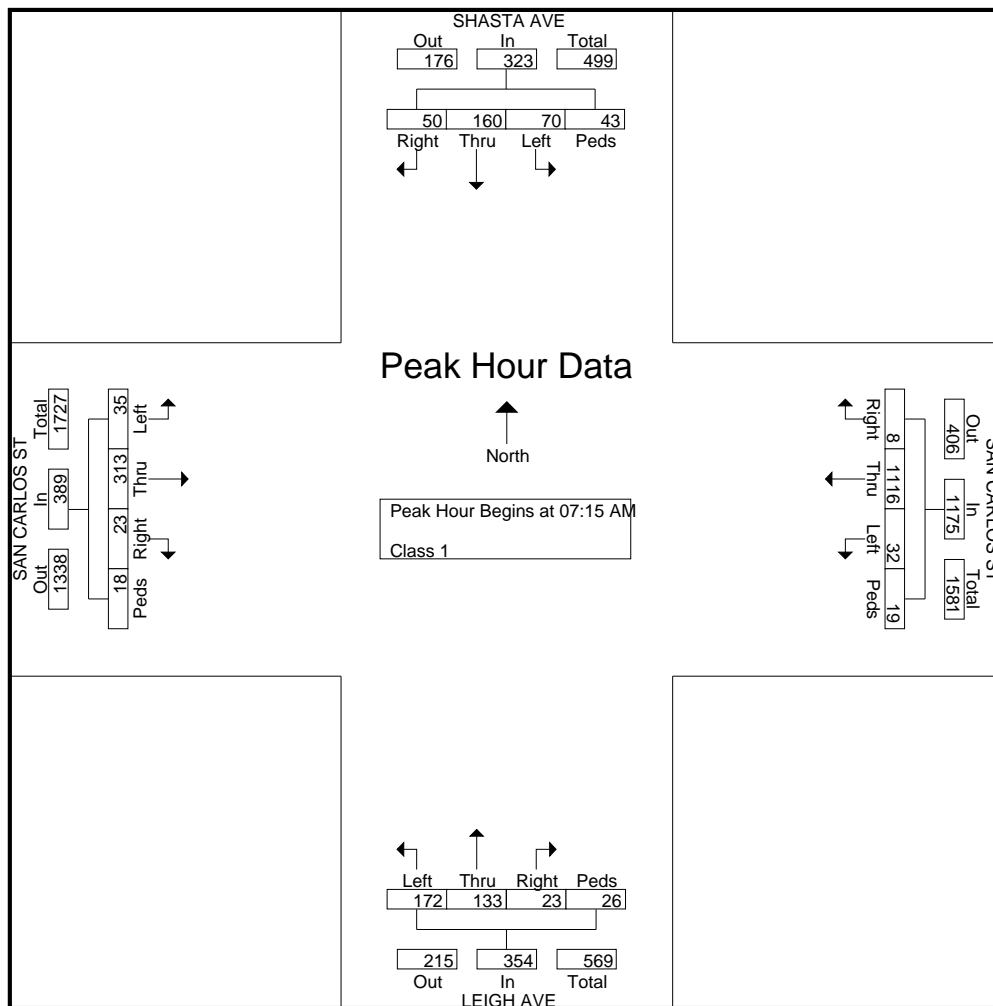
Groups Printed- Class 1

Start Time	SHASTA AVE Southbound				SAN CARLOS ST Westbound				LEIGH AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	6	15	4	1	1	159	6	0	6	22	22	3	0	48	3	1	297
07:15 AM	3	39	18	5	3	262	5	1	4	30	34	4	1	60	3	4	476
07:30 AM	18	56	20	15	1	328	6	6	5	28	62	9	7	64	9	7	641
07:45 AM	19	31	19	18	2	259	9	9	8	37	34	6	9	89	14	4	567
Total	46	141	61	39	7	1008	26	16	23	117	152	22	17	261	29	16	1981
08:00 AM	10	34	13	5	2	267	12	3	6	38	42	7	6	100	9	3	557
08:15 AM	16	43	8	1	4	214	5	1	8	41	22	4	6	81	9	1	464
08:30 AM	9	26	16	2	1	220	6	3	15	34	33	2	2	94	12	2	477
08:45 AM	12	12	5	1	3	202	13	1	7	23	28	2	4	103	10	0	426
Total	47	115	42	9	10	903	36	8	36	136	125	15	18	378	40	6	1924
Grand Total	93	256	103	48	17	1911	62	24	59	253	277	37	35	639	69	22	3905
Apprch %	18.6	51.2	20.6	9.6	0.8	94.9	3.1	1.2	9.4	40.4	44.2	5.9	4.6	83.5	9	2.9	
Total %	2.4	6.6	2.6	1.2	0.4	48.9	1.6	0.6	1.5	6.5	7.1	0.9	0.9	16.4	1.8	0.6	



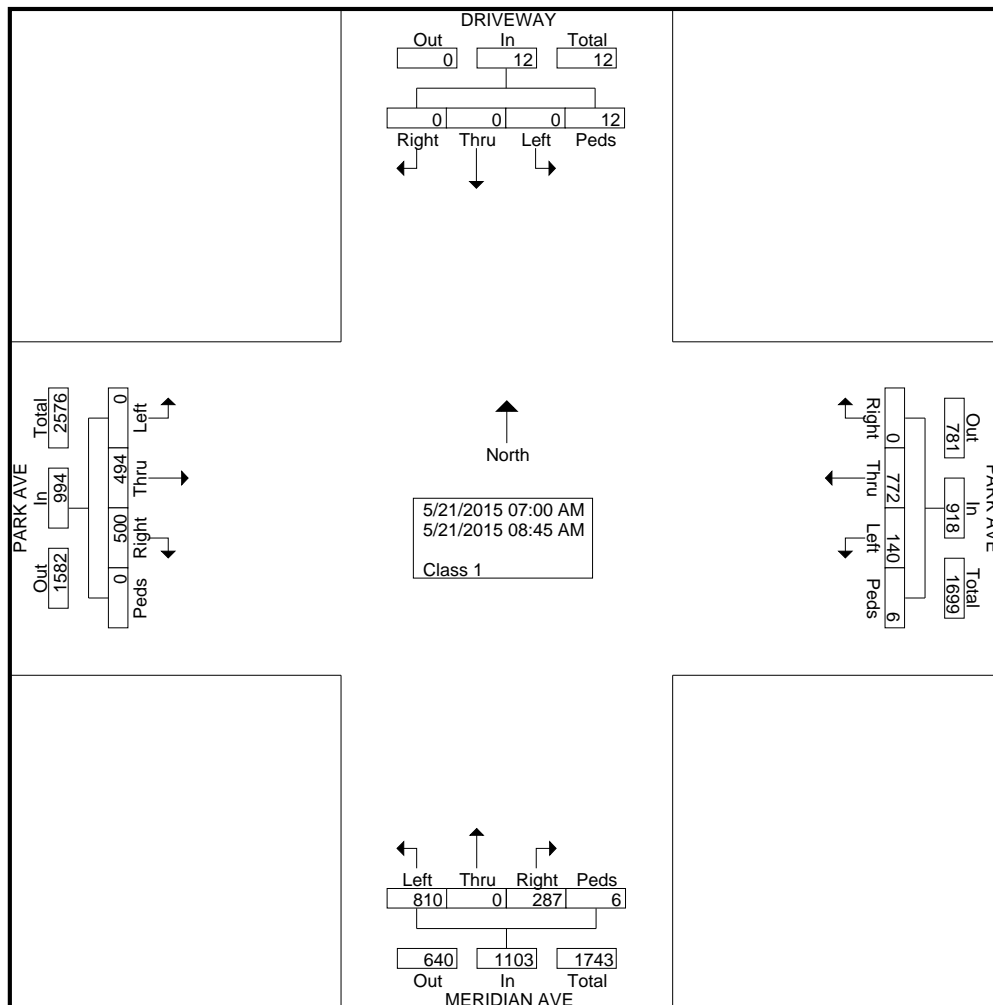


Start Time	SHASTA AVE Southbound					SAN CARLOS ST Westbound					LEIGH AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	39	18	5	65	3	262	5	1	271	4	30	34	4	72	1	60	3	4	68	476
07:30 AM	18	56	20	15	109	1	328	6	6	341	5	28	62	9	104	7	64	9	7	87	641
07:45 AM	19	31	19	18	87	2	259	9	9	279	8	37	34	6	85	9	89	14	4	116	567
08:00 AM	10	34	13	5	62	2	267	12	3	284	6	38	42	7	93	6	100	9	3	118	557
Total Volume	50	160	70	43	323	8	1116	32	19	1175	23	133	172	26	354	23	313	35	18	389	2241
% App. Total	15.5	49.5	21.7	13.3		0.7	95	2.7	1.6		6.5	37.6	48.6	7.3		5.9	80.5	9	4.6		
PHF	.658	.714	.875	.597	.741	.667	.851	.667	.528	.861	.719	.875	.694	.722	.851	.639	.783	.625	.643	.824	.874

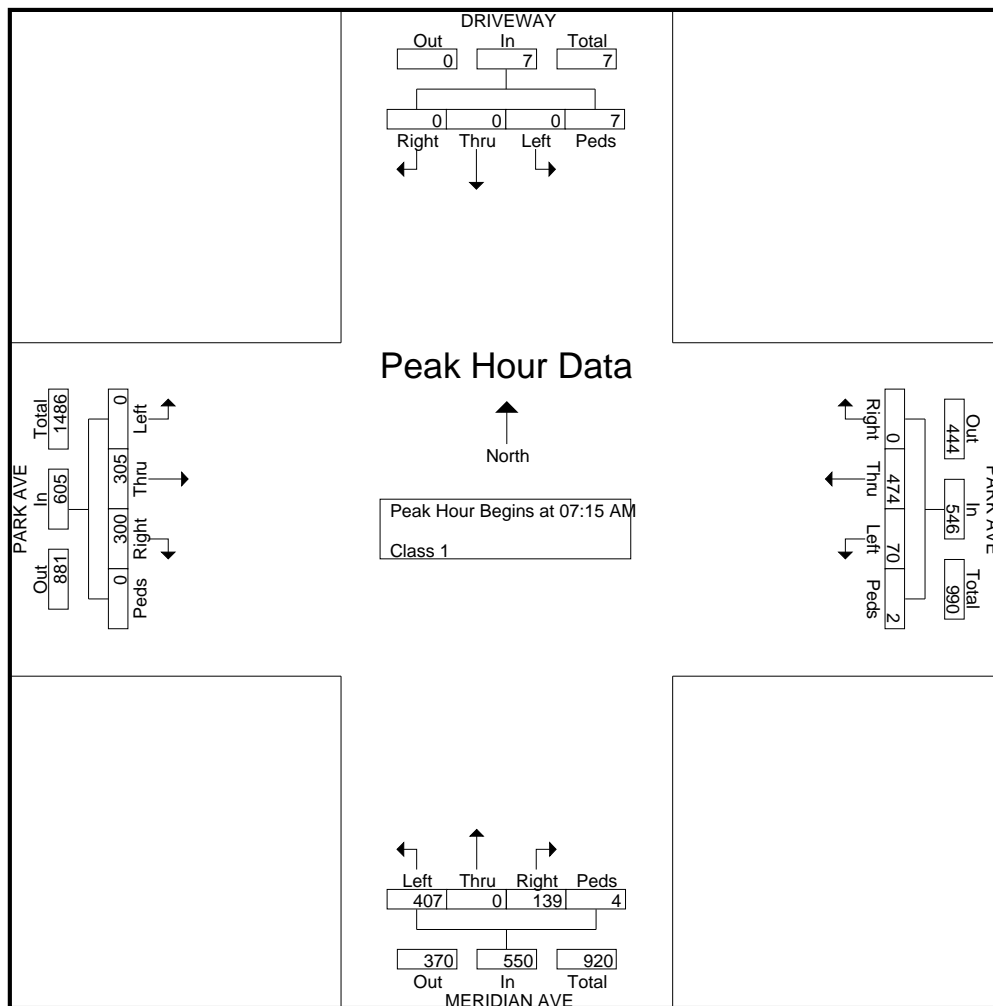


Groups Printed- Class 1

Start Time	DRIVEWAY Southbound				PARK AVE Westbound				MERIDIAN AVE Northbound				PARK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	1	0	80	16	0	20	0	81	0	41	25	0	0	264
07:15 AM	0	0	0	2	0	130	15	0	39	0	75	2	68	84	0	0	415
07:30 AM	0	0	0	1	0	125	22	1	25	0	100	0	81	102	0	0	457
07:45 AM	0	0	0	4	0	112	17	0	36	0	102	2	73	64	0	0	410
Total	0	0	0	8	0	447	70	1	120	0	358	4	263	275	0	0	1546
08:00 AM	0	0	0	0	0	107	16	1	39	0	130	0	78	55	0	0	426
08:15 AM	0	0	0	1	0	90	7	2	41	0	110	1	59	74	0	0	385
08:30 AM	0	0	0	0	0	71	27	2	36	0	101	1	60	63	0	0	361
08:45 AM	0	0	0	3	0	57	20	0	51	0	111	0	40	27	0	0	309
Total	0	0	0	4	0	325	70	5	167	0	452	2	237	219	0	0	1481
Grand Total	0	0	0	12	0	772	140	6	287	0	810	6	500	494	0	0	3027
Apprch %	0	0	0	100	0	84.1	15.3	0.7	26	0	73.4	0.5	50.3	49.7	0	0	
Total %	0	0	0	0.4	0	25.5	4.6	0.2	9.5	0	26.8	0.2	16.5	16.3	0	0	

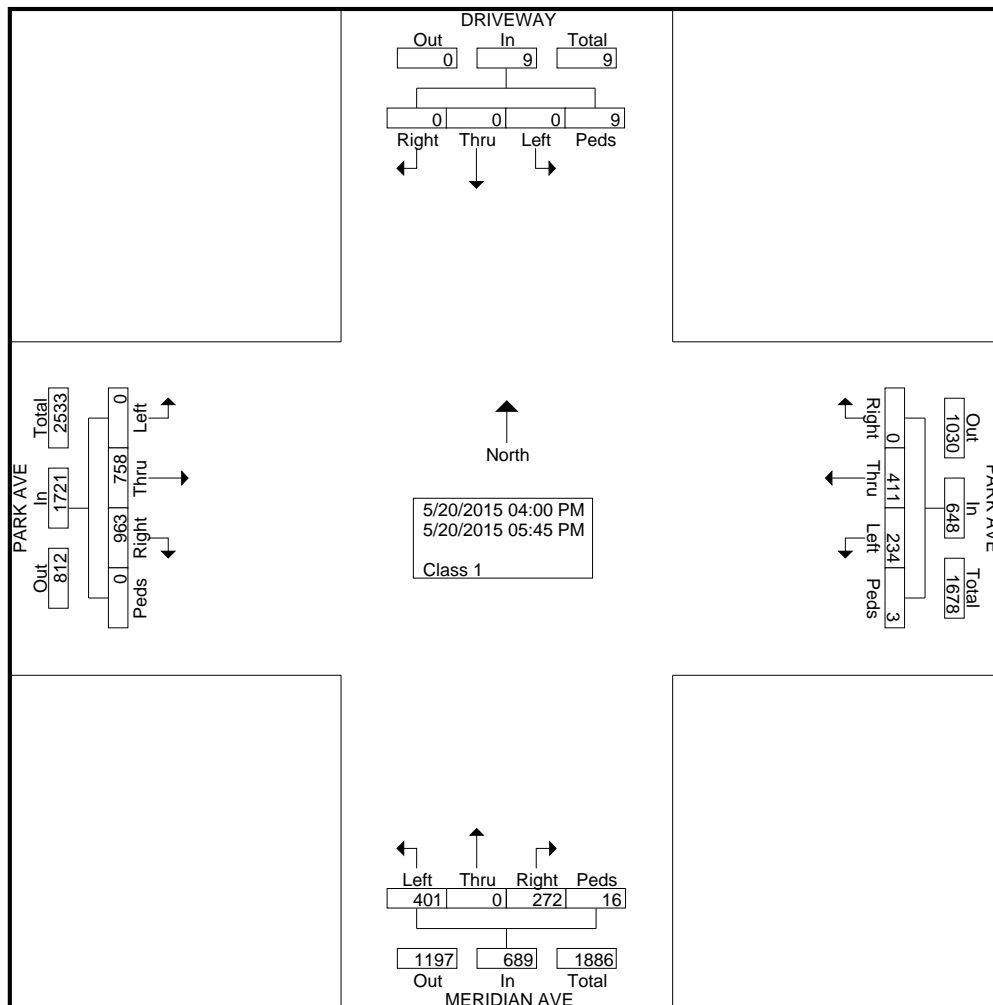


Start Time	DRIVEWAY Southbound					PARK AVE Westbound					MERIDIAN AVE Northbound					PARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	2	2	0	130	15	0	145	39	0	75	2	116	68	84	0	0	152	415
07:30 AM	0	0	0	1	1	0	125	22	1	148	25	0	100	0	125	81	102	0	0	183	457
07:45 AM	0	0	0	4	4	0	112	17	0	129	36	0	102	2	140	73	64	0	0	137	410
08:00 AM	0	0	0	0	0	0	107	16	1	124	39	0	130	0	169	78	55	0	0	133	426
Total Volume	0	0	0	7	7	0	474	70	2	546	139	0	407	4	550	300	305	0	0	605	1708
% App. Total	0	0	0	100		0	86.8	12.8	0.4		25.3	0	74	0.7		49.6	50.4	0	0		
PHF	.000	.000	.000	.438	.438	.000	.912	.795	.500	.922	.891	.000	.783	.500	.814	.926	.748	.000	.000	.827	.934

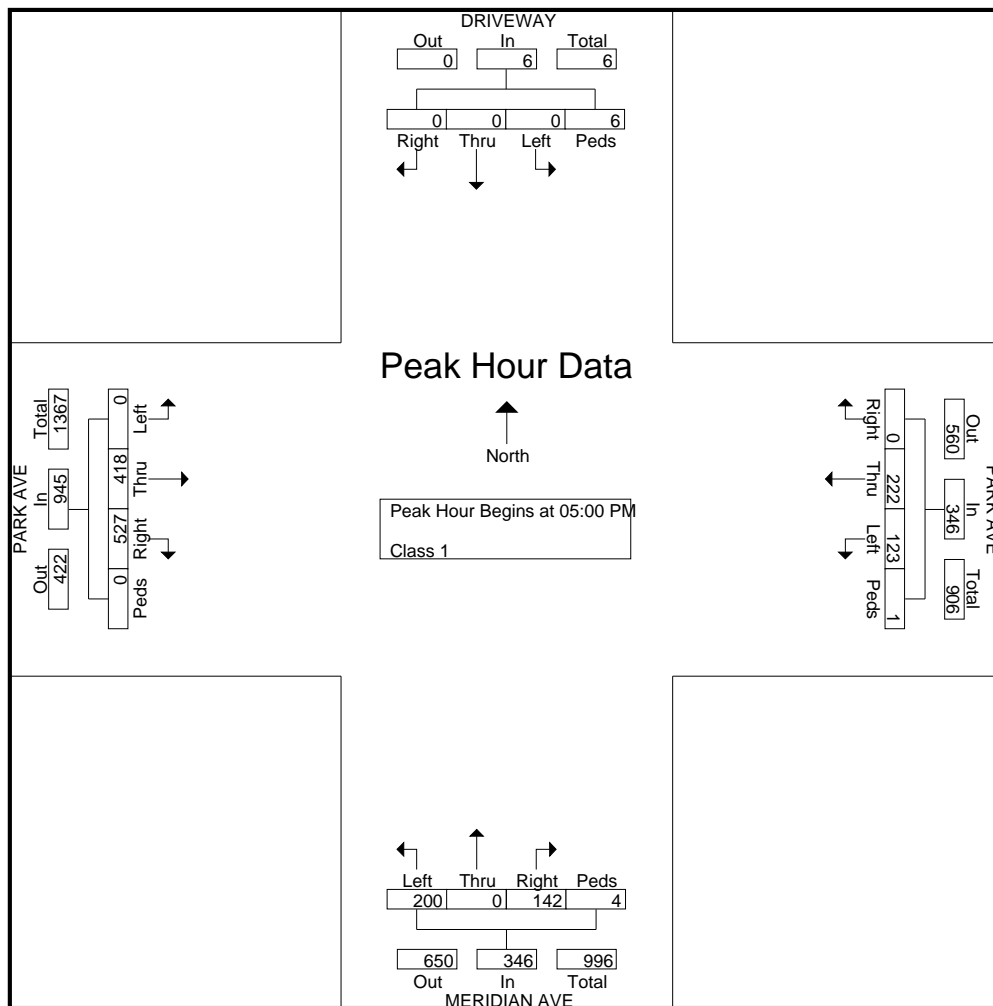


Groups Printed- Class 1

Start Time	DRIVEWAY Southbound				PARK AVE Westbound				MERIDIAN AVE Northbound				PARK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	0	0	0	0	45	30	0	27	0	47	2	101	95	0	0	347
04:15 PM	0	0	0	1	0	49	25	0	31	0	42	4	90	79	0	0	323
04:30 PM	0	0	0	1	0	56	30	0	36	0	63	5	114	75	0	0	380
04:45 PM	0	0	0	1	0	39	26	0	36	0	49	1	131	91	0	0	374
Total	0	0	0	3	0	189	111	2	130	0	201	12	436	340	0	0	1424
05:00 PM	0	0	0	2	0	64	31	1	35	0	42	0	134	103	0	0	412
05:15 PM	0	0	0	2	0	66	39	0	37	0	47	1	126	112	0	0	430
05:30 PM	0	0	0	0	0	52	27	0	27	0	52	2	130	112	0	0	402
05:45 PM	0	0	0	2	0	40	26	0	43	0	59	1	137	91	0	0	399
Total	0	0	0	6	0	222	123	1	142	0	200	4	527	418	0	0	1643
Grand Total	0	0	0	9	0	411	234	3	272	0	401	16	963	758	0	0	3067
Apprch %	0	0	0	100	0	63.4	36.1	0.5	39.5	0	58.2	2.3	56	44	0	0	
Total %	0	0	0	0.3	0	13.4	7.6	0.1	8.9	0	13.1	0.5	31.4	24.7	0	0	

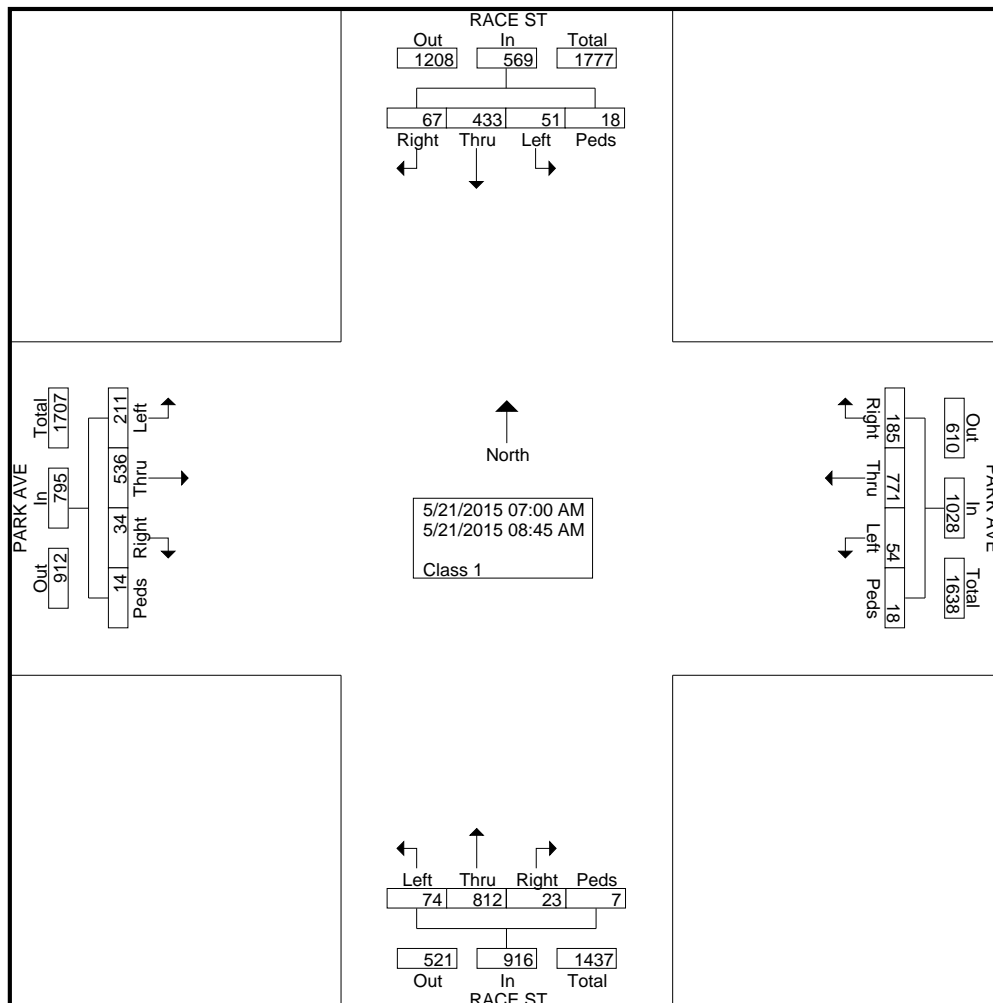


Start Time	DRIVEWAY Southbound					PARK AVE Westbound					MERIDIAN AVE Northbound					PARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	2	2	0	64	31	1	96	35	0	42	0	77	134	103	0	0	237	412
05:15 PM	0	0	0	2	2	0	66	39	0	105	37	0	47	1	85	126	112	0	0	238	430
05:30 PM	0	0	0	0	0	0	52	27	0	79	27	0	52	2	81	130	112	0	0	242	402
05:45 PM	0	0	0	2	2	0	40	26	0	66	43	0	59	1	103	137	91	0	0	228	399
Total Volume	0	0	0	6	6	0	222	123	1	346	142	0	200	4	346	527	418	0	0	945	1643
% App. Total	0	0	0	100		0	64.2	35.5	0.3		41	0	57.8	1.2		55.8	44.2	0	0		
PHF	.000	.000	.000	.750	.750	.000	.841	.788	.250	.824	.826	.000	.847	.500	.840	.962	.933	.000	.000	.976	.955

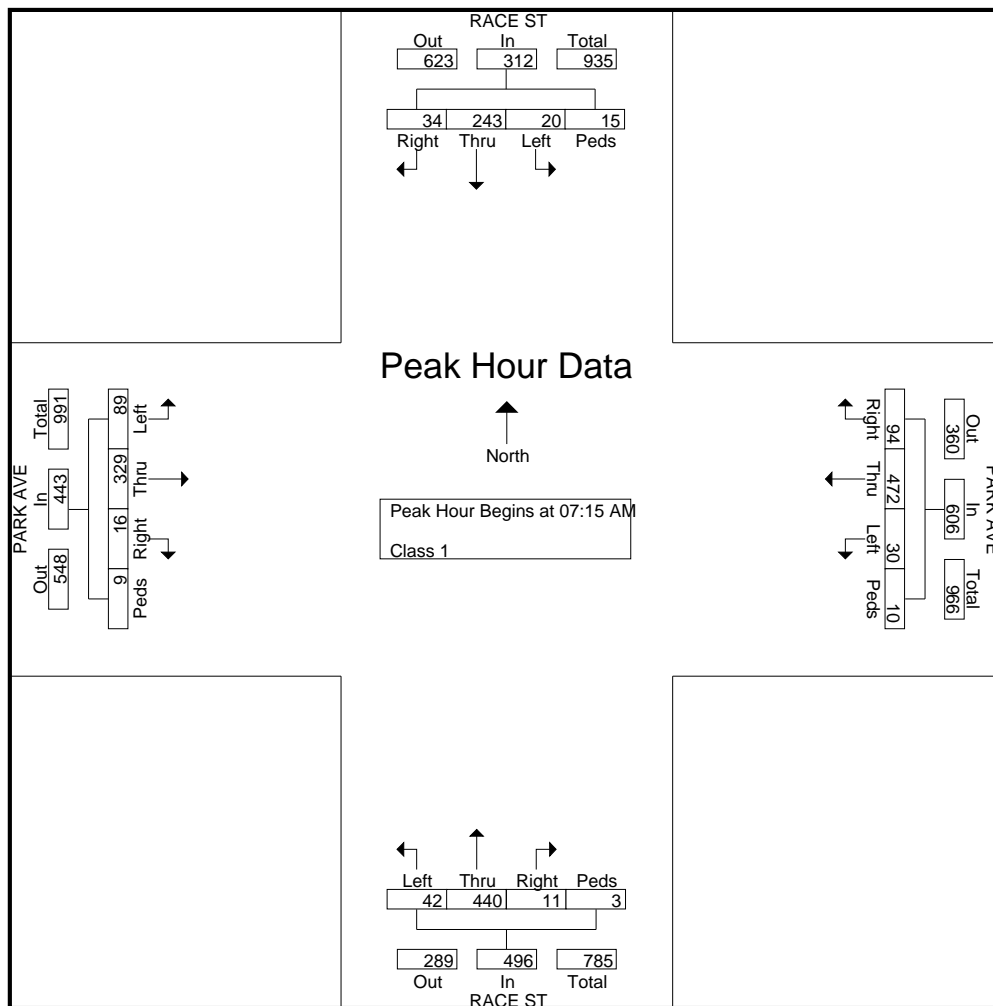


Groups Printed- Class 1

Start Time	RACE ST Southbound				PARK AVE Westbound				RACE ST Northbound				PARK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	3	44	8	1	15	89	4	2	2	59	5	0	2	33	12	2	281
07:15 AM	7	63	3	3	23	135	2	2	4	99	7	2	1	87	22	1	461
07:30 AM	8	68	4	2	26	128	7	2	4	103	13	0	2	105	19	1	492
07:45 AM	9	50	7	9	29	110	12	5	1	128	11	0	7	83	17	5	483
Total	27	225	22	15	93	462	25	11	11	389	36	2	12	308	70	9	1717
08:00 AM	10	62	6	1	16	99	9	1	2	110	11	1	6	54	31	2	421
08:15 AM	8	46	6	0	25	72	7	2	1	111	17	3	8	69	44	1	420
08:30 AM	14	49	8	0	29	73	4	2	7	97	5	0	3	66	30	1	388
08:45 AM	8	51	9	2	22	65	9	2	2	105	5	1	5	39	36	1	362
Total	40	208	29	3	92	309	29	7	12	423	38	5	22	228	141	5	1591
Grand Total	67	433	51	18	185	771	54	18	23	812	74	7	34	536	211	14	3308
Apprch %	11.8	76.1	9	3.2	18	75	5.3	1.8	2.5	88.6	8.1	0.8	4.3	67.4	26.5	1.8	
Total %	2	13.1	1.5	0.5	5.6	23.3	1.6	0.5	0.7	24.5	2.2	0.2	1	16.2	6.4	0.4	

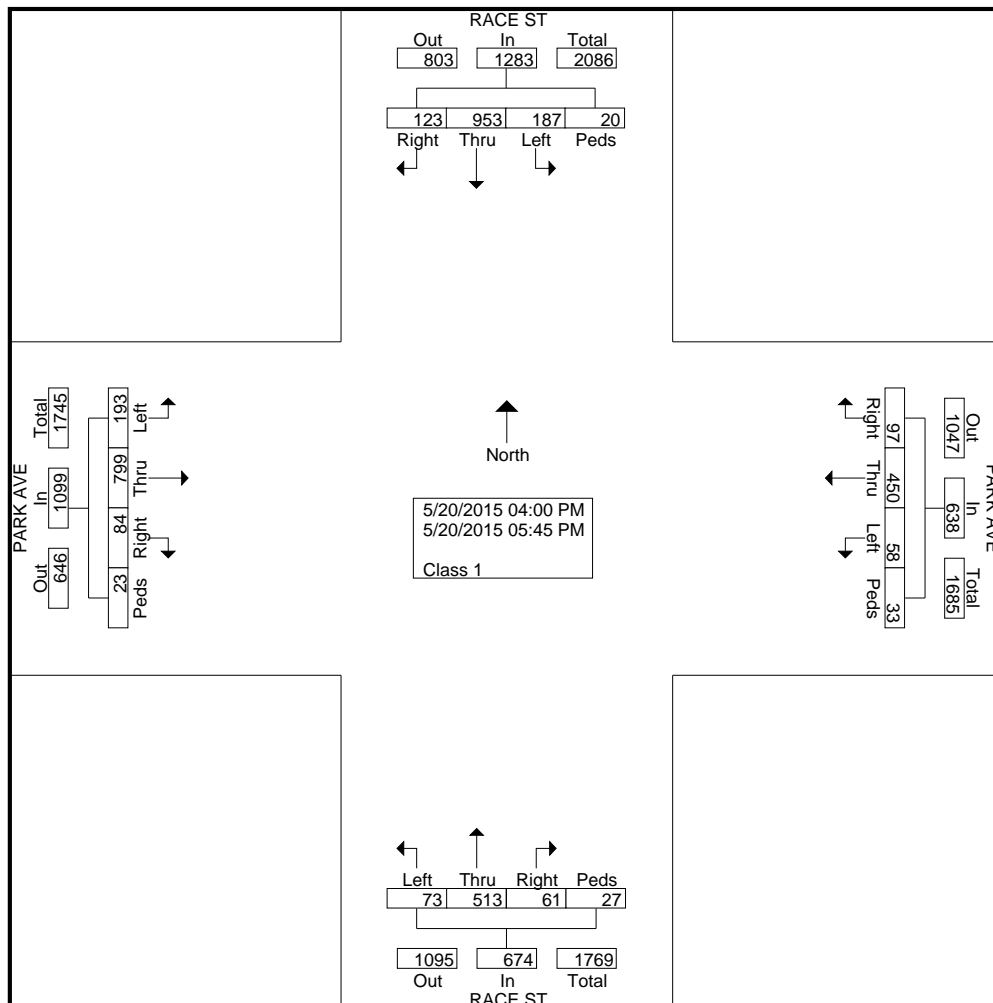


Start Time	RACE ST Southbound					PARK AVE Westbound					RACE ST Northbound					PARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	63	3	3	76	23	135	2	2	162	4	99	7	2	112	1	87	22	1	111	461
07:30 AM	8	68	4	2	82	26	128	7	2	163	4	103	13	0	120	2	105	19	1	127	492
07:45 AM	9	50	7	9	75	29	110	12	5	156	1	128	11	0	140	7	83	17	5	112	483
08:00 AM	10	62	6	1	79	16	99	9	1	125	2	110	11	1	124	6	54	31	2	93	421
Total Volume	34	243	20	15	312	94	472	30	10	606	11	440	42	3	496	16	329	89	9	443	1857
% App. Total	10.9	77.9	6.4	4.8		15.5	77.9	5	1.7		2.2	88.7	8.5	0.6		3.6	74.3	20.1	2		
PHF	.850	.893	.714	.417	.951	.810	.874	.625	.500	.929	.688	.859	.808	.375	.886	.571	.783	.718	.450	.872	.944



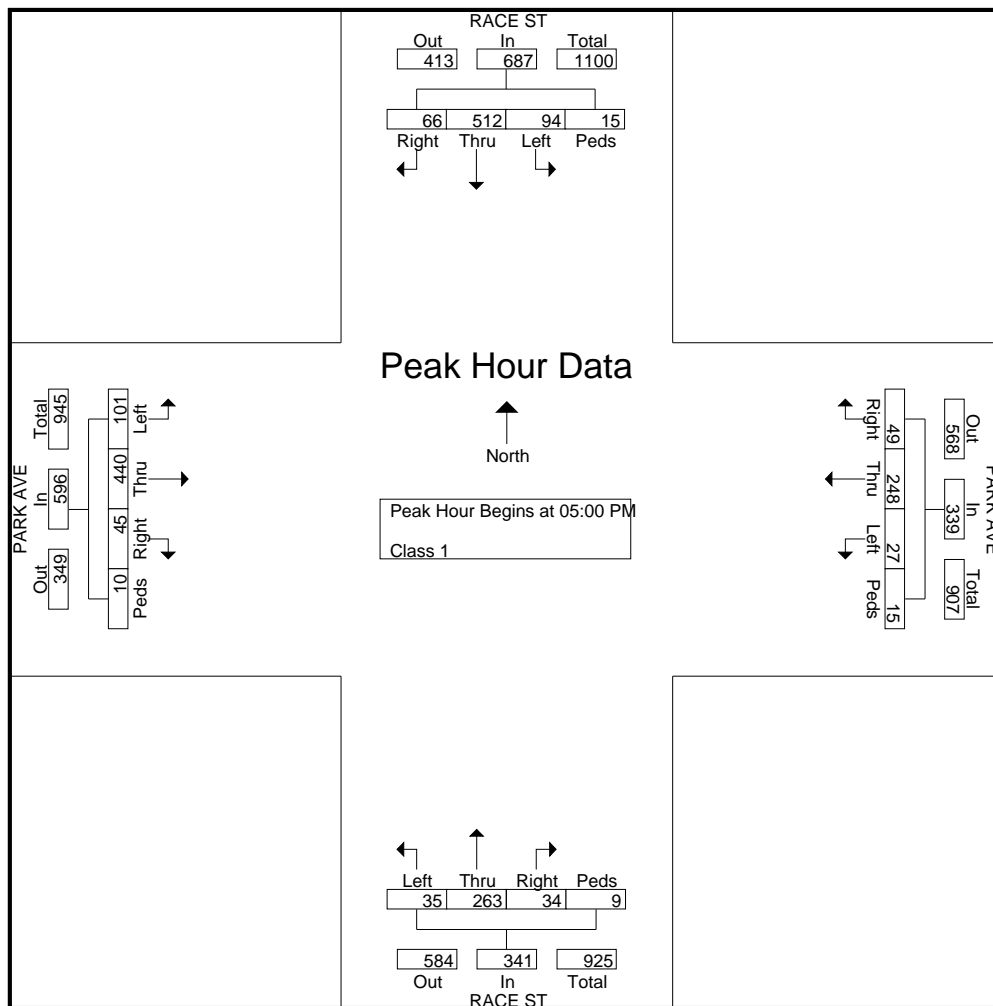
Groups Printed- Class 1

Start Time	RACE ST Southbound				PARK AVE Westbound				RACE ST Northbound				PARK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	13	94	20	1	10	51	11	1	6	54	9	2	12	98	20	3	405
04:15 PM	12	108	25	1	11	54	5	5	5	58	10	3	14	84	28	0	423
04:30 PM	19	111	24	1	10	48	7	4	7	64	13	10	7	91	26	7	449
04:45 PM	13	128	24	2	17	49	8	8	9	74	6	3	6	86	18	3	454
Total	57	441	93	5	48	202	31	18	27	250	38	18	39	359	92	13	1731
05:00 PM	13	133	21	2	9	65	6	4	7	71	10	1	9	107	28	3	489
05:15 PM	25	131	27	1	13	80	5	9	13	75	4	5	15	122	19	1	545
05:30 PM	16	123	17	6	15	52	10	2	4	59	11	3	13	99	25	3	458
05:45 PM	12	125	29	6	12	51	6	0	10	58	10	0	8	112	29	3	471
Total	66	512	94	15	49	248	27	15	34	263	35	9	45	440	101	10	1963
Grand Total	123	953	187	20	97	450	58	33	61	513	73	27	84	799	193	23	3694
Apprch %	9.6	74.3	14.6	1.6	15.2	70.5	9.1	5.2	9.1	76.1	10.8	4	7.6	72.7	17.6	2.1	
Total %	3.3	25.8	5.1	0.5	2.6	12.2	1.6	0.9	1.7	13.9	2	0.7	2.3	21.6	5.2	0.6	



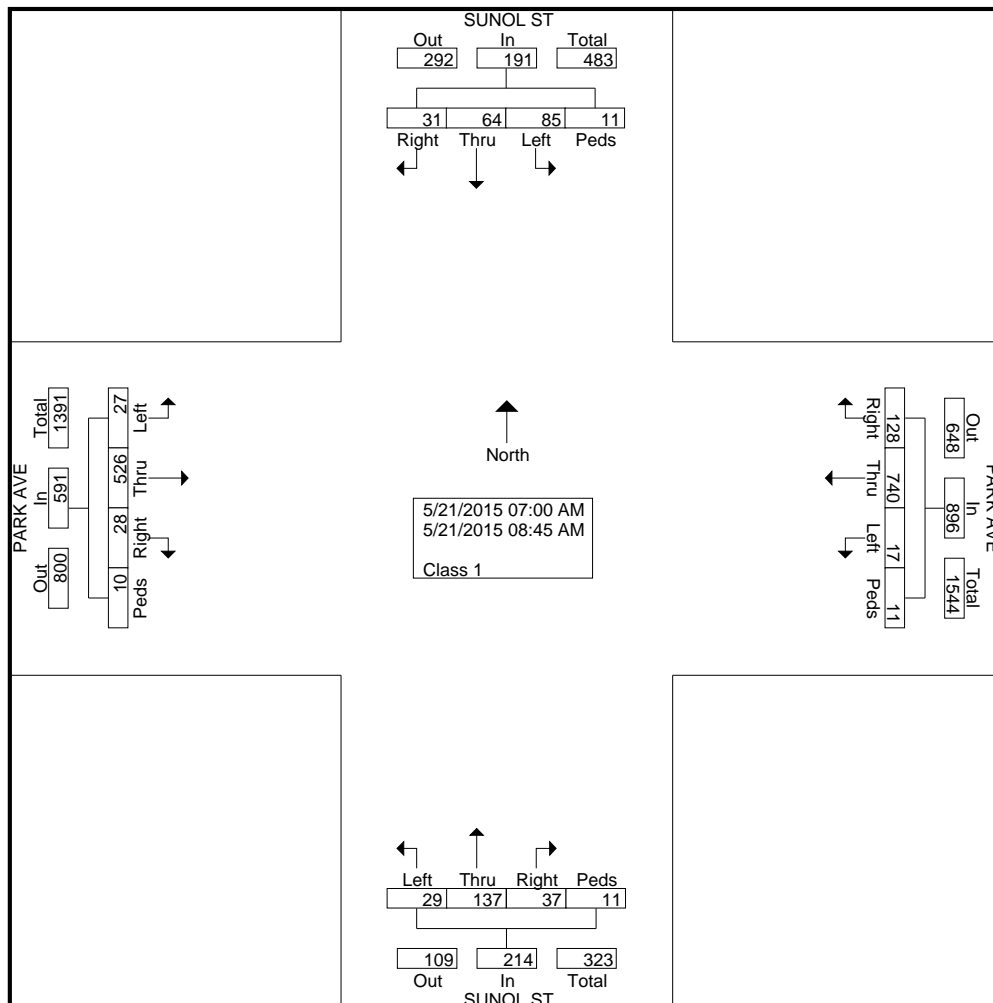


Start Time	RACE ST Southbound					PARK AVE Westbound					RACE ST Northbound					PARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	133	21	2	169	9	65	6	4	84	7	71	10	1	89	9	107	28	3	147	489
05:15 PM	25	131	27	1	184	13	80	5	9	107	13	75	4	5	97	15	122	19	1	157	545
05:30 PM	16	123	17	6	162	15	52	10	2	79	4	59	11	3	77	13	99	25	3	140	458
05:45 PM	12	125	29	6	172	12	51	6	0	69	10	58	10	0	78	8	112	29	3	152	471
Total Volume	66	512	94	15	687	49	248	27	15	339	34	263	35	9	341	45	440	101	10	596	1963
% App. Total	9.6	74.5	13.7	2.2		14.5	73.2	8	4.4		10	77.1	10.3	2.6		7.6	73.8	16.9	1.7		
PHF	.660	.962	.810	.625	.933	.817	.775	.675	.417	.792	.654	.877	.795	.450	.879	.750	.902	.871	.833	.949	.900

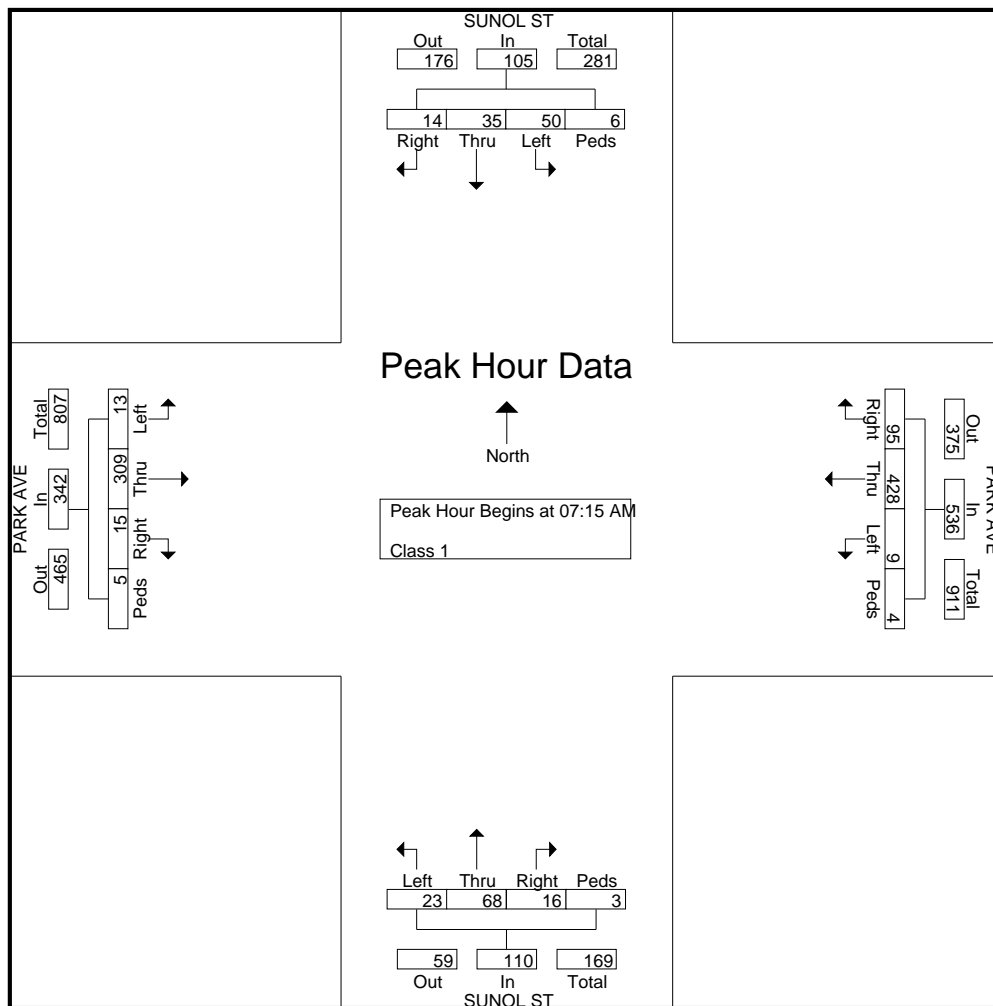


Groups Printed- Class 1

Start Time	SUNOL ST Southbound				PARK AVE Westbound				SUNOL ST Northbound				PARK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	2	7	7	1	4	85	1	4	2	16	2	4	5	37	1	0	178
07:15 AM	2	5	19	1	12	130	0	1	3	13	8	1	7	90	2	2	295
07:30 AM	5	9	11	3	30	112	5	1	5	22	8	0	4	94	6	2	317
07:45 AM	4	9	15	2	36	100	2	1	7	18	4	0	2	73	2	0	275
Total	13	30	52	7	82	427	8	6	17	69	22	5	18	294	11	4	1065
08:00 AM	3	12	5	0	17	86	2	2	1	15	3	2	2	52	3	1	206
08:15 AM	4	7	6	2	10	91	2	0	7	19	0	2	2	72	6	2	232
08:30 AM	4	5	8	0	13	64	3	2	5	18	1	0	4	64	6	0	197
08:45 AM	7	10	14	2	6	72	2	1	7	16	3	2	2	44	1	3	192
Total	18	34	33	4	46	313	9	5	20	68	7	6	10	232	16	6	827
Grand Total	31	64	85	11	128	740	17	11	37	137	29	11	28	526	27	10	1892
Apprch %	16.2	33.5	44.5	5.8	14.3	82.6	1.9	1.2	17.3	64	13.6	5.1	4.7	89	4.6	1.7	
Total %	1.6	3.4	4.5	0.6	6.8	39.1	0.9	0.6	2	7.2	1.5	0.6	1.5	27.8	1.4	0.5	

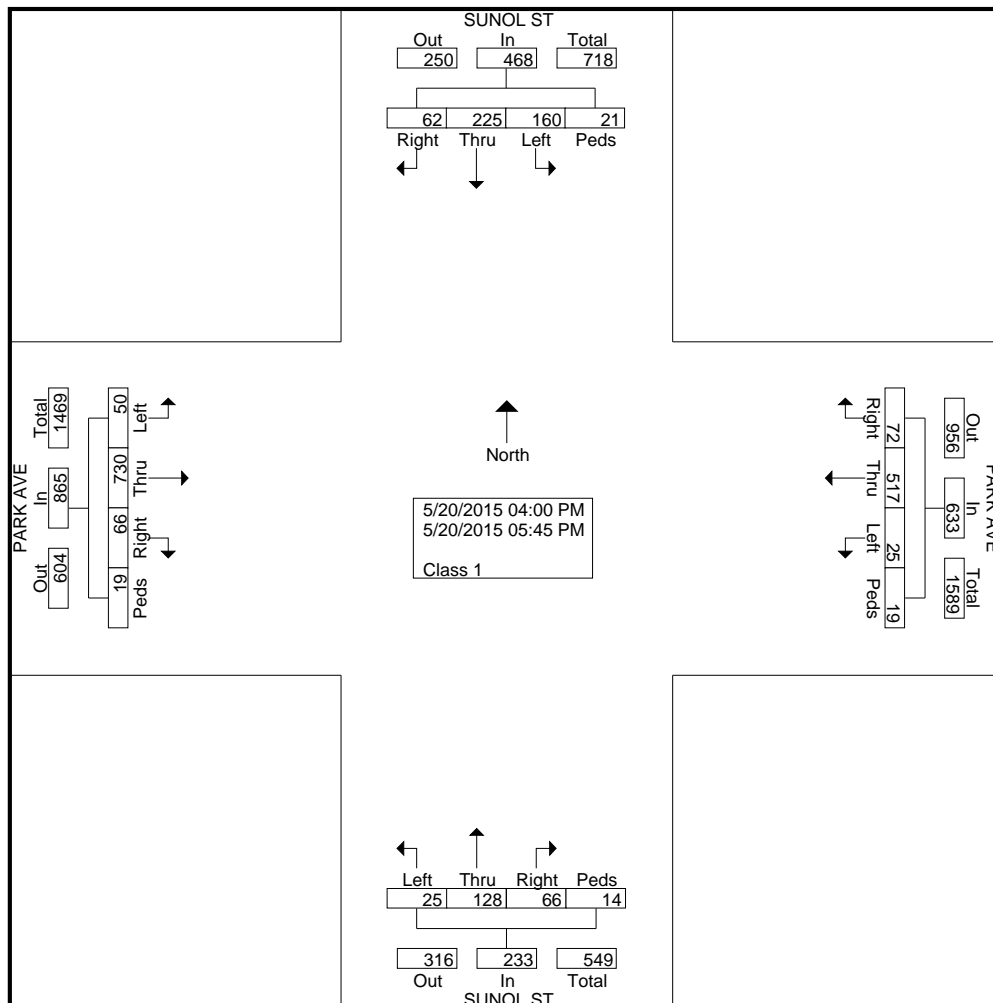


Start Time	SUNOL ST Southbound					PARK AVE Westbound					SUNOL ST Northbound					PARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	5	19	1	27	12	130	0	0	142	3	13	8	1	25	7	90	2	2	101	295
07:30 AM	5	9	11	3	28	30	112	5	1	148	5	22	8	0	35	4	94	6	2	106	317
07:45 AM	4	9	15	2	30	36	100	2	1	139	7	18	4	0	29	2	73	2	0	77	275
08:00 AM	3	12	5	0	20	17	86	2	2	107	1	15	3	2	21	2	52	3	1	58	206
Total Volume	14	35	50	6	105	95	428	9	4	536	16	68	23	3	110	15	309	13	5	342	1093
% App. Total	13.3	33.3	47.6	5.7		17.7	79.9	1.7	0.7		14.5	61.8	20.9	2.7		4.4	90.4	3.8	1.5		
PHF	.700	.729	.658	.500	.875	.660	.823	.450	.500	.905	.571	.773	.719	.375	.786	.536	.822	.542	.625	.807	.862

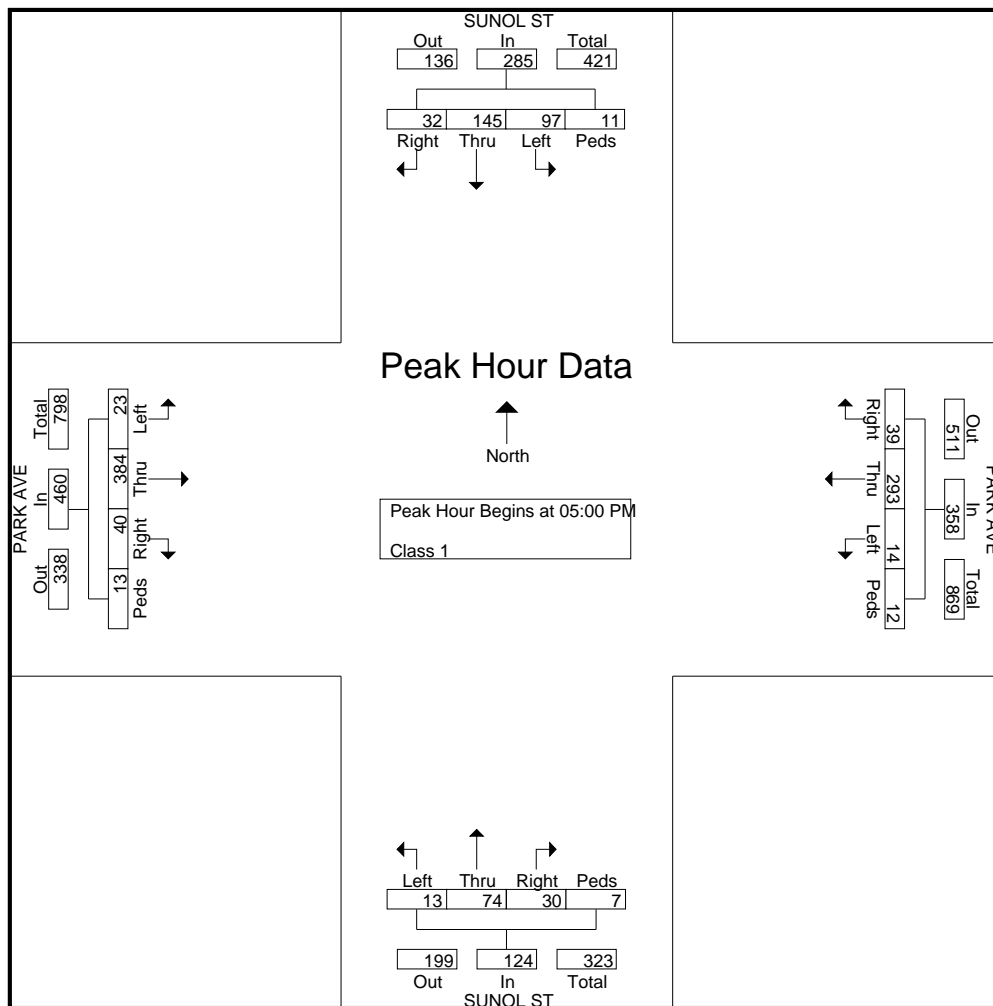


Groups Printed- Class 1

Start Time	SUNOL ST Southbound				PARK AVE Westbound				SUNOL ST Northbound				PARK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	9	15	13	1	5	55	2	2	11	12	4	0	7	90	9	2	237
04:15 PM	8	19	15	6	11	56	3	1	7	14	2	2	7	80	7	0	238
04:30 PM	3	18	20	1	6	55	3	1	10	12	1	3	7	84	5	4	233
04:45 PM	10	28	15	2	11	58	3	3	8	16	5	2	5	92	6	0	264
Total	30	80	63	10	33	224	11	7	36	54	12	7	26	346	27	6	972
05:00 PM	9	38	26	1	18	81	6	7	7	19	3	3	12	101	3	4	338
05:15 PM	5	43	22	2	6	86	5	4	8	20	6	2	13	93	6	0	321
05:30 PM	8	35	24	6	8	58	1	1	8	22	2	2	8	84	3	6	276
05:45 PM	10	29	25	2	7	68	2	0	7	13	2	0	7	106	11	3	292
Total	32	145	97	11	39	293	14	12	30	74	13	7	40	384	23	13	1227
Grand Total	62	225	160	21	72	517	25	19	66	128	25	14	66	730	50	19	2199
Apprch %	13.2	48.1	34.2	4.5	11.4	81.7	3.9	3	28.3	54.9	10.7	6	7.6	84.4	5.8	2.2	
Total %	2.8	10.2	7.3	1	3.3	23.5	1.1	0.9	3	5.8	1.1	0.6	3	33.2	2.3	0.9	



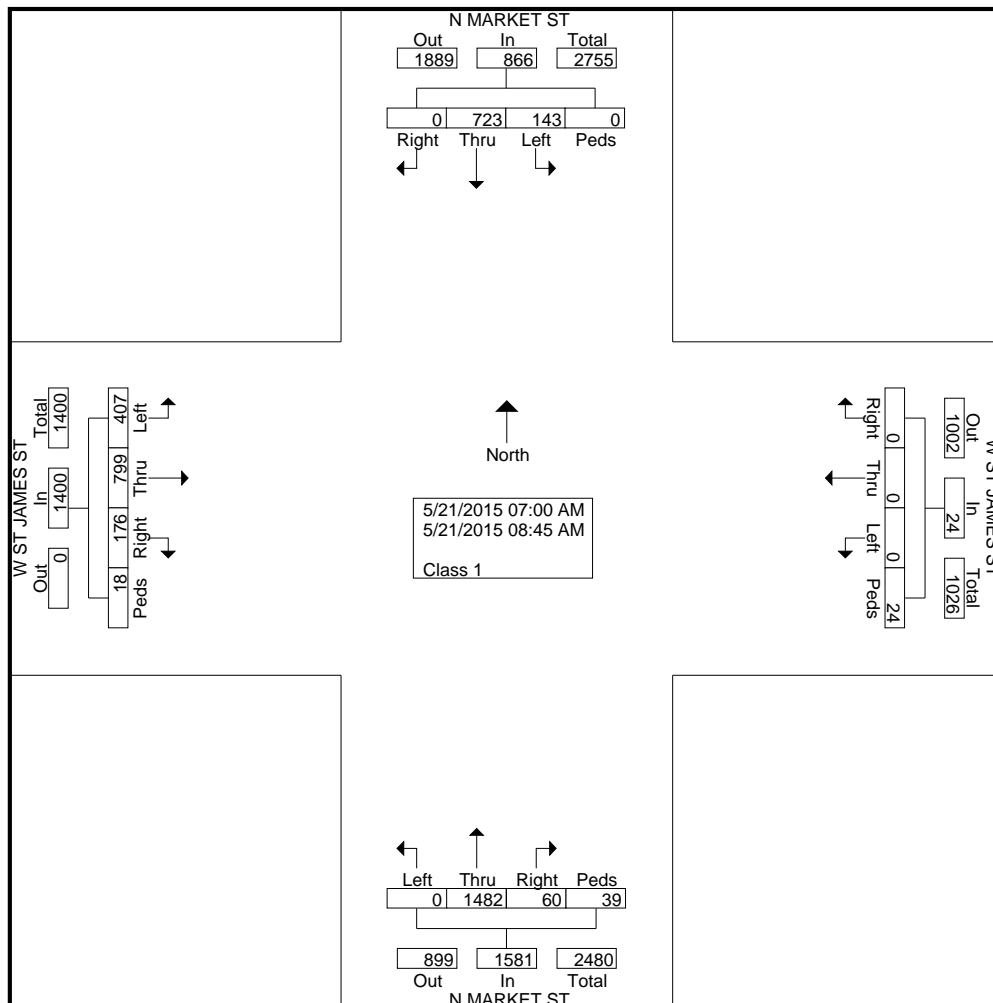
Start Time	SUNOL ST Southbound					PARK AVE Westbound					SUNOL ST Northbound					PARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	38	26	1	74	18	81	6	7	112	7	19	3	3	32	12	101	3	4	120	338
05:15 PM	5	43	22	2	72	6	86	5	4	101	8	20	6	2	36	13	93	6	0	112	321
05:30 PM	8	35	24	6	73	8	58	1	1	68	8	22	2	2	34	8	84	3	6	101	276
05:45 PM	10	29	25	2	66	7	68	2	0	77	7	13	2	0	22	7	106	11	3	127	292
Total Volume	32	145	97	11	285	39	293	14	12	358	30	74	13	7	124	40	384	23	13	460	1227
% App. Total	11.2	50.9	34	3.9		10.9	81.8	3.9	3.4		24.2	59.7	10.5	5.6		8.7	83.5	5	2.8		
PHF	.800	.843	.933	.458	.963	.542	.852	.583	.429	.799	.938	.841	.542	.583	.861	.769	.906	.523	.542	.906	.908



File Name : #13 MARKET&STJAMESAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

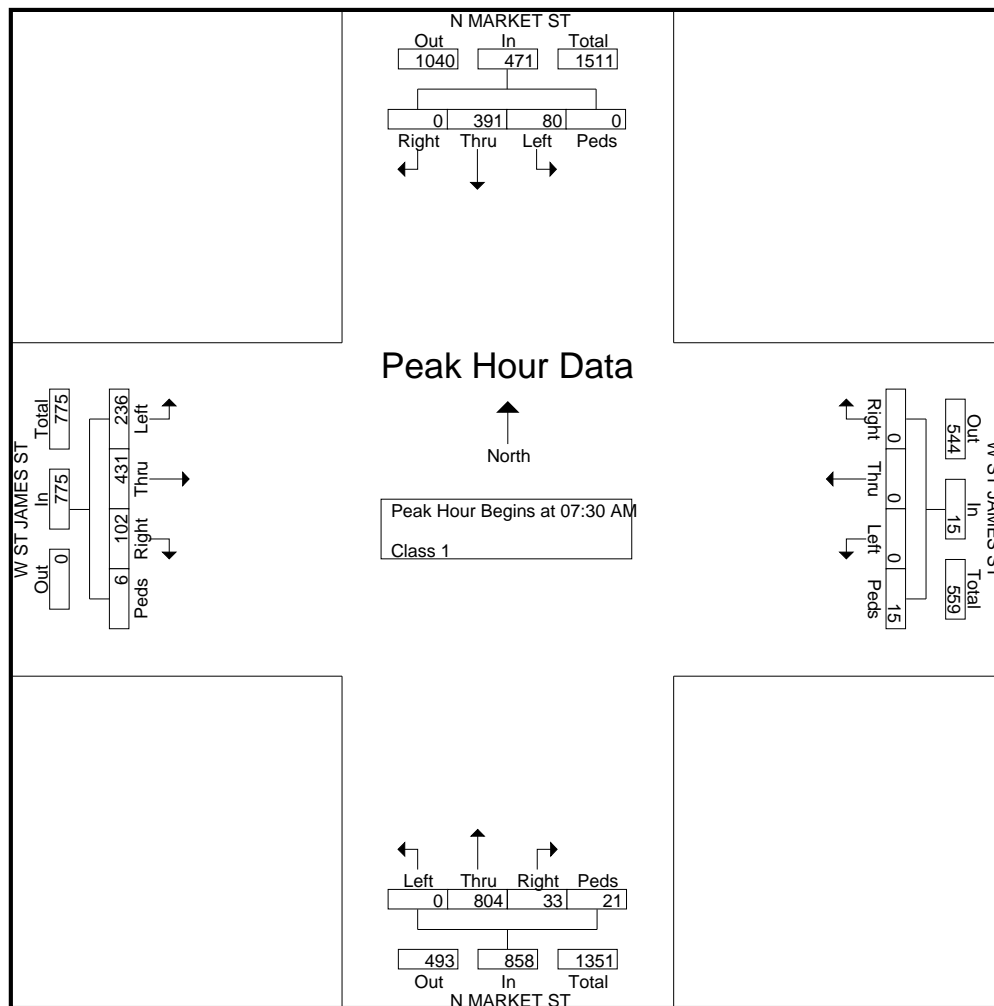
Groups Printed- Class 1

Start Time	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	48	8	0	0	0	0	0	3	183	0	2	5	60	31	1	341
07:15 AM	0	82	11	0	0	0	0	4	5	210	0	2	19	87	38	1	459
07:30 AM	0	83	17	0	0	0	0	2	4	218	0	4	16	95	53	0	492
07:45 AM	0	109	22	0	0	0	0	7	12	195	0	4	26	114	55	1	545
Total	0	322	58	0	0	0	0	13	24	806	0	12	66	356	177	3	1837
08:00 AM	0	100	17	0	0	0	0	3	10	200	0	6	29	119	65	2	551
08:15 AM	0	99	24	0	0	0	0	3	7	191	0	7	31	103	63	3	531
08:30 AM	0	104	22	0	0	0	0	3	8	159	0	4	28	99	52	3	482
08:45 AM	0	98	22	0	0	0	0	2	11	126	0	10	22	122	50	7	470
Total	0	401	85	0	0	0	0	11	36	676	0	27	110	443	230	15	2034
Grand Total	0	723	143	0	0	0	0	24	60	1482	0	39	176	799	407	18	3871
Apprch %	0	83.5	16.5	0	0	0	0	100	3.8	93.7	0	2.5	12.6	57.1	29.1	1.3	
Total %	0	18.7	3.7	0	0	0	0	0.6	1.5	38.3	0	1	4.5	20.6	10.5	0.5	



File Name : #13 MARKET&STJAMESAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

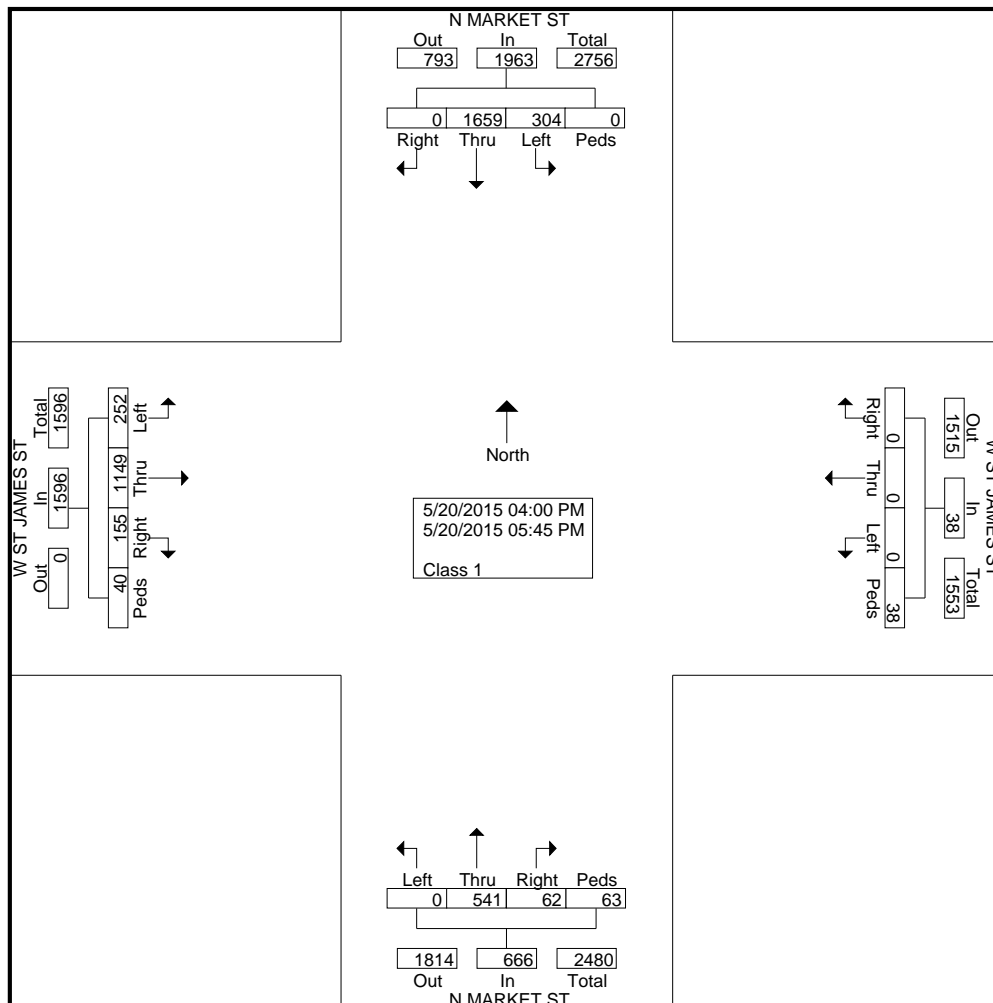
Start Time	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	83	17	0	100	0	0	0	2	2	4	218	0	4	226	16	95	53	0	164	492
07:45 AM	0	109	22	0	131	0	0	0	7	7	12	195	0	4	211	26	114	55	1	196	545
08:00 AM	0	100	17	0	117	0	0	0	3	3	10	200	0	6	216	29	119	65	2	215	551
08:15 AM	0	99	24	0	123	0	0	0	3	3	7	191	0	7	205	31	103	63	3	200	531
Total Volume	0	391	80	0	471	0	0	0	15	15	33	804	0	21	858	102	431	236	6	775	2119
% App. Total	0	83	17	0		0	0	0	100		3.8	93.7	0	2.4		13.2	55.6	30.5	0.8		
PHF	.000	.897	.833	.000	.899	.000	.000	.000	.536	.536	.688	.922	.000	.750	.949	.823	.905	.908	.500	.901	.961



File Name : #13 MARKET&STJAMESPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

Groups Printed- Class 1

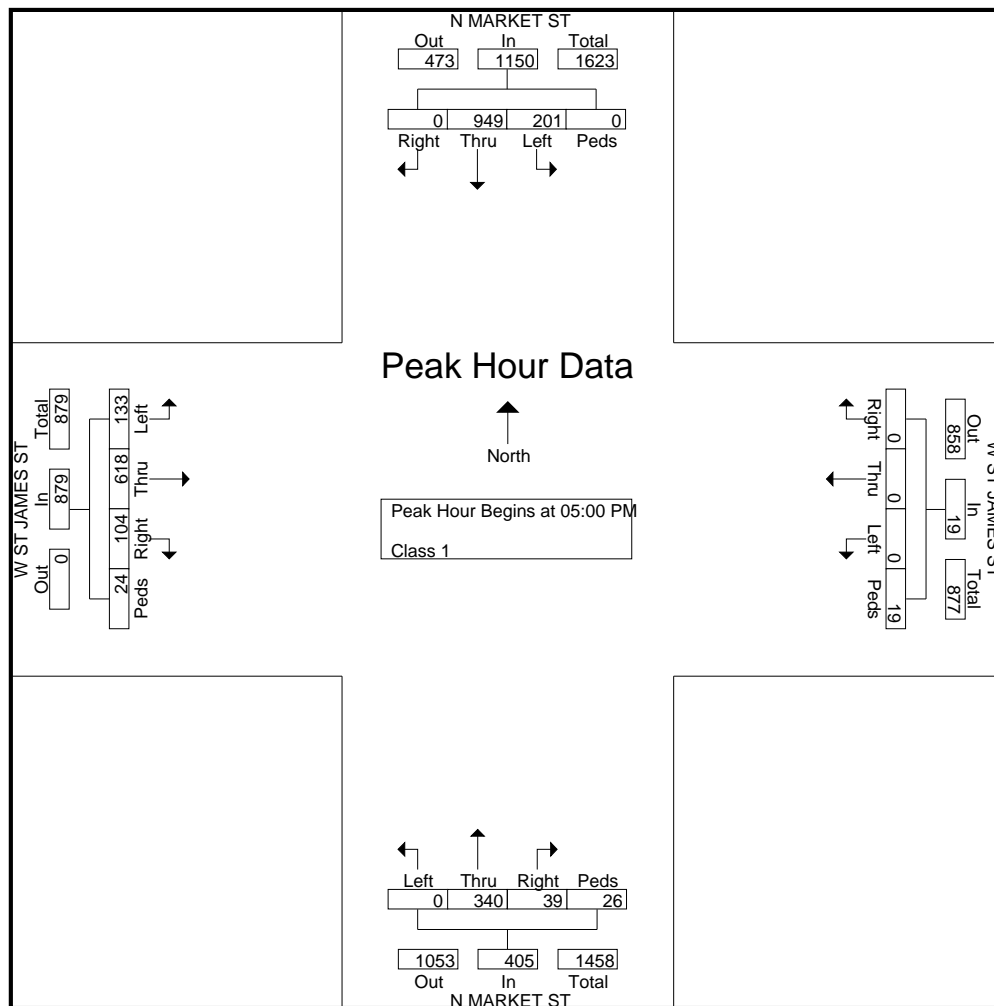
Start Time	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	116	10	0	0	0	0	3	2	25	0	11	14	143	24	5	353
04:15 PM	0	142	11	0	0	0	0	4	5	30	0	9	8	112	24	7	352
04:30 PM	0	250	36	0	0	0	0	6	5	50	0	7	18	129	32	1	534
04:45 PM	0	202	46	0	0	0	0	6	11	96	0	10	11	147	39	3	571
Total	0	710	103	0	0	0	0	19	23	201	0	37	51	531	119	16	1810
05:00 PM	0	203	54	0	0	0	0	2	12	111	0	4	18	144	44	5	597
05:15 PM	0	233	47	0	0	0	0	4	10	93	0	9	33	185	31	7	652
05:30 PM	0	271	36	0	0	0	0	4	8	81	0	5	25	131	32	5	598
05:45 PM	0	242	64	0	0	0	0	9	9	55	0	8	28	158	26	7	606
Total	0	949	201	0	0	0	0	19	39	340	0	26	104	618	133	24	2453
Grand Total	0	1659	304	0	0	0	0	38	62	541	0	63	155	1149	252	40	4263
Apprch %	0	84.5	15.5	0	0	0	0	100	9.3	81.2	0	9.5	9.7	72	15.8	2.5	
Total %	0	38.9	7.1	0	0	0	0	0.9	1.5	12.7	0	1.5	3.6	27	5.9	0.9	





File Name : #13 MARKET&STJAMESPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

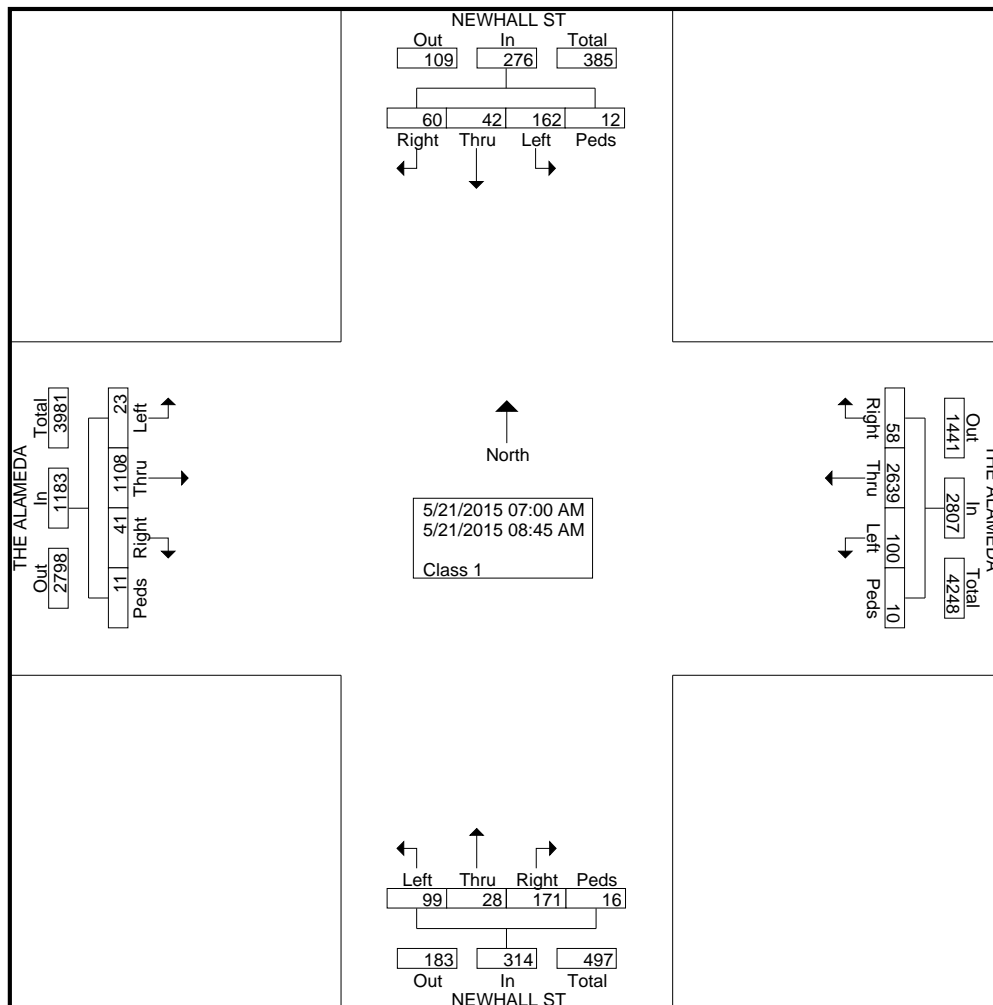
Start Time	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	203	54	0	257	0	0	0	2	2	12	111	0	4	127	18	144	44	5	211	597
05:15 PM	0	233	47	0	280	0	0	0	4	4	10	93	0	9	112	33	185	31	7	256	652
05:30 PM	0	271	36	0	307	0	0	0	4	4	8	81	0	5	94	25	131	32	5	193	598
05:45 PM	0	242	64	0	306	0	0	0	9	9	9	55	0	8	72	28	158	26	7	219	606
Total Volume	0	949	201	0	1150	0	0	0	19	19	39	340	0	26	405	104	618	133	24	879	2453
% App. Total	0	82.5	17.5	0		0	0	0	100		9.6	84	0	6.4		11.8	70.3	15.1	2.7		
PHF	.000	.875	.785	.000	.936	.000	.000	.000	.528	.528	.813	.766	.000	.722	.797	.788	.835	.756	.857	.858	.941



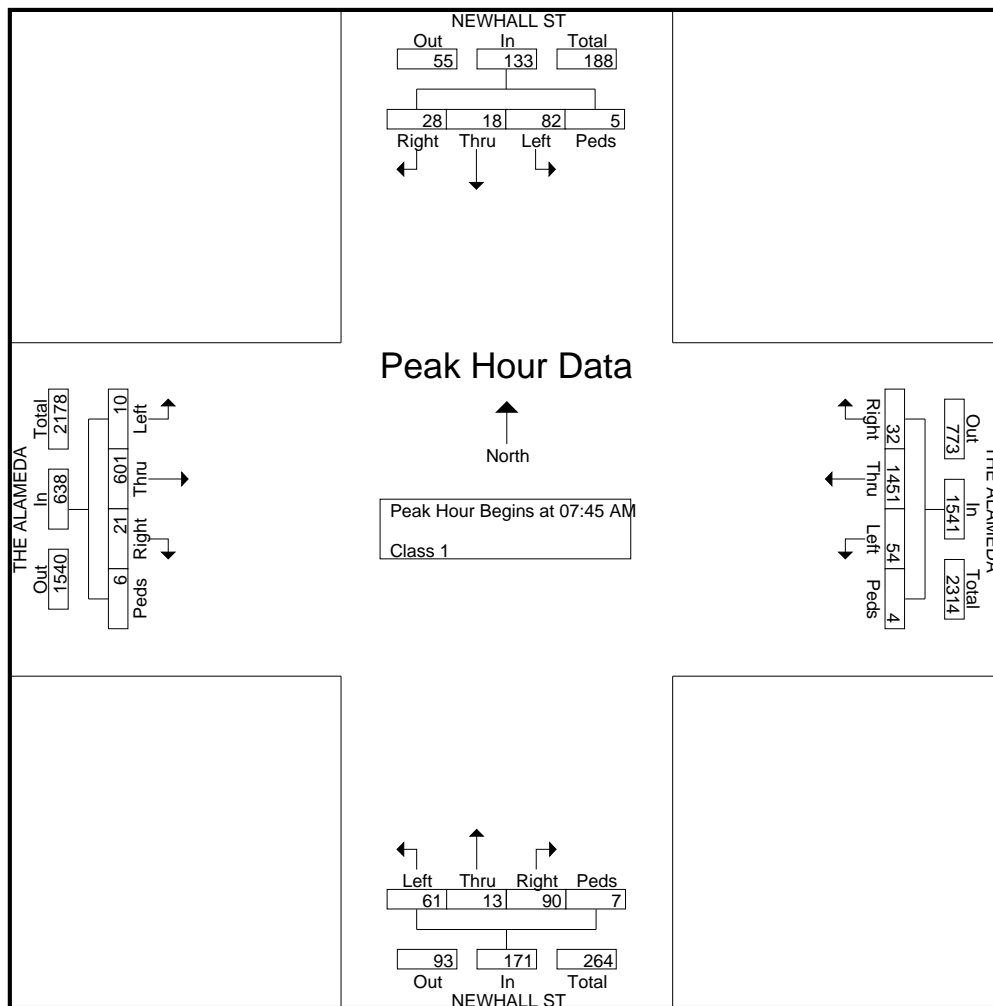
File Name : #14 ALAMEDA&NEWHALLAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	NEWHALL ST Southbound				THE ALAMEDA Westbound				NEWHALL ST Northbound				THE ALAMEDA Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	8	5	22	1	10	252	7	0	13	1	6	1	1	98	2	3	430
07:15 AM	9	12	21	0	5	301	8	0	22	5	8	1	8	119	4	1	524
07:30 AM	6	4	23	1	4	343	17	2	24	6	10	5	5	121	2	0	573
07:45 AM	9	4	15	1	6	363	12	2	24	4	14	2	4	157	3	3	623
Total	32	25	81	3	25	1259	44	4	83	16	38	9	18	495	11	7	2150
08:00 AM	8	10	26	3	8	369	12	0	22	3	18	1	7	166	1	1	655
08:15 AM	2	2	19	0	11	355	21	0	22	2	12	3	8	145	3	0	605
08:30 AM	9	2	22	1	7	364	9	2	22	4	17	1	2	133	3	2	600
08:45 AM	9	3	14	5	7	292	14	4	22	3	14	2	6	169	5	1	570
Total	28	17	81	9	33	1380	56	6	88	12	61	7	23	613	12	4	2430
Grand Total	60	42	162	12	58	2639	100	10	171	28	99	16	41	1108	23	11	4580
Apprch %	21.7	15.2	58.7	4.3	2.1	94	3.6	0.4	54.5	8.9	31.5	5.1	3.5	93.7	1.9	0.9	
Total %	1.3	0.9	3.5	0.3	1.3	57.6	2.2	0.2	3.7	0.6	2.2	0.3	0.9	24.2	0.5	0.2	

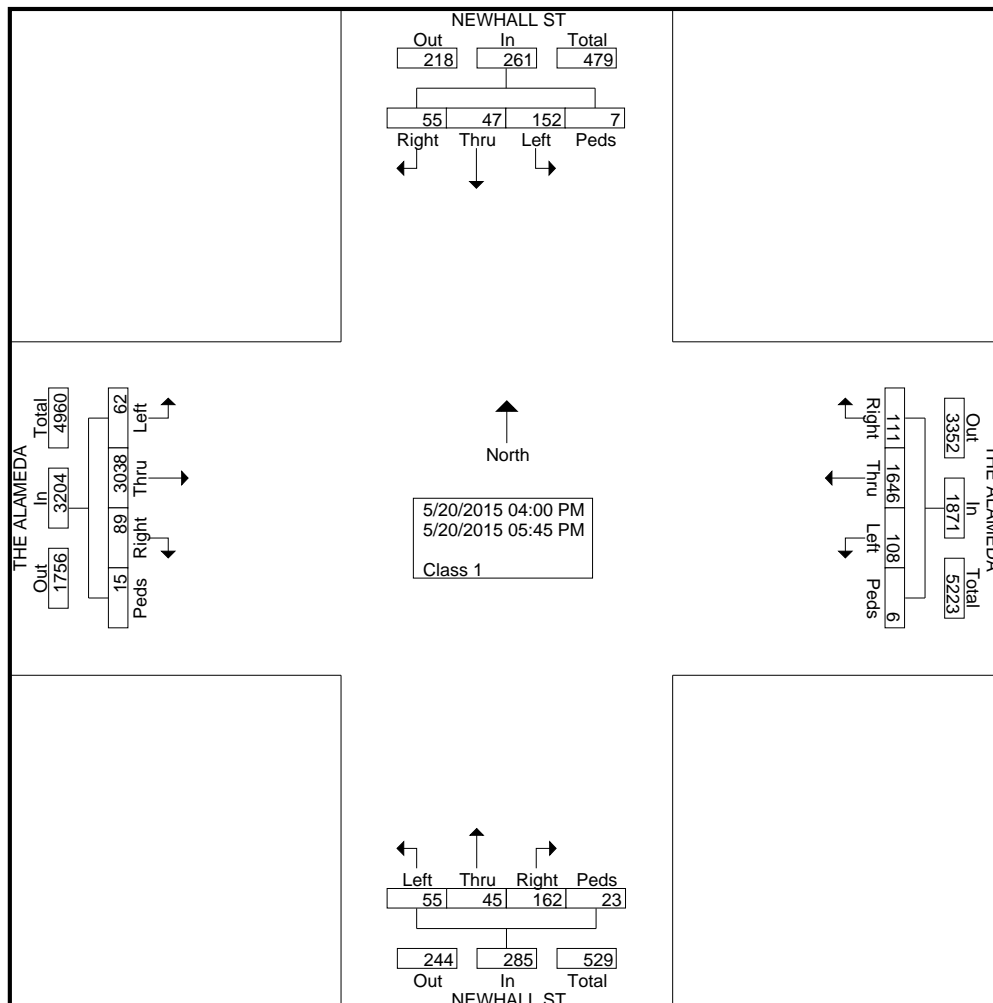


Start Time	NEWHALL ST Southbound					THE ALAMEDA Westbound					NEWHALL ST Northbound					THE ALAMEDA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	9	4	15	1	29	6	363	12	2	383	24	4	14	2	44	4	157	3	3	167	623
08:00 AM	8	10	26	3	47	8	369	12	0	389	22	3	18	1	44	7	166	1	1	175	655
08:15 AM	2	2	19	0	23	11	355	21	0	387	22	2	12	3	39	8	145	3	0	156	605
08:30 AM	9	2	22	1	34	7	364	9	2	382	22	4	17	1	44	2	133	3	2	140	600
Total Volume	28	18	82	5	133	32	1451	54	4	1541	90	13	61	7	171	21	601	10	6	638	2483
% App. Total	21.1	13.5	61.7	3.8		2.1	94.2	3.5	0.3		52.6	7.6	35.7	4.1		3.3	94.2	1.6	0.9		
PHF	.778	.450	.788	.417	.707	.727	.983	.643	.500	.990	.938	.813	.847	.583	.972	.656	.905	.833	.500	.911	.948



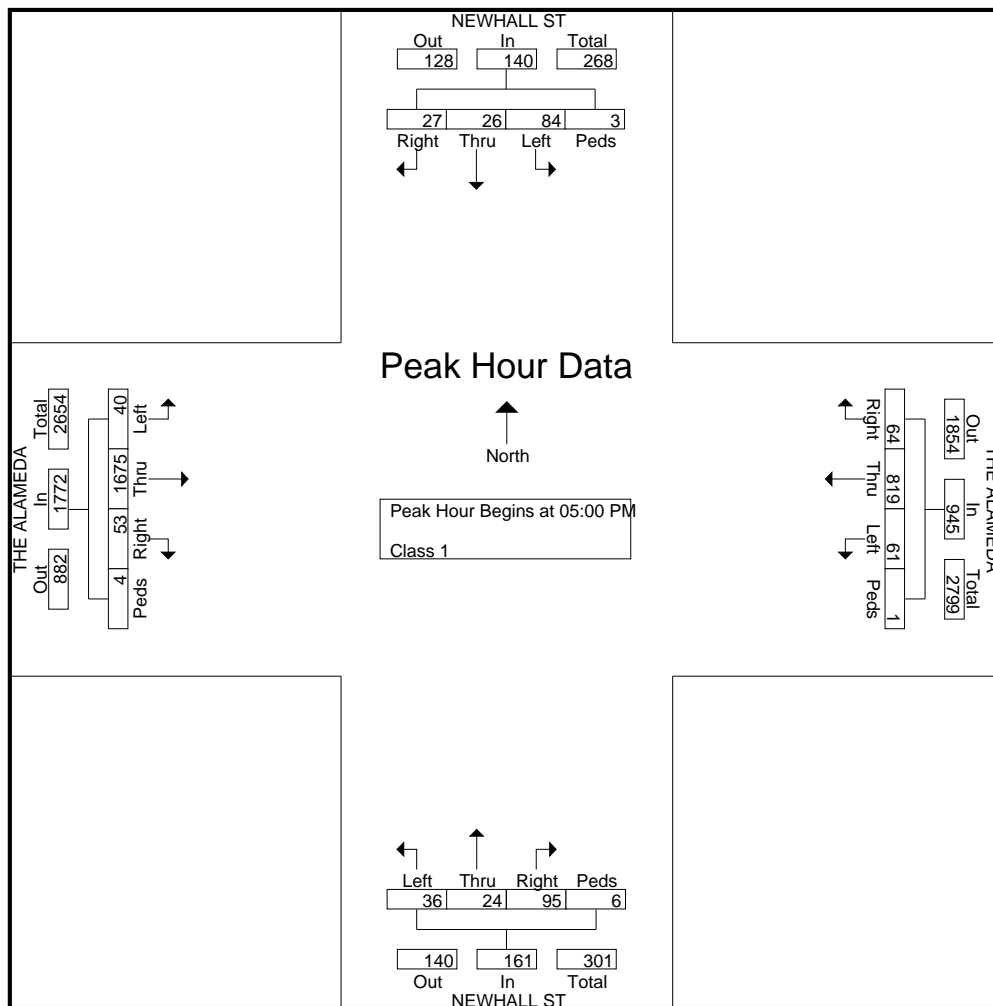
Groups Printed- Class 1

Start Time	NEWHALL ST Southbound				THE ALAMEDA Westbound				NEWHALL ST Northbound				THE ALAMEDA Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	10	6	11	2	11	207	10	1	15	2	5	11	4	341	3	1	640
04:15 PM	5	4	17	0	17	203	16	0	21	7	3	4	11	284	8	3	603
04:30 PM	9	7	19	1	9	207	11	2	19	8	5	1	7	360	3	6	674
04:45 PM	4	4	21	1	10	210	10	2	12	4	6	1	14	378	8	1	686
Total	28	21	68	4	47	827	47	5	67	21	19	17	36	1363	22	11	2603
05:00 PM	4	7	23	1	18	217	17	0	18	5	6	4	11	462	12	0	805
05:15 PM	8	9	18	0	11	245	20	0	22	7	11	0	10	421	12	3	797
05:30 PM	8	3	26	2	16	174	12	0	29	8	10	0	10	403	8	0	709
05:45 PM	7	7	17	0	19	183	12	1	26	4	9	2	22	389	8	1	707
Total	27	26	84	3	64	819	61	1	95	24	36	6	53	1675	40	4	3018
Grand Total	55	47	152	7	111	1646	108	6	162	45	55	23	89	3038	62	15	5621
Apprch %	21.1	18	58.2	2.7	5.9	88	5.8	0.3	56.8	15.8	19.3	8.1	2.8	94.8	1.9	0.5	
Total %	1	0.8	2.7	0.1	2	29.3	1.9	0.1	2.9	0.8	1	0.4	1.6	54	1.1	0.3	



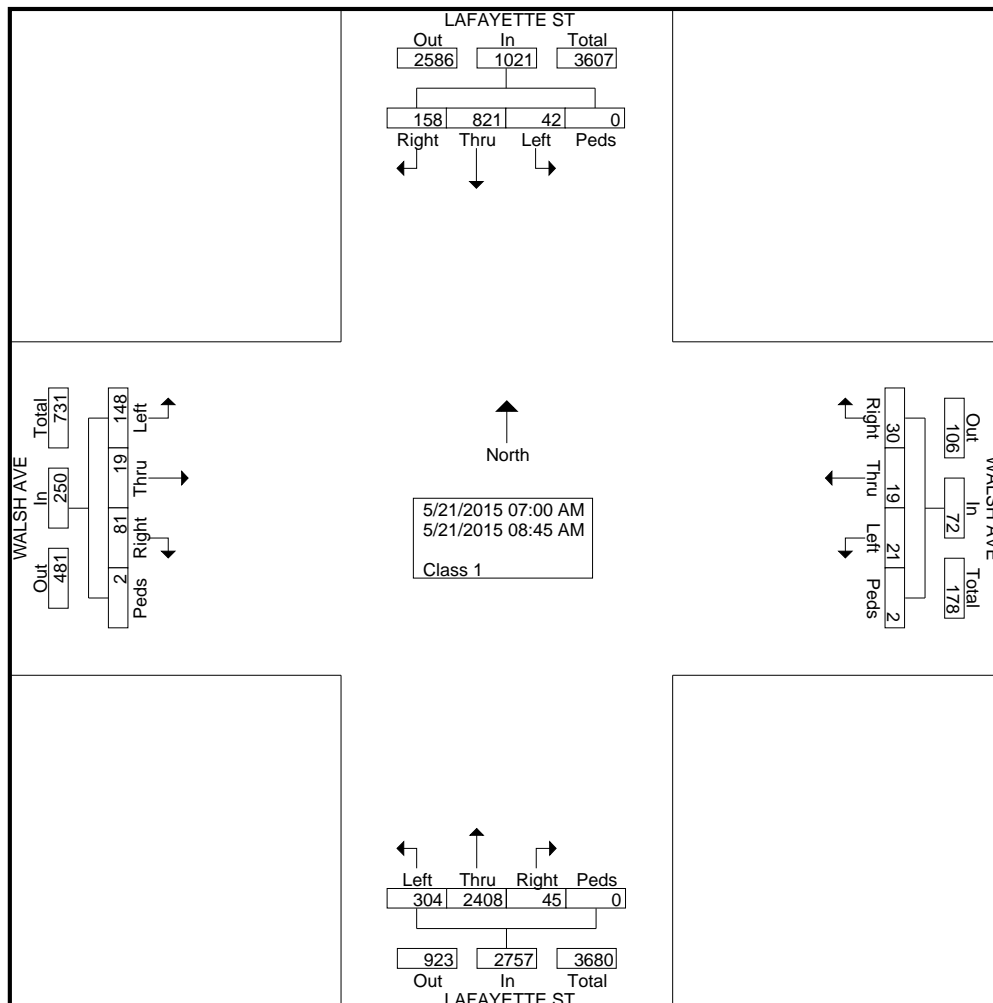
File Name : #14 ALAMEDA&NEWHALLPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

Start Time	NEWHALL ST Southbound					THE ALAMEDA Westbound					NEWHALL ST Northbound					THE ALAMEDA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	7	23	1	35	18	217	17	0	252	18	5	6	4	33	11	462	12	0	485	805
05:15 PM	8	9	18	0	35	11	245	20	0	276	22	7	11	0	40	10	421	12	3	446	797
05:30 PM	8	3	26	2	39	16	174	12	0	202	29	8	10	0	47	10	403	8	0	421	709
05:45 PM	7	7	17	0	31	19	183	12	1	215	26	4	9	2	41	22	389	8	1	420	707
Total Volume	27	26	84	3	140	64	819	61	1	945	95	24	36	6	161	53	1675	40	4	1772	3018
% App. Total	19.3	18.6	60	2.1		6.8	86.7	6.5	0.1		5.9	14.9	22.4	3.7		3	94.5	2.3	0.2		
PHF	.844	.722	.808	.375	.897	.842	.836	.763	.250	.856	.819	.750	.818	.375	.856	.602	.906	.833	.333	.913	.937



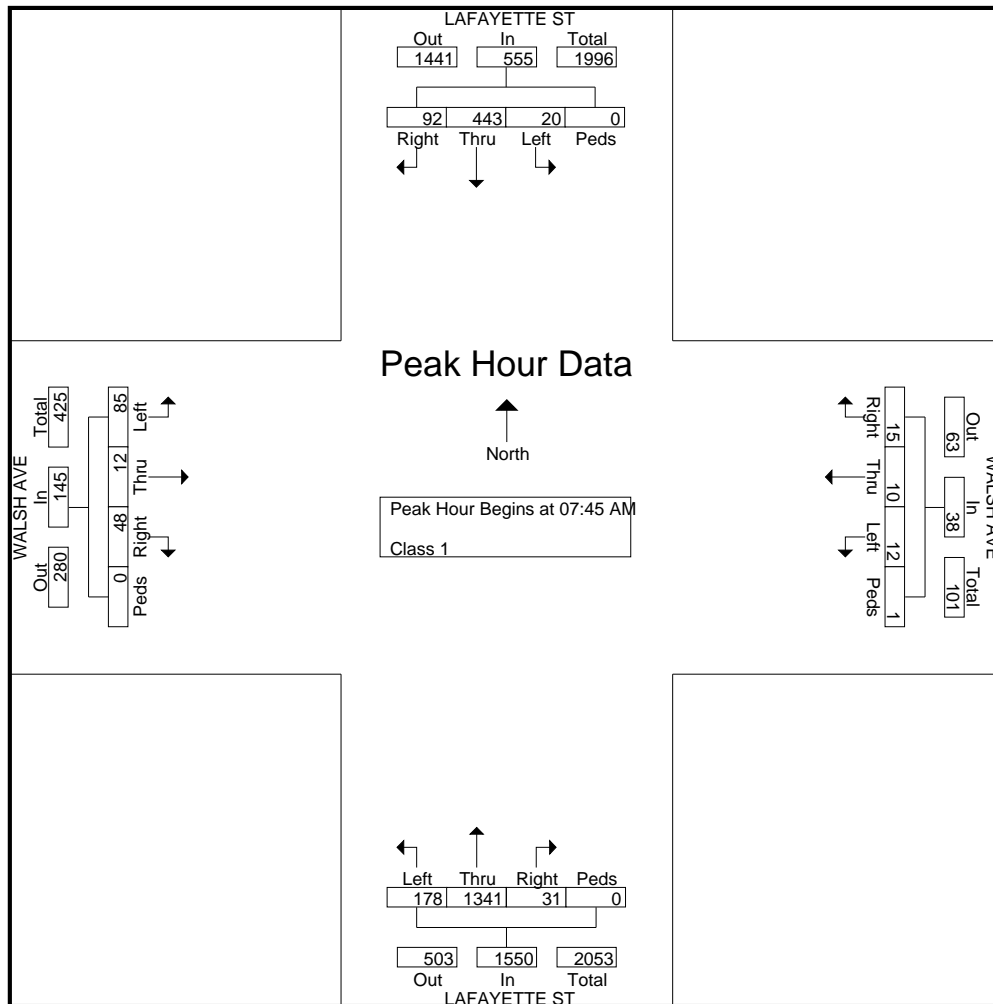
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				WALSH AVE Westbound				LAFAYETTE ST Northbound				WALSH AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	20	71	8	0	2	5	2	1	1	184	26	0	6	1	13	2	342
07:15 AM	13	73	3	0	4	3	2	0	7	272	19	0	9	1	13	0	419
07:30 AM	16	110	3	0	4	0	3	0	1	288	38	0	9	4	13	0	489
07:45 AM	31	130	4	0	1	2	2	1	11	335	44	0	10	6	21	0	598
Total	80	384	18	0	11	10	9	2	20	1079	127	0	34	12	60	2	1848
08:00 AM	13	114	4	0	3	5	3	0	5	327	42	0	8	2	26	0	552
08:15 AM	24	119	6	0	5	2	3	0	10	319	41	0	14	2	13	0	558
08:30 AM	24	80	6	0	6	1	4	0	5	360	51	0	16	2	25	0	580
08:45 AM	17	124	8	0	5	1	2	0	5	323	43	0	9	1	24	0	562
Total	78	437	24	0	19	9	12	0	25	1329	177	0	47	7	88	0	2252
Grand Total	158	821	42	0	30	19	21	2	45	2408	304	0	81	19	148	2	4100
Apprch %	15.5	80.4	4.1	0	41.7	26.4	29.2	2.8	1.6	87.3	11	0	32.4	7.6	59.2	0.8	
Total %	3.9	20	1	0	0.7	0.5	0.5	0	1.1	58.7	7.4	0	2	0.5	3.6	0	



File Name : #15 LAFAYETTE&WALSHAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

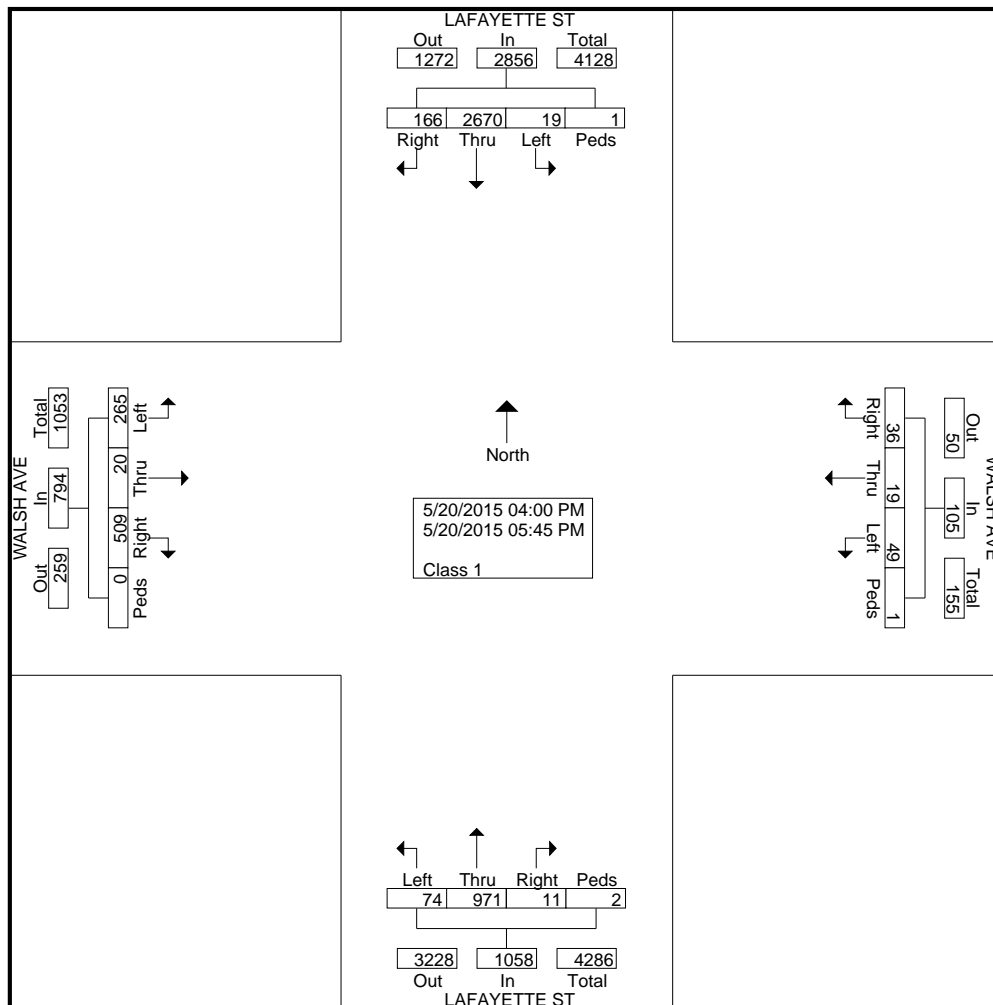
Start Time	LAFAYETTE ST Southbound					WALSH AVE Westbound					LAFAYETTE ST Northbound					WALSH AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	31	130	4	0	165	1	2	2	1	6	11	335	44	0	390	10	6	21	0	37	598
08:00 AM	13	114	4	0	131	3	5	3	0	11	5	327	42	0	374	8	2	26	0	36	552
08:15 AM	24	119	6	0	149	5	2	3	0	10	10	319	41	0	370	14	2	13	0	29	558
08:30 AM	24	80	6	0	110	6	1	4	0	11	5	360	51	0	416	16	2	25	0	43	580
Total Volume	92	443	20	0	555	15	10	12	1	38	31	1341	178	0	1550	48	12	85	0	145	2288
% App. Total	16.6	79.8	3.6	0		39.5	26.3	31.6	2.6		2	86.5	11.5	0		33.1	8.3	58.6	0		
PHF	.742	.852	.833	.000	.841	.625	.500	.750	.250	.864	.705	.931	.873	.000	.931	.750	.500	.817	.000	.843	.957



File Name : #15 LAFAYETTE&WALSHPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

Groups Printed- Class 1

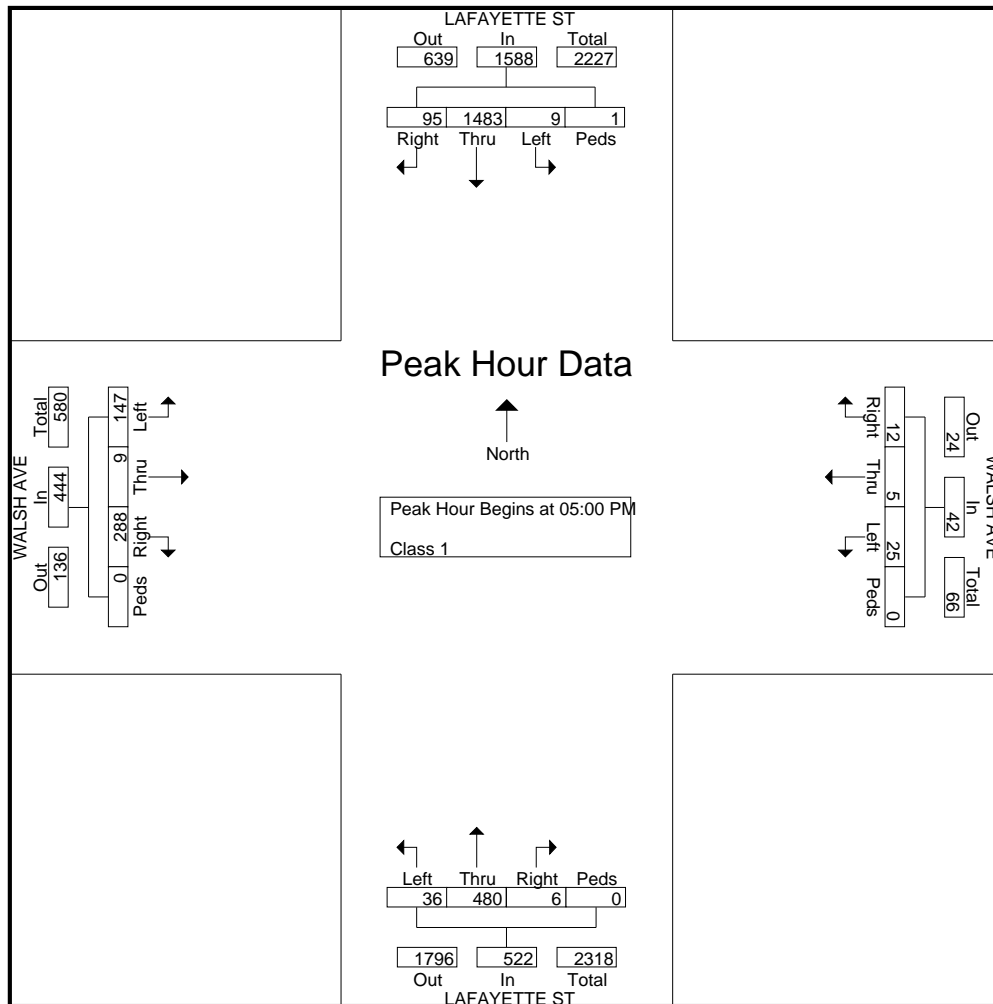
Start Time	LAFAYETTE ST Southbound				WALSH AVE Westbound				LAFAYETTE ST Northbound				WALSH AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	17	285	5	0	7	4	3	0	2	130	9	1	57	4	21	0	545
04:15 PM	16	278	3	0	10	2	7	0	1	114	9	0	52	1	25	0	518
04:30 PM	17	271	1	0	4	6	6	1	2	134	11	1	67	2	39	0	562
04:45 PM	21	353	1	0	3	2	8	0	0	113	9	0	45	4	33	0	592
Total	71	1187	10	0	24	14	24	1	5	491	38	2	221	11	118	0	2217
05:00 PM	22	378	2	1	5	2	7	0	1	134	11	0	72	2	36	0	673
05:15 PM	31	355	2	0	2	1	5	0	2	134	6	0	57	2	39	0	636
05:30 PM	17	348	3	0	5	2	8	0	2	107	8	0	85	1	37	0	623
05:45 PM	25	402	2	0	0	0	5	0	1	105	11	0	74	4	35	0	664
Total	95	1483	9	1	12	5	25	0	6	480	36	0	288	9	147	0	2596
Grand Total	166	2670	19	1	36	19	49	1	11	971	74	2	509	20	265	0	4813
Apprch %	5.8	93.5	0.7	0	34.3	18.1	46.7	1	1	91.8	7	0.2	64.1	2.5	33.4	0	
Total %	3.4	55.5	0.4	0	0.7	0.4	1	0	0.2	20.2	1.5	0	10.6	0.4	5.5	0	





File Name : #15 LAFAYETTE&WALSHPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

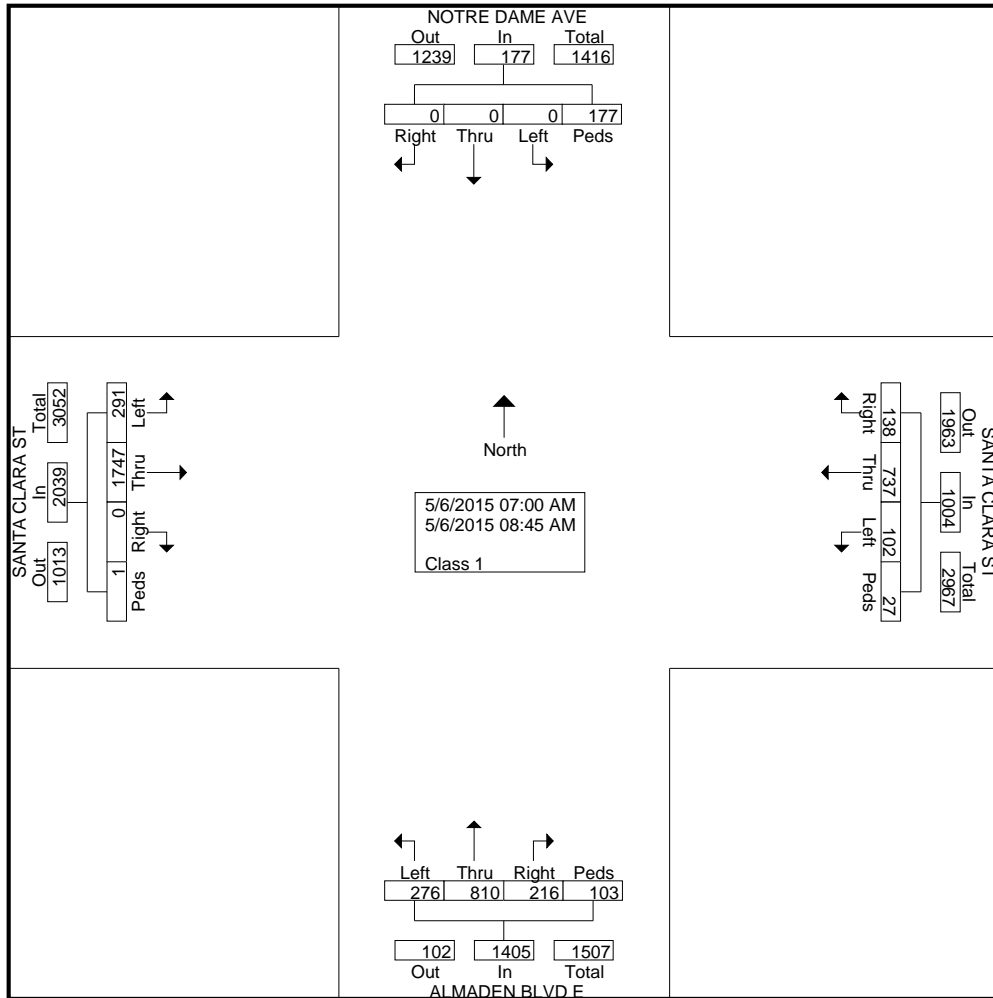
Start Time	LAFAYETTE ST Southbound					WALSH AVE Westbound					LAFAYETTE ST Northbound					WALSH AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	22	378	2	1	403	5	2	7	0	14	1	134	11	0	146	72	2	36	0	110	673
05:15 PM	31	355	2	0	388	2	1	5	0	8	2	134	6	0	142	57	2	39	0	98	636
05:30 PM	17	348	3	0	368	5	2	8	0	15	2	107	8	0	117	85	1	37	0	123	623
05:45 PM	25	402	2	0	429	0	0	5	0	5	1	105	11	0	117	74	4	35	0	113	664
Total Volume	95	1483	9	1	1588	12	5	25	0	42	6	480	36	0	522	288	9	147	0	444	2596
% App. Total	6	93.4	0.6	0.1		28.6	11.9	59.5	0		1.1	92	6.9	0		64.9	2	33.1	0		
PHF	.766	.922	.750	.250	.925	.600	.625	.781	.000	.700	.750	.896	.818	.000	.894	.847	.563	.942	.000	.902	.964



File Name : #16 ALMADEN&SANTA CLARA AM  
 Site Code : 16  
 Start Date : 5/6/2015  
 Page No : 1

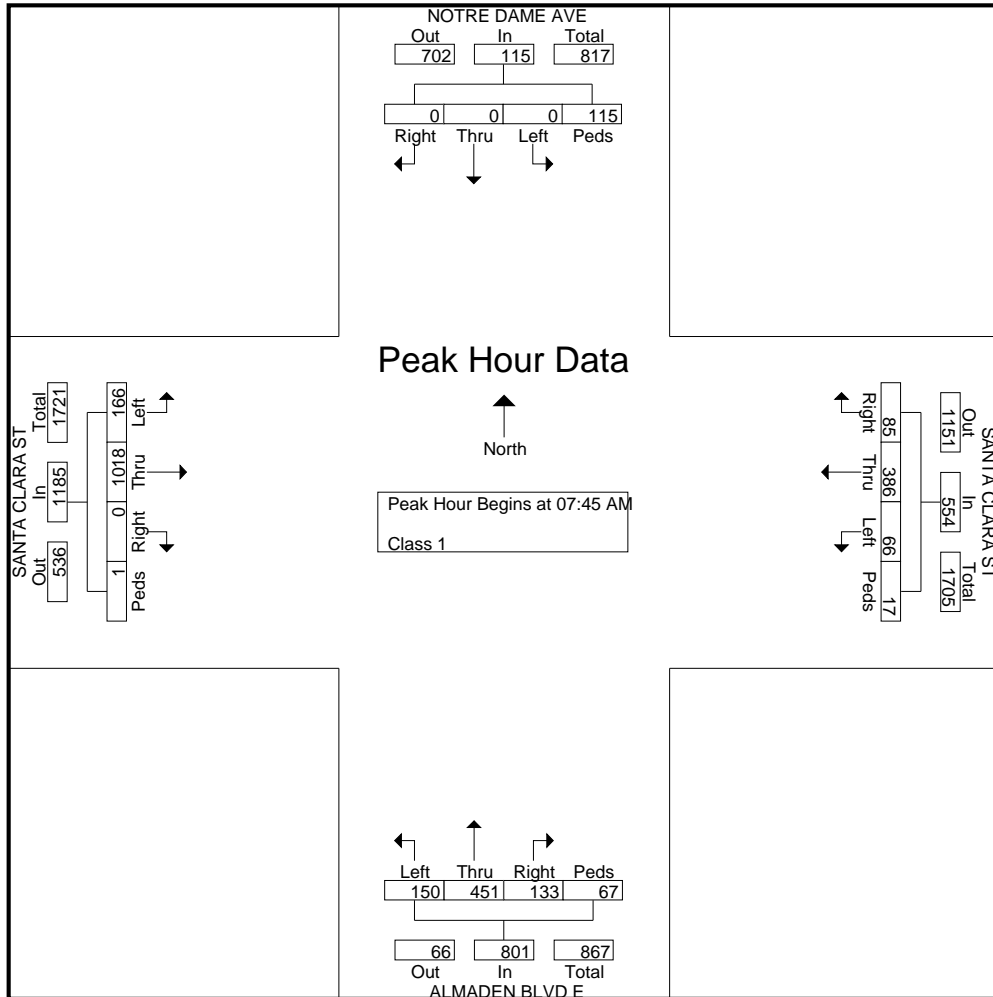
Groups Printed- Class 1

Start Time	NOTRE DAME AVE Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD E Northbound				SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	11	11	65	5	0	18	48	22	3	0	123	26	0	332
07:15 AM	0	0	0	17	12	112	6	1	17	84	32	7	0	164	29	0	481
07:30 AM	0	0	0	15	14	99	8	5	24	119	45	11	0	194	42	0	576
07:45 AM	0	0	0	22	22	124	23	5	25	100	35	23	0	242	39	0	660
Total	0	0	0	65	59	400	42	11	84	351	134	44	0	723	136	0	2049
08:00 AM	0	0	0	23	20	101	17	1	31	145	43	16	0	257	43	0	697
08:15 AM	0	0	0	22	22	90	9	3	34	95	30	13	0	247	44	1	610
08:30 AM	0	0	0	48	21	71	17	8	43	111	42	15	0	272	40	0	688
08:45 AM	0	0	0	19	16	75	17	4	24	108	27	15	0	248	28	0	581
Total	0	0	0	112	79	337	60	16	132	459	142	59	0	1024	155	1	2576
Grand Total	0	0	0	177	138	737	102	27	216	810	276	103	0	1747	291	1	4625
Apprch %	0	0	0	100	13.7	73.4	10.2	2.7	15.4	57.7	19.6	7.3	0	85.7	14.3	0	
Total %	0	0	0	3.8	3	15.9	2.2	0.6	4.7	17.5	6	2.2	0	37.8	6.3	0	



File Name : #16 ALMADEN&SANTA CLARA AM  
 Site Code : 16  
 Start Date : 5/6/2015  
 Page No : 2

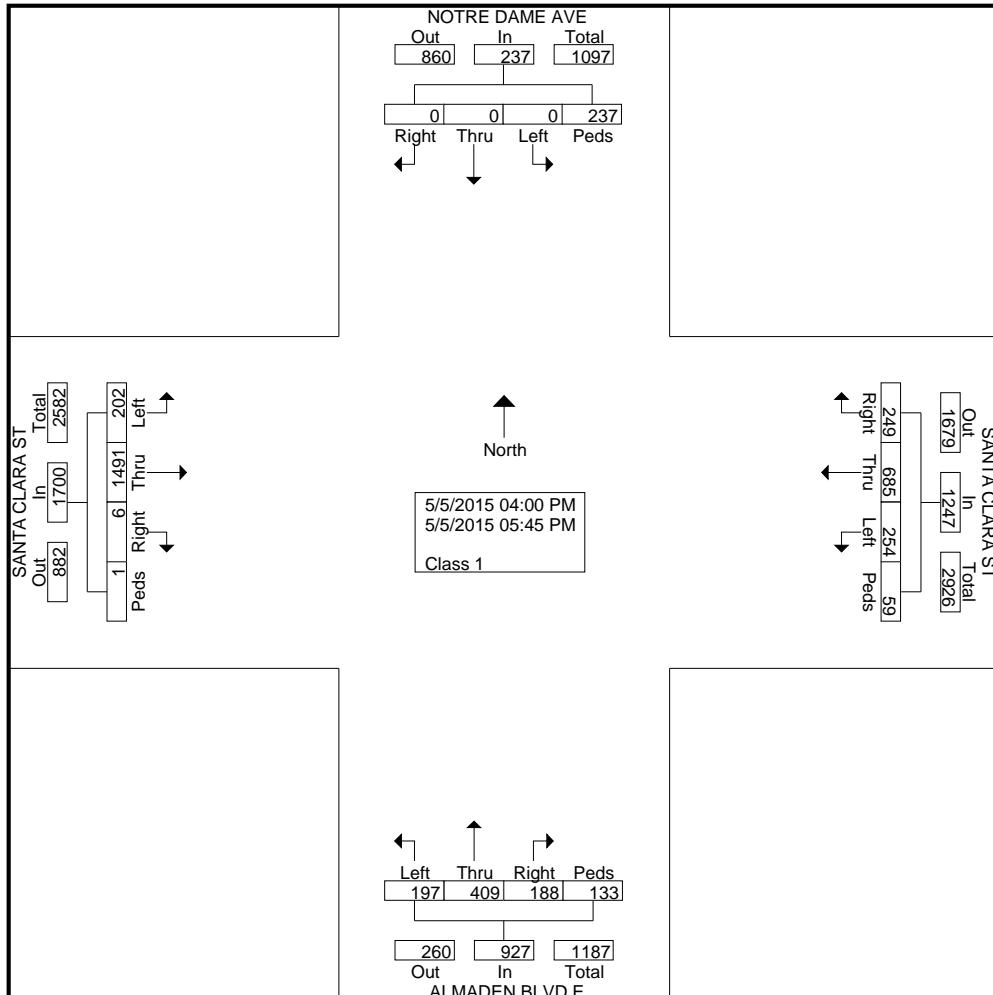
Start Time	NOTRE DAME AVE Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD E Northbound					SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	22	22	22	124	23	5	174	25	100	35	23	183	0	242	39	0	281	660
08:00 AM	0	0	0	23	23	20	101	17	1	139	31	145	43	16	235	0	257	43	0	300	697
08:15 AM	0	0	0	22	22	22	90	9	3	124	34	95	30	13	172	0	247	44	1	292	610
08:30 AM	0	0	0	48	48	21	71	17	8	117	43	111	42	15	211	0	272	40	0	312	688
Total Volume	0	0	0	115	115	85	386	66	17	554	133	451	150	67	801	0	1018	166	1	1185	2655
% App. Total	0	0	0	100		15.3	69.7	11.9	3.1		16.6	56.3	18.7	8.4		0	85.9	14	0.1		
PHF	.000	.000	.000	.599	.599	.966	.778	.717	.531	.796	.773	.778	.872	.728	.852	.000	.936	.943	.250	.950	.952



File Name : #16 ALMADEN&SANTA CLARA PM  
 Site Code : 16  
 Start Date : 5/5/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	NOTRE DAME AVE Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD E Northbound				SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	0	0	16	20	66	21	2	19	51	14	11	0	183	14	0	417
04:15 PM	0	0	0	25	19	93	28	1	17	43	18	9	0	152	19	0	424
04:30 PM	0	0	0	30	37	68	26	5	21	48	22	13	0	153	24	0	447
04:45 PM	0	0	0	20	28	98	30	9	23	40	25	14	0	201	31	0	519
Total	0	0	0	91	104	325	105	17	80	182	79	47	0	689	88	0	1807
05:00 PM	0	0	0	42	34	98	36	12	26	75	36	28	4	188	36	0	615
05:15 PM	0	0	0	37	42	90	42	5	33	56	38	21	0	223	31	1	619
05:30 PM	0	0	0	30	43	77	37	9	23	47	24	18	2	220	27	0	557
05:45 PM	0	0	0	37	26	95	34	16	26	49	20	19	0	171	20	0	513
Total	0	0	0	146	145	360	149	42	108	227	118	86	6	802	114	1	2304
Grand Total	0	0	0	237	249	685	254	59	188	409	197	133	6	1491	202	1	4111
Apprch %	0	0	0	100	20	54.9	20.4	4.7	20.3	44.1	21.3	14.3	0.4	87.7	11.9	0.1	
Total %	0	0	0	5.8	6.1	16.7	6.2	1.4	4.6	9.9	4.8	3.2	0.1	36.3	4.9	0	

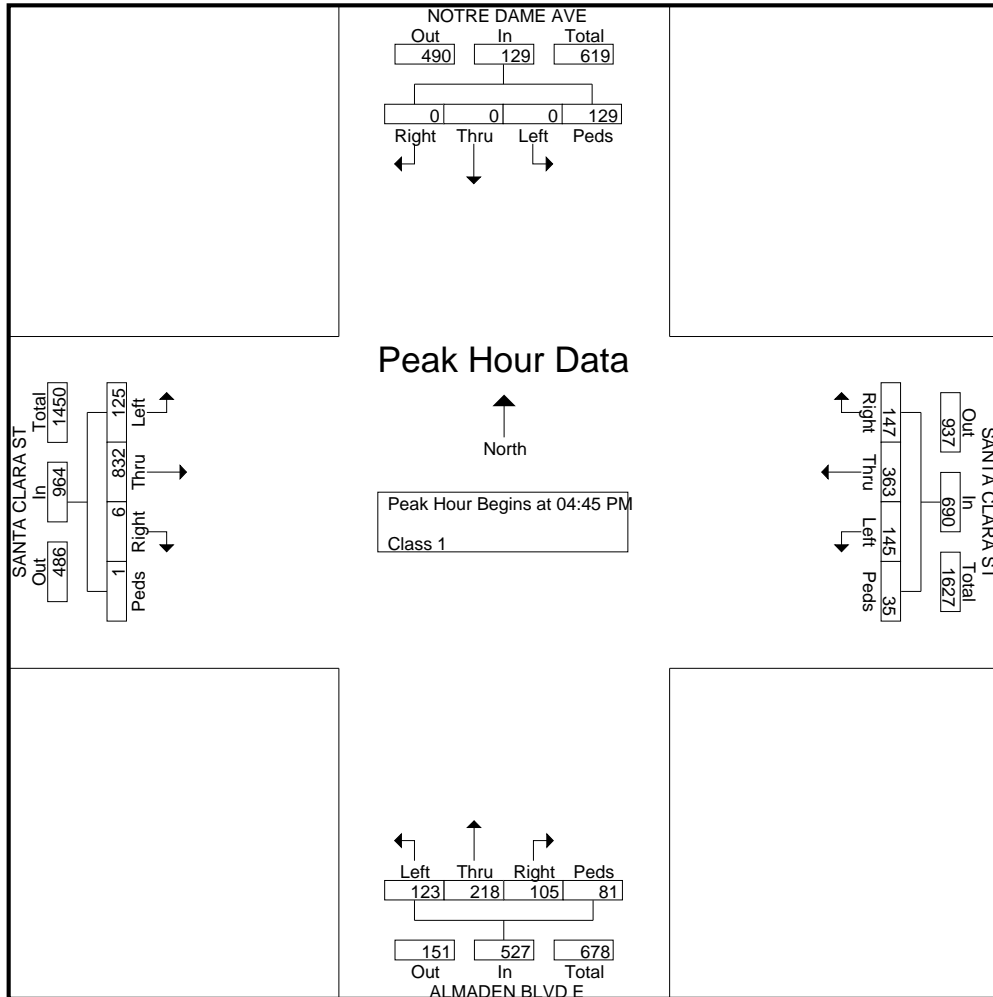


File Name : #16 ALMADEN&SANTA CLARA PM  
 Site Code : 16  
 Start Date : 5/5/2015  
 Page No : 2

Start Time	NOTRE DAME AVE Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD E Northbound					SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:45 PM	0	0	0	20	20	28	98	30	9	165	23	40	25	14	102	0	201	31	0	232	519
05:00 PM	0	0	0	42	42	34	98	36	12	180	26	75	36	28	165	4	188	36	0	228	615
05:15 PM	0	0	0	37	37	42	90	42	5	179	33	56	38	21	148	0	223	31	1	255	619
05:30 PM	0	0	0	30	30	43	77	37	9	166	23	47	24	18	112	2	220	27	0	249	557
Total Volume	0	0	0	129	129	147	363	145	35	690	105	218	123	81	527	6	832	125	1	964	2310
% App. Total	0	0	0	100		21.3	52.6	21	5.1		19.9	41.4	23.3	15.4		0.6	86.3	13	0.1		
PHF	.000	.000	.000	.768	.768	.855	.926	.863	.729	.958	.795	.727	.809	.723	.798	.375	.933	.868	.250	.945	.933

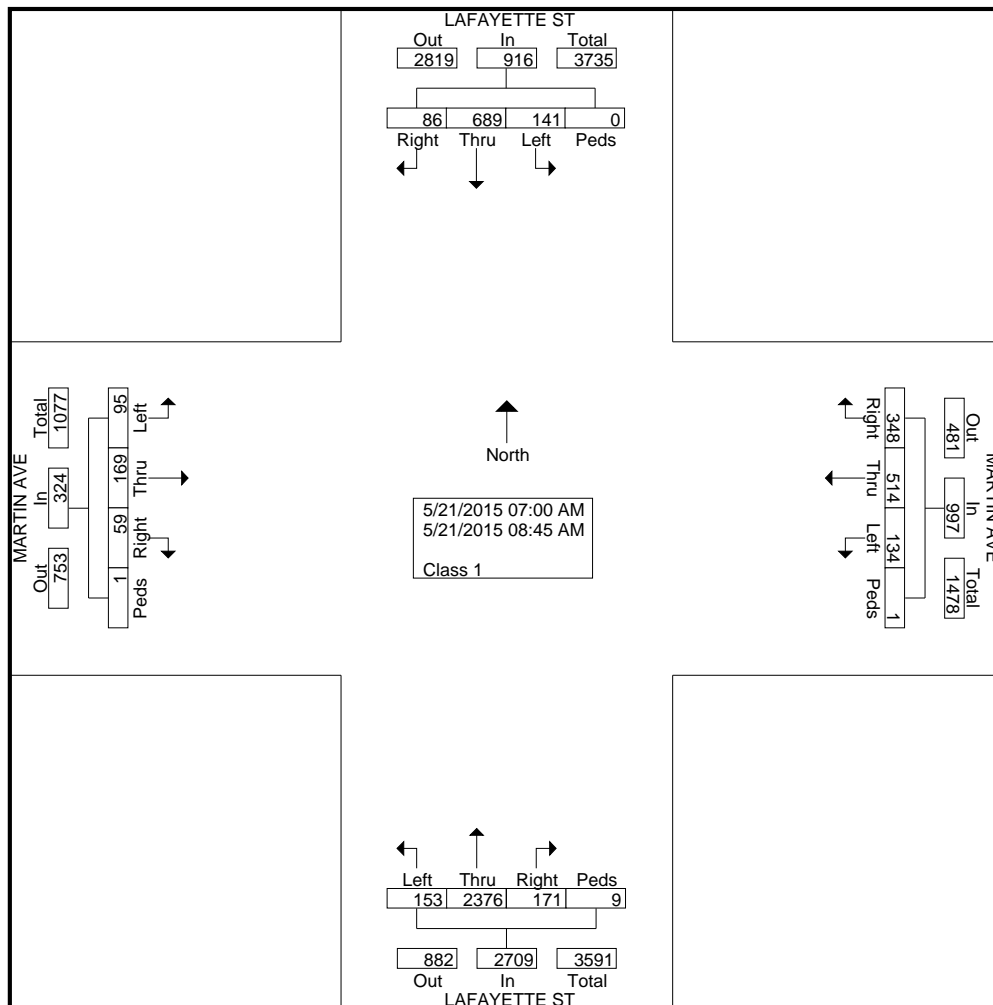
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM



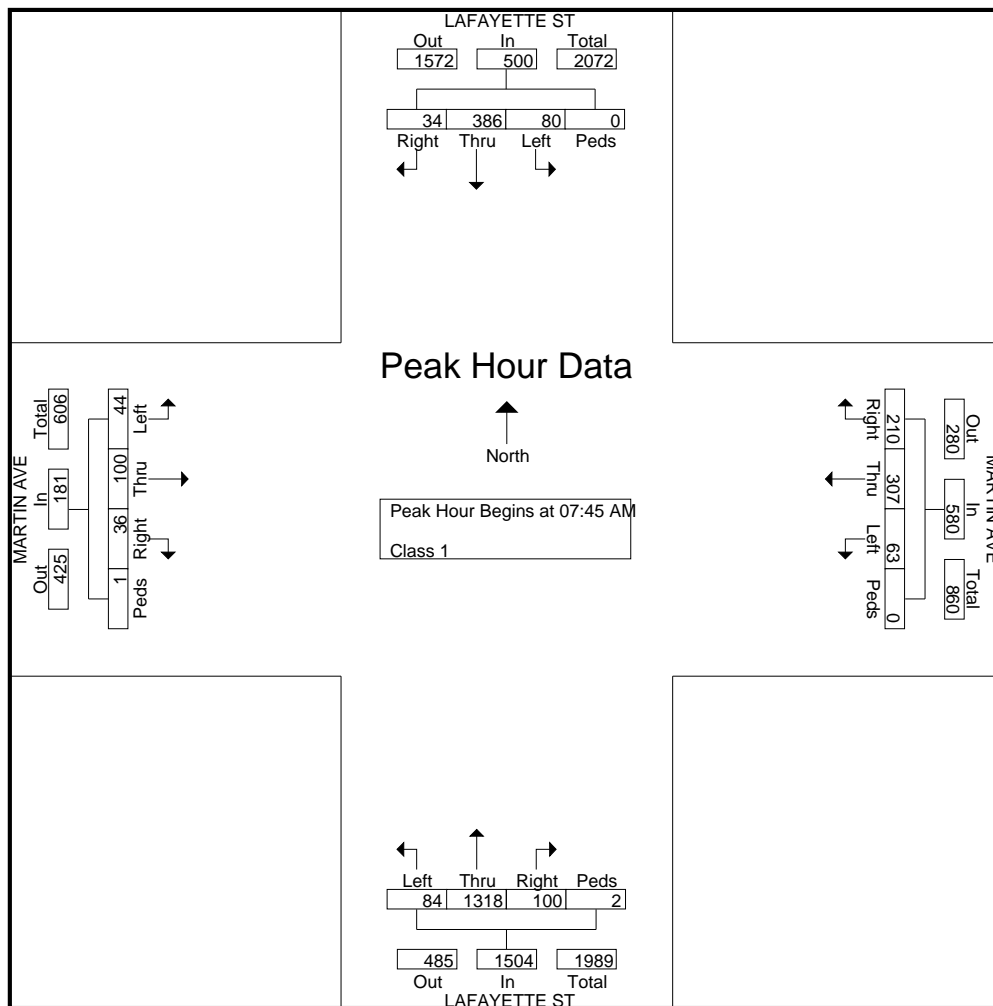
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				MARTIN AVE Westbound				LAFAYETTE ST Northbound				MARTIN AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	15	60	14	0	23	37	16	1	16	197	13	2	0	8	13	0	415
07:15 AM	12	59	11	0	29	32	21	0	19	249	17	4	3	20	11	0	487
07:30 AM	13	82	15	0	38	75	16	0	19	289	18	0	4	19	11	0	599
07:45 AM	8	97	21	0	55	92	21	0	22	321	17	1	7	23	7	0	692
Total	48	298	61	0	145	236	74	1	76	1056	65	7	14	70	42	0	2193
08:00 AM	10	122	23	0	56	69	20	0	25	300	19	0	9	28	11	1	693
08:15 AM	9	91	21	0	49	69	11	0	30	332	23	1	9	25	16	0	686
08:30 AM	7	76	15	0	50	77	11	0	23	365	25	0	11	24	10	0	694
08:45 AM	12	102	21	0	48	63	18	0	17	323	21	1	16	22	16	0	680
Total	38	391	80	0	203	278	60	0	95	1320	88	2	45	99	53	1	2753
Grand Total	86	689	141	0	348	514	134	1	171	2376	153	9	59	169	95	1	4946
Apprch %	9.4	75.2	15.4	0	34.9	51.6	13.4	0.1	6.3	87.7	5.6	0.3	18.2	52.2	29.3	0.3	
Total %	1.7	13.9	2.9	0	7	10.4	2.7	0	3.5	48	3.1	0.2	1.2	3.4	1.9	0	



File Name : #16 LAFAYETTE&MARTINAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

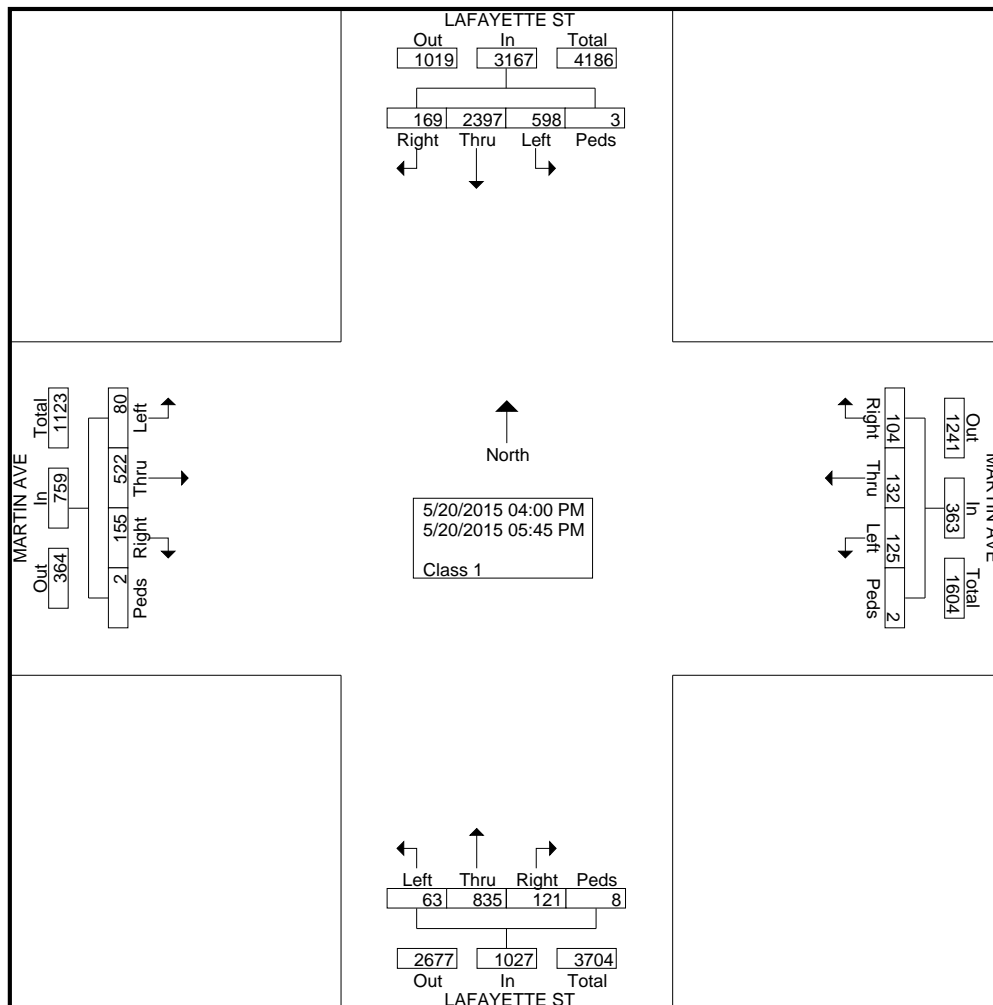
Start Time	LAFAYETTE ST Southbound					MARTIN AVE Westbound					LAFAYETTE ST Northbound					MARTIN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	8	97	21	0	126	55	92	21	0	168	22	321	17	1	361	7	23	7	0	37	692
08:00 AM	10	122	23	0	155	56	69	20	0	145	25	300	19	0	344	9	28	11	1	49	693
08:15 AM	9	91	21	0	121	49	69	11	0	129	30	332	23	1	386	9	25	16	0	50	686
08:30 AM	7	76	15	0	98	50	77	11	0	138	23	365	25	0	413	11	24	10	0	45	694
Total Volume	34	386	80	0	500	210	307	63	0	580	100	1318	84	2	1504	36	100	44	1	181	2765
% App. Total	6.8	77.2	16	0		36.2	52.9	10.9	0		6.6	87.6	5.6	0.1		19.9	55.2	24.3	0.6		
PHF	.850	.791	.870	.000	.806	.938	.834	.750	.000	.863	.833	.903	.840	.500	.910	.818	.893	.688	.250	.905	.996



File Name : #16 LAFAYETTE&MARTINPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

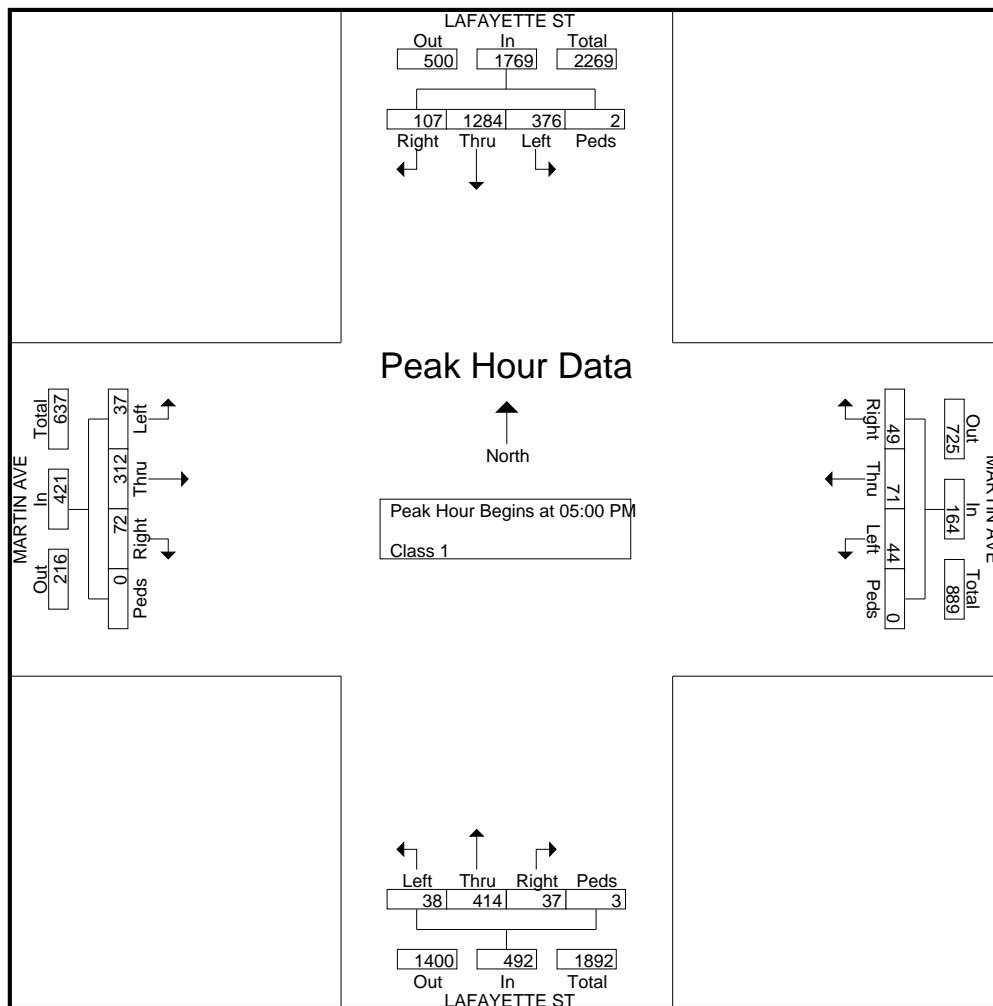
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				MARTIN AVE Westbound				LAFAYETTE ST Northbound				MARTIN AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	14	241	64	1	14	7	9	1	28	113	11	1	31	51	9	0	595
04:15 PM	13	271	61	0	14	14	26	1	21	97	4	3	21	46	9	1	602
04:30 PM	18	288	51	0	17	20	24	0	22	108	2	1	20	64	14	1	650
04:45 PM	17	313	46	0	10	20	22	0	13	103	8	0	11	49	11	0	623
Total	62	1113	222	1	55	61	81	2	84	421	25	5	83	210	43	2	2470
05:00 PM	23	319	86	1	12	18	18	0	11	101	11	2	26	102	12	0	742
05:15 PM	25	345	82	0	14	17	9	0	12	120	9	1	12	71	9	0	726
05:30 PM	30	329	103	1	11	21	8	0	4	93	12	0	13	68	9	0	702
05:45 PM	29	291	105	0	12	15	9	0	10	100	6	0	21	71	7	0	676
Total	107	1284	376	2	49	71	44	0	37	414	38	3	72	312	37	0	2846
Grand Total	169	2397	598	3	104	132	125	2	121	835	63	8	155	522	80	2	5316
Apprch %	5.3	75.7	18.9	0.1	28.7	36.4	34.4	0.6	11.8	81.3	6.1	0.8	20.4	68.8	10.5	0.3	
Total %	3.2	45.1	11.2	0.1	2	2.5	2.4	0	2.3	15.7	1.2	0.2	2.9	9.8	1.5	0	





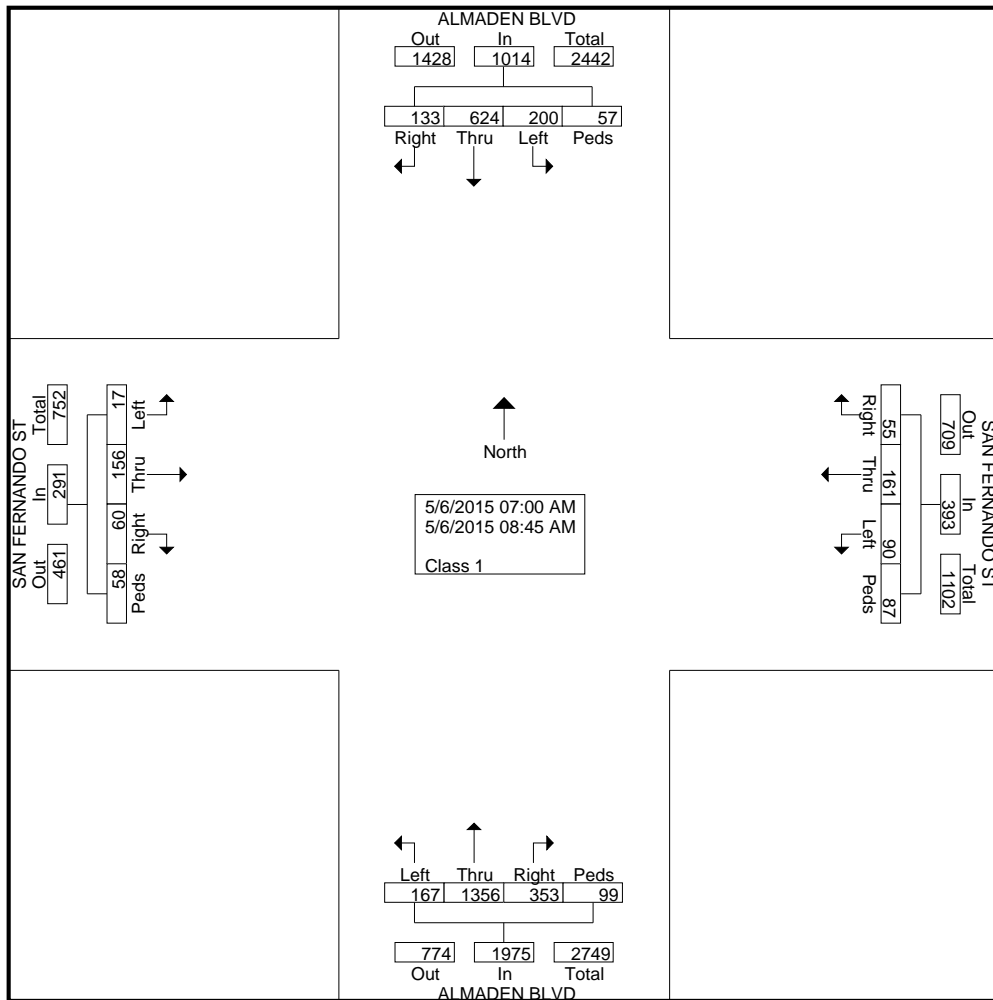
Start Time	LAFAYETTE ST Southbound					MARTIN AVE Westbound					LAFAYETTE ST Northbound					MARTIN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	23	319	86	1	429	12	18	18	0	48	11	101	11	2	125	26	102	12	0	140	742
05:15 PM	25	345	82	0	452	14	17	9	0	40	12	120	9	1	142	12	71	9	0	92	726
05:30 PM	30	329	103	1	463	11	21	8	0	40	4	93	12	0	109	13	68	9	0	90	702
05:45 PM	29	291	105	0	425	12	15	9	0	36	10	100	6	0	116	21	71	7	0	99	676
Total Volume	107	1284	376	2	1769	49	71	44	0	164	37	414	38	3	492	72	312	37	0	421	2846
% App. Total	6	72.6	21.3	0.1		29.9	43.3	26.8	0		7.5	84.1	7.7	0.6		17.1	74.1	8.8	0		
PHF	.892	.930	.895	.500	.955	.875	.845	.611	.000	.854	.771	.863	.792	.375	.866	.692	.765	.771	.000	.752	.959



File Name : #17 ALMADEN&SANFERNANDOAM  
 Site Code : 17  
 Start Date : 5/6/2015  
 Page No : 1

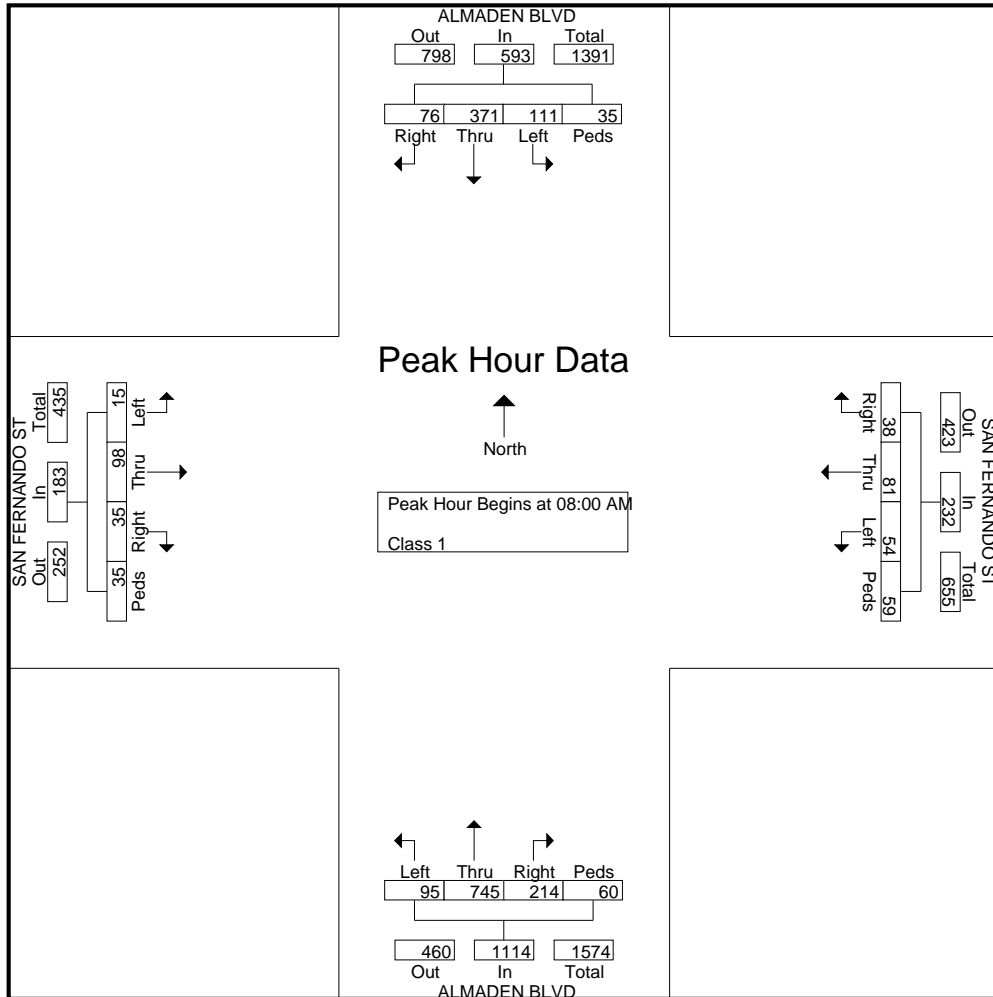
Groups Printed- Class 1

Start Time	ALMADEN BLVD Southbound				SAN FERNANDO ST Westbound				ALMADEN BLVD Northbound				SAN FERNANDO ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	9	52	11	6	4	13	9	5	19	81	12	2	5	12	1	2	243
07:15 AM	16	62	33	6	2	17	4	6	32	161	13	9	8	12	1	8	390
07:30 AM	16	57	16	4	6	14	15	8	38	190	23	7	2	17	0	11	424
07:45 AM	16	82	29	6	5	36	8	9	50	179	24	21	10	17	0	2	494
Total	57	253	89	22	17	80	36	28	139	611	72	39	25	58	2	23	1551
08:00 AM	17	85	33	10	7	19	10	15	44	212	22	10	4	19	6	10	523
08:15 AM	24	87	29	10	9	21	15	17	56	192	21	14	7	33	2	9	546
08:30 AM	18	91	26	6	14	13	8	18	70	154	23	16	8	21	4	7	497
08:45 AM	17	108	23	9	8	28	21	9	44	187	29	20	16	25	3	9	556
Total	76	371	111	35	38	81	54	59	214	745	95	60	35	98	15	35	2122
Grand Total	133	624	200	57	55	161	90	87	353	1356	167	99	60	156	17	58	3673
Apprch %	13.1	61.5	19.7	5.6	14	41	22.9	22.1	17.9	68.7	8.5	5	20.6	53.6	5.8	19.9	
Total %	3.6	17	5.4	1.6	1.5	4.4	2.5	2.4	9.6	36.9	4.5	2.7	1.6	4.2	0.5	1.6	



File Name : #17 ALMADEN&SANFERNANDOAM  
 Site Code : 17  
 Start Date : 5/6/2015  
 Page No : 2

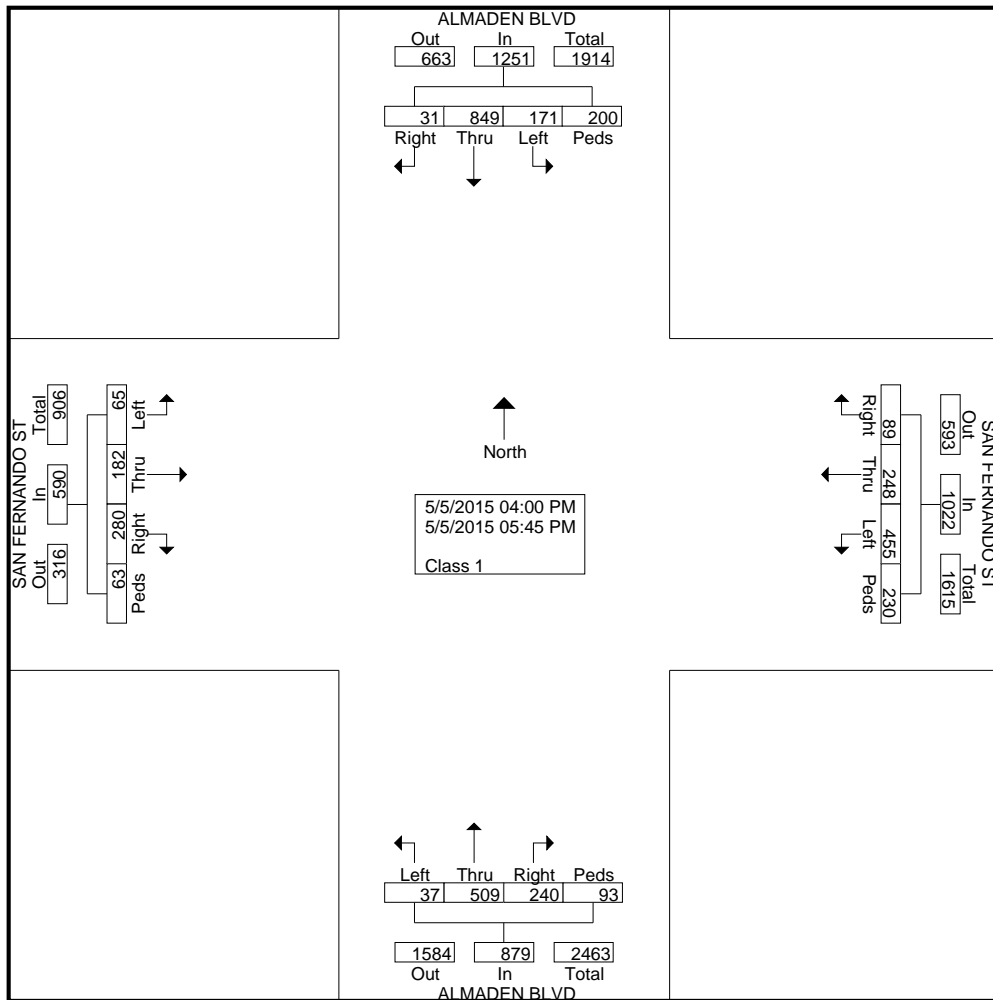
Start Time	ALMADEN BLVD Southbound					SAN FERNANDO ST Westbound					ALMADEN BLVD Northbound					SAN FERNANDO ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	17	85	33	10	145	7	19	10	15	51	44	212	22	10	288	4	19	6	10	39	523
08:15 AM	24	87	29	10	150	9	21	15	17	62	56	192	21	14	283	7	33	2	9	51	546
08:30 AM	18	91	26	6	141	14	13	8	18	53	70	154	23	16	263	8	21	4	7	40	497
08:45 AM	17	108	23	9	157	8	28	21	9	66	44	187	29	20	280	16	25	3	9	53	556
Total Volume	76	371	111	35	593	38	81	54	59	232	214	745	95	60	1114	35	98	15	35	183	2122
% App. Total	12.8	62.6	18.7	5.9		16.4	34.9	23.3	25.4		19.2	66.9	8.5	5.4		19.1	53.6	8.2	19.1		
PHF	.792	.859	.841	.875	.944	.679	.723	.643	.819	.879	.764	.879	.819	.750	.967	.547	.742	.625	.875	.863	.954



File Name : #17 ALMADEN&SANFERNANDOPM  
 Site Code : 17  
 Start Date : 5/5/2015  
 Page No : 1

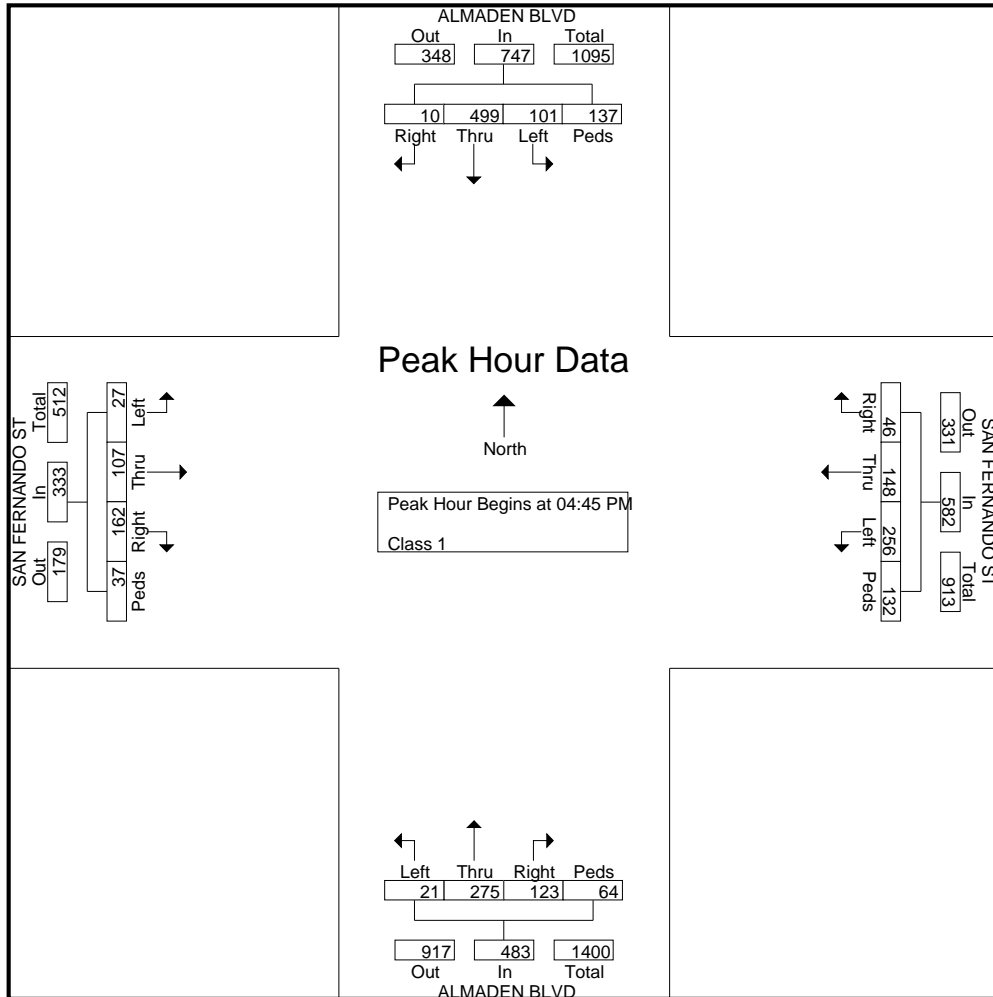
Groups Printed- Class 1

Start Time	ALMADEN BLVD Southbound				SAN FERNANDO ST Westbound				ALMADEN BLVD Northbound				SAN FERNANDO ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	6	75	11	20	8	17	36	12	32	58	2	8	25	8	10	7	335
04:15 PM	10	97	13	12	11	29	42	14	30	58	4	3	31	21	8	8	391
04:30 PM	3	92	21	11	12	23	69	32	26	60	6	9	37	25	15	5	446
04:45 PM	4	92	25	20	12	30	56	18	35	61	6	7	33	29	8	8	444
Total	23	356	70	63	43	99	203	76	123	237	18	27	126	83	41	28	1616
05:00 PM	4	146	21	68	14	44	75	64	40	73	4	31	53	26	11	9	683
05:15 PM	0	127	24	27	11	51	67	26	21	61	4	10	45	29	5	9	517
05:30 PM	2	134	31	22	9	23	58	24	27	80	7	16	31	23	3	11	501
05:45 PM	2	86	25	20	12	31	52	40	29	58	4	9	25	21	5	6	425
Total	8	493	101	137	46	149	252	154	117	272	19	66	154	99	24	35	2126
Grand Total	31	849	171	200	89	248	455	230	240	509	37	93	280	182	65	63	3742
Apprch %	2.5	67.9	13.7	16	8.7	24.3	44.5	22.5	27.3	57.9	4.2	10.6	47.5	30.8	11	10.7	
Total %	0.8	22.7	4.6	5.3	2.4	6.6	12.2	6.1	6.4	13.6	1	2.5	7.5	4.9	1.7	1.7	



File Name : #17 ALMADEN&SANFERNANDOPM  
 Site Code : 17  
 Start Date : 5/5/2015  
 Page No : 2

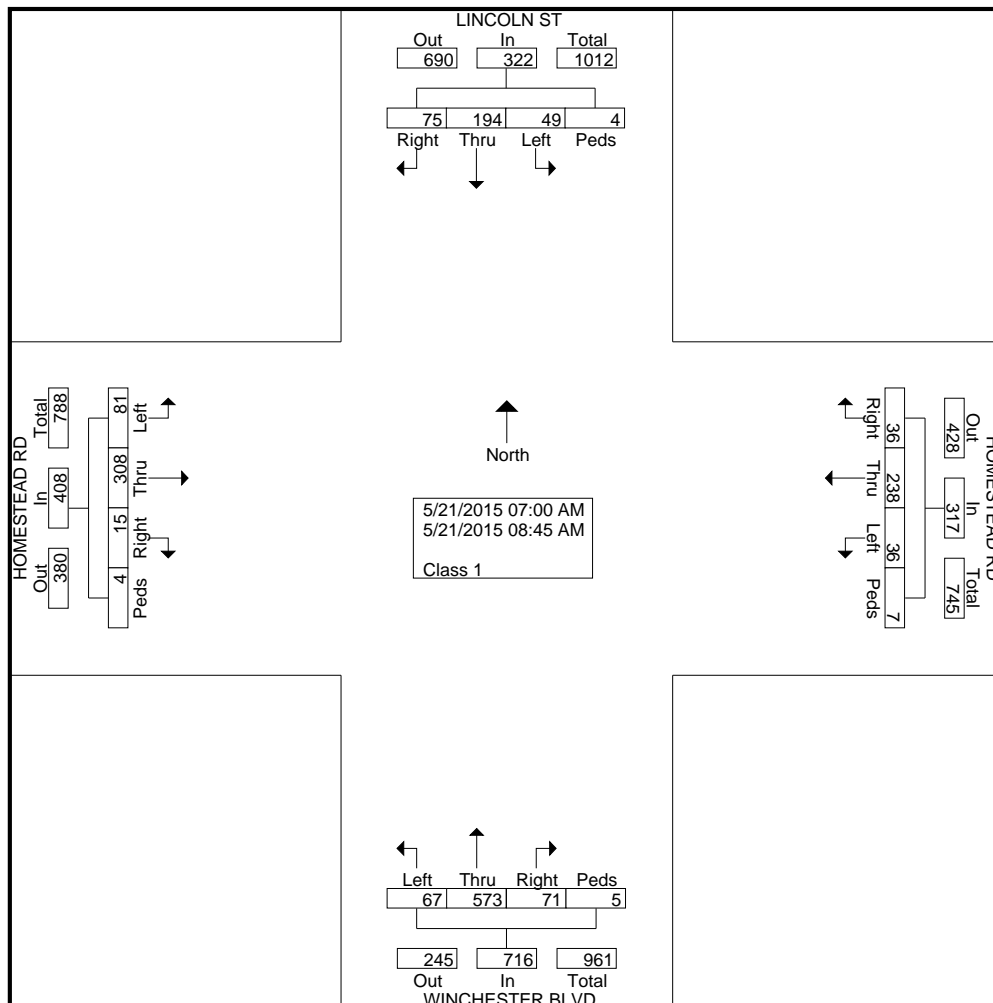
Start Time	ALMADEN BLVD Southbound					SAN FERNANDO ST Westbound					ALMADEN BLVD Northbound					SAN FERNANDO ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	4	92	25	20	141	12	30	56	18	116	35	61	6	7	109	33	29	8	8	78	444
05:00 PM	4	146	21	68	239	14	44	75	64	197	40	73	4	31	148	53	26	11	9	99	683
05:15 PM	0	127	24	27	178	11	51	67	26	155	21	61	4	10	96	45	29	5	9	88	517
05:30 PM	2	134	31	22	189	9	23	58	24	114	27	80	7	16	130	31	23	3	11	68	501
Total Volume	10	499	101	137	747	46	148	256	132	582	123	275	21	64	483	162	107	27	37	333	2145
% App. Total	1.3	66.8	13.5	18.3		7.9	25.4	44	22.7		25.5	56.9	4.3	13.3		48.6	32.1	8.1	11.1		
PHF	.625	.854	.815	.504	.781	.821	.725	.853	.516	.739	.769	.859	.750	.516	.816	.764	.922	.614	.841	.841	.785



File Name : #17 HOMESTEAD&LINCOLNAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

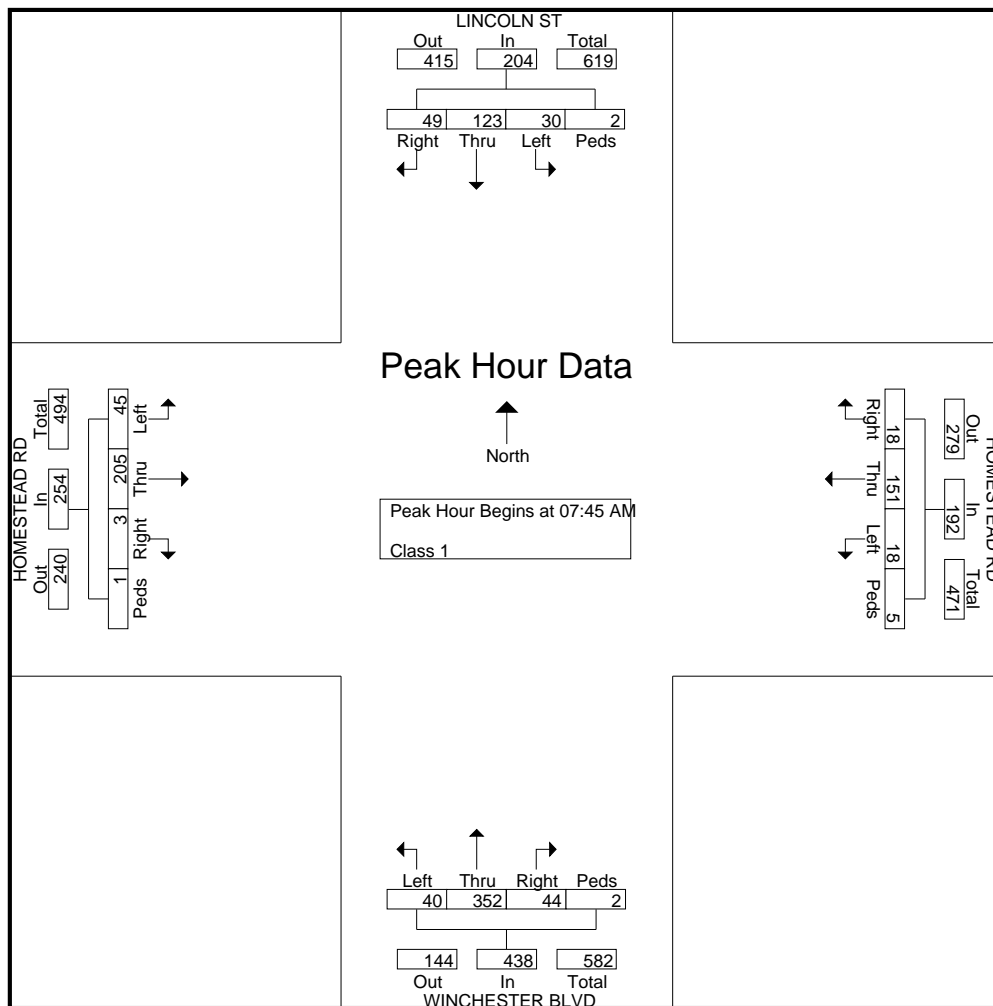
Groups Printed- Class 1

Start Time	LINCOLN ST Southbound				HOMESTEAD RD Westbound				WINCHESTER BLVD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	8	8	5	0	1	14	5	0	3	42	9	0	3	10	8	1	117
07:15 AM	5	21	5	0	5	19	4	0	3	48	6	1	3	27	7	2	156
07:30 AM	4	24	4	0	6	29	1	1	8	74	7	1	5	33	10	0	207
07:45 AM	14	39	8	0	4	41	1	1	11	81	16	0	2	58	16	0	292
Total	31	92	22	0	16	103	11	2	25	245	38	2	13	128	41	3	772
08:00 AM	18	37	10	2	5	56	7	2	12	87	12	1	0	54	9	0	312
08:15 AM	10	20	6	0	6	28	5	0	9	97	3	0	0	61	9	0	254
08:30 AM	7	27	6	0	3	26	5	2	12	87	9	1	1	32	11	1	230
08:45 AM	9	18	5	2	6	25	8	1	13	57	5	1	1	33	11	0	195
Total	44	102	27	4	20	135	25	5	46	328	29	3	2	180	40	1	991
Grand Total	75	194	49	4	36	238	36	7	71	573	67	5	15	308	81	4	1763
Apprch %	23.3	60.2	15.2	1.2	11.4	75.1	11.4	2.2	9.9	80	9.4	0.7	3.7	75.5	19.9	1	
Total %	4.3	11	2.8	0.2	2	13.5	2	0.4	4	32.5	3.8	0.3	0.9	17.5	4.6	0.2	



File Name : #17 HOMESTEAD&LINCOLNAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

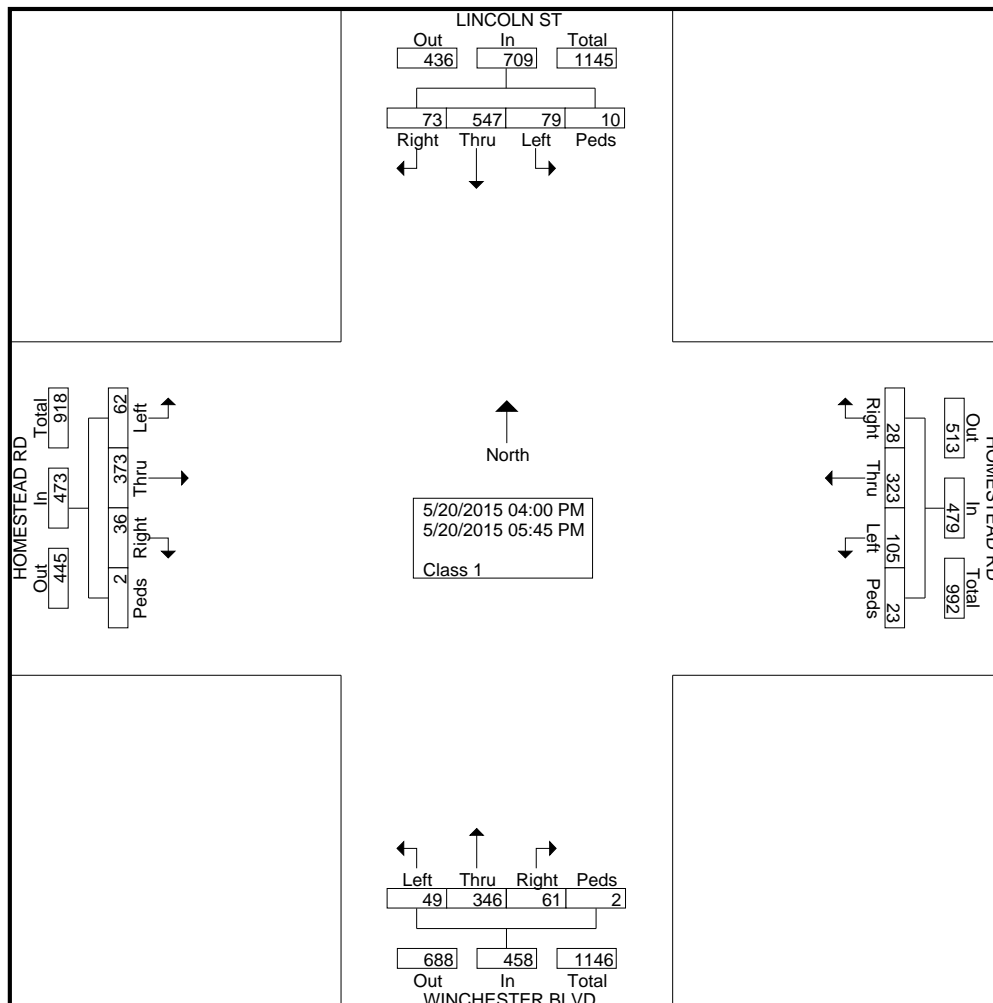
Start Time	LINCOLN ST Southbound					HOMESTEAD RD Westbound					WINCHESTER BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	39	8	0	61	4	41	1	1	47	11	81	16	0	108	2	58	16	0	76	292
08:00 AM	18	37	10	2	67	5	56	7	2	70	12	87	12	1	112	0	54	9	0	63	312
08:15 AM	10	20	6	0	36	6	28	5	0	39	9	97	3	0	109	0	61	9	0	70	254
08:30 AM	7	27	6	0	40	3	26	5	2	36	12	87	9	1	109	1	32	11	1	45	230
Total Volume	49	123	30	2	204	18	151	18	5	192	44	352	40	2	438	3	205	45	1	254	1088
% App. Total	24	60.3	14.7	1		9.4	78.6	9.4	2.6		10	80.4	9.1	0.5		1.2	80.7	17.7	0.4		
PHF	.681	.788	.750	.250	.761	.750	.674	.643	.625	.686	.917	.907	.625	.500	.978	.375	.840	.703	.250	.836	.872



File Name : #17 HOMESTEAD&LINCOLNPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

Groups Printed- Class 1

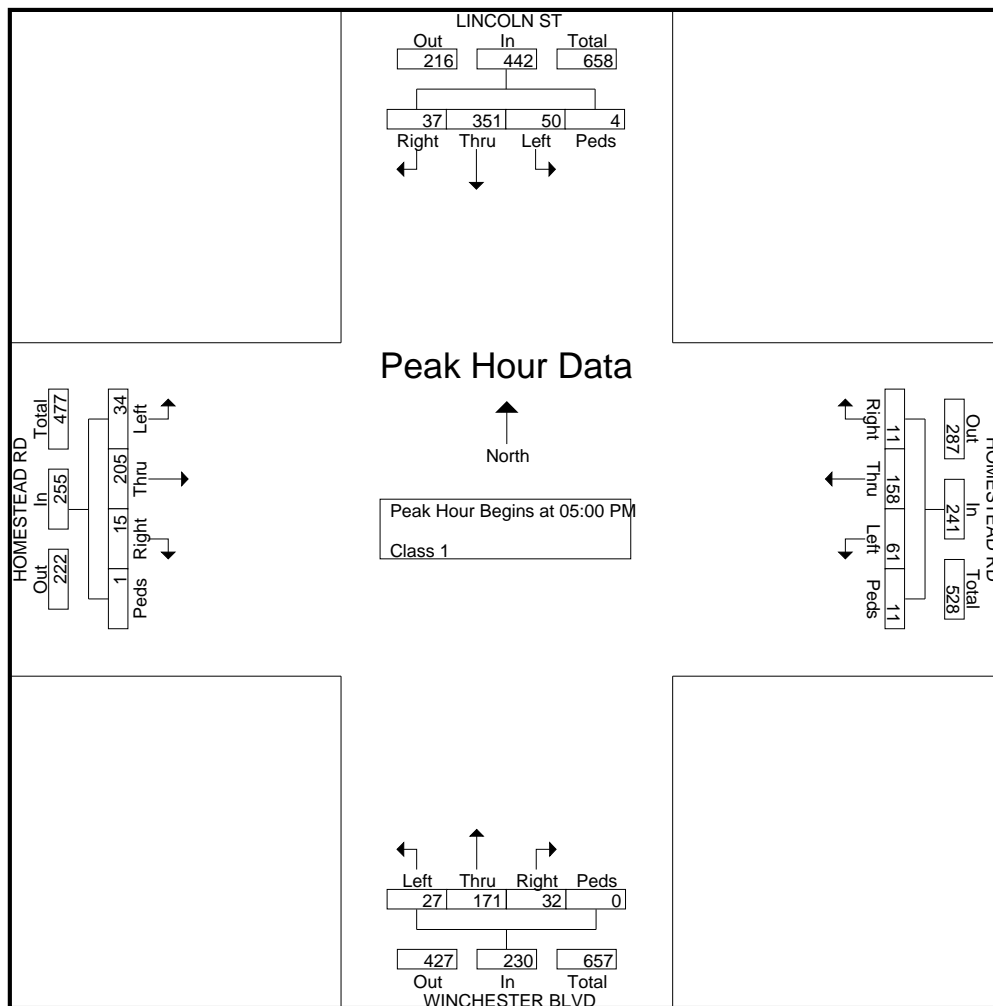
Start Time	LINCOLN ST Southbound				HOMESTEAD RD Westbound				WINCHESTER BLVD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	11	39	8	0	6	36	5	0	9	47	5	1	3	39	3	0	212
04:15 PM	7	38	5	3	5	34	10	1	10	47	6	0	6	51	4	0	227
04:30 PM	9	61	5	0	4	34	17	4	5	34	8	0	4	36	9	1	231
04:45 PM	9	58	11	3	2	61	12	7	5	47	3	1	8	42	12	0	281
Total	36	196	29	6	17	165	44	12	29	175	22	2	21	168	28	1	951
05:00 PM	11	91	13	0	4	44	19	2	12	46	7	0	1	40	10	0	300
05:15 PM	10	77	11	4	2	41	15	6	6	48	10	0	5	57	10	1	303
05:30 PM	2	94	13	0	3	33	16	2	8	37	6	0	7	42	8	0	271
05:45 PM	14	89	13	0	2	40	11	1	6	40	4	0	2	66	6	0	294
Total	37	351	50	4	11	158	61	11	32	171	27	0	15	205	34	1	1168
Grand Total	73	547	79	10	28	323	105	23	61	346	49	2	36	373	62	2	2119
Apprch %	10.3	77.2	11.1	1.4	5.8	67.4	21.9	4.8	13.3	75.5	10.7	0.4	7.6	78.9	13.1	0.4	
Total %	3.4	25.8	3.7	0.5	1.3	15.2	5	1.1	2.9	16.3	2.3	0.1	1.7	17.6	2.9	0.1	





File Name : #17 HOMESTEAD&LINCOLNPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

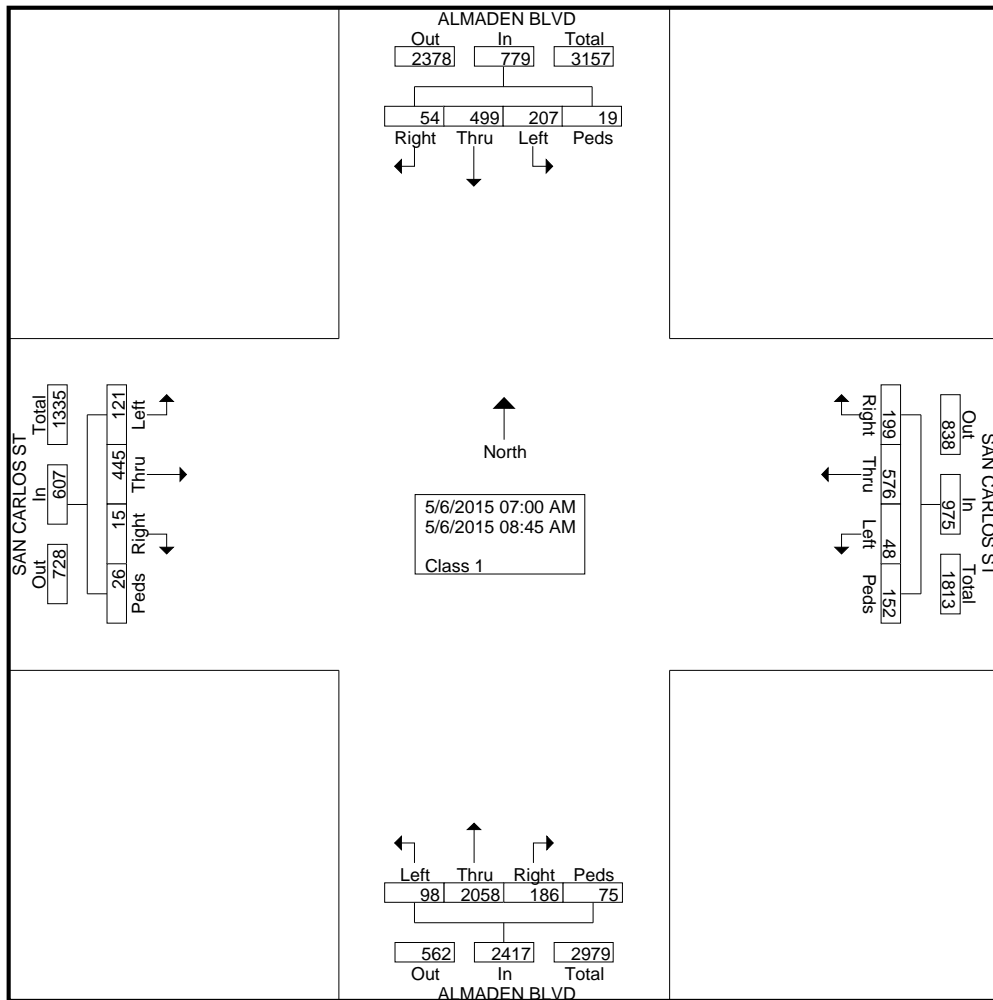
Start Time	LINCOLN ST Southbound					HOMESTEAD RD Westbound					WINCHESTER BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	11	91	13	0	115	4	44	19	2	69	12	46	7	0	65	1	40	10	0	51	300
05:15 PM	10	77	11	4	102	2	41	15	6	64	6	48	10	0	64	5	57	10	1	73	303
05:30 PM	2	94	13	0	109	3	33	16	2	54	8	37	6	0	51	7	42	8	0	57	271
05:45 PM	14	89	13	0	116	2	40	11	1	54	6	40	4	0	50	2	66	6	0	74	294
Total Volume	37	351	50	4	442	11	158	61	11	241	32	171	27	0	230	15	205	34	1	255	1168
% App. Total	8.4	79.4	11.3	0.9		4.6	65.6	25.3	4.6		13.9	74.3	11.7	0		5.9	80.4	13.3	0.4		
PHF	.661	.934	.962	.250	.953	.688	.898	.803	.458	.873	.667	.891	.675	.000	.885	.536	.777	.850	.250	.861	.964



File Name : #18 ALMADEN&SAN CARLOS AM  
 Site Code : 18  
 Start Date : 5/6/2015  
 Page No : 1

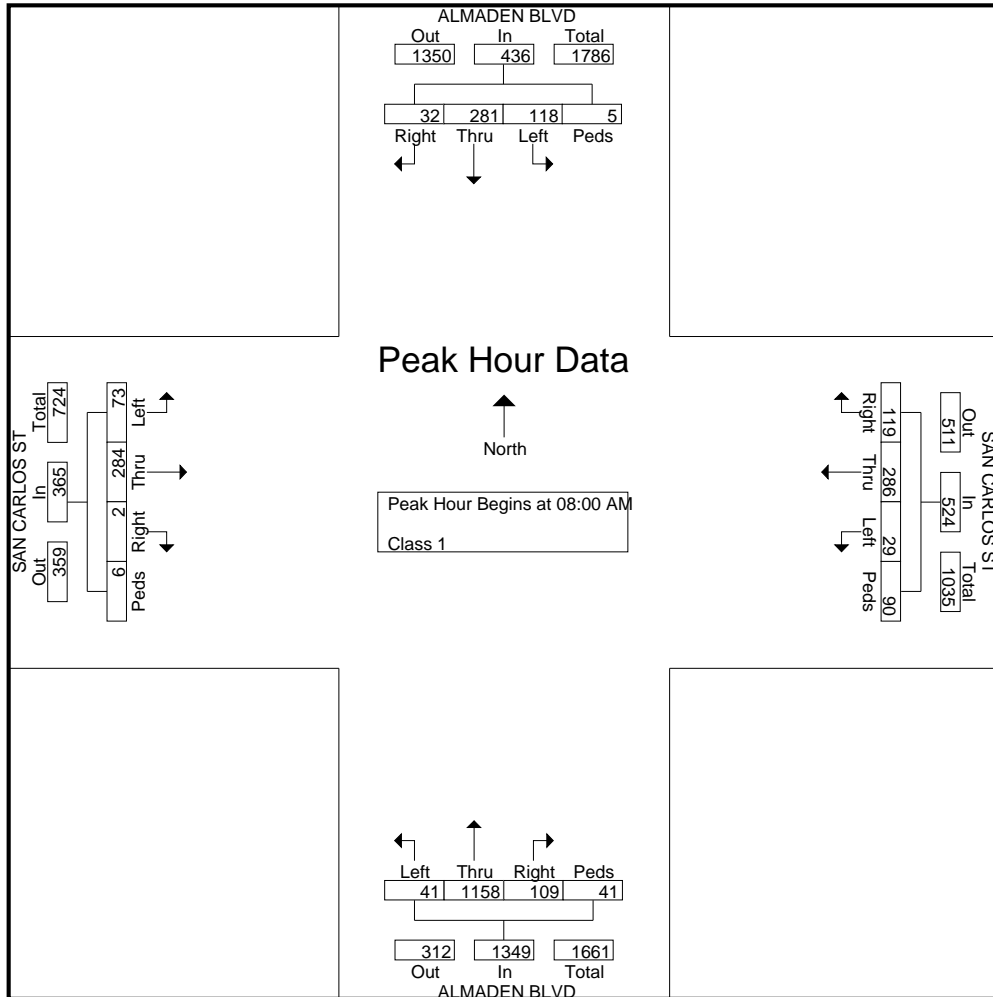
Groups Printed- Class 1

Start Time	ALMADEN BLVD Southbound				SAN CARLOS ST Westbound				ALMADEN BLVD Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	3	43	24	2	11	68	5	4	13	128	10	7	2	39	9	2	370
07:15 AM	7	51	21	3	19	64	5	13	22	216	17	9	2	35	5	5	494
07:30 AM	6	53	28	3	21	81	4	15	15	294	9	5	4	39	11	6	594
07:45 AM	6	71	16	6	29	77	5	30	27	262	21	13	5	48	23	7	646
Total	22	218	89	14	80	290	19	62	77	900	57	34	13	161	48	20	2104
08:00 AM	8	55	18	0	18	65	7	14	28	314	19	8	1	62	11	0	628
08:15 AM	5	69	33	0	36	86	9	22	24	274	3	11	0	70	22	0	664
08:30 AM	8	78	28	0	25	61	8	35	33	298	5	12	1	77	20	0	689
08:45 AM	11	79	39	5	40	74	5	19	24	272	14	10	0	75	20	6	693
Total	32	281	118	5	119	286	29	90	109	1158	41	41	2	284	73	6	2674
Grand Total	54	499	207	19	199	576	48	152	186	2058	98	75	15	445	121	26	4778
Apprch %	6.9	64.1	26.6	2.4	20.4	59.1	4.9	15.6	7.7	85.1	4.1	3.1	2.5	73.3	19.9	4.3	
Total %	1.1	10.4	4.3	0.4	4.2	12.1	1	3.2	3.9	43.1	2.1	1.6	0.3	9.3	2.5	0.5	



File Name : #18 ALMADEN&SAN CARLOS AM  
 Site Code : 18  
 Start Date : 5/6/2015  
 Page No : 2

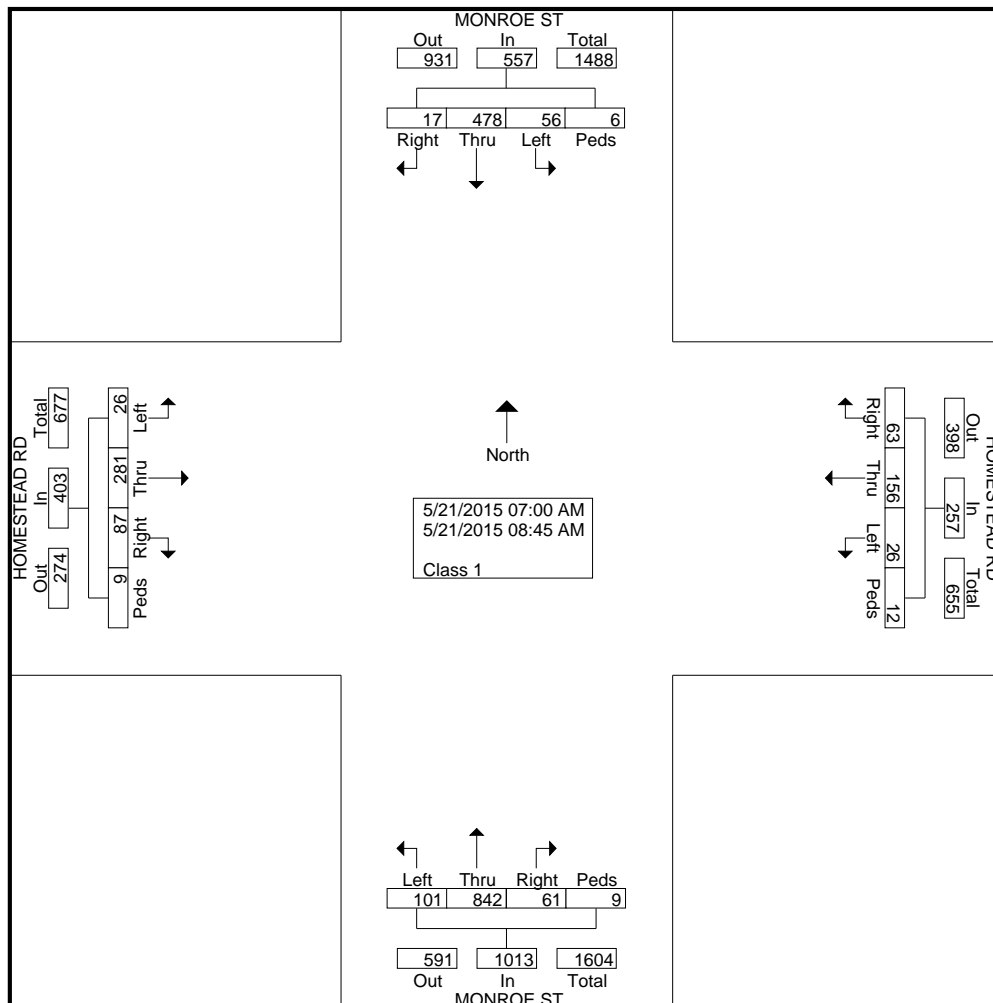
Start Time	ALMADEN BLVD Southbound					SAN CARLOS ST Westbound					ALMADEN BLVD Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	55	18	0	81	18	65	7	14	104	28	314	19	8	369	1	62	11	0	74	628
08:15 AM	5	69	33	0	107	36	86	9	22	153	24	274	3	11	312	0	70	22	0	92	664
08:30 AM	8	78	28	0	114	25	61	8	35	129	33	298	5	12	348	1	77	20	0	98	689
08:45 AM	11	79	39	5	134	40	74	5	19	138	24	272	14	10	320	0	75	20	6	101	693
Total Volume	32	281	118	5	436	119	286	29	90	524	109	1158	41	41	1349	2	284	73	6	365	2674
% App. Total	7.3	64.4	27.1	1.1		22.7	54.6	5.5	17.2		8.1	85.8	3	3		0.5	77.8	20	1.6		
PHF	.727	.889	.756	.250	.813	.744	.831	.806	.643	.856	.826	.922	.539	.854	.914	.500	.922	.830	.250	.903	.965



File Name : #18 HOMESTEAD&MONROEAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

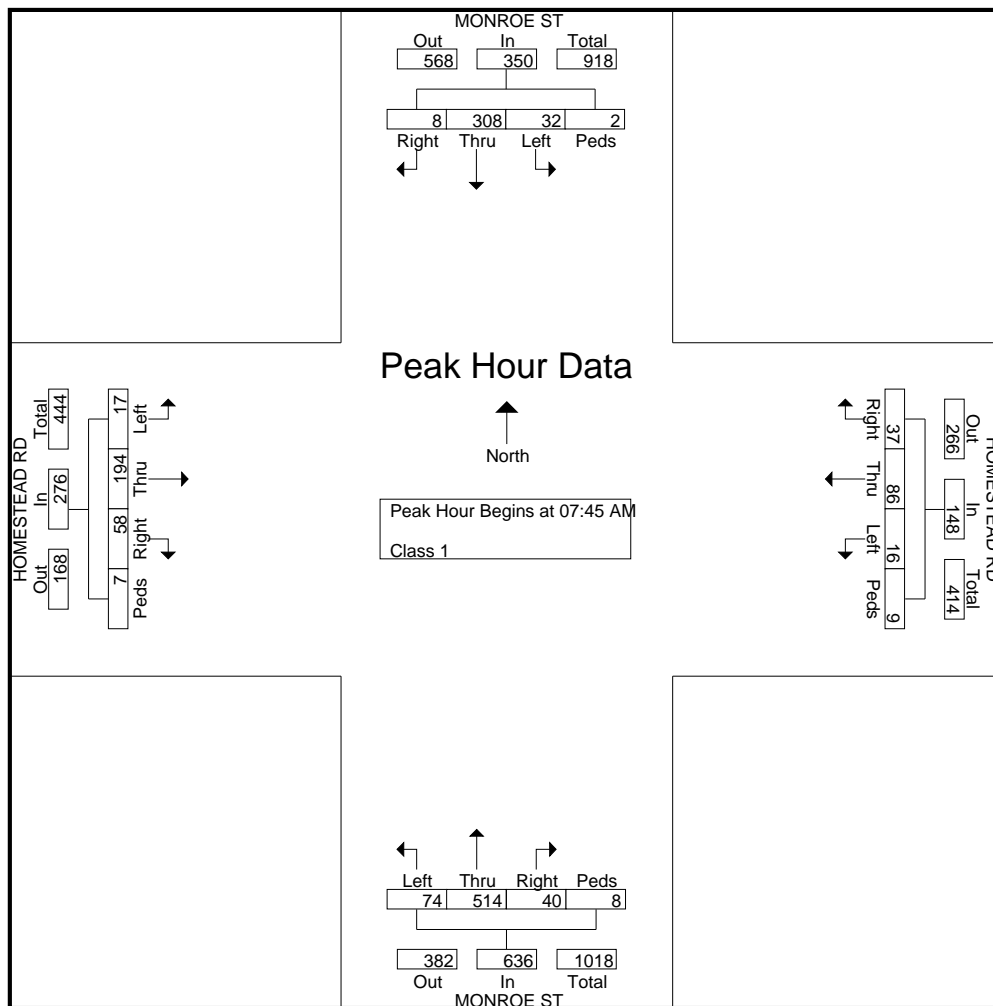
Groups Printed- Class 1

Start Time	MONROE ST Southbound				HOMESTEAD RD Westbound				MONROE ST Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	1	27	3	0	4	14	4	0	5	48	3	0	5	8	2	0	124
07:15 AM	0	42	3	1	5	13	2	2	3	71	7	0	5	21	2	2	179
07:30 AM	4	54	7	2	4	21	4	0	6	94	9	1	11	26	4	0	247
07:45 AM	1	79	13	0	12	24	2	3	12	124	17	0	16	48	5	4	360
Total	6	202	26	3	25	72	12	5	26	337	36	1	37	103	13	6	910
08:00 AM	1	104	8	2	13	28	9	4	8	140	25	5	16	51	5	1	420
08:15 AM	3	83	6	0	5	21	1	2	11	117	19	1	21	51	3	1	345
08:30 AM	3	42	5	0	7	13	4	0	9	133	13	2	5	44	4	1	285
08:45 AM	4	47	11	1	13	22	0	1	7	115	8	0	8	32	1	0	270
Total	11	276	30	3	38	84	14	7	35	505	65	8	50	178	13	3	1320
Grand Total	17	478	56	6	63	156	26	12	61	842	101	9	87	281	26	9	2230
Apprch %	3.1	85.8	10.1	1.1	24.5	60.7	10.1	4.7	6	83.1	10	0.9	21.6	69.7	6.5	2.2	
Total %	0.8	21.4	2.5	0.3	2.8	7	1.2	0.5	2.7	37.8	4.5	0.4	3.9	12.6	1.2	0.4	



File Name : #18 HOMESTEAD&MONROEAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

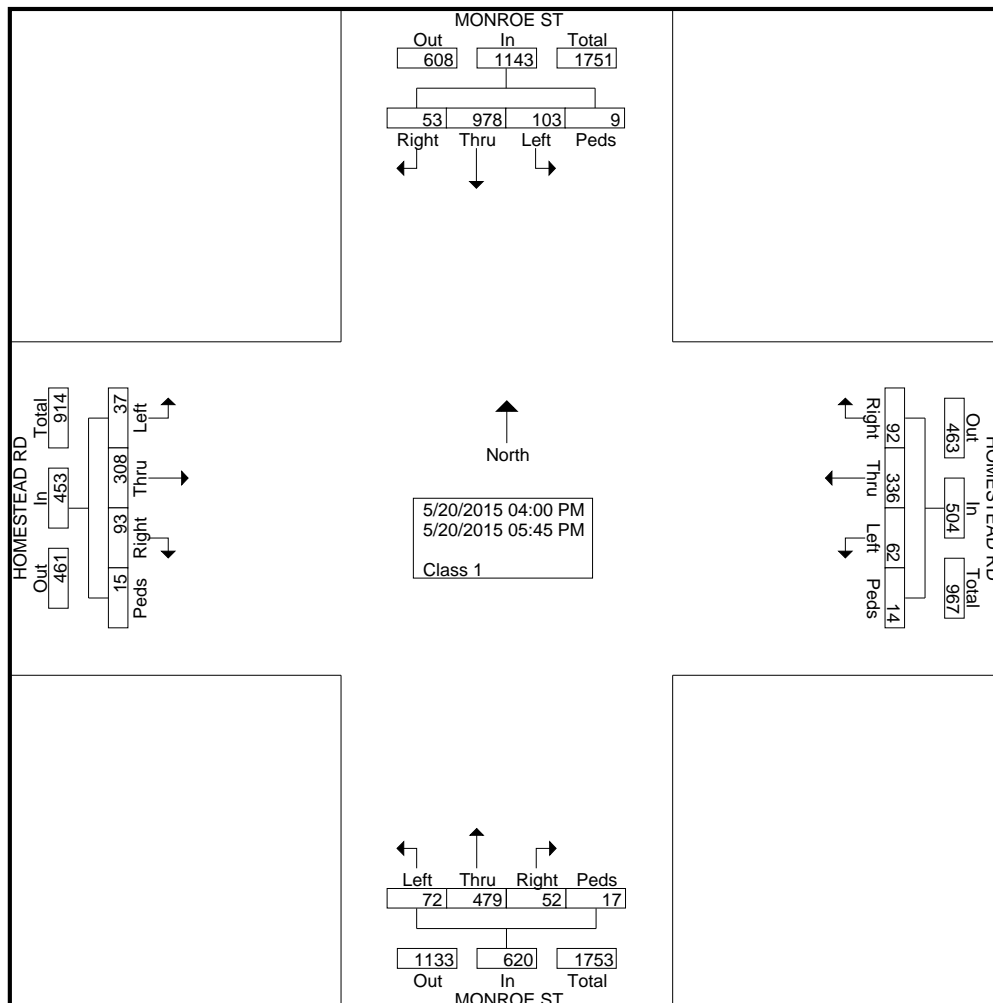
Start Time	MONROE ST Southbound					HOMESTEAD RD Westbound					MONROE ST Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	79	13	0	93	12	24	2	3	41	12	124	17	0	153	16	48	5	4	73	360
08:00 AM	1	104	8	2	115	13	28	9	4	54	8	140	25	5	178	16	51	5	1	73	420
08:15 AM	3	83	6	0	92	5	21	1	2	29	11	117	19	1	148	21	51	3	1	76	345
08:30 AM	3	42	5	0	50	7	13	4	0	24	9	133	13	2	157	5	44	4	1	54	285
Total Volume	8	308	32	2	350	37	86	16	9	148	40	514	74	8	636	58	194	17	7	276	1410
% App. Total	2.3	88	9.1	0.6		25	58.1	10.8	6.1		6.3	80.8	11.6	1.3		21	70.3	6.2	2.5		
PHF	.667	.740	.615	.250	.761	.712	.768	.444	.563	.685	.833	.918	.740	.400	.893	.690	.951	.850	.438	.908	.839



File Name : #18 HOMESTEAD&MONROEPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

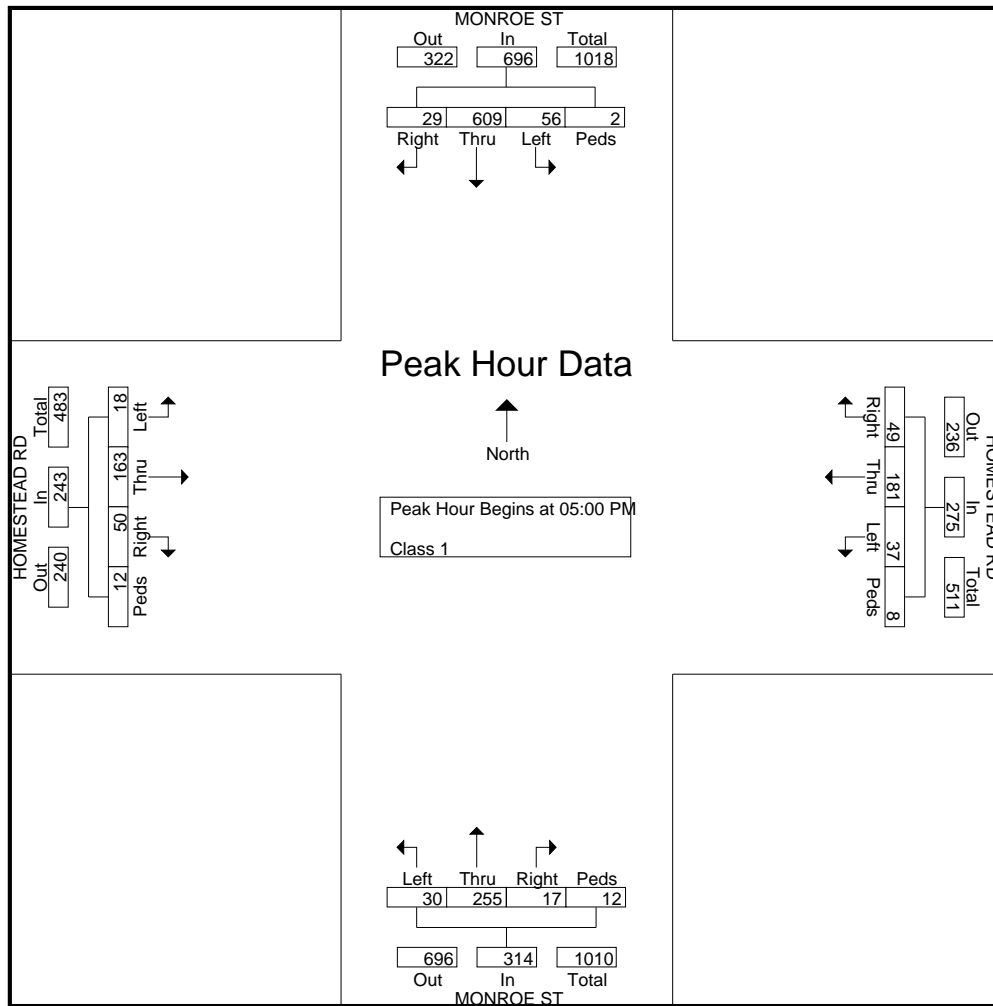
Groups Printed- Class 1

Start Time	MONROE ST Southbound				HOMESTEAD RD Westbound				MONROE ST Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	4	53	14	1	13	33	6	3	5	61	15	2	7	39	5	1	262
04:15 PM	5	96	14	4	14	32	7	3	13	41	9	1	12	45	4	0	300
04:30 PM	8	120	10	2	7	39	6	0	8	61	6	0	12	29	5	0	313
04:45 PM	7	100	9	0	9	51	6	0	9	61	12	2	12	32	5	2	317
Total	24	369	47	7	43	155	25	6	35	224	42	5	43	145	19	3	1192
05:00 PM	8	136	15	0	12	49	8	2	4	59	8	5	12	42	4	5	369
05:15 PM	10	150	15	1	17	51	13	2	5	75	11	6	10	43	5	3	417
05:30 PM	5	148	10	0	11	42	12	2	6	67	5	0	15	39	8	4	374
05:45 PM	6	175	16	1	9	39	4	2	2	54	6	1	13	39	1	0	368
Total	29	609	56	2	49	181	37	8	17	255	30	12	50	163	18	12	1528
Grand Total	53	978	103	9	92	336	62	14	52	479	72	17	93	308	37	15	2720
Apprch %	4.6	85.6	9	0.8	18.3	66.7	12.3	2.8	8.4	77.3	11.6	2.7	20.5	68	8.2	3.3	
Total %	1.9	36	3.8	0.3	3.4	12.4	2.3	0.5	1.9	17.6	2.6	0.6	3.4	11.3	1.4	0.6	



File Name : #18 HOMESTEAD&MONROEPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

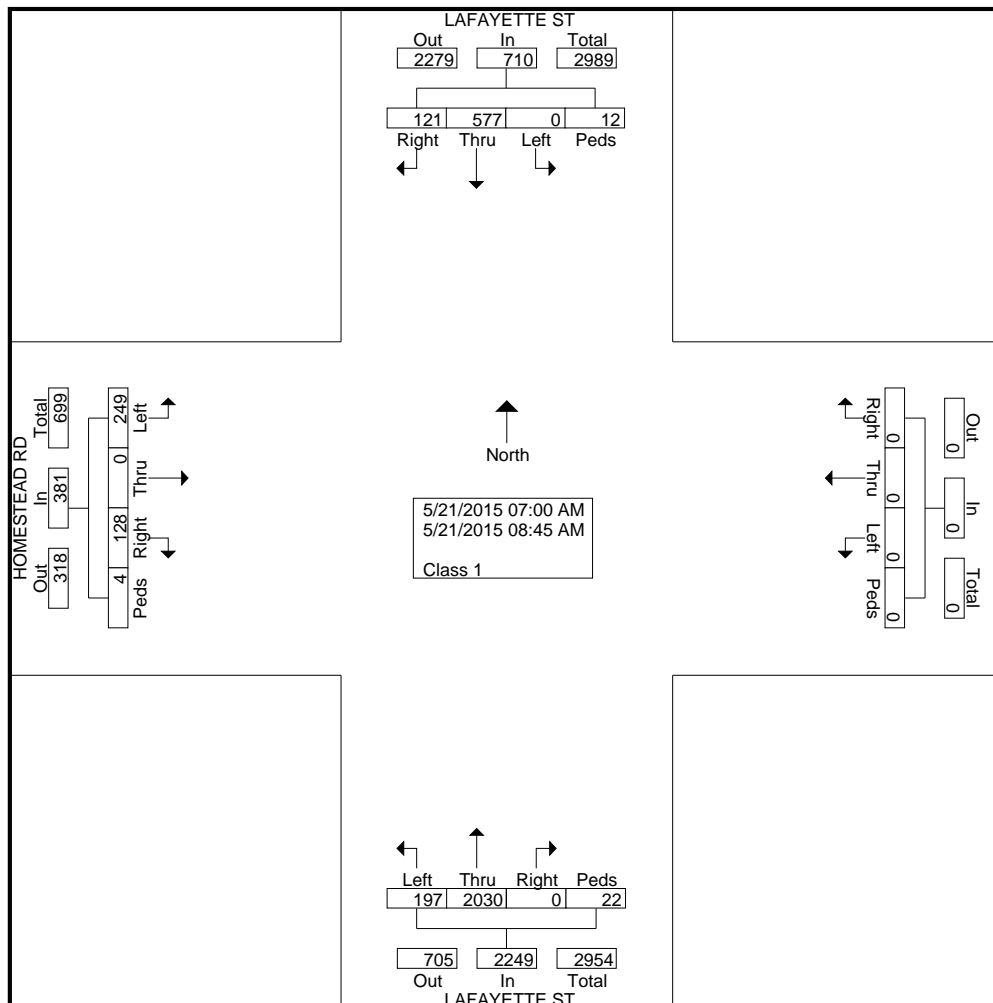
Start Time	MONROE ST Southbound					HOMESTEAD RD Westbound					MONROE ST Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	136	15	0	159	12	49	8	2	71	4	59	8	5	76	12	42	4	5	63	369
05:15 PM	10	150	15	1	176	17	51	13	2	83	5	75	11	6	97	10	43	5	3	61	417
05:30 PM	5	148	10	0	163	11	42	12	2	67	6	67	5	0	78	15	39	8	4	66	374
05:45 PM	6	175	16	1	198	9	39	4	2	54	2	54	6	1	63	13	39	1	0	53	368
Total Volume	29	609	56	2	696	49	181	37	8	275	17	255	30	12	314	50	163	18	12	243	1528
% App. Total	4.2	87.5	8	0.3		17.8	65.8	13.5	2.9		5.4	81.2	9.6	3.8		20.6	67.1	7.4	4.9		
PHF	.725	.870	.875	.500	.879	.721	.887	.712	1.00	.828	.708	.850	.682	.500	.809	.833	.948	.563	.600	.920	.916



File Name : #19 HOMESTEAD&LAFAYETTE  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

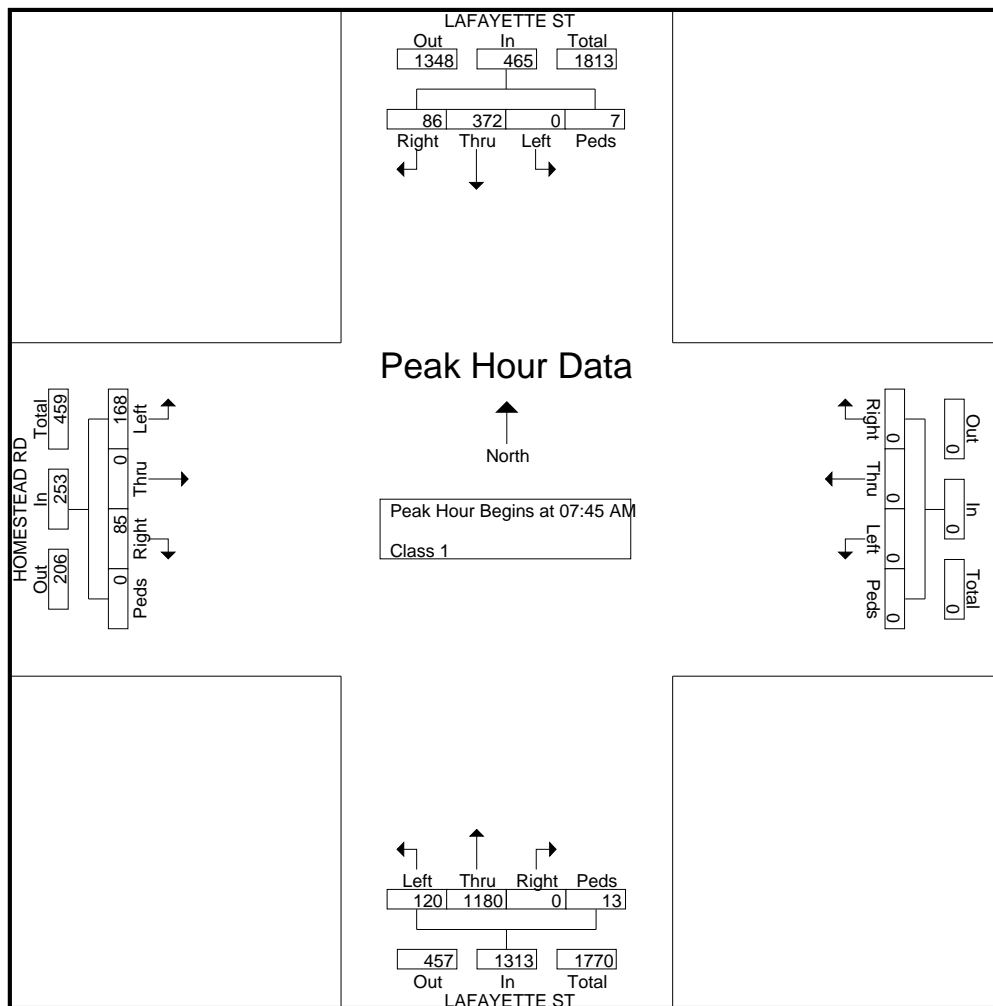
Start Time	LAFAYETTE ST Southbound				Westbound				LAFAYETTE ST Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	8	27	0	1	0	0	0	0	0	152	9	2	8	0	8	0	215
07:15 AM	7	50	0	3	0	0	0	0	0	184	14	4	5	0	12	1	280
07:30 AM	11	67	0	0	0	0	0	0	0	236	30	2	10	0	27	0	383
07:45 AM	22	85	0	2	0	0	0	0	0	264	30	3	18	0	36	0	460
Total	48	229	0	6	0	0	0	0	0	836	83	11	41	0	83	1	1338
08:00 AM	28	118	0	2	0	0	0	0	0	303	24	4	17	0	56	0	552
08:15 AM	16	104	0	3	0	0	0	0	0	312	32	4	30	0	43	0	544
08:30 AM	20	65	0	0	0	0	0	0	0	301	34	2	20	0	33	0	475
08:45 AM	9	61	0	1	0	0	0	0	0	278	24	1	20	0	34	3	431
Total	73	348	0	6	0	0	0	0	0	1194	114	11	87	0	166	3	2002
Grand Total	121	577	0	12	0	0	0	0	0	2030	197	22	128	0	249	4	3340
Apprch %	17	81.3	0	1.7	0	0	0	0	0	90.3	8.8	1	33.6	0	65.4	1	
Total %	3.6	17.3	0	0.4	0	0	0	0	0	60.8	5.9	0.7	3.8	0	7.5	0.1	





File Name : #19 HOMESTEAD&LAFAYETTE TEAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

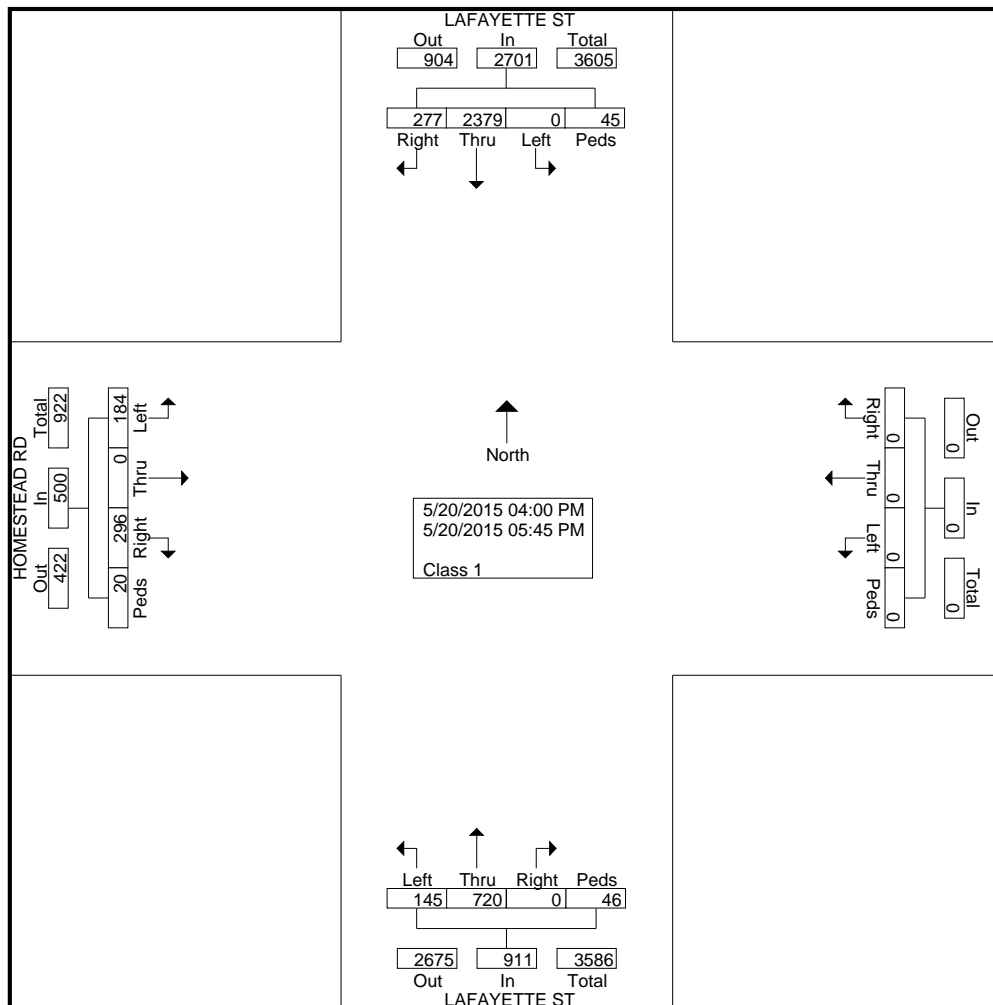
Start Time	LAFAYETTE ST Southbound					Westbound					LAFAYETTE ST Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	22	85	0	2	109	0	0	0	0	0	0	264	30	3	297	18	0	36	0	54	460
08:00 AM	28	118	0	2	148	0	0	0	0	0	0	303	24	4	331	17	0	56	0	73	552
08:15 AM	16	104	0	3	123	0	0	0	0	0	0	312	32	4	348	30	0	43	0	73	544
08:30 AM	20	65	0	0	85	0	0	0	0	0	0	301	34	2	337	20	0	33	0	53	475
Total Volume	86	372	0	7	465	0	0	0	0	0	0	1180	120	13	1313	85	0	168	0	253	2031
% App. Total	18.5	80	0	1.5		0	0	0	0		0	89.9	9.1	1		33.6	0	66.4	0		
PHF	.768	.788	.000	.583	.785	.000	.000	.000	.000	.000	.000	.946	.882	.813	.943	.708	.000	.750	.000	.866	.920



File Name : #19 HOMESTEAD&LAFAYETTEPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

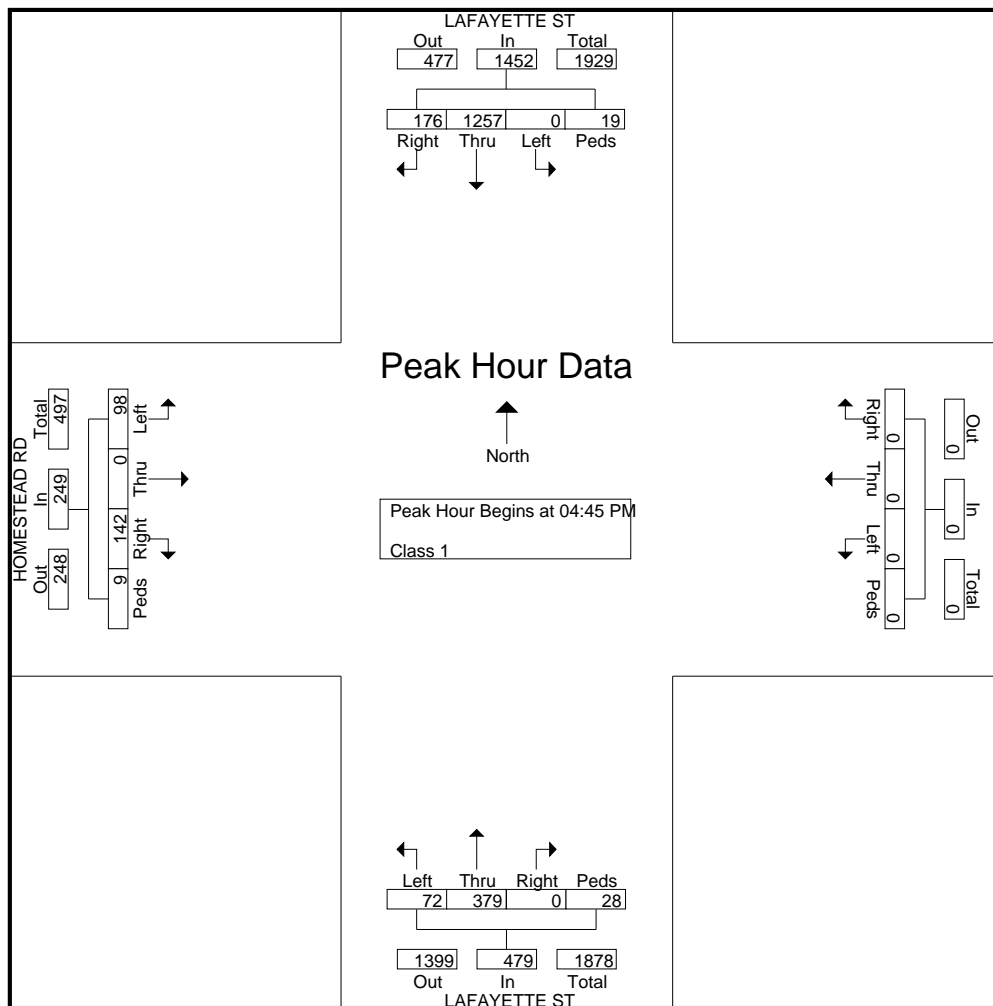
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				Westbound				LAFAYETTE ST Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	25	270	0	7	0	0	0	0	0	90	17	5	36	0	16	1	467
04:15 PM	18	256	0	4	0	0	0	0	0	72	17	5	37	0	29	2	440
04:30 PM	21	293	0	8	0	0	0	0	0	87	21	6	44	0	20	3	503
04:45 PM	35	296	0	6	0	0	0	0	0	98	16	5	39	0	27	4	526
Total	99	1115	0	25	0	0	0	0	0	347	71	21	156	0	92	10	1936
05:00 PM	44	325	0	5	0	0	0	0	0	102	15	11	37	0	23	4	566
05:15 PM	36	314	0	4	0	0	0	0	0	93	24	11	36	0	27	0	545
05:30 PM	61	322	0	4	0	0	0	0	0	86	17	1	30	0	21	1	543
05:45 PM	37	303	0	7	0	0	0	0	0	92	18	2	37	0	21	5	522
Total	178	1264	0	20	0	0	0	0	0	373	74	25	140	0	92	10	2176
Grand Total	277	2379	0	45	0	0	0	0	0	720	145	46	296	0	184	20	4112
Apprch %	10.3	88.1	0	1.7	0	0	0	0	0	79	15.9	5	59.2	0	36.8	4	
Total %	6.7	57.9	0	1.1	0	0	0	0	0	17.5	3.5	1.1	7.2	0	4.5	0.5	



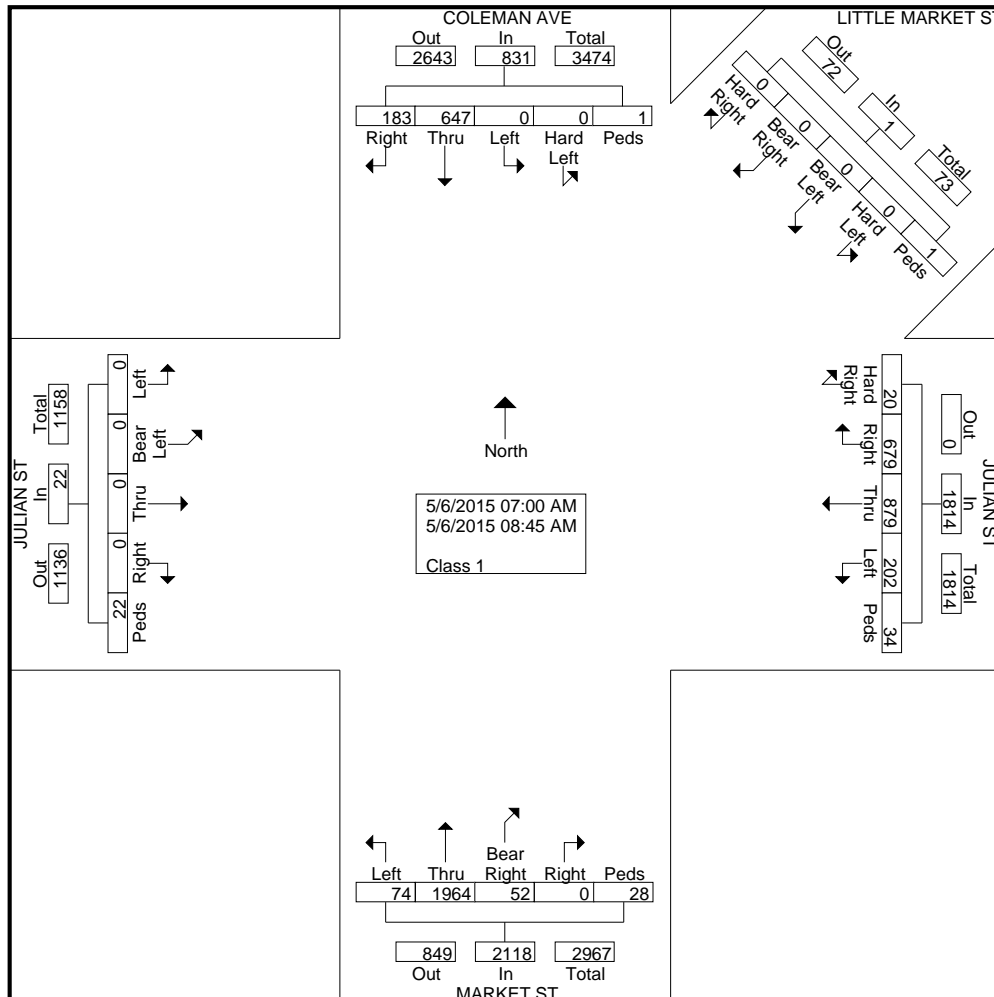
File Name : #19 HOMESTEAD&LAFAYETTEPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

Start Time	LAFAYETTE ST Southbound					Westbound					LAFAYETTE ST Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	35	296	0	6	337	0	0	0	0	0	0	98	16	5	119	39	0	27	4	70	526
05:00 PM	44	325	0	5	374	0	0	0	0	0	0	102	15	11	128	37	0	23	4	64	566
05:15 PM	36	314	0	4	354	0	0	0	0	0	0	93	24	11	128	36	0	27	0	63	545
05:30 PM	61	322	0	4	387	0	0	0	0	0	0	86	17	1	104	30	0	21	1	52	543
Total Volume	176	1257	0	19	1452	0	0	0	0	0	0	379	72	28	479	142	0	98	9	249	2180
% App. Total	12.1	86.6	0	1.3		0	0	0	0		0	79.1	15	5.8		57	0	39.4	3.6		
PHF	.721	.967	.000	.792	.938	.000	.000	.000	.000	.000	.000	.929	.750	.636	.936	.910	.000	.907	.563	.889	.963



Groups Printed- Class 1

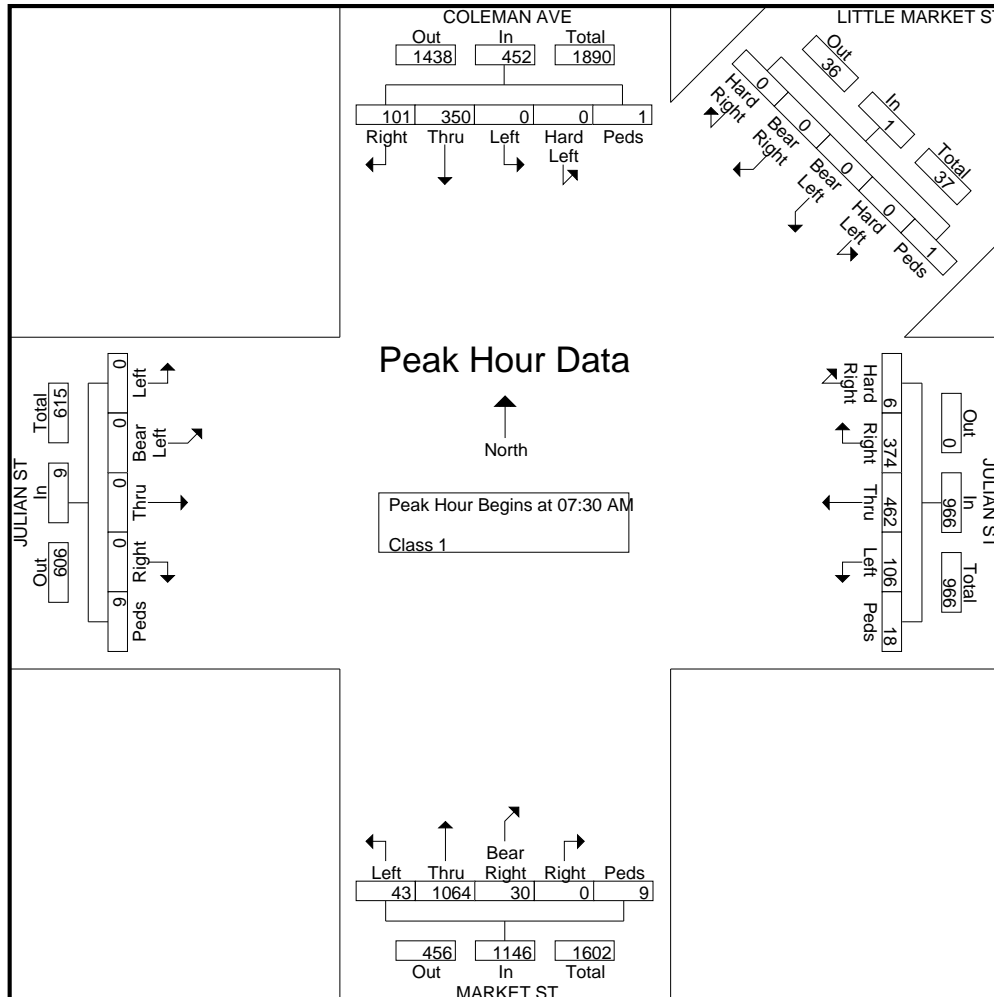
Start Time	COLEMAN AVE Southbound					LITTLE MARKET ST Southwestbound					JULIAN ST Westbound					MARKET ST Northbound					JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	
07:00 AM	14	35	0	0	0	0	0	0	0	0	4	70	66	18	1	0	2	183	8	3	0	0	0	0	6	410
07:15 AM	20	70	0	0	0	0	0	0	0	0	2	87	114	21	1	0	3	264	8	3	0	0	0	0	2	595
07:30 AM	24	76	0	0	0	0	0	0	0	0	2	107	119	20	6	0	4	298	10	3	0	0	0	0	4	673
07:45 AM	22	101	0	0	0	0	0	0	0	1	1	89	141	25	4	0	6	283	10	2	0	0	0	0	2	687
Total	80	282	0	0	0	0	0	0	0	1	9	353	440	84	12	0	15	1028	36	11	0	0	0	0	14	2365
08:00 AM	32	83	0	0	1	0	0	0	0	0	1	98	104	27	5	0	15	235	7	2	0	0	0	0	2	612
08:15 AM	23	90	0	0	0	0	0	0	0	0	2	80	98	34	3	0	5	248	16	2	0	0	0	0	1	602
08:30 AM	22	99	0	0	0	0	0	0	0	0	3	74	110	30	8	0	8	255	4	7	0	0	0	0	2	622
08:45 AM	26	93	0	0	0	0	0	0	0	0	5	74	127	27	6	0	9	198	11	6	0	0	0	0	3	585
Total	103	365	0	0	1	0	0	0	0	0	11	326	439	118	22	0	37	936	38	17	0	0	0	0	8	2421
Grand Total	183	647	0	0	1	0	0	0	0	1	20	679	879	202	34	0	52	1964	74	28	0	0	0	0	22	4786
Apprch %	22	77.9	0	0	0.1	0	0	0	0	100	1.1	37.4	48.5	11.1	1.9	0	2.5	92.7	3.5	1.3	0	0	0	0	100	
Total %	3.8	13.5	0	0	0	0	0	0	0	0	0.4	14.2	18.4	4.2	0.7	0	1.1	41	1.5	0.6	0	0	0	0	0.5	



Start Time	COLEMAN AVE Southbound						LITTLE MARKET ST Southwestbound						JULIAN ST Westbound						MARKET ST Northbound						JULIAN ST Eastbound						Int. Total
	Righ t	Thru	Left	Hard Left	Ped s	App. Total	Hard Righ t	Bear Righ t	Bear Left	Hard Left	Ped s	App. Total	Hard Righ t	Righ t	Thru	Left	Ped s	App. Total	Righ t	Bear Righ t	Thru	Left	Ped s	App. Total	Righ t	Thru	Bear Left	Left	Ped s	App. Total	

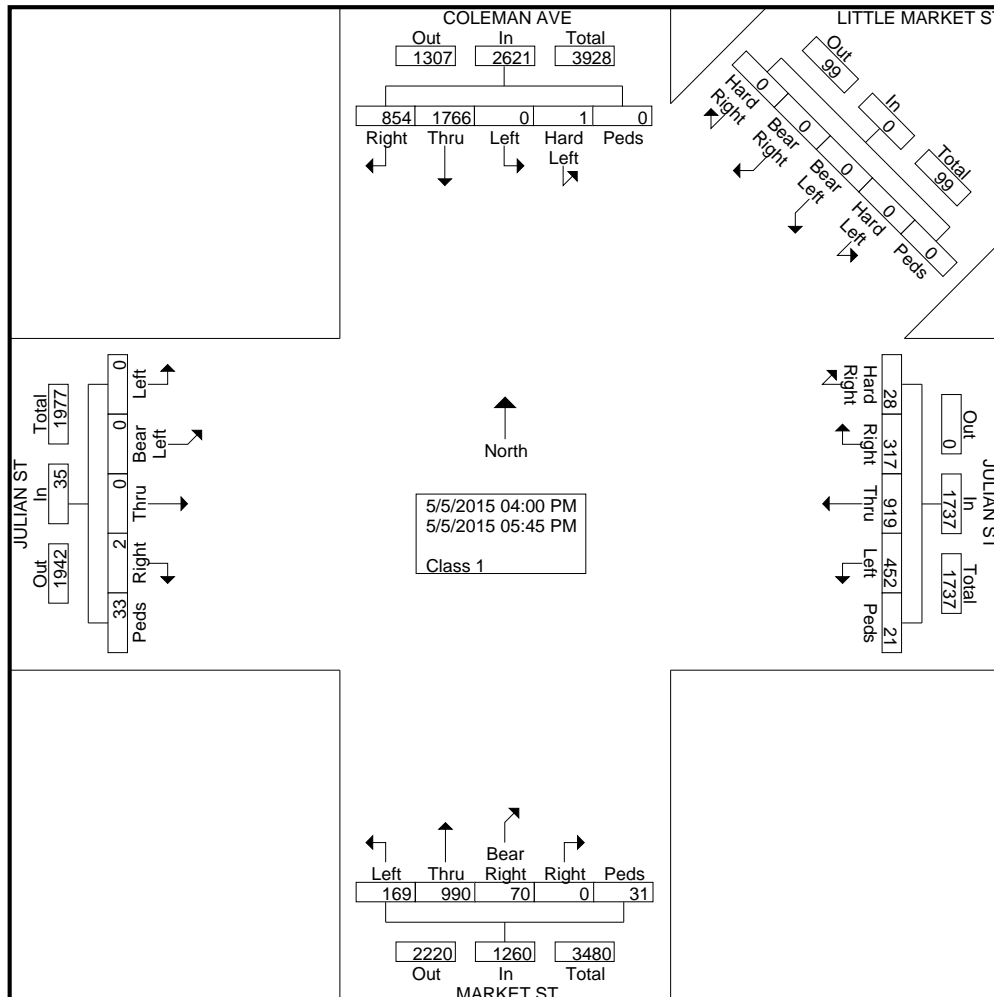
**Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1**  
 Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	24	76	0	0	0	100	0	0	0	0	0	0	2	107	119	20	6	254	0	4	298	10	3	315	0	0	0	0	4	4	673	
07:45 AM	22	101	0	0	0	123	0	0	0	0	1	1	1	89	141	25	4	260	0	6	283	10	2	301	0	0	0	0	2	2	687	
08:00 AM	32	83	0	0	1	116	0	0	0	0	0	0	1	98	104	27	5	235	0	15	235	7	2	259	0	0	0	0	2	2	612	
08:15 AM	23	90	0	0	0	113	0	0	0	0	0	0	2	80	98	34	3	217	0	5	248	16	2	271	0	0	0	0	1	1	602	
Total Volume	101	350	0	0	1	452	0	0	0	0	1	1	6	374	462	106	18	966	0	30	1064	43	9	1146	0	0	0	0	9	9	2574	
% App. Total	22.3	77.4	0	0	0.2	0	0	0	0	100	0.6	38.7	47.8	11	1.9	0	2.6	92.8	3.8	0.8	0	0	0	0	100							
PHF	.789	.866	.000	.000	.250	.919	.000	.000	.000	.000	.250	.250	.750	.874	.819	.779	.750	.929	.000	.500	.893	.672	.750	.910	.000	.000	.000	.000	.563	.563	.937	



Groups Printed- Class 1

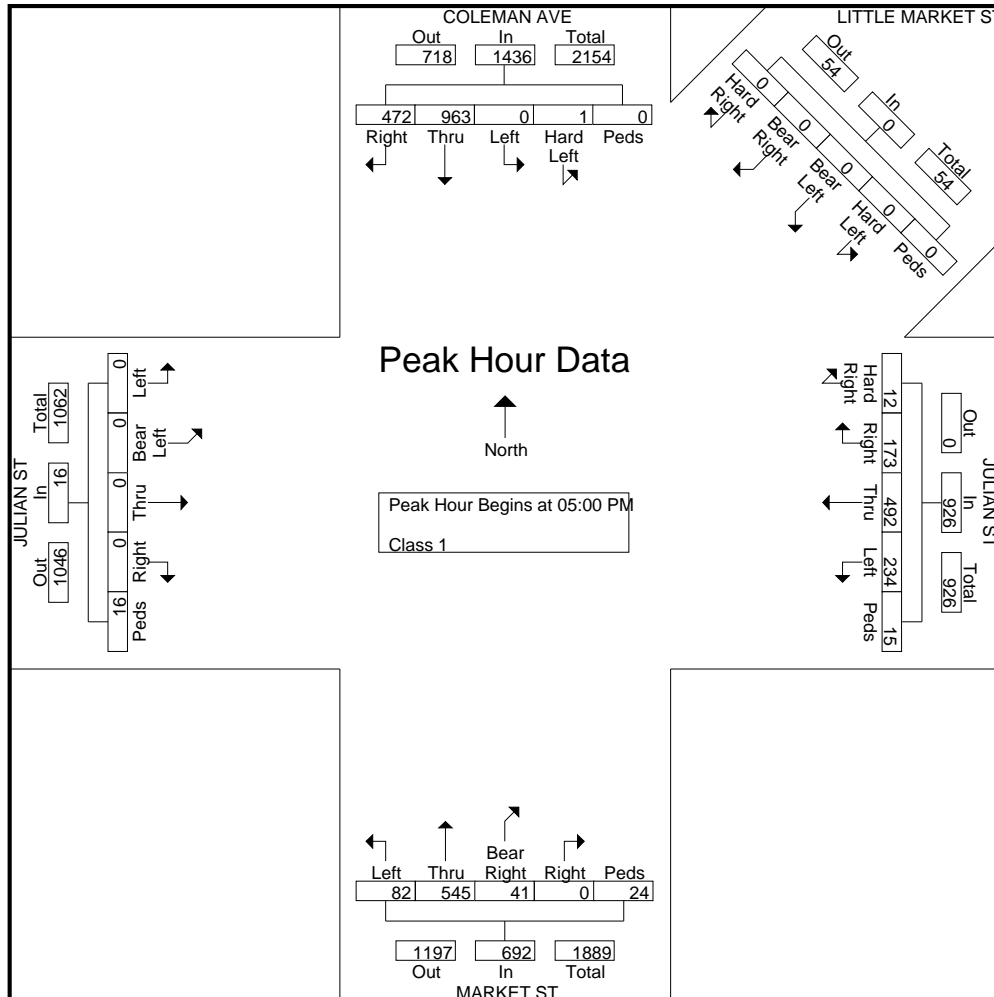
Start Time	COLEMAN AVE Southbound					LITTLE MARKET ST Southwestbound					JULIAN ST Westbound					MARKET ST Northbound					JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	
04:00 PM	87	163	0	0	0	0	0	0	0	0	2	42	104	44	0	0	12	116	20	1	0	0	0	0	7	598
04:15 PM	78	192	0	0	0	0	0	0	0	0	5	36	119	58	1	0	5	82	19	2	2	0	0	0	4	603
04:30 PM	89	219	0	0	0	0	0	0	0	0	5	32	108	48	1	0	6	120	30	2	0	0	0	0	2	662
04:45 PM	128	229	0	0	0	0	0	0	0	0	4	34	96	68	4	0	6	127	18	2	0	0	0	0	4	720
Total	382	803	0	0	0	0	0	0	0	0	16	144	427	218	6	0	29	445	87	7	2	0	0	0	17	2583
05:00 PM	122	250	0	0	0	0	0	0	0	0	3	47	129	35	5	0	8	134	30	6	0	0	0	0	3	772
05:15 PM	119	211	0	1	0	0	0	0	0	0	4	39	112	74	3	0	14	131	24	8	0	0	0	0	3	743
05:30 PM	117	262	0	0	0	0	0	0	0	0	2	40	126	65	4	0	4	150	16	4	0	0	0	0	6	796
05:45 PM	114	240	0	0	0	0	0	0	0	0	3	47	125	60	3	0	15	130	12	6	0	0	0	0	4	759
Total	472	963	0	1	0	0	0	0	0	0	12	173	492	234	15	0	41	545	82	24	0	0	0	0	16	3070
Grand Total	854	1766	0	1	0	0	0	0	0	0	28	317	919	452	21	0	70	990	169	31	2	0	0	0	33	5653
Apprch %	32.6	67.4	0	0	0	0	0	0	0	0	1.6	18.2	52.9	26	1.2	0	5.6	78.6	13.4	2.5	5.7	0	0	0	0	94.3
Total %	15.1	31.2	0	0	0	0	0	0	0	0	0.5	5.6	16.3	8	0.4	0	1.2	17.5	3	0.5	0	0	0	0	0.6	



Start Time	COLEMAN AVE Southbound						LITTLE MARKET ST Southwestbound						JULIAN ST Westbound						MARKET ST Northbound						JULIAN ST Eastbound						Int. Total
	Rght	Thru	Left	Hard Left	Peds	App. Total	Hard Rght	Bear Rght	Bear Left	Hard Left	Peds	App. Total	Hard Rght	Rght	Thru	Left	Peds	App. Total	Rght	Bear Rght	Thru	Left	Peds	App. Total	Rght	Thru	Bear Left	Left	Peds	App. Total	

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**  
 Peak Hour for Entire Intersection Begins at 05:00 PM

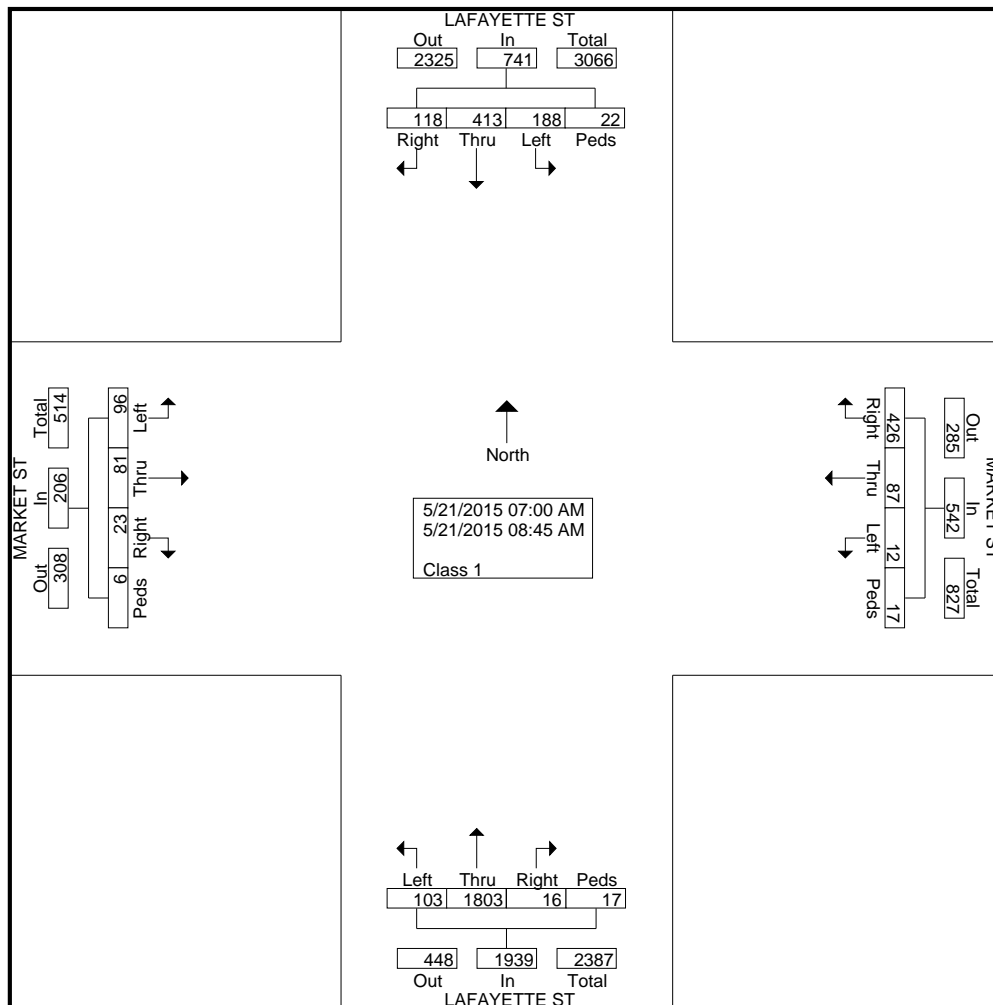
05:00 PM	122	250	0	0	0	372	0	0	0	0	0	0	3	47	129	35	5	219	0	8	134	30	6	178	0	0	0	0	3	3	772
05:15 PM	119	211	0	1	0	331	0	0	0	0	0	0	4	39	112	74	3	232	0	14	131	24	8	177	0	0	0	0	3	3	743
05:30 PM	117	262	0	0	0	379	0	0	0	0	0	0	2	40	126	65	4	237	0	4	150	16	4	174	0	0	0	0	6	6	796
05:45 PM	114	240	0	0	0	354	0	0	0	0	0	0	3	47	125	60	3	238	0	15	130	12	6	163	0	0	0	0	4	4	759
Total Volume	472	963	0	1	0	1436	0	0	0	0	0	0	12	173	492	234	15	926	0	41	545	82	24	692	0	0	0	0	16	16	3070
% App. Total	32.9	67.1	0	0.1	0		0	0	0	0	0	0	1.3	18.7	53.1	25.3	1.6		0	5.9	78.8	11.8	3.5		0	0	0	0	100		
PHF	.967	.919	.000	.250	.000	.947	.000	.000	.000	.000	.000	.000	.750	.920	.953	.791	.750	.973	.000	.683	.908	.683	.750	.972	.000	.000	.000	.000	.667	.667	.964



File Name : #20 LAFAYETTE&MARKETAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

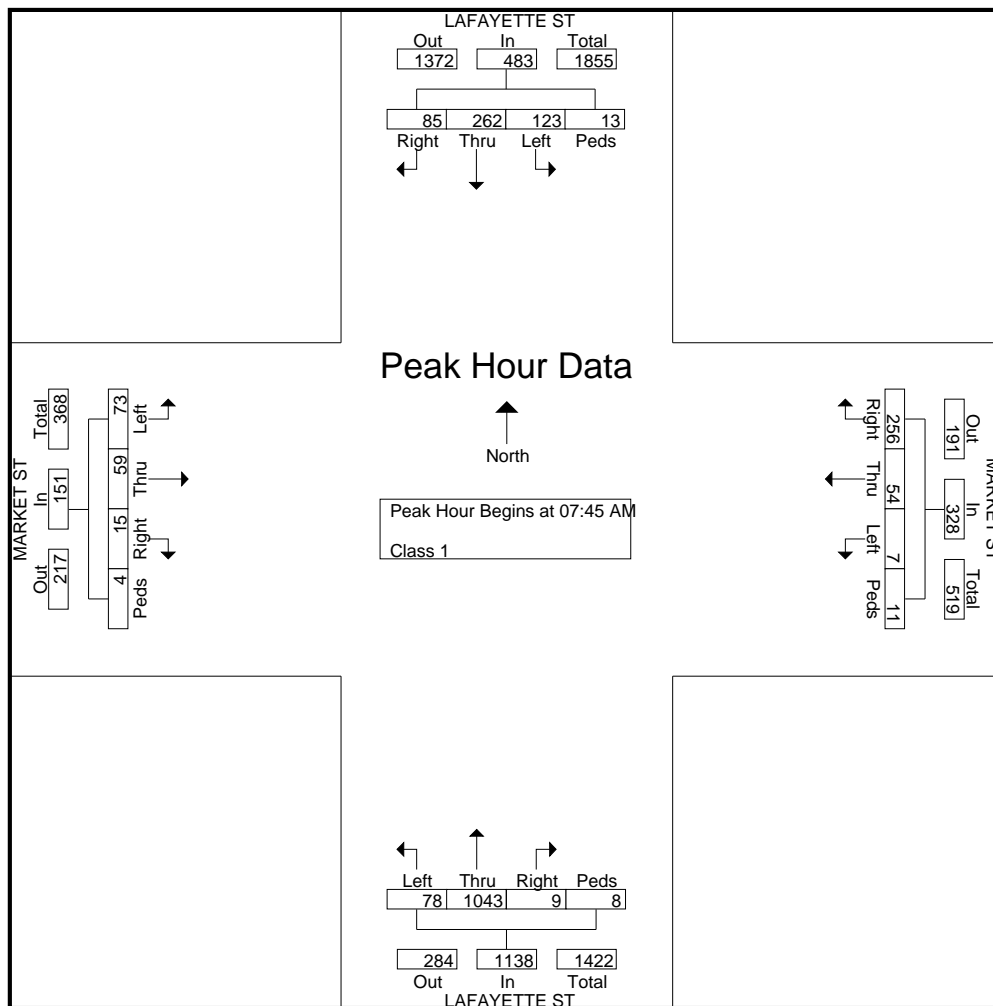
Start Time	LAFAYETTE ST Southbound				MARKET ST Westbound				LAFAYETTE ST Northbound				MARKET ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	6	19	8	2	39	5	0	1	0	131	5	0	3	1	2	0	222
07:15 AM	4	35	12	1	41	7	1	1	1	169	5	1	1	3	5	0	287
07:30 AM	19	44	16	1	48	11	0	2	2	225	5	2	2	6	12	0	395
07:45 AM	28	46	27	3	59	23	1	1	5	262	30	1	4	9	20	0	519
Total	57	144	63	7	187	46	2	5	8	787	45	4	10	19	39	0	1423
08:00 AM	35	76	36	2	70	18	3	3	3	253	18	1	7	12	29	0	566
08:15 AM	17	92	38	4	69	7	0	6	1	256	15	4	1	21	18	4	553
08:30 AM	5	48	22	4	58	6	3	1	0	272	15	2	3	17	6	0	462
08:45 AM	4	53	29	5	42	10	4	2	4	235	10	6	2	12	4	2	424
Total	61	269	125	15	239	41	10	12	8	1016	58	13	13	62	57	6	2005
Grand Total	118	413	188	22	426	87	12	17	16	1803	103	17	23	81	96	6	3428
Apprch %	15.9	55.7	25.4	3	78.6	16.1	2.2	3.1	0.8	93	5.3	0.9	11.2	39.3	46.6	2.9	
Total %	3.4	12	5.5	0.6	12.4	2.5	0.4	0.5	0.5	52.6	3	0.5	0.7	2.4	2.8	0.2	





File Name : #20 LAFAYETTE&MARKETAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

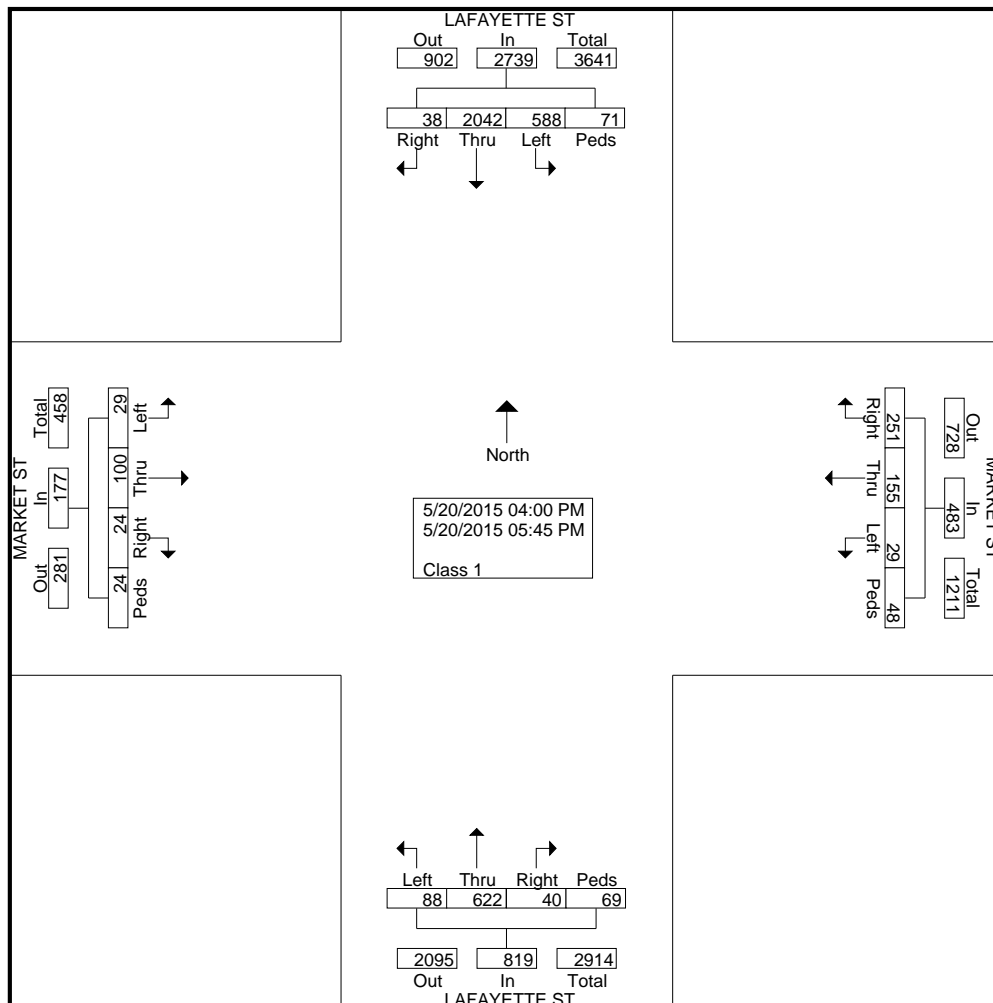
Start Time	LAFAYETTE ST Southbound					MARKET ST Westbound					LAFAYETTE ST Northbound					MARKET ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	28	46	27	3	104	59	23	1	1	84	5	262	30	1	298	4	9	20	0	33	519
08:00 AM	35	76	36	2	149	70	18	3	3	94	3	253	18	1	275	7	12	29	0	48	566
08:15 AM	17	92	38	4	151	69	7	0	6	82	1	256	15	4	276	1	21	18	4	44	553
08:30 AM	5	48	22	4	79	58	6	3	1	68	0	272	15	2	289	3	17	6	0	26	462
Total Volume	85	262	123	13	483	256	54	7	11	328	9	1043	78	8	1138	15	59	73	4	151	2100
% App. Total	17.6	54.2	25.5	2.7		78	16.5	2.1	3.4		0.8	91.7	6.9	0.7		9.9	39.1	48.3	2.6		
PHF	.607	.712	.809	.813	.800	.914	.587	.583	.458	.872	.450	.959	.650	.500	.955	.536	.702	.629	.250	.786	.928



File Name : #20 LAFAYETTE&MARKETPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

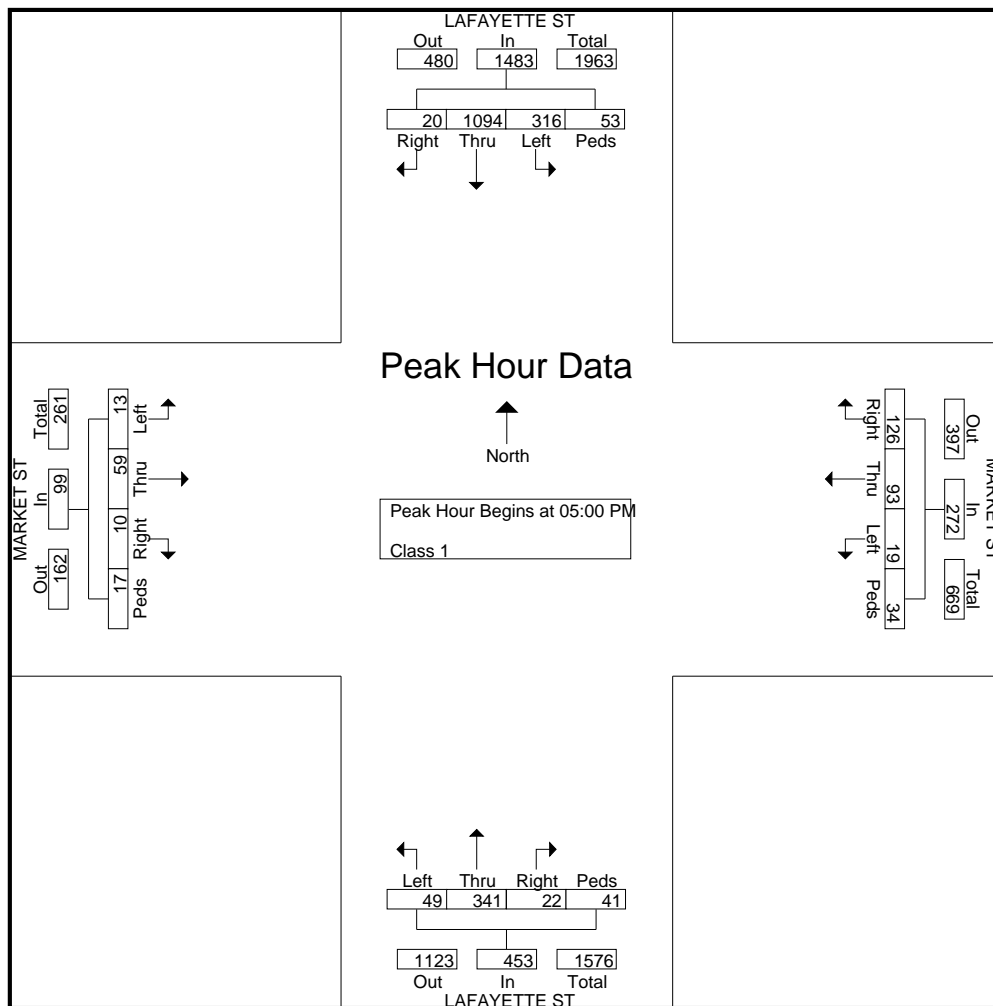
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				MARKET ST Westbound				LAFAYETTE ST Northbound				MARKET ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	6	249	66	6	31	14	2	5	2	71	7	7	0	9	5	2	482
04:15 PM	3	211	67	2	30	11	2	4	8	54	11	3	2	5	5	0	418
04:30 PM	4	247	76	5	28	17	3	3	5	76	10	4	6	14	5	3	506
04:45 PM	5	241	63	5	36	20	3	2	3	80	11	14	6	13	1	2	505
Total	18	948	272	18	125	62	10	14	18	281	39	28	14	41	16	7	1911
05:00 PM	7	280	85	10	45	24	1	4	6	82	9	2	1	12	3	4	575
05:15 PM	6	249	63	16	32	25	5	15	8	86	19	15	2	17	5	4	567
05:30 PM	4	311	94	10	22	21	7	3	4	70	12	7	3	12	1	0	581
05:45 PM	3	254	74	17	27	23	6	12	4	103	9	17	4	18	4	9	584
Total	20	1094	316	53	126	93	19	34	22	341	49	41	10	59	13	17	2307
Grand Total	38	2042	588	71	251	155	29	48	40	622	88	69	24	100	29	24	4218
Apprch %	1.4	74.6	21.5	2.6	52	32.1	6	9.9	4.9	75.9	10.7	8.4	13.6	56.5	16.4	13.6	
Total %	0.9	48.4	13.9	1.7	6	3.7	0.7	1.1	0.9	14.7	2.1	1.6	0.6	2.4	0.7	0.6	



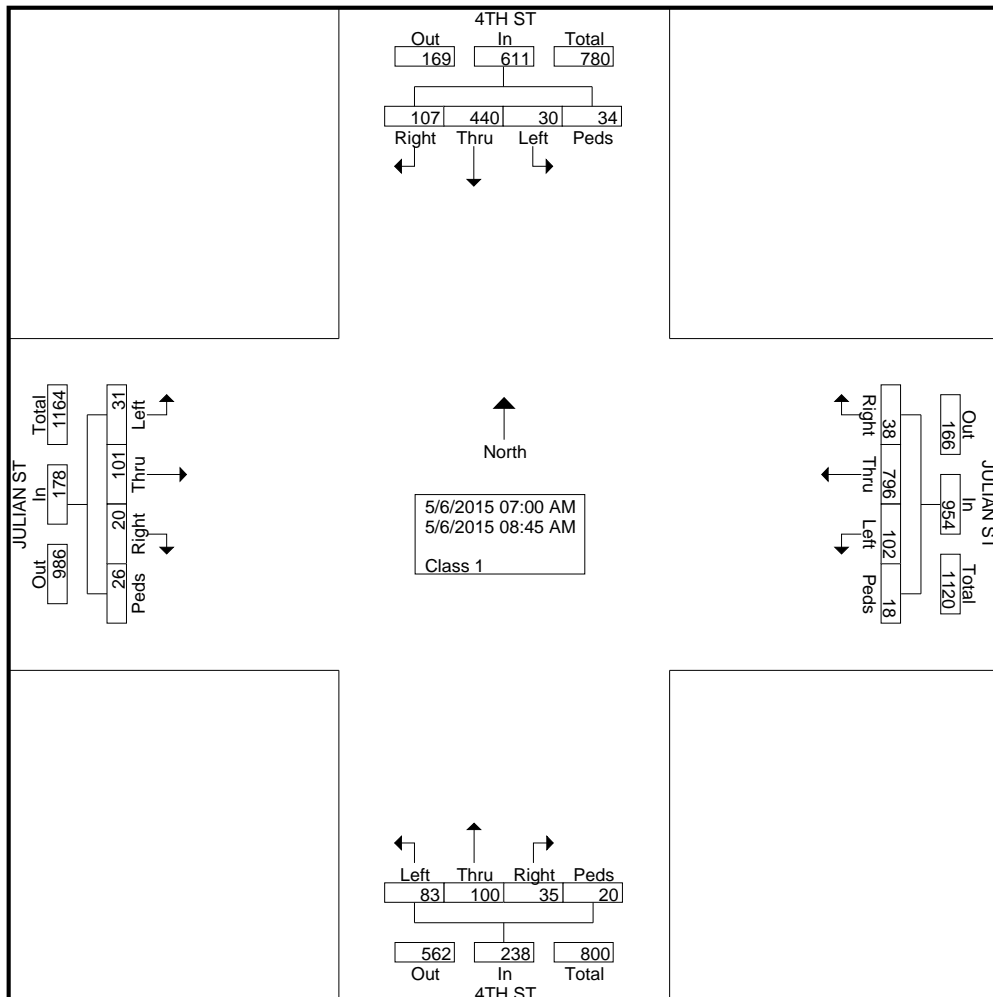
File Name : #20 LAFAYETTE&MARKETPM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

Start Time	LAFAYETTE ST Southbound					MARKET ST Westbound					LAFAYETTE ST Northbound					MARKET ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	280	85	10	382	45	24	1	4	74	6	82	9	2	99	1	12	3	4	20	575
05:15 PM	6	249	63	16	334	32	25	5	15	77	8	86	19	15	128	2	17	5	4	28	567
05:30 PM	4	311	94	10	419	22	21	7	3	53	4	70	12	7	93	3	12	1	0	16	581
05:45 PM	3	254	74	17	348	27	23	6	12	68	4	103	9	17	133	4	18	4	9	35	584
Total Volume	20	1094	316	53	1483	126	93	19	34	272	22	341	49	41	453	10	59	13	17	99	2307
% App. Total	1.3	73.8	21.3	3.6		46.3	34.2	7	12.5		4.9	75.3	10.8	9.1		10.1	59.6	13.1	17.2		
PHF	.714	.879	.840	.779	.885	.700	.930	.679	.567	.883	.688	.828	.645	.603	.852	.625	.819	.650	.472	.707	.988

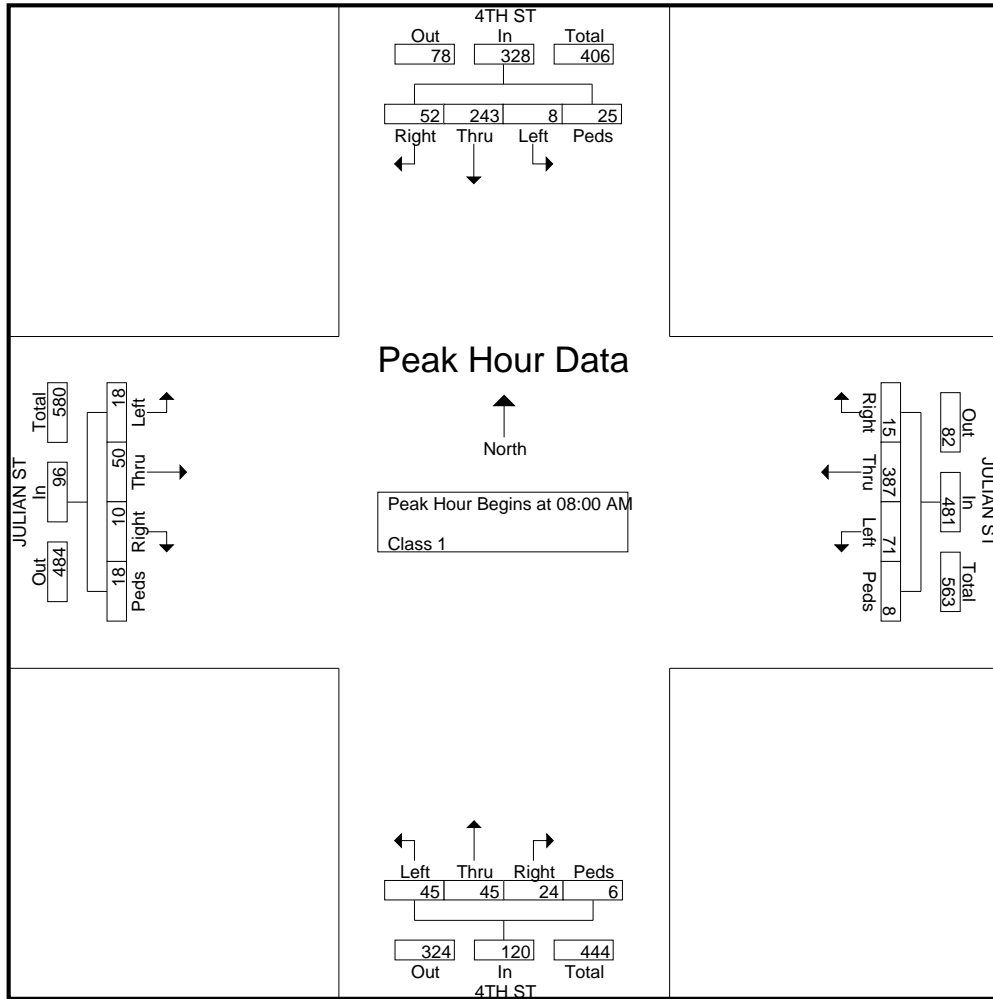


Groups Printed- Class 1

Start Time	4TH ST Southbound				JULIAN ST Westbound				4TH ST Northbound				JULIAN ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	5	34	3	2	4	95	13	1	3	8	7	1	1	13	3	1	194
07:15 AM	13	46	3	2	4	109	8	2	5	15	7	4	3	5	1	1	228
07:30 AM	18	55	4	3	12	101	5	5	2	17	12	5	3	19	4	6	271
07:45 AM	19	62	12	2	3	104	5	2	1	15	12	4	3	14	5	0	263
Total	55	197	22	9	23	409	31	10	11	55	38	14	10	51	13	8	956
08:00 AM	14	55	3	7	1	72	13	1	4	10	11	2	6	12	4	2	217
08:15 AM	19	65	2	6	3	106	8	2	6	9	6	0	1	13	5	4	255
08:30 AM	11	70	2	7	5	96	23	1	8	10	18	0	2	9	6	5	273
08:45 AM	8	53	1	5	6	113	27	4	6	16	10	4	1	16	3	7	280
Total	52	243	8	25	15	387	71	8	24	45	45	6	10	50	18	18	1025
Grand Total	107	440	30	34	38	796	102	18	35	100	83	20	20	101	31	26	1981
Apprch %	17.5	72	4.9	5.6	4	83.4	10.7	1.9	14.7	42	34.9	8.4	11.2	56.7	17.4	14.6	
Total %	5.4	22.2	1.5	1.7	1.9	40.2	5.1	0.9	1.8	5	4.2	1	1	5.1	1.6	1.3	

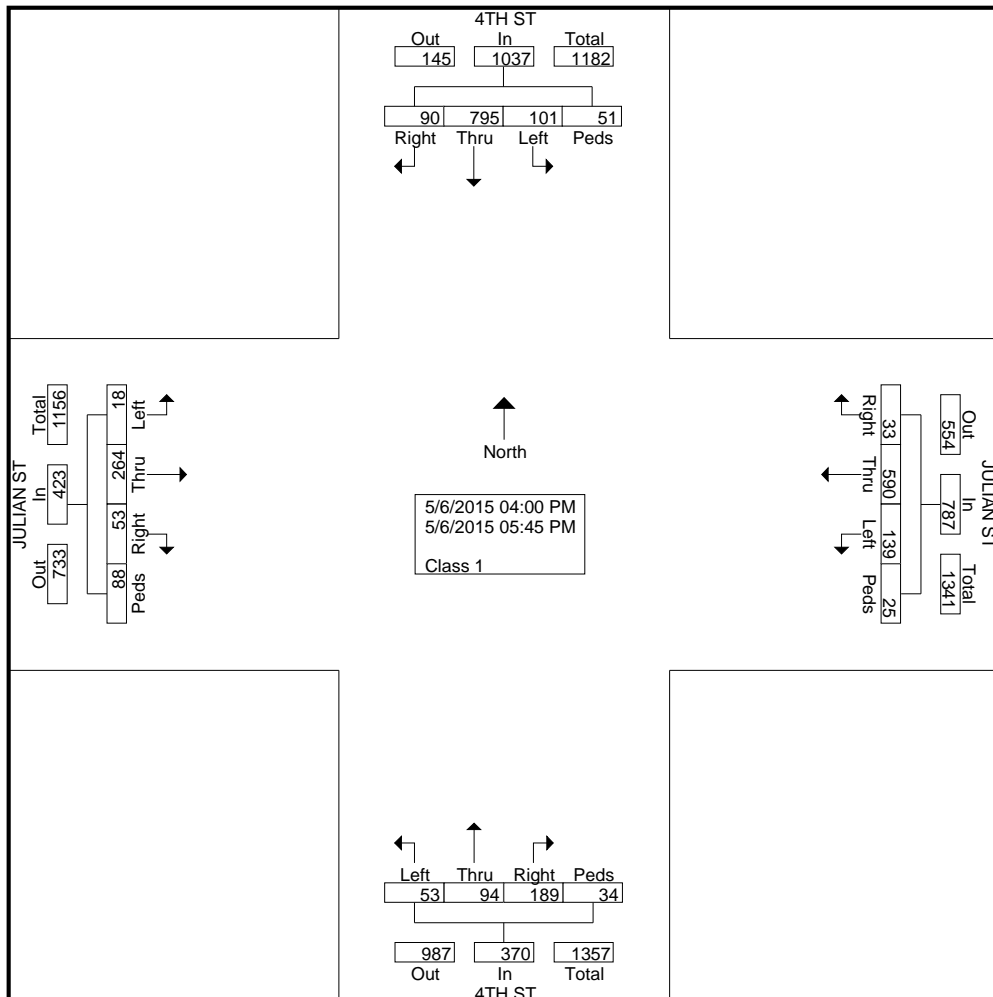


Start Time	4TH ST Southbound					JULIAN ST Westbound					4TH ST Northbound					JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	14	55	3	7	79	1	72	13	1	87	4	10	11	2	27	6	12	4	2	24	217
08:15 AM	19	65	2	6	92	3	106	8	2	119	6	9	6	0	21	1	13	5	4	23	255
08:30 AM	11	70	2	7	90	5	96	23	1	125	8	10	18	0	36	2	9	6	5	22	273
08:45 AM	8	53	1	5	67	6	113	27	4	150	6	16	10	4	36	1	16	3	7	27	280
Total Volume	52	243	8	25	328	15	387	71	8	481	24	45	45	6	120	10	50	18	18	96	1025
% App. Total	15.9	74.1	2.4	7.6		3.1	80.5	14.8	1.7		20	37.5	37.5	5		10.4	52.1	18.8	18.8		
PHF	.684	.868	.667	.893	.891	.625	.856	.657	.500	.802	.750	.703	.625	.375	.833	.417	.781	.750	.643	.889	.915

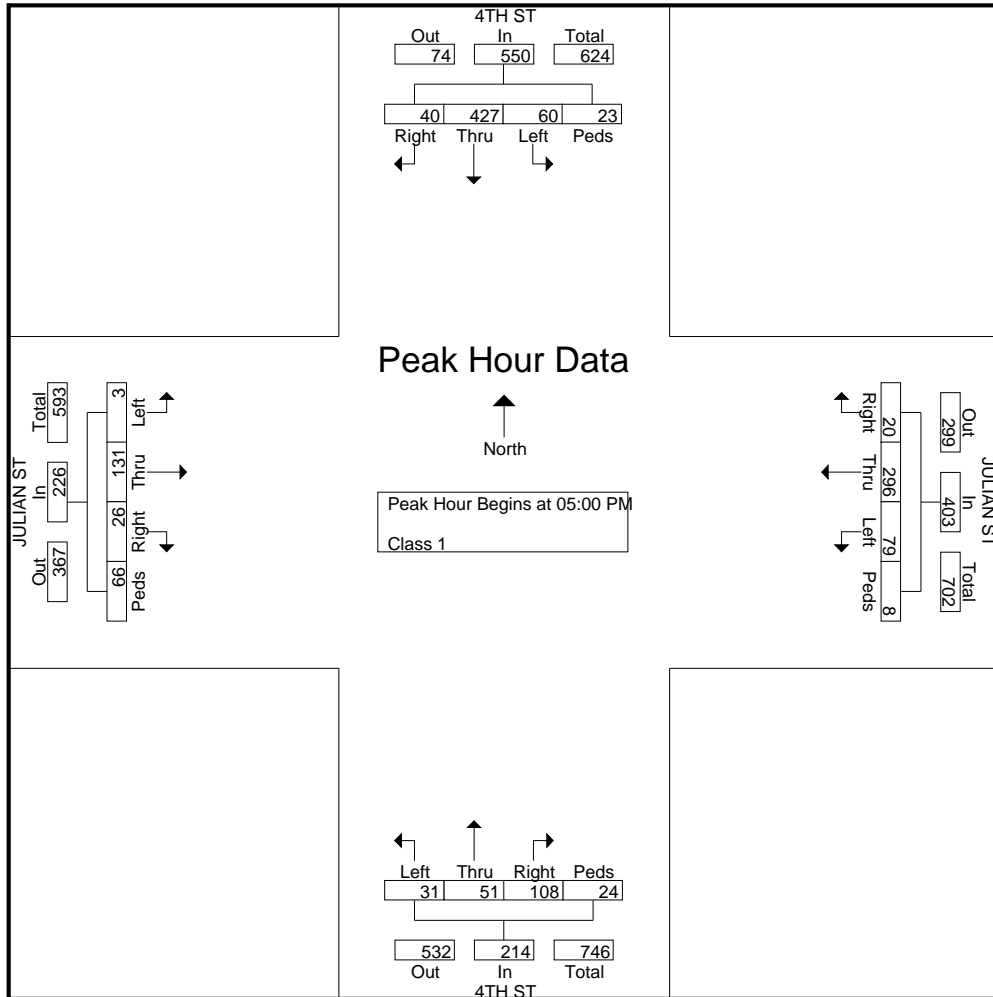


Groups Printed- Class 1

Start Time	4TH ST Southbound				JULIAN ST Westbound				4TH ST Northbound				JULIAN ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	16	81	15	6	4	68	14	3	16	9	3	1	7	41	3	9	296
04:15 PM	11	78	11	7	5	82	14	2	21	10	10	5	8	26	3	4	297
04:30 PM	14	105	9	5	4	64	18	6	23	15	3	2	6	25	8	4	311
04:45 PM	9	104	6	10	0	80	14	6	21	9	6	2	6	41	1	5	320
Total	50	368	41	28	13	294	60	17	81	43	22	10	27	133	15	22	1224
05:00 PM	13	85	12	4	7	69	12	1	31	13	11	5	6	40	0	9	318
05:15 PM	15	106	15	8	6	81	24	2	24	8	5	5	5	33	2	14	353
05:30 PM	6	127	19	5	3	83	18	4	29	18	7	9	7	27	1	14	377
05:45 PM	6	109	14	6	4	63	25	1	24	12	8	5	8	31	0	29	345
Total	40	427	60	23	20	296	79	8	108	51	31	24	26	131	3	66	1393
Grand Total	90	795	101	51	33	590	139	25	189	94	53	34	53	264	18	88	2617
Apprch %	8.7	76.7	9.7	4.9	4.2	75	17.7	3.2	51.1	25.4	14.3	9.2	12.5	62.4	4.3	20.8	
Total %	3.4	30.4	3.9	1.9	1.3	22.5	5.3	1	7.2	3.6	2	1.3	2	10.1	0.7	3.4	



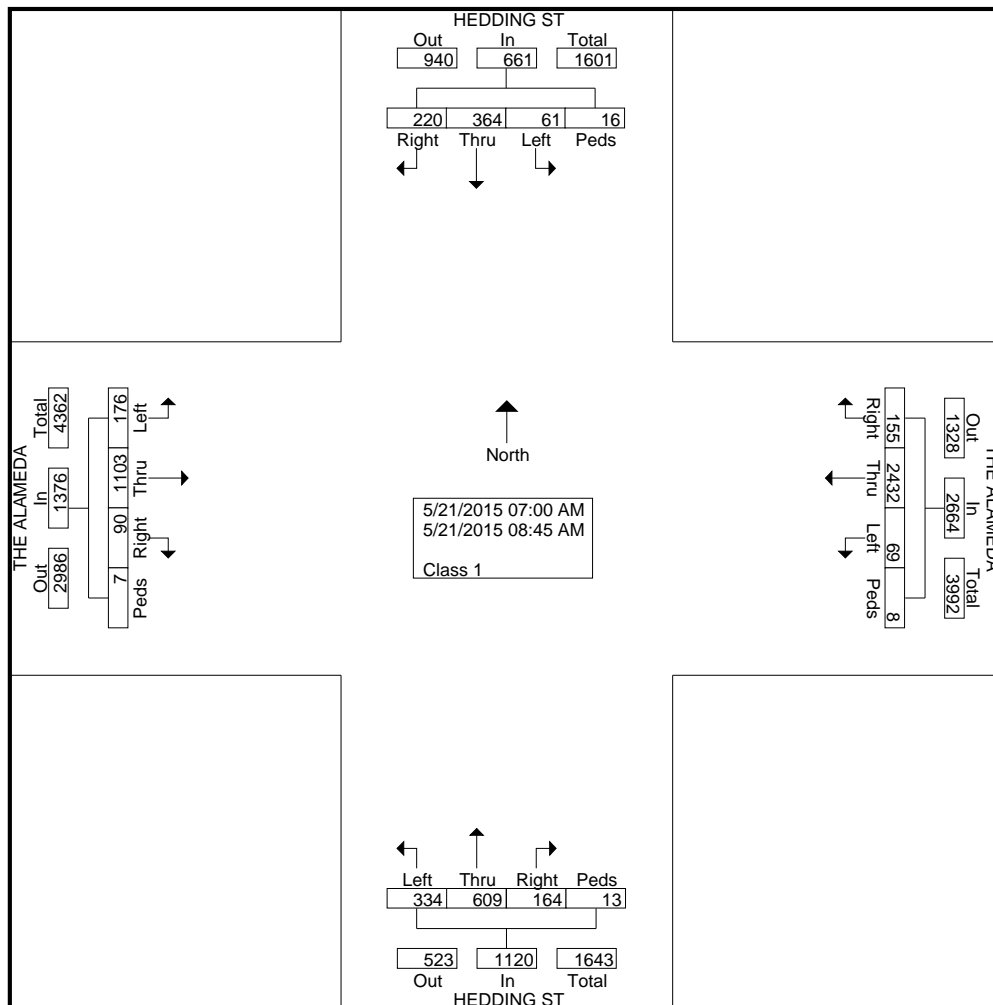
Start Time	4TH ST Southbound					JULIAN ST Westbound					4TH ST Northbound					JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	85	12	4	114	7	69	12	1	89	31	13	11	5	60	6	40	0	9	55	318
05:15 PM	15	106	15	8	144	6	81	24	2	113	24	8	5	5	42	5	33	2	14	54	353
05:30 PM	6	127	19	5	157	3	83	18	4	108	29	18	7	9	63	7	27	1	14	49	377
05:45 PM	6	109	14	6	135	4	63	25	1	93	24	12	8	5	49	8	31	0	29	68	345
Total Volume	40	427	60	23	550	20	296	79	8	403	108	51	31	24	214	26	131	3	66	226	1393
% App. Total	7.3	77.6	10.9	4.2		5	73.4	19.6	2		50.5	23.8	14.5	11.2		11.5	58	1.3	29.2		
PHF	.667	.841	.789	.719	.876	.714	.892	.790	.500	.892	.871	.708	.705	.667	.849	.813	.819	.375	.569	.831	.924



File Name : #21 ALAMEDA&HEDDINGAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

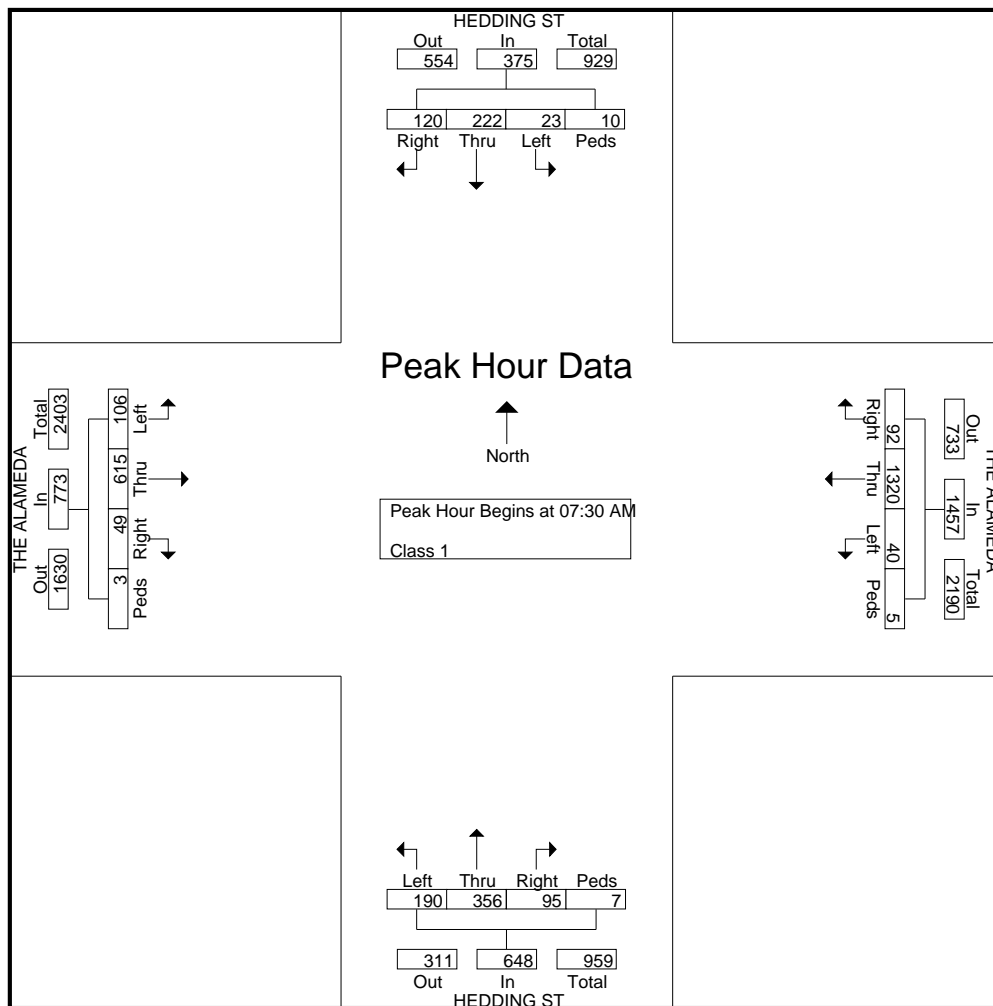
Start Time	HEDDING ST Southbound				THE ALAMEDA Westbound				HEDDING ST Northbound				THE ALAMEDA Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	21	21	5	1	12	269	9	1	9	27	22	1	13	97	1	2	511
07:15 AM	33	47	11	2	15	297	7	0	15	41	24	4	13	132	21	1	663
07:30 AM	15	62	9	2	20	338	9	0	20	67	54	2	21	141	12	0	772
07:45 AM	34	54	4	0	18	342	9	1	21	93	39	4	3	163	20	3	808
Total	103	184	29	5	65	1246	34	2	65	228	139	11	50	533	54	6	2754
08:00 AM	35	52	3	4	25	349	8	1	23	87	52	0	6	165	39	0	849
08:15 AM	36	54	7	4	29	291	14	3	31	109	45	1	19	146	35	0	824
08:30 AM	26	38	8	2	18	303	4	0	21	114	55	1	5	118	22	0	735
08:45 AM	20	36	14	1	18	243	9	2	24	71	43	0	10	141	26	1	659
Total	117	180	32	11	90	1186	35	6	99	381	195	2	40	570	122	1	3067
Grand Total	220	364	61	16	155	2432	69	8	164	609	334	13	90	1103	176	7	5821
Apprch %	33.3	55.1	9.2	2.4	5.8	91.3	2.6	0.3	14.6	54.4	29.8	1.2	6.5	80.2	12.8	0.5	
Total %	3.8	6.3	1	0.3	2.7	41.8	1.2	0.1	2.8	10.5	5.7	0.2	1.5	18.9	3	0.1	





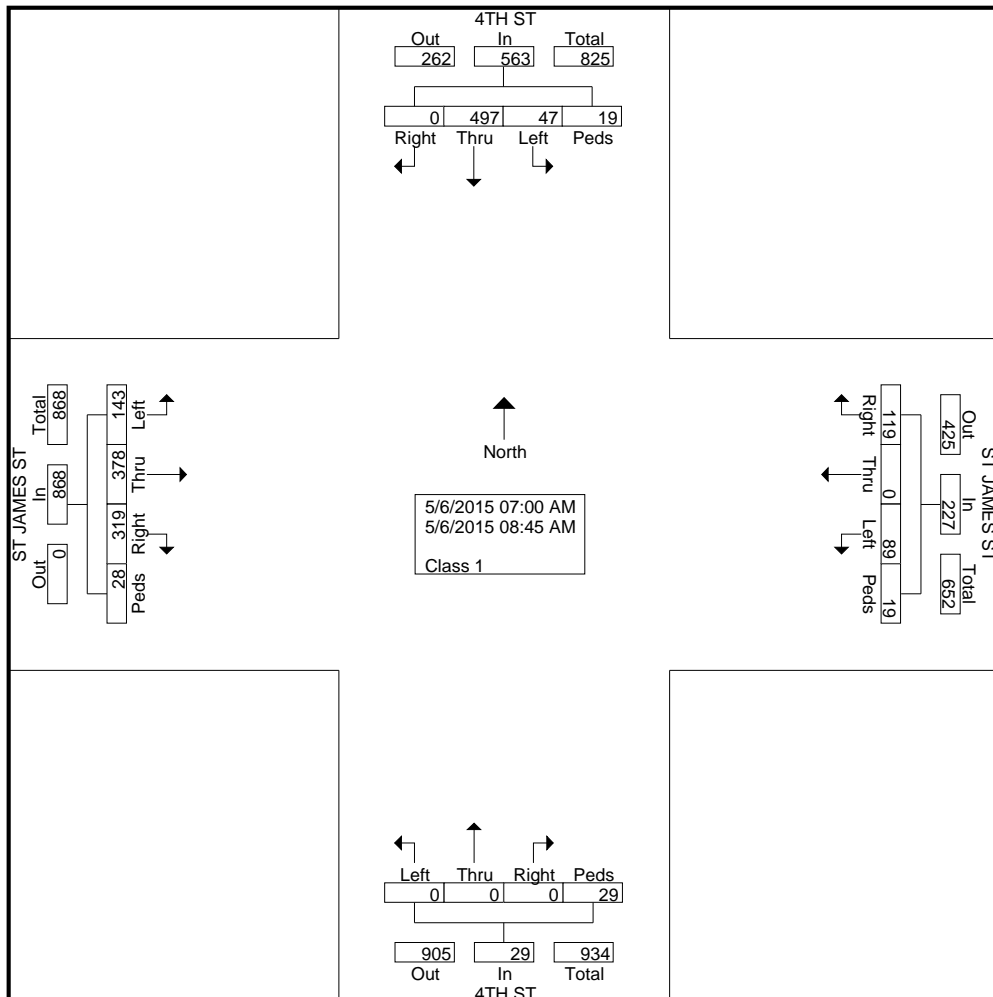
File Name : #21 ALAMEDA&HEDDINGAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

Start Time	HEDDING ST Southbound					THE ALAMEDA Westbound					HEDDING ST Northbound					THE ALAMEDA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	15	62	9	2	88	20	338	9	0	367	20	67	54	2	143	21	141	12	0	174	772
07:45 AM	34	54	4	0	92	18	342	9	1	370	21	93	39	4	157	3	163	20	3	189	808
08:00 AM	35	52	3	4	94	25	349	8	1	383	23	87	52	0	162	6	165	39	0	210	849
08:15 AM	36	54	7	4	101	29	291	14	3	337	31	109	45	1	186	19	146	35	0	200	824
Total Volume	120	222	23	10	375	92	1320	40	5	1457	95	356	190	7	648	49	615	106	3	773	3253
% App. Total	32	59.2	6.1	2.7		6.3	90.6	2.7	0.3		14.7	54.9	29.3	1.1		6.3	79.6	13.7	0.4		
PHF	.833	.895	.639	.625	.928	.793	.946	.714	.417	.951	.766	.817	.880	.438	.871	.583	.932	.679	.250	.920	.958

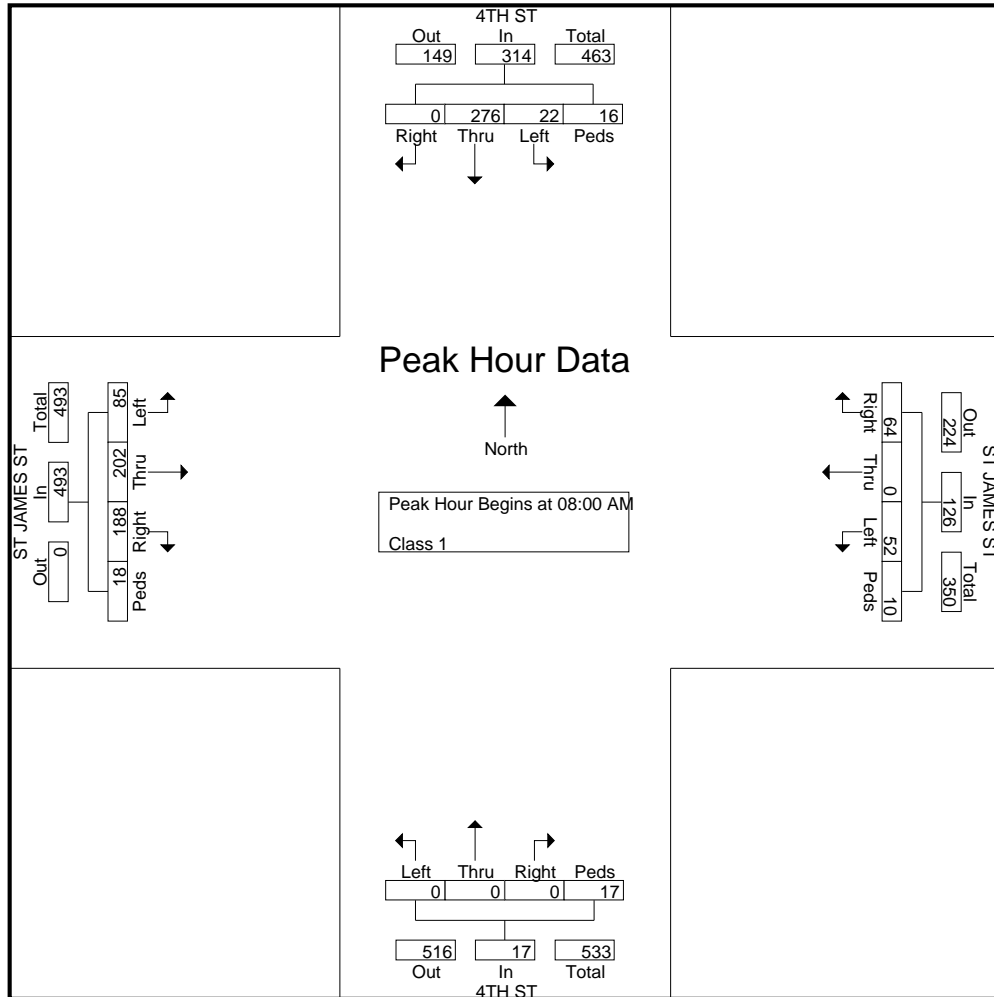


Groups Printed- Class 1

Start Time	4TH ST Southbound				ST JAMES ST Westbound				4TH ST Northbound				ST JAMES ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	44	2	0	7	0	7	1	0	0	0	2	22	35	7	3	130
07:15 AM	0	59	4	0	11	0	3	1	0	0	0	1	39	35	17	4	174
07:30 AM	0	48	8	2	11	0	9	6	0	0	0	3	36	48	14	2	187
07:45 AM	0	70	11	1	26	0	18	1	0	0	0	6	34	58	20	1	246
Total	0	221	25	3	55	0	37	9	0	0	0	12	131	176	58	10	737
08:00 AM	0	58	4	7	15	0	17	2	0	0	0	4	37	35	23	3	205
08:15 AM	0	64	8	4	14	0	11	2	0	0	0	0	45	52	14	3	217
08:30 AM	0	80	7	1	15	0	9	1	0	0	0	3	51	60	19	4	250
08:45 AM	0	74	3	4	20	0	15	5	0	0	0	10	55	55	29	8	278
Total	0	276	22	16	64	0	52	10	0	0	0	17	188	202	85	18	950
Grand Total	0	497	47	19	119	0	89	19	0	0	0	29	319	378	143	28	1687
Apprch %	0	88.3	8.3	3.4	52.4	0	39.2	8.4	0	0	0	100	36.8	43.5	16.5	3.2	
Total %	0	29.5	2.8	1.1	7.1	0	5.3	1.1	0	0	0	1.7	18.9	22.4	8.5	1.7	

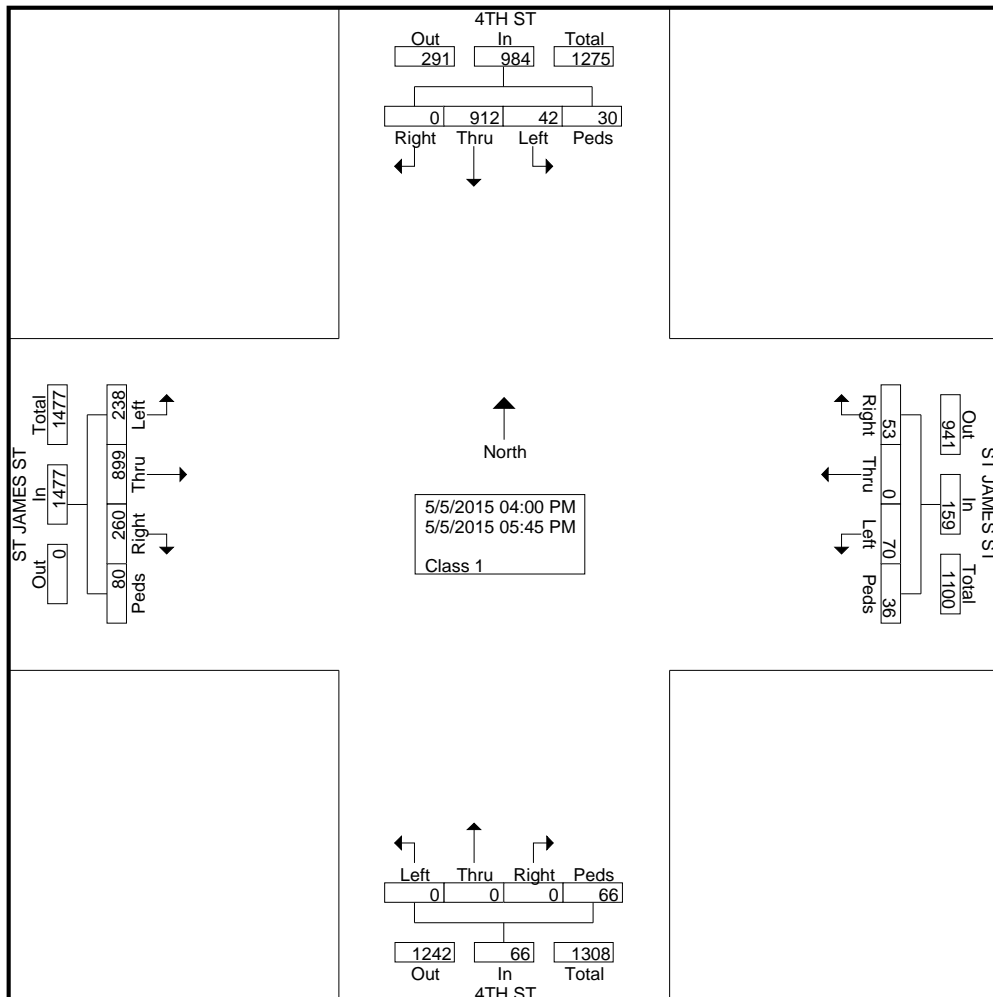


Start Time	4TH ST Southbound					ST JAMES ST Westbound					4TH ST Northbound					ST JAMES ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	58	4	7	69	15	0	17	2	34	0	0	0	4	4	37	35	23	3	98	205
08:15 AM	0	64	8	4	76	14	0	11	2	27	0	0	0	0	0	45	52	14	3	114	217
08:30 AM	0	80	7	1	88	15	0	9	1	25	0	0	0	3	3	51	60	19	4	134	250
08:45 AM	0	74	3	4	81	20	0	15	5	40	0	0	0	10	10	55	55	29	8	147	278
Total Volume	0	276	22	16	314	64	0	52	10	126	0	0	0	17	17	188	202	85	18	493	950
% App. Total	0	87.9	7	5.1		50.8	0	41.3	7.9		0	0	0	100		38.1	41	17.2	3.7		
PHF	.000	.863	.688	.571	.892	.800	.000	.765	.500	.788	.000	.000	.000	.425	.425	.855	.842	.733	.563	.838	.854

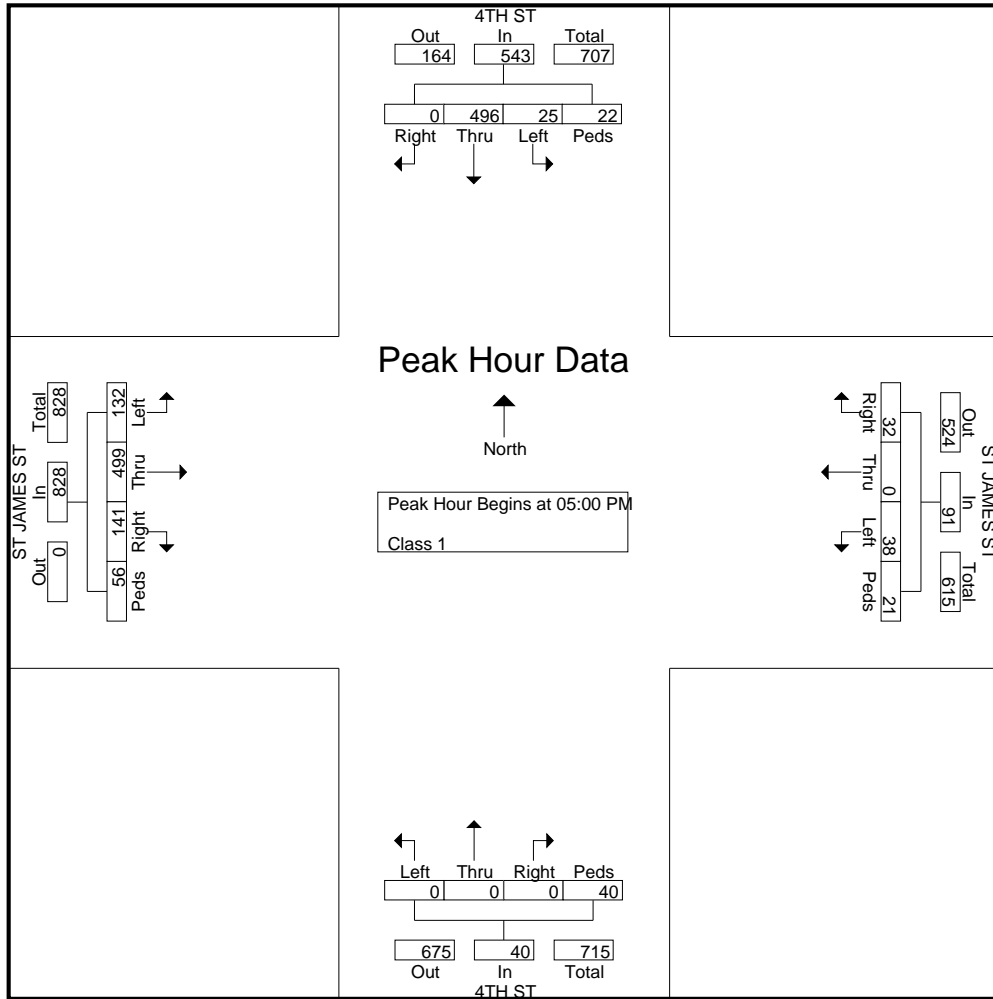


Groups Printed- Class 1

Start Time	4TH ST Southbound				ST JAMES ST Westbound				4TH ST Northbound				ST JAMES ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	89	6	3	4	0	5	3	0	0	0	6	32	100	19	5	272
04:15 PM	0	93	3	2	10	0	14	4	0	0	0	7	31	102	25	4	295
04:30 PM	0	121	7	1	4	0	8	4	0	0	0	6	23	97	33	9	313
04:45 PM	0	113	1	2	3	0	5	4	0	0	0	7	33	101	29	6	304
Total	0	416	17	8	21	0	32	15	0	0	0	26	119	400	106	24	1184
05:00 PM	0	112	8	5	9	0	7	6	0	0	0	5	37	116	29	12	346
05:15 PM	0	114	7	4	3	0	13	7	0	0	0	10	28	133	33	11	363
05:30 PM	0	145	4	10	8	0	9	5	0	0	0	17	42	120	36	16	412
05:45 PM	0	125	6	3	12	0	9	3	0	0	0	8	34	130	34	17	381
Total	0	496	25	22	32	0	38	21	0	0	0	40	141	499	132	56	1502
Grand Total	0	912	42	30	53	0	70	36	0	0	0	66	260	899	238	80	2686
Apprch %	0	92.7	4.3	3	33.3	0	44	22.6	0	0	0	100	17.6	60.9	16.1	5.4	
Total %	0	34	1.6	1.1	2	0	2.6	1.3	0	0	0	2.5	9.7	33.5	8.9	3	



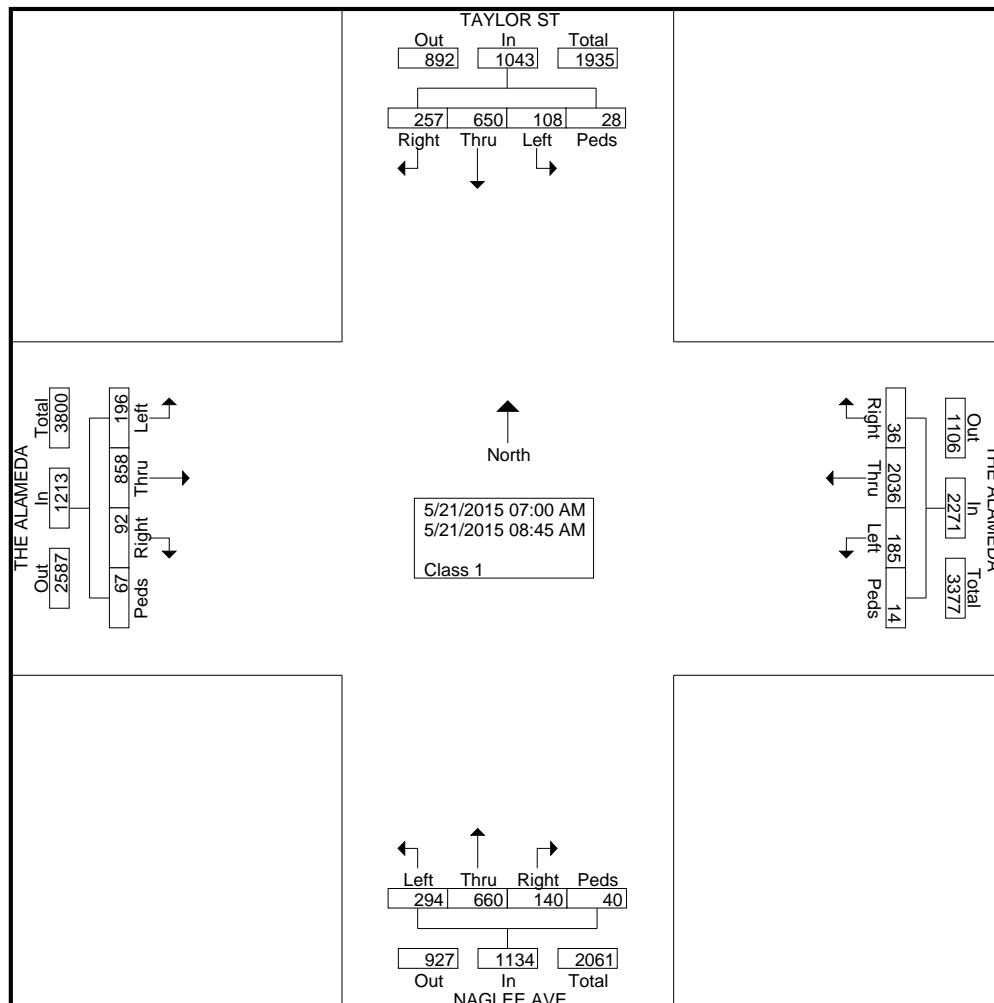
Start Time	4TH ST Southbound					ST JAMES ST Westbound					4TH ST Northbound					ST JAMES ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	112	8	5	125	9	0	7	6	22	0	0	0	5	5	37	116	29	12	194	346
05:15 PM	0	114	7	4	125	3	0	13	7	23	0	0	0	10	10	28	133	33	11	205	363
05:30 PM	0	145	4	10	159	8	0	9	5	22	0	0	0	17	17	42	120	36	16	214	412
05:45 PM	0	125	6	3	134	12	0	9	3	24	0	0	0	8	8	34	130	34	17	215	381
Total Volume	0	496	25	22	543	32	0	38	21	91	0	0	0	40	40	141	499	132	56	828	1502
% App. Total	0	91.3	4.6	4.1		35.2	0	41.8	23.1		0	0	0	100		17	60.3	15.9	6.8		
PHF	.000	.855	.781	.550	.854	.667	.000	.731	.750	.948	.000	.000	.000	.588	.588	.839	.938	.917	.824	.963	.911



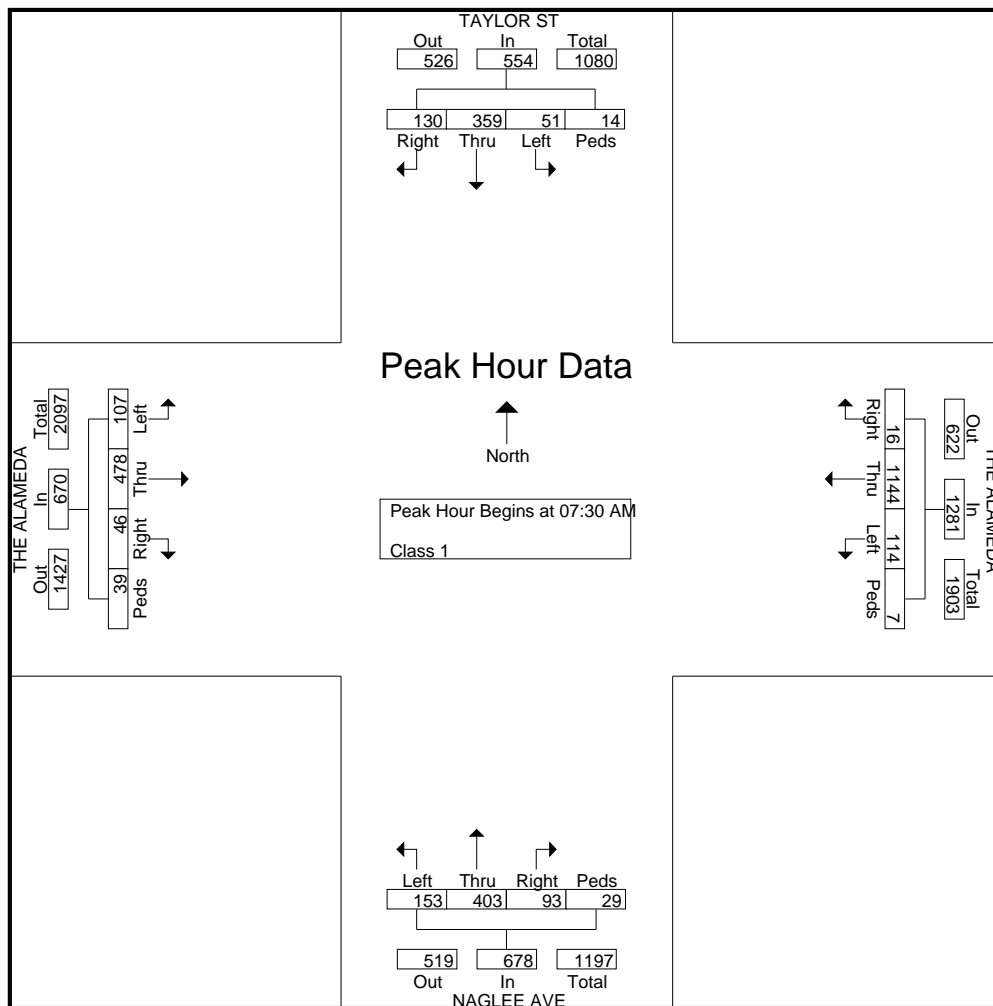
File Name : #22 ALAMEDA&TAYLORAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	TAYLOR ST Southbound				THE ALAMEDA Westbound				NAGLEE AVE Northbound				THE ALAMEDA Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	28	50	9	3	3	202	10	0	4	47	25	0	5	81	14	7	488
07:15 AM	29	109	9	2	2	224	23	0	14	59	37	0	19	102	18	11	658
07:30 AM	32	112	14	2	3	287	24	3	28	104	35	2	12	127	24	7	816
07:45 AM	33	79	13	3	6	300	27	0	22	110	33	12	11	131	22	16	818
Total	122	350	45	10	14	1013	84	3	68	320	130	14	47	441	78	41	2780
08:00 AM	38	76	8	5	2	300	42	0	25	102	41	6	13	111	31	10	810
08:15 AM	27	92	16	4	5	257	21	4	18	87	44	9	10	109	30	6	739
08:30 AM	32	61	15	3	5	249	19	2	17	82	46	4	10	94	33	6	678
08:45 AM	38	71	24	6	10	217	19	5	12	69	33	7	12	103	24	4	654
Total	135	300	63	18	22	1023	101	11	72	340	164	26	45	417	118	26	2881
Grand Total	257	650	108	28	36	2036	185	14	140	660	294	40	92	858	196	67	5661
Apprch %	24.6	62.3	10.4	2.7	1.6	89.7	8.1	0.6	12.3	58.2	25.9	3.5	7.6	70.7	16.2	5.5	
Total %	4.5	11.5	1.9	0.5	0.6	36	3.3	0.2	2.5	11.7	5.2	0.7	1.6	15.2	3.5	1.2	

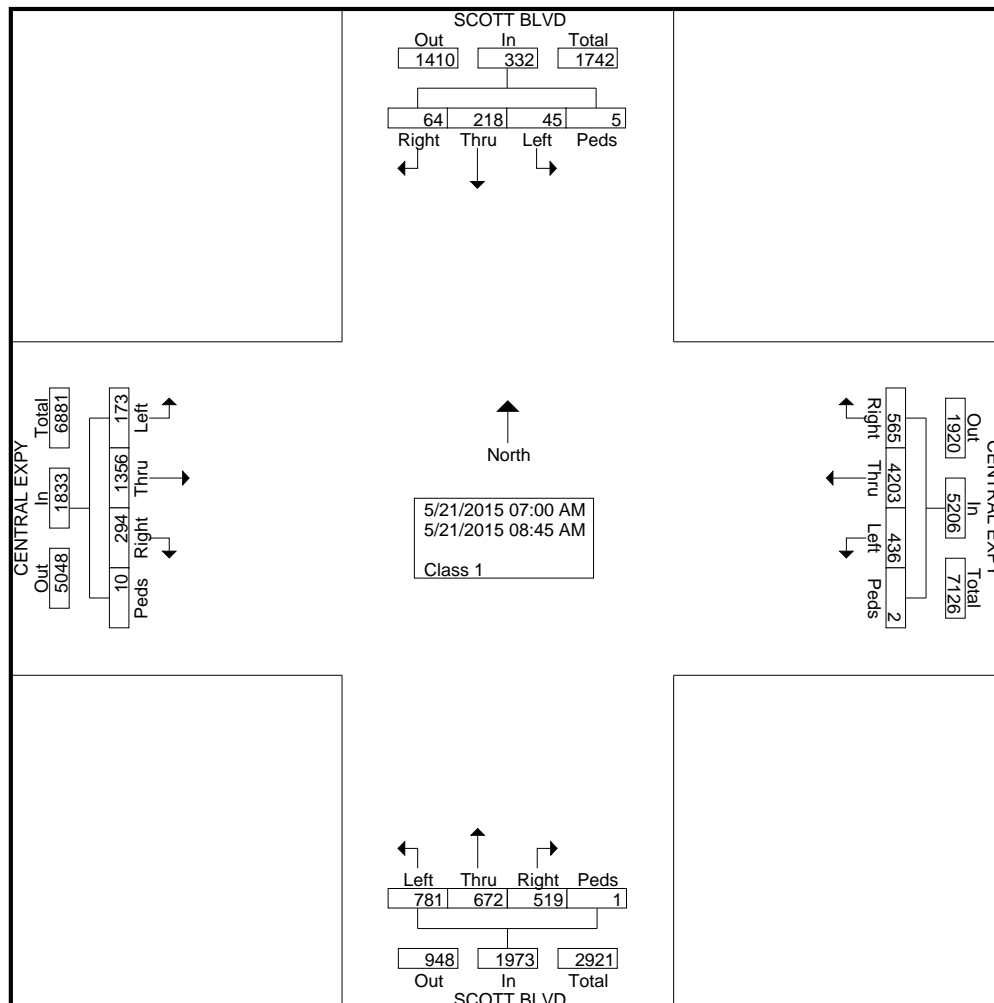


Start Time	TAYLOR ST Southbound					THE ALAMEDA Westbound					NAGLEE AVE Northbound					THE ALAMEDA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	32	112	14	2	160	3	287	24	3	317	28	104	35	2	169	12	127	24	7	170	816
07:45 AM	33	79	13	3	128	6	300	27	0	333	22	110	33	12	177	11	131	22	16	180	818
08:00 AM	38	76	8	5	127	2	300	42	0	344	25	102	41	6	174	13	111	31	10	165	810
08:15 AM	27	92	16	4	139	5	257	21	4	287	18	87	44	9	158	10	109	30	6	155	739
Total Volume	130	359	51	14	554	16	1144	114	7	1281	93	403	153	29	678	46	478	107	39	670	3183
% App. Total	23.5	64.8	9.2	2.5		1.2	89.3	8.9	0.5		13.7	59.4	22.6	4.3		6.9	71.3	16	5.8		
PHF	.855	.801	.797	.700	.866	.667	.953	.679	.438	.931	.830	.916	.869	.604	.958	.885	.912	.863	.609	.931	.973



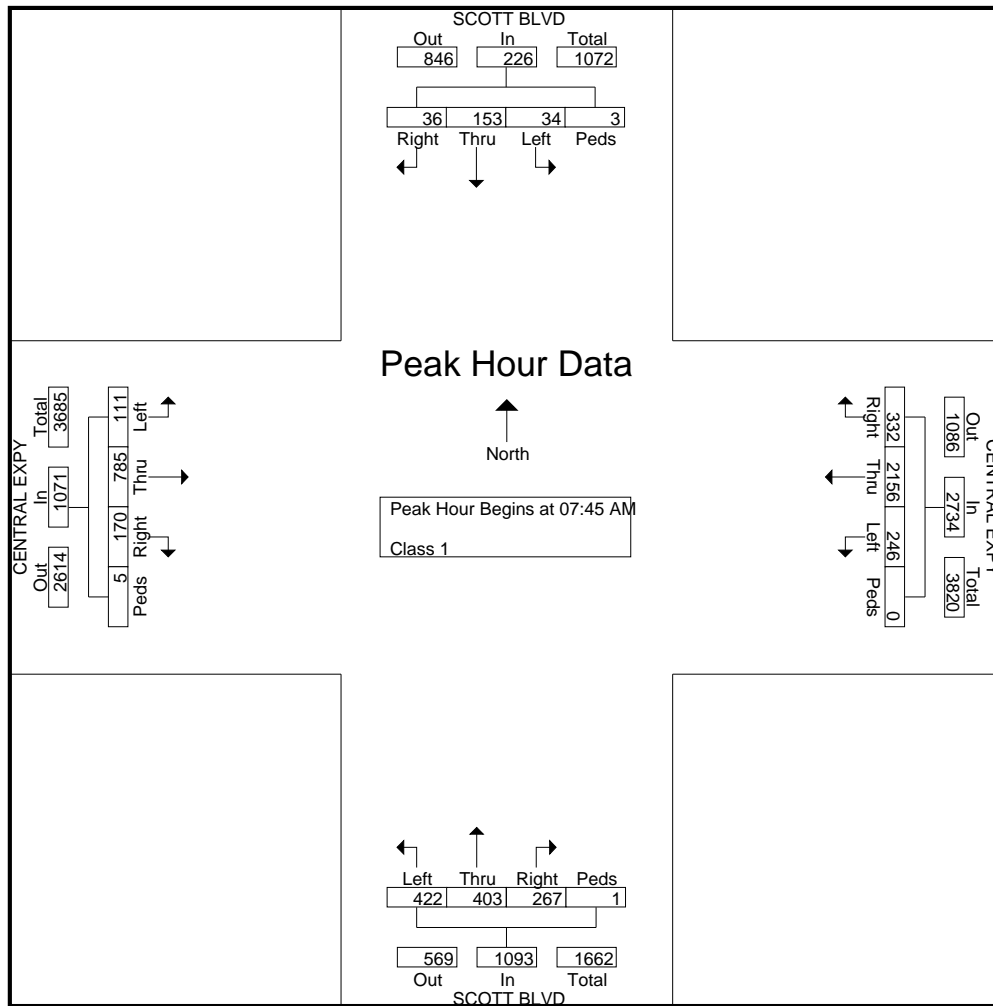
Groups Printed- Class 1

Start Time	SCOTT BLVD Southbound				CENTRAL EXPY Westbound				SCOTT BLVD Northbound				CENTRAL EXPY Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	5	6	2	0	45	456	28	1	44	53	61	0	26	102	5	0	834
07:15 AM	9	12	1	0	47	553	31	0	58	42	84	0	28	113	6	0	984
07:30 AM	7	18	4	0	69	565	40	1	73	68	94	0	25	159	19	0	1142
07:45 AM	4	38	10	1	86	565	36	0	84	116	109	0	46	162	42	1	1300
Total	25	74	17	1	247	2139	135	2	259	279	348	0	125	536	72	1	4260
08:00 AM	25	48	8	0	77	541	70	0	49	101	91	0	44	201	16	0	1271
08:15 AM	5	39	8	0	73	509	71	0	68	97	126	1	40	211	18	4	1270
08:30 AM	2	28	8	2	96	541	69	0	66	89	96	0	40	211	35	0	1283
08:45 AM	7	29	4	2	72	473	91	0	77	106	120	0	45	197	32	5	1260
Total	39	144	28	4	318	2064	301	0	260	393	433	1	169	820	101	9	5084
Grand Total	64	218	45	5	565	4203	436	2	519	672	781	1	294	1356	173	10	9344
Apprch %	19.3	65.7	13.6	1.5	10.9	80.7	8.4	0	26.3	34.1	39.6	0.1	16	74	9.4	0.5	
Total %	0.7	2.3	0.5	0.1	6	45	4.7	0	5.6	7.2	8.4	0	3.1	14.5	1.9	0.1	





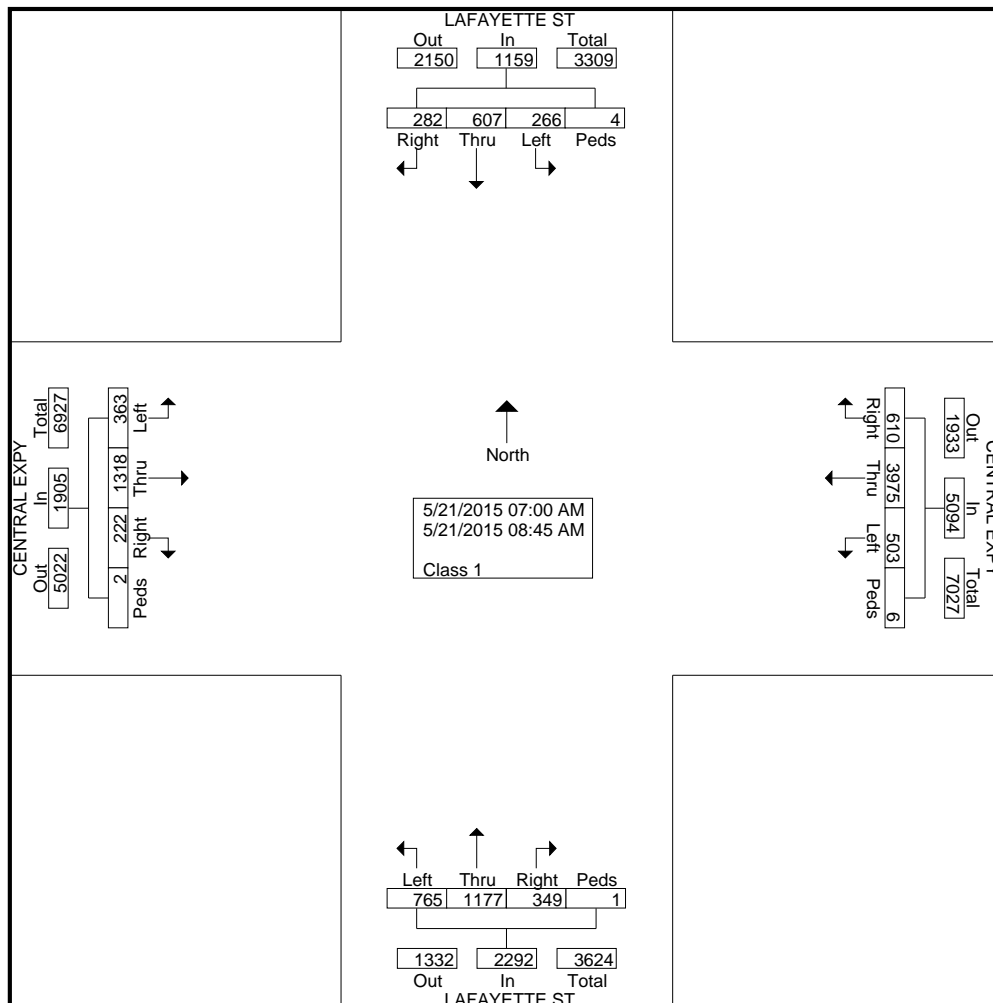
Start Time	SCOTT BLVD Southbound					CENTRAL EXPY Westbound					SCOTT BLVD Northbound					CENTRAL EXPY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	38	10	1	53	86	565	36	0	687	84	116	109	0	309	46	162	42	1	251	1300
08:00 AM	25	48	8	0	81	77	541	70	0	688	49	101	91	0	241	44	201	16	0	261	1271
08:15 AM	5	39	8	0	52	73	509	71	0	653	68	97	126	1	292	40	211	18	4	273	1270
08:30 AM	2	28	8	2	40	96	541	69	0	706	66	89	96	0	251	40	211	35	0	286	1283
Total Volume	36	153	34	3	226	332	2156	246	0	2734	267	403	422	1	1093	170	785	111	5	1071	5124
% App. Total	15.9	67.7	15	1.3		12.1	78.9	9	0		24.4	36.9	38.6	0.1		15.9	73.3	10.4	0.5		
PHF	.360	.797	.850	.375	.698	.865	.954	.866	.000	.968	.795	.869	.837	.250	.884	.924	.930	.661	.313	.936	.985



File Name : #24 LAFAYETTE&CENTRALAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

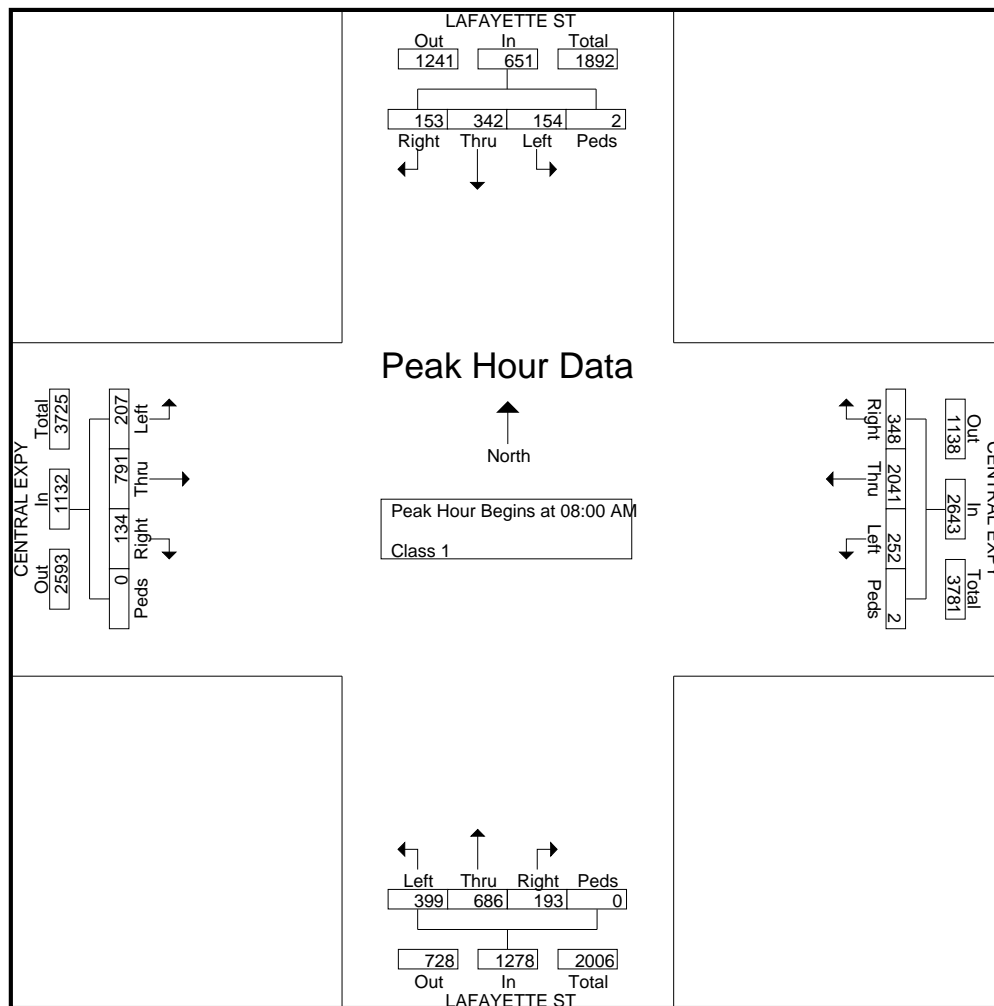
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				CENTRAL EXPY Westbound				LAFAYETTE ST Northbound				CENTRAL EXPY Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	26	28	20	0	64	447	82	2	26	74	59	0	13	112	26	0	979
07:15 AM	27	48	27	0	64	489	45	0	39	114	83	0	22	101	32	0	1091
07:30 AM	40	74	32	1	71	488	67	0	41	141	97	0	26	142	38	0	1258
07:45 AM	36	115	33	1	63	510	57	2	50	162	127	1	27	172	60	2	1418
Total	129	265	112	2	262	1934	251	4	156	491	366	1	88	527	156	2	4746
08:00 AM	39	81	27	0	91	544	66	0	40	138	111	0	40	190	43	0	1410
08:15 AM	41	88	42	0	85	512	70	0	39	181	96	0	28	189	48	0	1419
08:30 AM	39	78	37	0	80	497	60	0	55	197	89	0	29	178	60	0	1399
08:45 AM	34	95	48	2	92	488	56	2	59	170	103	0	37	234	56	0	1476
Total	153	342	154	2	348	2041	252	2	193	686	399	0	134	791	207	0	5704
Grand Total	282	607	266	4	610	3975	503	6	349	1177	765	1	222	1318	363	2	10450
Apprch %	24.3	52.4	23	0.3	12	78	9.9	0.1	15.2	51.4	33.4	0	11.7	69.2	19.1	0.1	
Total %	2.7	5.8	2.5	0	5.8	38	4.8	0.1	3.3	11.3	7.3	0	2.1	12.6	3.5	0	



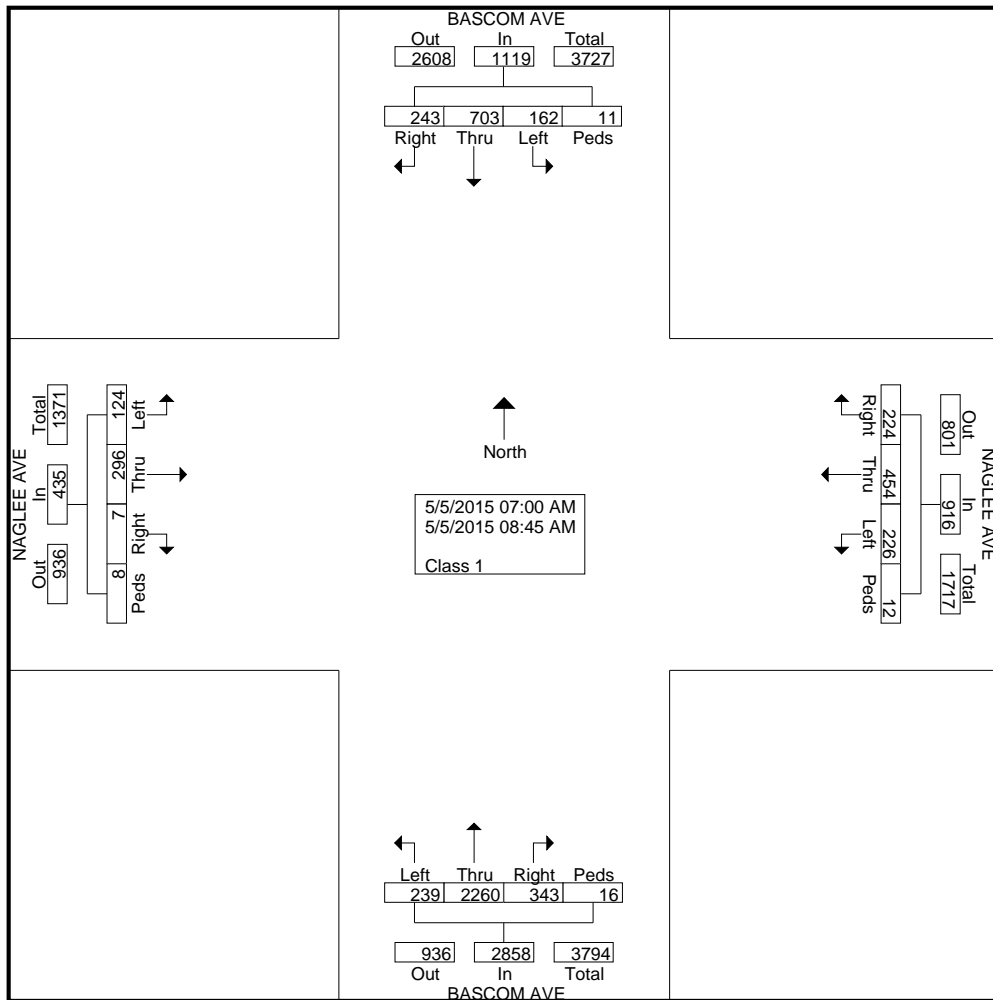
File Name : #24 LAFAYETTE&CENTRALAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

Start Time	LAFAYETTE ST Southbound					CENTRAL EXPY Westbound					LAFAYETTE ST Northbound					CENTRAL EXPY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	39	81	27	0	147	91	544	66	0	701	40	138	111	0	289	40	190	43	0	273	1410
08:15 AM	41	88	42	0	171	85	512	70	0	667	39	181	96	0	316	28	189	48	0	265	1419
08:30 AM	39	78	37	0	154	80	497	60	0	637	55	197	89	0	341	29	178	60	0	267	1399
08:45 AM	34	95	48	2	179	92	488	56	2	638	59	170	103	0	332	37	234	56	0	327	1476
Total Volume	153	342	154	2	651	348	2041	252	2	2643	193	686	399	0	1278	134	791	207	0	1132	5704
% App. Total	23.5	52.5	23.7	0.3		13.2	77.2	9.5	0.1		15.1	53.7	31.2	0		11.8	69.9	18.3	0		
PHF	.933	.900	.802	.250	.909	.946	.938	.900	.250	.943	.818	.871	.899	.000	.937	.838	.845	.863	.000	.865	.966

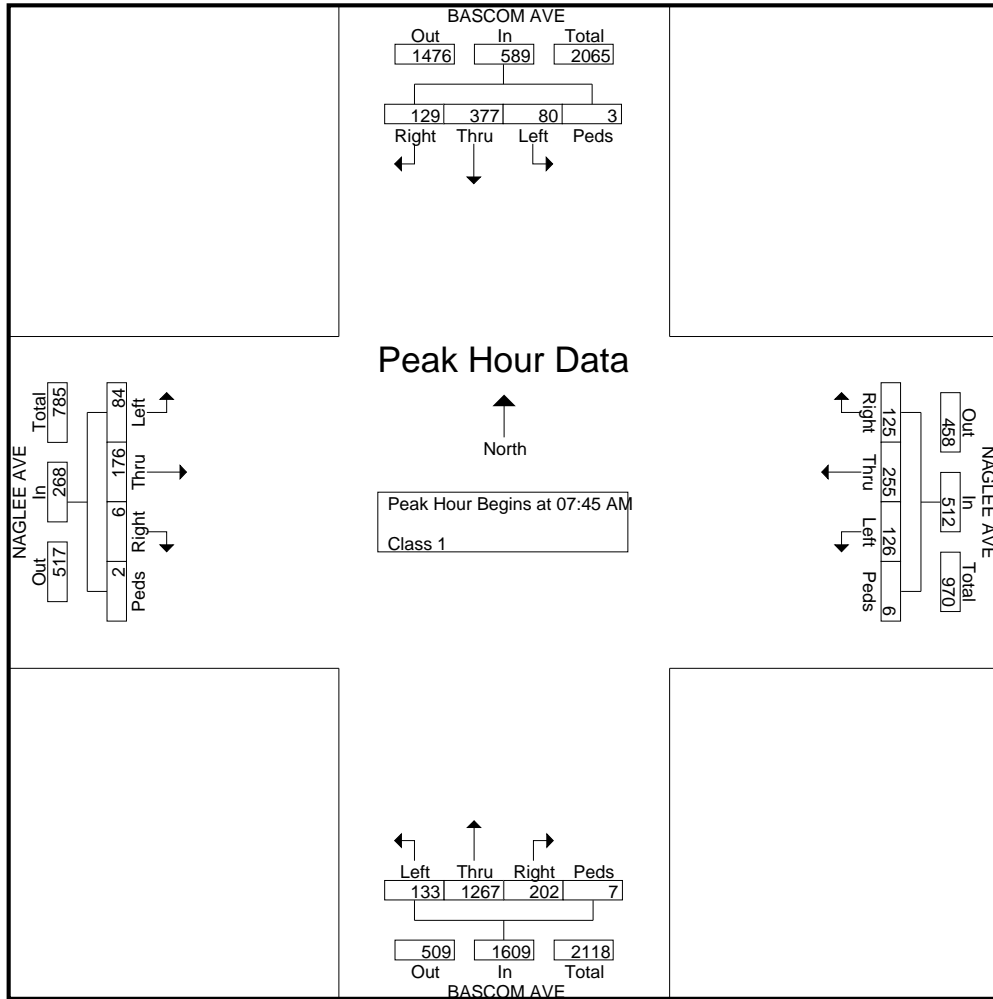


Groups Printed- Class 1

Start Time	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				NAGLEE AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	14	64	20	1	24	29	11	2	22	174	17	4	1	11	7	2	403
07:15 AM	26	96	27	4	28	54	24	2	33	220	31	1	0	34	7	3	590
07:30 AM	44	85	24	2	30	65	34	2	28	290	20	2	0	38	14	0	678
07:45 AM	38	93	10	0	25	77	27	2	51	313	35	0	3	45	36	1	756
Total	122	338	81	7	107	225	96	8	134	997	103	7	4	128	64	6	2427
08:00 AM	27	90	24	2	26	68	39	0	49	312	24	1	0	59	21	0	742
08:15 AM	27	92	28	1	42	56	31	3	52	329	51	3	1	38	18	1	773
08:30 AM	37	102	18	0	32	54	29	1	50	313	23	3	2	34	9	0	707
08:45 AM	30	81	11	1	17	51	31	0	58	309	38	2	0	37	12	1	679
Total	121	365	81	4	117	229	130	4	209	1263	136	9	3	168	60	2	2901
Grand Total	243	703	162	11	224	454	226	12	343	2260	239	16	7	296	124	8	5328
Apprch %	21.7	62.8	14.5	1	24.5	49.6	24.7	1.3	12	79.1	8.4	0.6	1.6	68	28.5	1.8	
Total %	4.6	13.2	3	0.2	4.2	8.5	4.2	0.2	6.4	42.4	4.5	0.3	0.1	5.6	2.3	0.2	

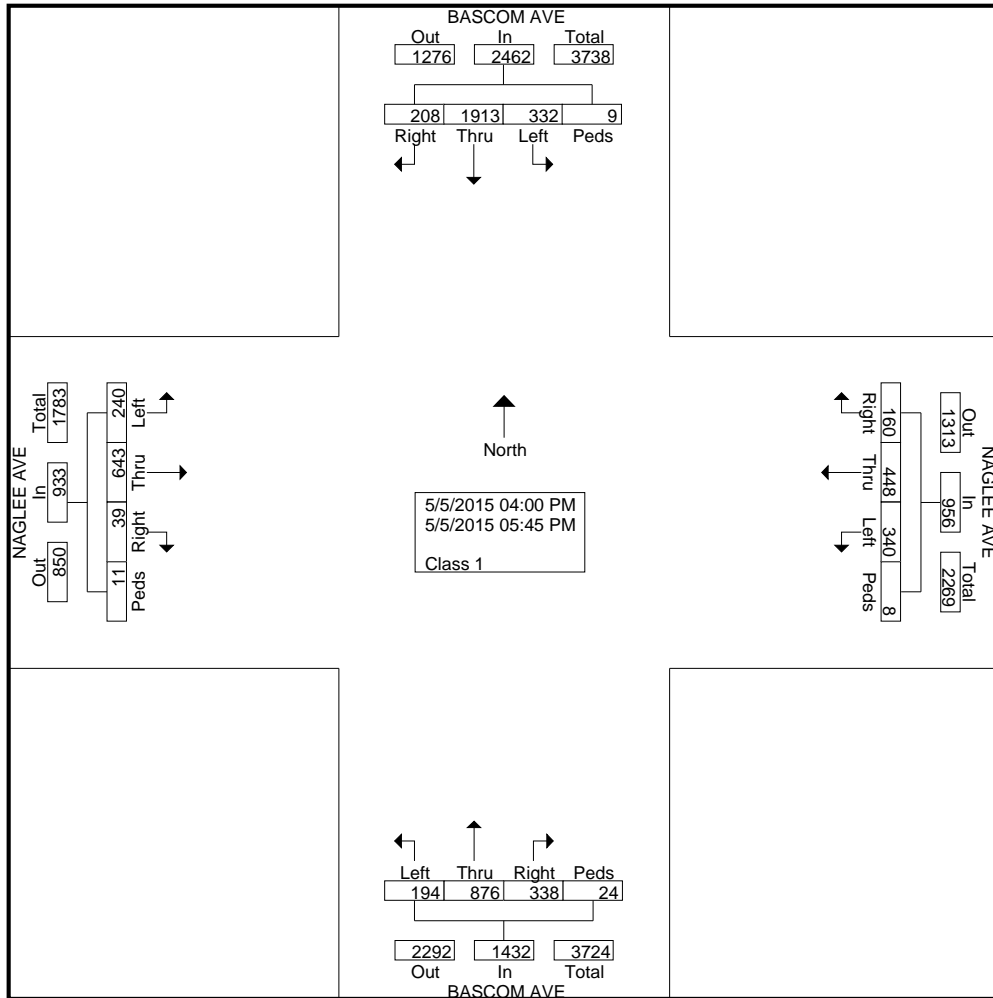


Start Time	BASCOM AVE Southbound					NAGLEE AVE Westbound					BASCOM AVE Northbound					NAGLEE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	38	93	10	0	141	25	77	27	2	131	51	313	35	0	399	3	45	36	1	85	756
08:00 AM	27	90	24	2	143	26	68	39	0	133	49	312	24	1	386	0	59	21	0	80	742
08:15 AM	27	92	28	1	148	42	56	31	3	132	52	329	51	3	435	1	38	18	1	58	773
08:30 AM	37	102	18	0	157	32	54	29	1	116	50	313	23	3	389	2	34	9	0	45	707
Total Volume	129	377	80	3	589	125	255	126	6	512	202	1267	133	7	1609	6	176	84	2	268	2978
% App. Total	21.9	64	13.6	0.5		24.4	49.8	24.6	1.2		12.6	78.7	8.3	0.4		2.2	65.7	31.3	0.7		
PHF	.849	.924	.714	.375	.938	.744	.828	.808	.500	.962	.971	.963	.652	.583	.925	.500	.746	.583	.500	.788	.963

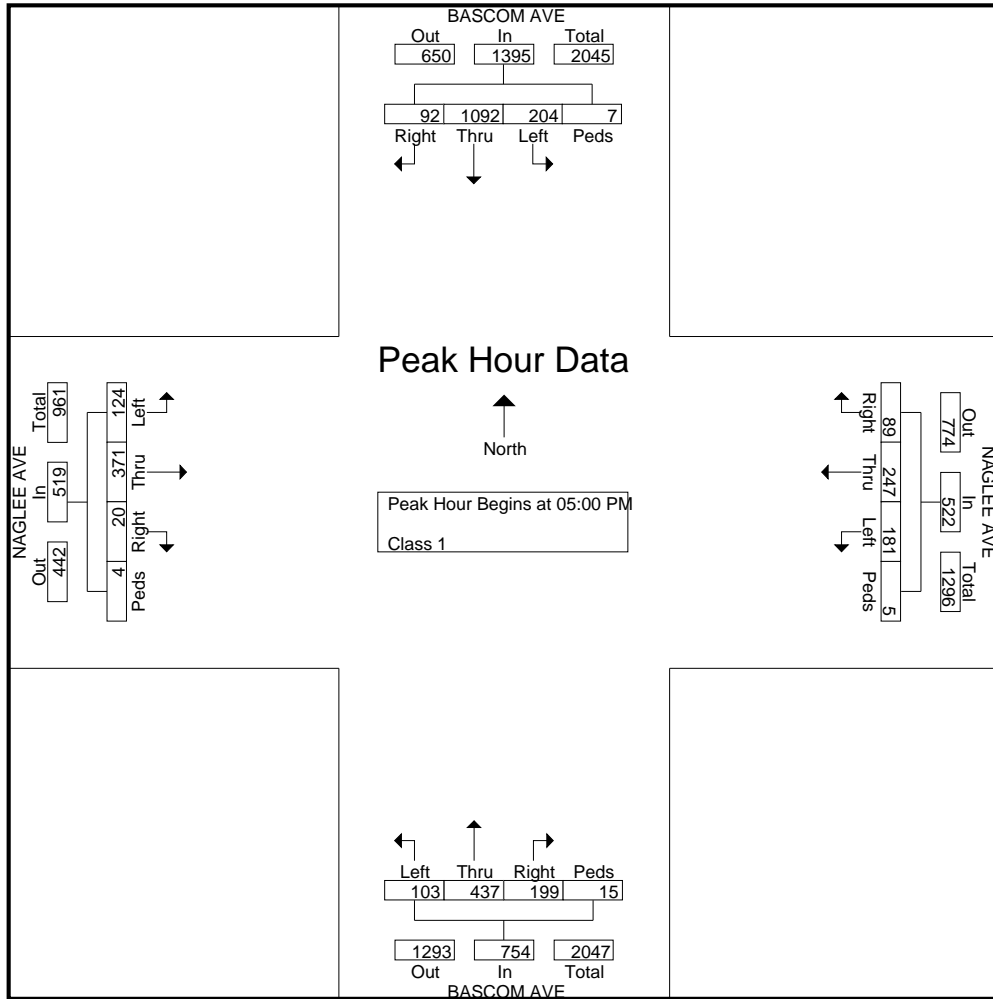


Groups Printed- Class 1

Start Time	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				NAGLEE AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	35	207	29	0	17	51	49	1	29	103	26	2	6	67	30	2	654
04:15 PM	27	188	29	0	17	47	36	0	49	90	25	0	6	73	22	1	610
04:30 PM	26	207	35	0	20	54	39	1	32	124	18	3	0	62	45	4	670
04:45 PM	28	219	35	2	17	49	35	1	29	122	22	4	7	70	19	0	659
Total	116	821	128	2	71	201	159	3	139	439	91	9	19	272	116	7	2593
05:00 PM	18	258	49	3	22	72	44	0	46	127	21	5	5	71	27	2	770
05:15 PM	27	285	49	0	20	53	45	5	49	109	25	6	6	92	34	0	805
05:30 PM	28	287	49	1	24	68	49	0	49	102	28	2	5	107	35	0	834
05:45 PM	19	262	57	3	23	54	43	0	55	99	29	2	4	101	28	2	781
Total	92	1092	204	7	89	247	181	5	199	437	103	15	20	371	124	4	3190
Grand Total	208	1913	332	9	160	448	340	8	338	876	194	24	39	643	240	11	5783
Apprch %	8.4	77.7	13.5	0.4	16.7	46.9	35.6	0.8	23.6	61.2	13.5	1.7	4.2	68.9	25.7	1.2	
Total %	3.6	33.1	5.7	0.2	2.8	7.7	5.9	0.1	5.8	15.1	3.4	0.4	0.7	11.1	4.2	0.2	



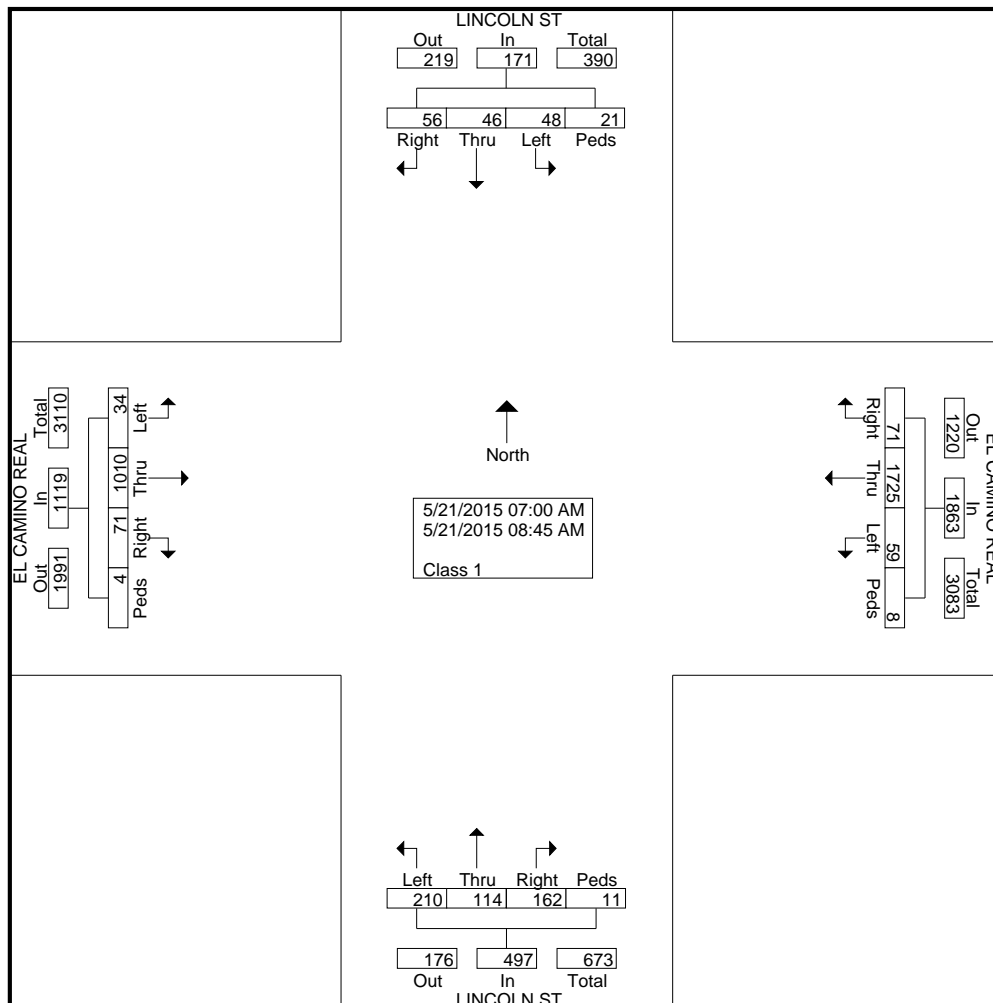
Start Time	BASCOM AVE Southbound					NAGLEE AVE Westbound					BASCOM AVE Northbound					NAGLEE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	18	258	49	3	328	22	72	44	0	138	46	127	21	5	199	5	71	27	2	105	770
05:15 PM	27	285	49	0	361	20	53	45	5	123	49	109	25	6	189	6	92	34	0	132	805
05:30 PM	28	287	49	1	365	24	68	49	0	141	49	102	28	2	181	5	107	35	0	147	834
05:45 PM	19	262	57	3	341	23	54	43	0	120	55	99	29	2	185	4	101	28	2	135	781
Total Volume	92	1092	204	7	1395	89	247	181	5	522	199	437	103	15	754	20	371	124	4	519	3190
% App. Total	6.6	78.3	14.6	0.5		17	47.3	34.7	1		26.4	58	13.7	2		3.9	71.5	23.9	0.8		
PHF	.821	.951	.895	.583	.955	.927	.858	.923	.250	.926	.905	.860	.888	.625	.947	.833	.867	.886	.500	.883	.956



File Name : #25 LINCOLN&ELCAMINOAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 1

Groups Printed- Class 1

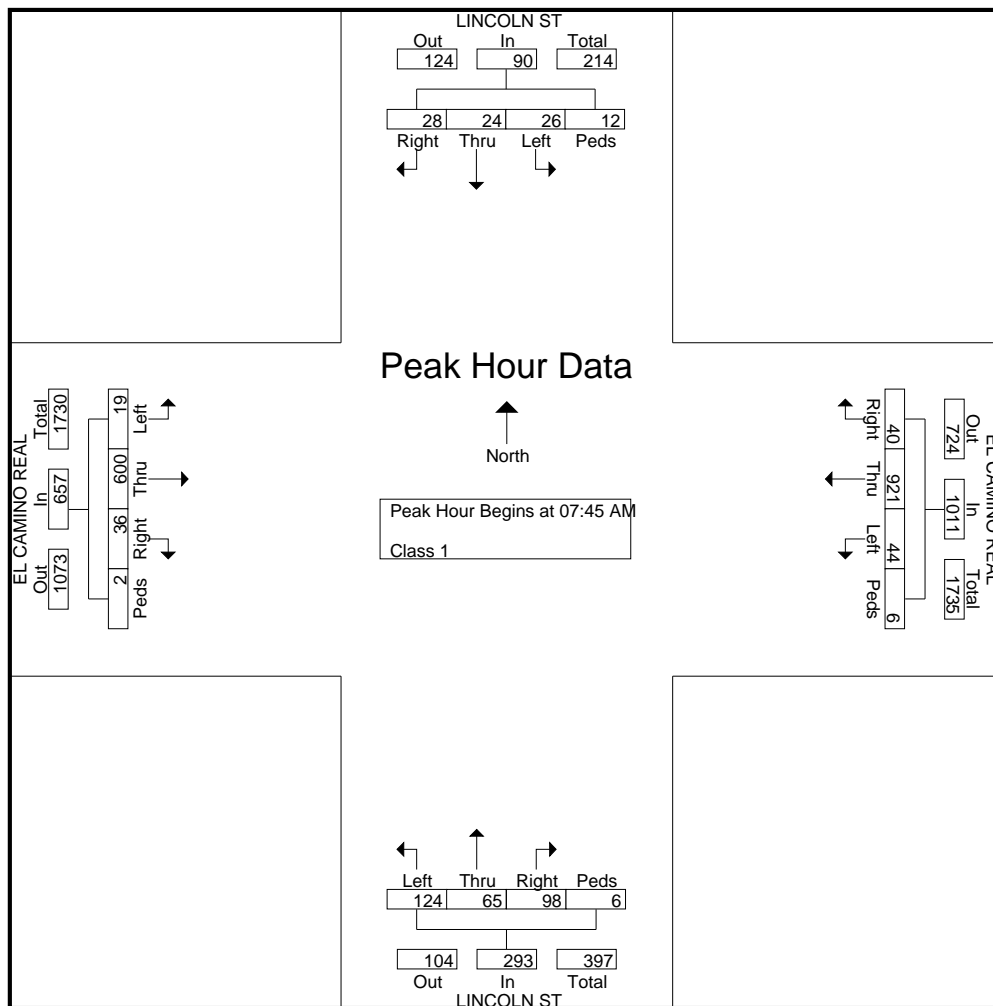
Start Time	LINCOLN ST Southbound				EL CAMINO REAL Westbound				LINCOLN ST Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	2	5	5	1	7	161	1	1	13	10	19	0	11	82	0	0	318
07:15 AM	7	6	5	0	3	193	1	0	14	4	9	0	9	91	3	0	345
07:30 AM	9	5	6	2	13	236	5	0	19	18	31	2	5	105	4	1	461
07:45 AM	5	7	8	0	11	239	12	2	30	22	26	2	10	151	6	0	531
Total	23	23	24	3	34	829	19	3	76	54	85	4	35	429	13	1	1655
08:00 AM	4	4	5	4	13	226	12	2	24	16	38	1	13	141	5	0	508
08:15 AM	7	8	5	8	8	230	9	1	24	16	37	2	6	167	1	0	529
08:30 AM	12	5	8	0	8	226	11	1	20	11	23	1	7	141	7	2	483
08:45 AM	10	6	6	6	8	214	8	1	18	17	27	3	10	132	8	1	475
Total	33	23	24	18	37	896	40	5	86	60	125	7	36	581	21	3	1995
Grand Total	56	46	48	21	71	1725	59	8	162	114	210	11	71	1010	34	4	3650
Apprch %	32.7	26.9	28.1	12.3	3.8	92.6	3.2	0.4	32.6	22.9	42.3	2.2	6.3	90.3	3	0.4	
Total %	1.5	1.3	1.3	0.6	1.9	47.3	1.6	0.2	4.4	3.1	5.8	0.3	1.9	27.7	0.9	0.1	





File Name : #25 LINCOLN&ELCAMINOAM  
 Site Code :  
 Start Date : 5/21/2015  
 Page No : 2

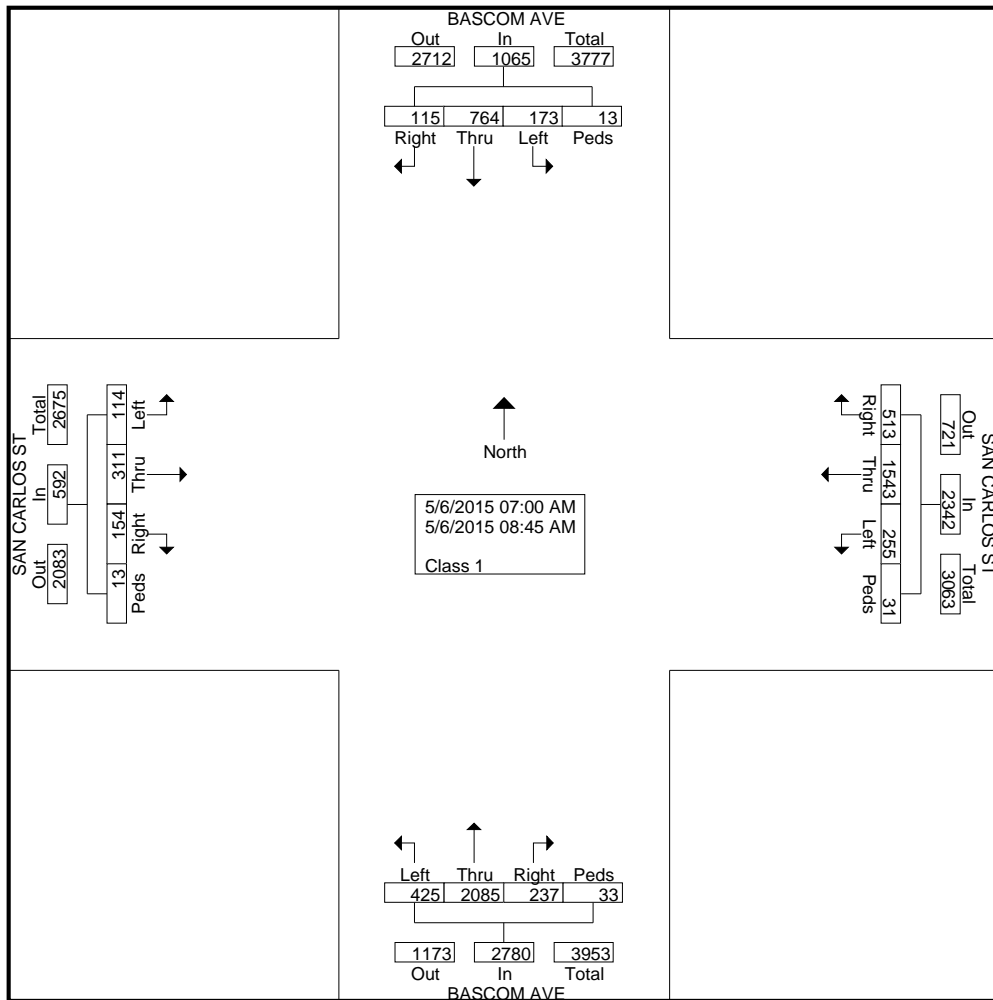
Start Time	LINCOLN ST Southbound					EL CAMINO REAL Westbound					LINCOLN ST Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	7	8	0	20	11	239	12	2	264	30	22	26	2	80	10	151	6	0	167	531
08:00 AM	4	4	5	4	17	13	226	12	2	253	24	16	38	1	79	13	141	5	0	159	508
08:15 AM	7	8	5	8	28	8	230	9	1	248	24	16	37	2	79	6	167	1	0	174	529
08:30 AM	12	5	8	0	25	8	226	11	1	246	20	11	23	1	55	7	141	7	2	157	483
Total Volume	28	24	26	12	90	40	921	44	6	1011	98	65	124	6	293	36	600	19	2	657	2051
% App. Total	31.1	26.7	28.9	13.3		4	91.1	4.4	0.6		33.4	22.2	42.3	2		5.5	91.3	2.9	0.3		
PHF	.583	.750	.813	.375	.804	.769	.963	.917	.750	.957	.817	.739	.816	.750	.916	.692	.898	.679	.250	.944	.966



File Name : #26 BASCOM&SAN CARLOS AM  
 Site Code : 26  
 Start Date : 5/6/2015  
 Page No : 1

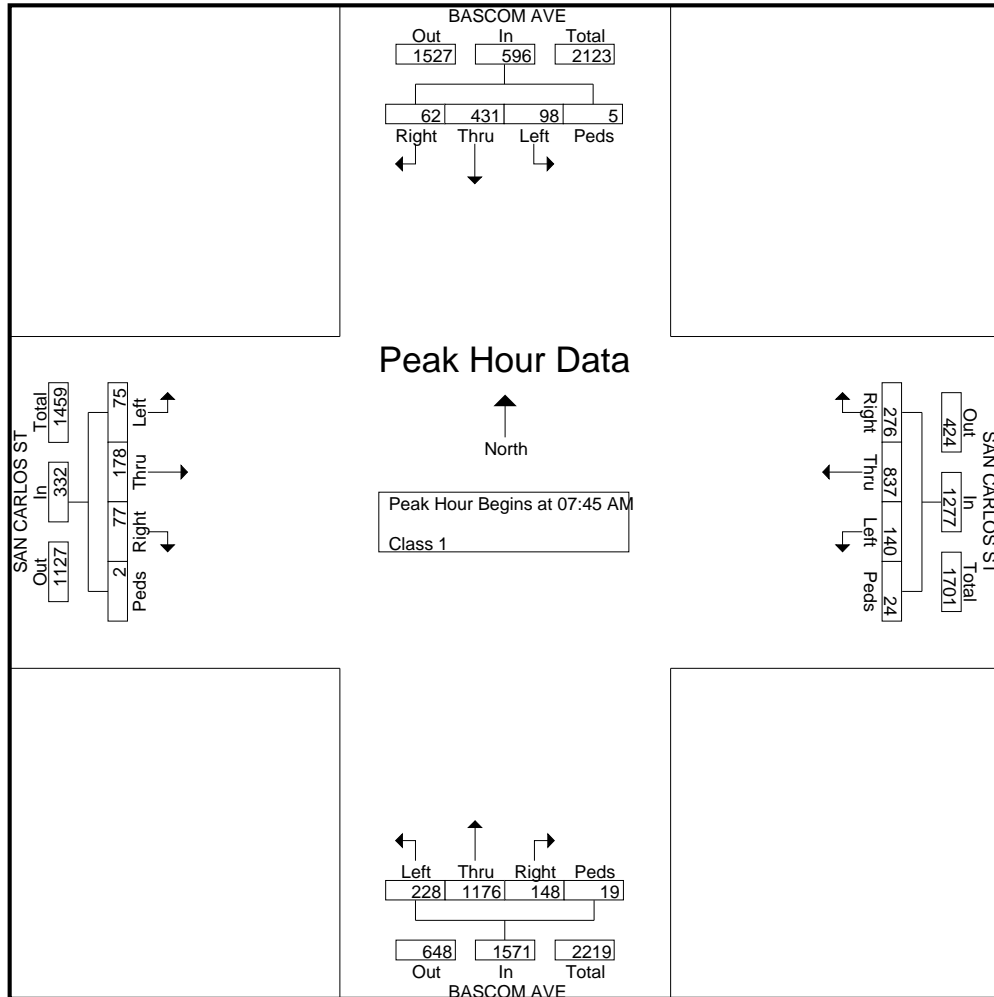
Groups Printed- Class 1

Start Time	BASCOM AVE Southbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	11	53	20	2	50	132	18	1	11	163	47	2	8	24	4	2	548
07:15 AM	17	86	13	2	49	204	19	1	15	218	57	3	23	30	5	1	743
07:30 AM	13	98	21	3	63	223	39	2	25	250	55	1	29	29	9	7	867
07:45 AM	13	100	22	0	71	281	36	7	41	277	70	2	22	45	11	0	998
Total	54	337	76	7	233	840	112	11	92	908	229	8	82	128	29	10	3156
08:00 AM	15	121	24	1	68	181	40	2	18	331	57	5	16	40	19	2	940
08:15 AM	20	91	23	1	82	212	40	7	40	258	54	5	20	44	32	0	929
08:30 AM	14	119	29	3	55	163	24	8	49	310	47	7	19	49	13	0	909
08:45 AM	12	96	21	1	75	147	39	3	38	278	38	8	17	50	21	1	845
Total	61	427	97	6	280	703	143	20	145	1177	196	25	72	183	85	3	3623
Grand Total	115	764	173	13	513	1543	255	31	237	2085	425	33	154	311	114	13	6779
Apprch %	10.8	71.7	16.2	1.2	21.9	65.9	10.9	1.3	8.5	75	15.3	1.2	26	52.5	19.3	2.2	
Total %	1.7	11.3	2.6	0.2	7.6	22.8	3.8	0.5	3.5	30.8	6.3	0.5	2.3	4.6	1.7	0.2	



File Name : #26 BASCOM&SAN CARLOS AM  
 Site Code : 26  
 Start Date : 5/6/2015  
 Page No : 2

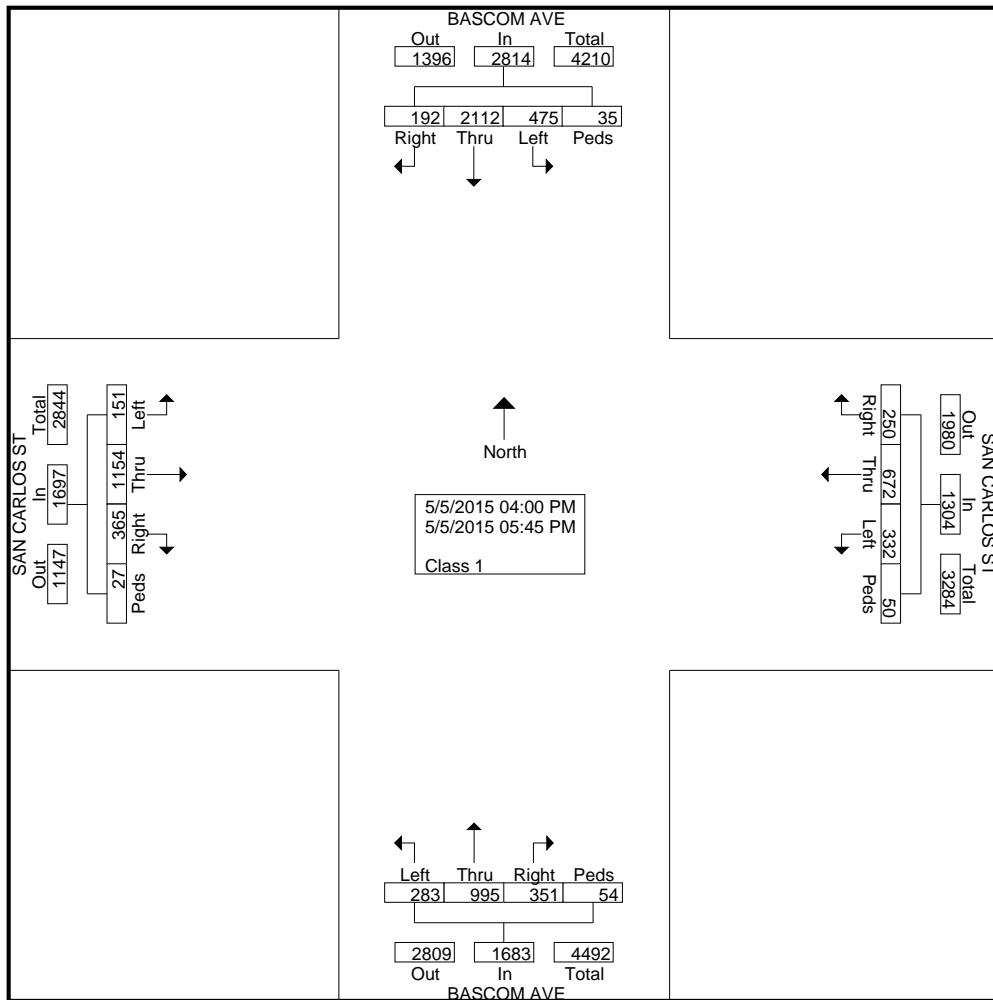
Start Time	BASCOM AVE Southbound					SAN CARLOS ST Westbound					BASCOM AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	13	100	22	0	135	71	281	36	7	395	41	277	70	2	390	22	45	11	0	78	998
08:00 AM	15	121	24	1	161	68	181	40	2	291	18	331	57	5	411	16	40	19	2	77	940
08:15 AM	20	91	23	1	135	82	212	40	7	341	40	258	54	5	357	20	44	32	0	96	929
08:30 AM	14	119	29	3	165	55	163	24	8	250	49	310	47	7	413	19	49	13	0	81	909
Total Volume	62	431	98	5	596	276	837	140	24	1277	148	1176	228	19	1571	77	178	75	2	332	3776
% App. Total	10.4	72.3	16.4	0.8		21.6	65.5	11	1.9		9.4	74.9	14.5	1.2		23.2	53.6	22.6	0.6		
PHF	.775	.890	.845	.417	.903	.841	.745	.875	.750	.808	.755	.888	.814	.679	.951	.875	.908	.586	.250	.865	.946



File Name : #26 BASCOM&SANCARLOSPM  
 Site Code : 26  
 Start Date : 5/5/2015  
 Page No : 1

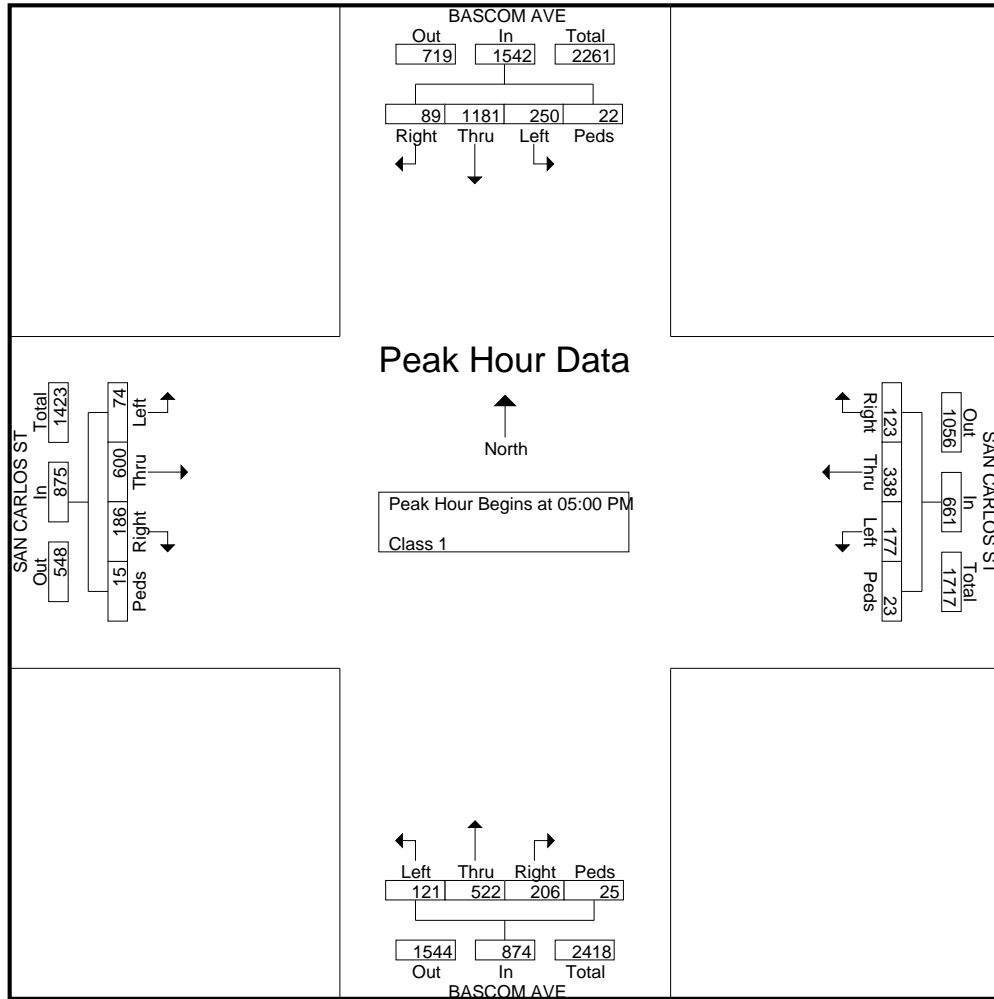
Groups Printed- Class 1

Start Time	BASCOM AVE Southbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	27	217	64	4	30	77	33	4	41	112	34	5	39	124	14	3	828
04:15 PM	29	223	56	0	28	96	33	9	37	119	39	12	30	144	19	0	874
04:30 PM	21	247	52	5	35	74	50	3	38	123	42	4	46	134	19	8	901
04:45 PM	26	244	53	4	34	87	39	11	29	119	47	8	64	152	25	1	943
Total	103	931	225	13	127	334	155	27	145	473	162	29	179	554	77	12	3546
05:00 PM	31	292	58	4	35	79	38	2	48	141	36	2	53	135	15	1	970
05:15 PM	20	311	68	3	36	86	46	4	55	126	26	11	56	163	20	5	1036
05:30 PM	21	296	60	6	25	89	42	4	46	130	31	1	40	161	19	4	975
05:45 PM	17	282	64	9	27	84	51	13	57	125	28	11	37	141	20	5	971
Total	89	1181	250	22	123	338	177	23	206	522	121	25	186	600	74	15	3952
Grand Total	192	2112	475	35	250	672	332	50	351	995	283	54	365	1154	151	27	7498
Apprch %	6.8	75.1	16.9	1.2	19.2	51.5	25.5	3.8	20.9	59.1	16.8	3.2	21.5	68	8.9	1.6	
Total %	2.6	28.2	6.3	0.5	3.3	9	4.4	0.7	4.7	13.3	3.8	0.7	4.9	15.4	2	0.4	



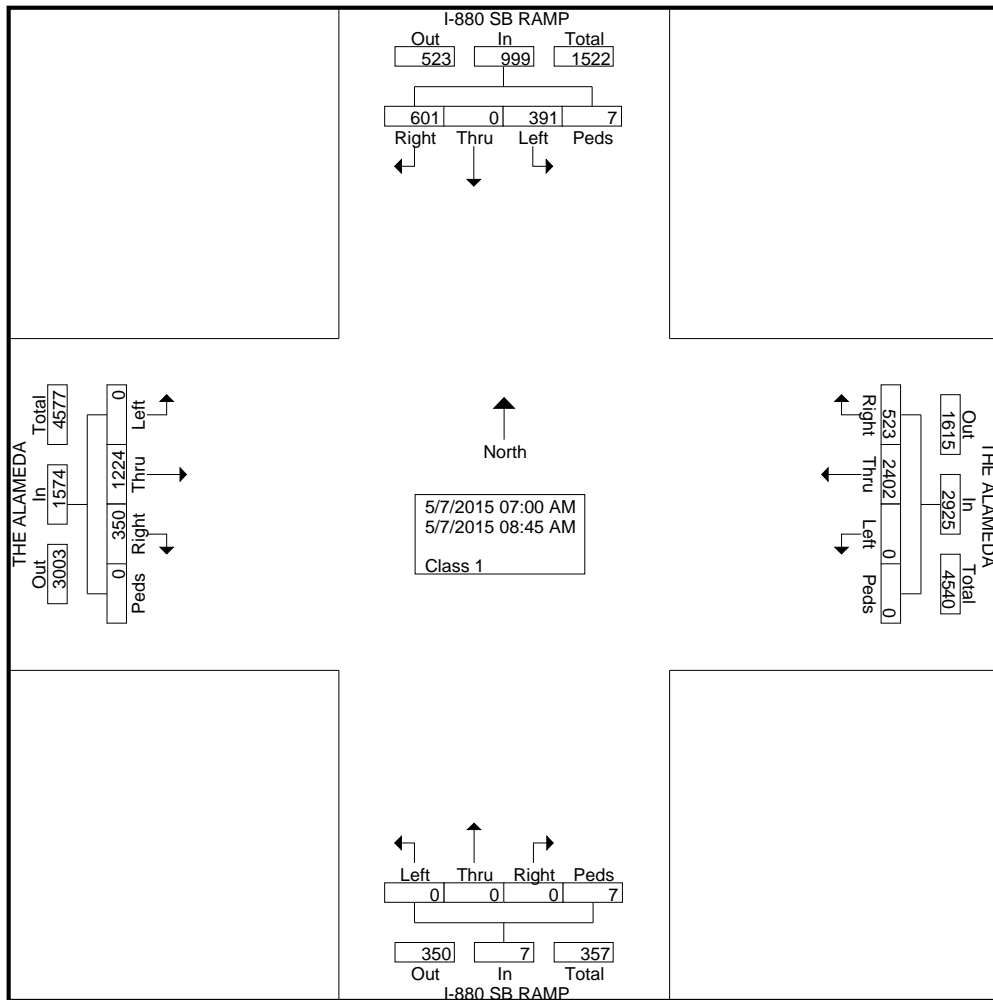
File Name : #26 BASCOM&SAN CARLOSPM  
 Site Code : 26  
 Start Date : 5/5/2015  
 Page No : 2

Start Time	BASCOM AVE Southbound					SAN CARLOS ST Westbound					BASCOM AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	31	292	58	4	385	35	79	38	2	154	48	141	36	2	227	53	135	15	1	204	970
05:15 PM	20	311	68	3	402	36	86	46	4	172	55	126	26	11	218	56	163	20	5	244	1036
05:30 PM	21	296	60	6	383	25	89	42	4	160	46	130	31	1	208	40	161	19	4	224	975
05:45 PM	17	282	64	9	372	27	84	51	13	175	57	125	28	11	221	37	141	20	5	203	971
Total Volume	89	1181	250	22	1542	123	338	177	23	661	206	522	121	25	874	186	600	74	15	875	3952
% App. Total	5.8	76.6	16.2	1.4		18.6	51.1	26.8	3.5		23.6	59.7	13.8	2.9		21.3	68.6	8.5	1.7		
PHF	.718	.949	.919	.611	.959	.854	.949	.868	.442	.944	.904	.926	.840	.568	.963	.830	.920	.925	.750	.897	.954

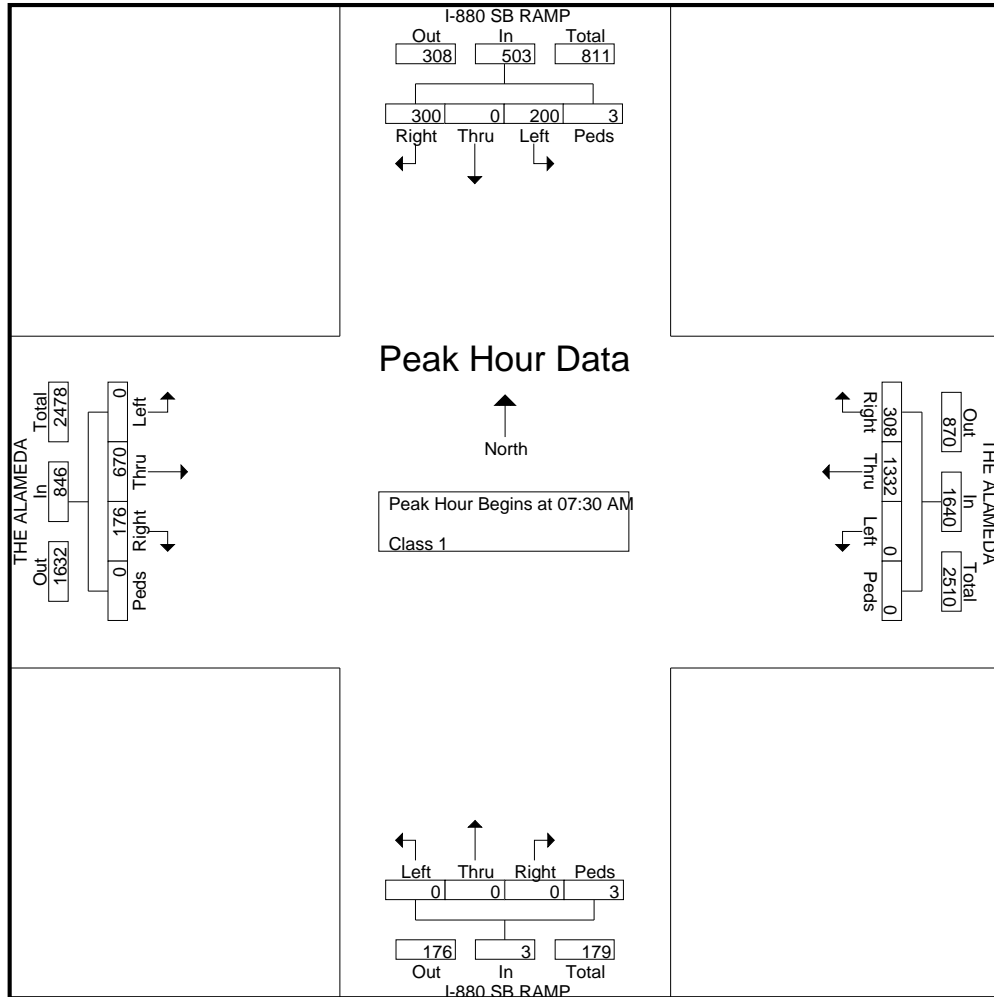


Groups Printed- Class 1

Start Time	I-880 SB RAMP Southbound				THE ALAMEDA Westbound				I-880 SB RAMP Northbound				THE ALAMEDA Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	63	0	46	0	39	233	0	0	0	0	0	0	41	113	0	0	535
07:15 AM	74	0	53	1	68	298	0	0	0	0	0	0	44	141	0	0	679
07:30 AM	59	0	48	1	74	294	0	0	0	0	0	1	53	157	0	0	687
07:45 AM	83	0	71	0	99	347	0	0	0	0	0	0	34	166	0	0	800
Total	279	0	218	2	280	1172	0	0	0	0	0	1	172	577	0	0	2701
08:00 AM	70	0	45	1	82	343	0	0	0	0	0	0	48	161	0	0	750
08:15 AM	88	0	36	1	53	348	0	0	0	0	0	2	41	186	0	0	755
08:30 AM	83	0	35	2	60	294	0	0	0	0	0	2	59	152	0	0	687
08:45 AM	81	0	57	1	48	245	0	0	0	0	0	2	30	148	0	0	612
Total	322	0	173	5	243	1230	0	0	0	0	0	6	178	647	0	0	2804
Grand Total	601	0	391	7	523	2402	0	0	0	0	0	7	350	1224	0	0	5505
Apprch %	60.2	0	39.1	0.7	17.9	82.1	0	0	0	0	0	100	22.2	77.8	0	0	
Total %	10.9	0	7.1	0.1	9.5	43.6	0	0	0	0	0	0.1	6.4	22.2	0	0	

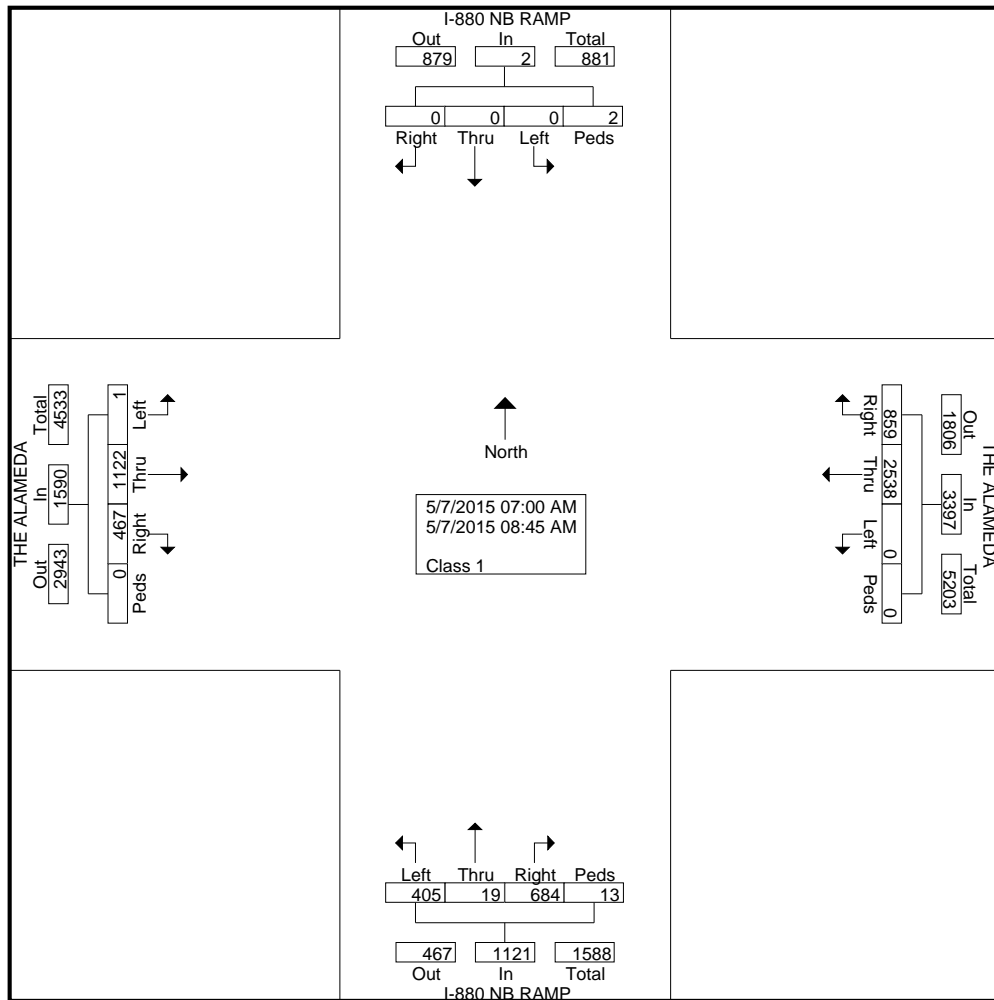


Start Time	I-880 SB RAMP Southbound					THE ALAMEDA Westbound					I-880 SB RAMP Northbound					THE ALAMEDA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	59	0	48	1	108	74	294	0	0	368	0	0	0	1	1	53	157	0	0	210	687
07:45 AM	83	0	71	0	154	99	347	0	0	446	0	0	0	0	0	34	166	0	0	200	800
08:00 AM	70	0	45	1	116	82	343	0	0	425	0	0	0	0	0	48	161	0	0	209	750
08:15 AM	88	0	36	1	125	53	348	0	0	401	0	0	0	2	2	41	186	0	0	227	755
Total Volume	300	0	200	3	503	308	1332	0	0	1640	0	0	0	3	3	176	670	0	0	846	2992
% App. Total	59.6	0	39.8	0.6		18.8	81.2	0	0		0	0	0	100		20.8	79.2	0	0		
PHF	.852	.000	.704	.750	.817	.778	.957	.000	.000	.919	.000	.000	.000	.375	.375	.830	.901	.000	.000	.932	.935



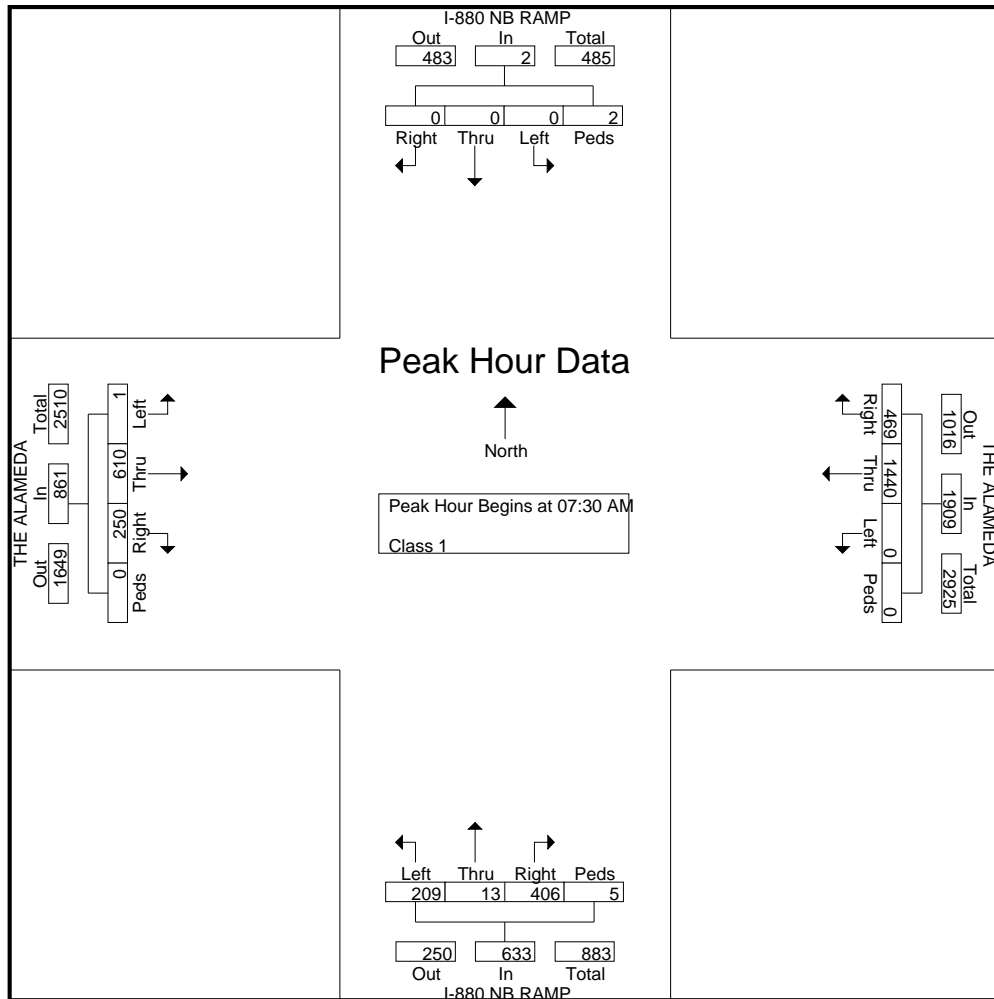
Groups Printed- Class 1

Start Time	I-880 NB RAMP Southbound				THE ALAMEDA Westbound				I-880 NB RAMP Northbound				THE ALAMEDA Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	91	228	0	0	62	0	46	0	53	104	0	0	584
07:15 AM	0	0	0	0	111	321	0	0	107	0	38	2	66	131	0	0	776
07:30 AM	0	0	0	0	139	322	0	0	105	1	43	2	70	124	0	0	806
07:45 AM	0	0	0	0	125	380	0	0	121	0	66	1	50	185	0	0	928
Total	0	0	0	0	466	1251	0	0	395	1	193	5	239	544	0	0	3094
08:00 AM	0	0	0	0	108	369	0	0	104	5	57	0	57	148	0	0	848
08:15 AM	0	0	0	2	97	369	0	0	76	7	43	2	73	153	1	0	823
08:30 AM	0	0	0	0	104	307	0	0	55	2	51	5	58	126	0	0	708
08:45 AM	0	0	0	0	84	242	0	0	54	4	61	1	40	151	0	0	637
Total	0	0	0	2	393	1287	0	0	289	18	212	8	228	578	1	0	3016
Grand Total	0	0	0	2	859	2538	0	0	684	19	405	13	467	1122	1	0	6110
Apprch %	0	0	0	100	25.3	74.7	0	0	61	1.7	36.1	1.2	29.4	70.6	0.1	0	
Total %	0	0	0	0	14.1	41.5	0	0	11.2	0.3	6.6	0.2	7.6	18.4	0	0	



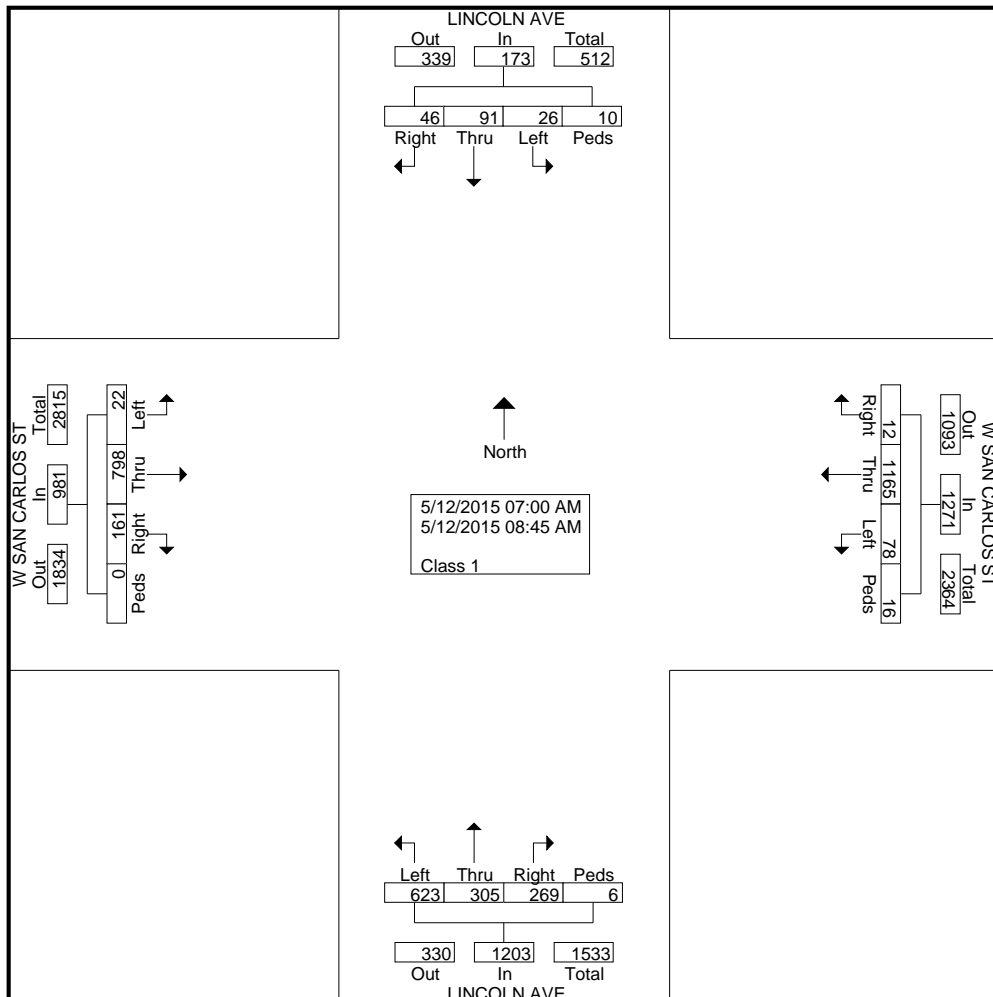


Start Time	I-880 NB RAMP Southbound					THE ALAMEDA Westbound					I-880 NB RAMP Northbound					THE ALAMEDA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	139	322	0	0	461	105	1	43	2	151	70	124	0	0	194	806
07:45 AM	0	0	0	0	0	125	380	0	0	505	121	0	66	1	188	50	185	0	0	235	928
08:00 AM	0	0	0	0	0	108	369	0	0	477	104	5	57	0	166	57	148	0	0	205	848
08:15 AM	0	0	0	2	2	97	369	0	0	466	76	7	43	2	128	73	153	1	0	227	823
Total Volume	0	0	0	2	2	469	1440	0	0	1909	406	13	209	5	633	250	610	1	0	861	3405
% App. Total	0	0	0	100		24.6	75.4	0	0		64.1	2.1	33	0.8		29	70.8	0.1	0		
PHF	.000	.000	.000	.250	.250	.844	.947	.000	.000	.945	.839	.464	.792	.625	.842	.856	.824	.250	.000	.916	.917



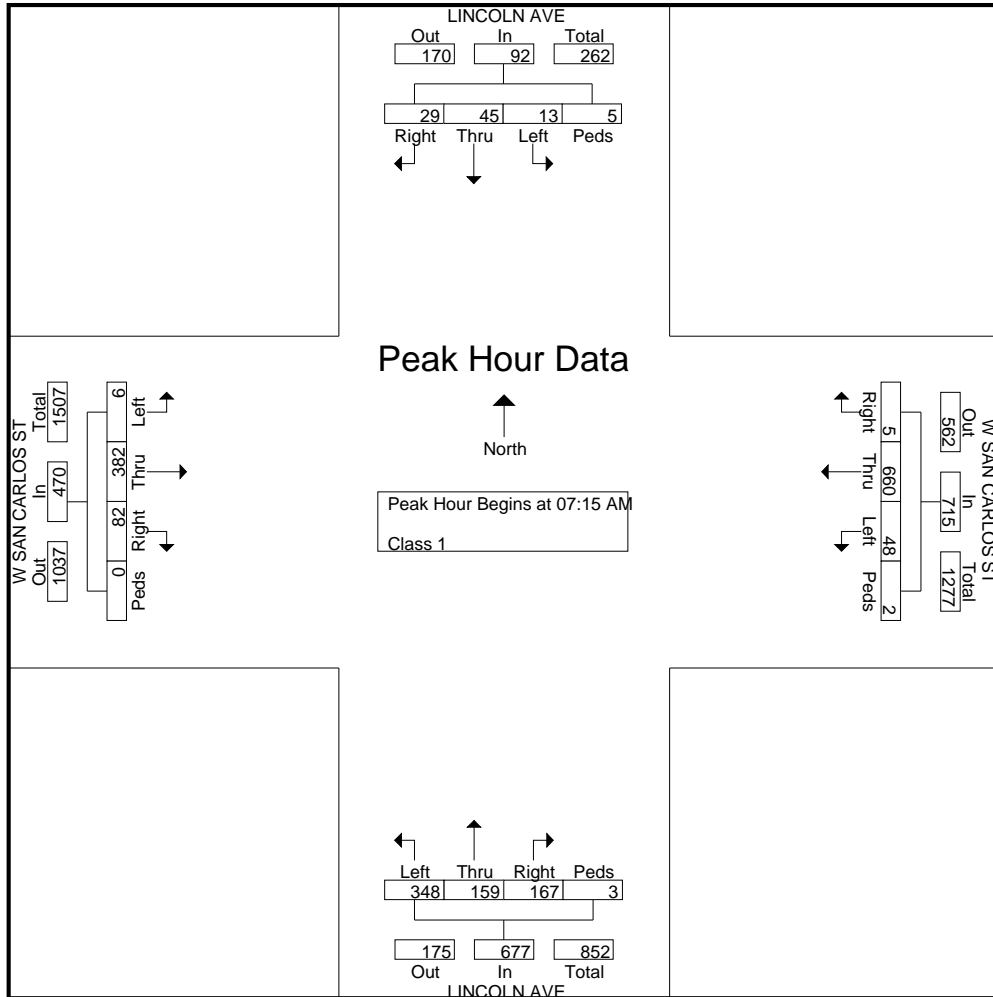
Groups Printed- Class 1

Start Time	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	4	3	4	0	5	139	12	0	14	29	68	0	13	65	1	0	357
07:15 AM	4	7	4	2	0	177	10	1	41	36	107	1	20	81	2	0	493
07:30 AM	7	13	5	1	1	181	16	0	32	45	71	0	23	99	2	0	496
07:45 AM	11	14	3	1	4	154	14	0	47	42	82	2	25	109	0	0	508
Total	26	37	16	4	10	651	52	1	134	152	328	3	81	354	5	0	1854
08:00 AM	7	11	1	1	0	148	8	1	47	36	88	0	14	93	2	0	457
08:15 AM	4	16	5	0	0	116	4	2	32	40	78	0	20	98	5	0	420
08:30 AM	2	13	1	3	1	142	4	7	27	44	76	1	23	125	3	0	472
08:45 AM	7	14	3	2	1	108	10	5	29	33	53	2	23	128	7	0	425
Total	20	54	10	6	2	514	26	15	135	153	295	3	80	444	17	0	1774
Grand Total	46	91	26	10	12	1165	78	16	269	305	623	6	161	798	22	0	3628
Apprch %	26.6	52.6	15	5.8	0.9	91.7	6.1	1.3	22.4	25.4	51.8	0.5	16.4	81.3	2.2	0	
Total %	1.3	2.5	0.7	0.3	0.3	32.1	2.1	0.4	7.4	8.4	17.2	0.2	4.4	22	0.6	0	



File Name : #37 LINCOLN&SAN CARLOS AM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 2

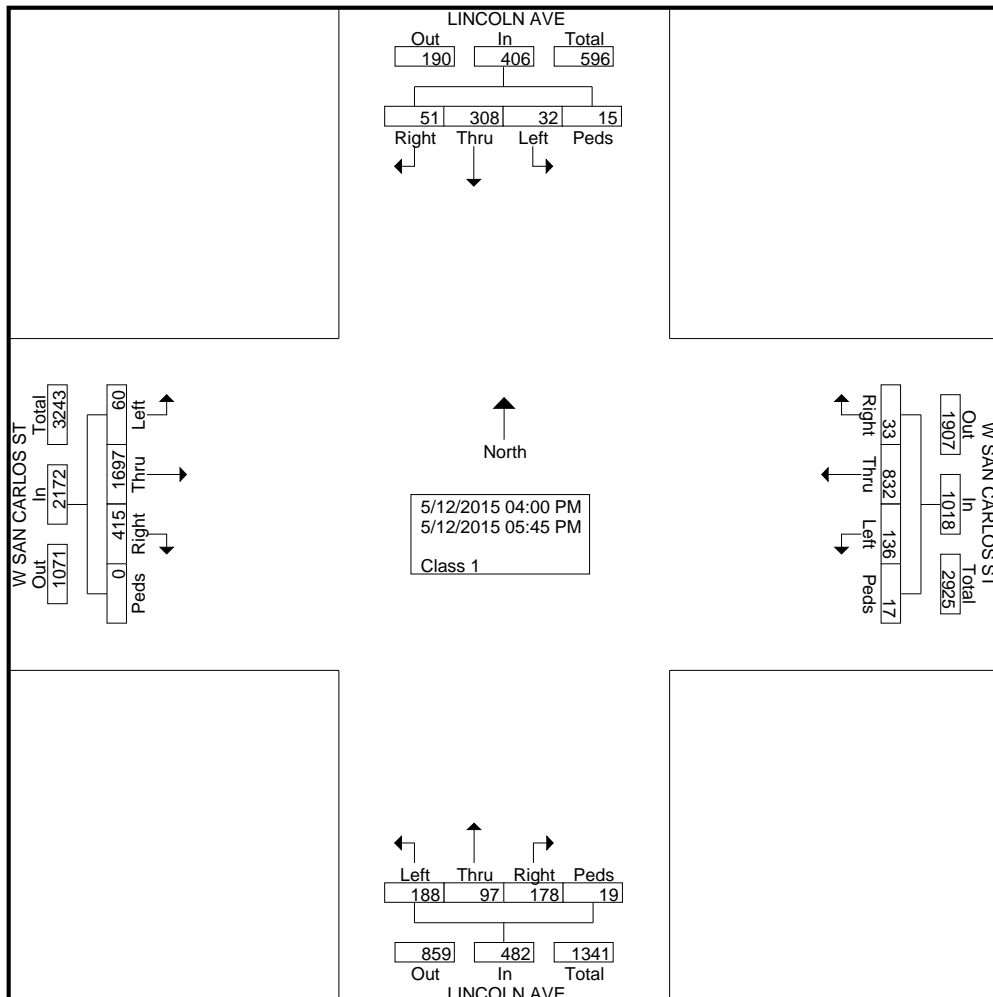
Start Time	LINCOLN AVE Southbound					W SAN CARLOS ST Westbound					LINCOLN AVE Northbound					W SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	7	4	2	17	0	177	10	1	188	41	36	107	1	185	20	81	2	0	103	493
07:30 AM	7	13	5	1	26	1	181	16	0	198	32	45	71	0	148	23	99	2	0	124	496
07:45 AM	11	14	3	1	29	4	154	14	0	172	47	42	82	2	173	25	109	0	0	134	508
08:00 AM	7	11	1	1	20	0	148	8	1	157	47	36	88	0	171	14	93	2	0	109	457
Total Volume	29	45	13	5	92	5	660	48	2	715	167	159	348	3	677	82	382	6	0	470	1954
% App. Total	31.5	48.9	14.1	5.4		0.7	92.3	6.7	0.3		24.7	23.5	51.4	0.4		17.4	81.3	1.3	0		
PHF	.659	.804	.650	.625	.793	.313	.912	.750	.500	.903	.888	.883	.813	.375	.915	.820	.876	.750	.000	.877	.962



File Name : #37 LINCOLN&SAN CARLOSPM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 1

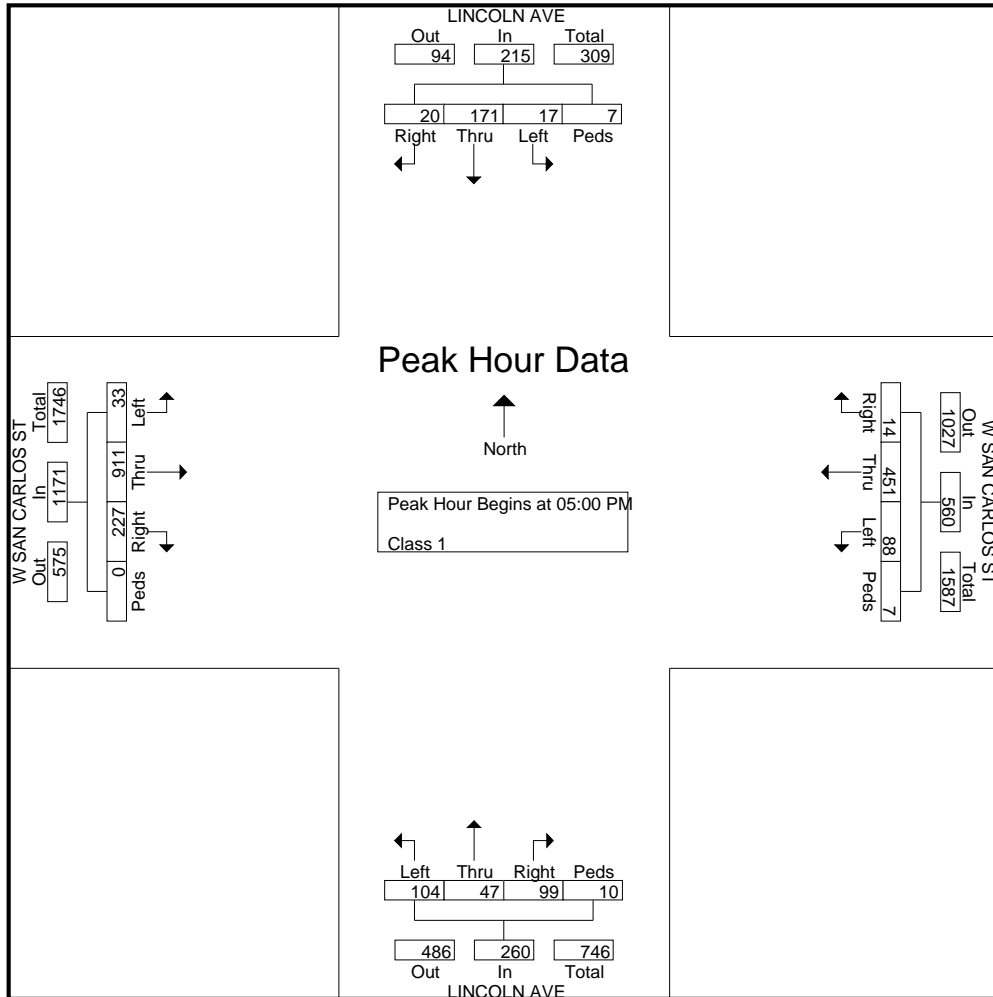
Groups Printed- Class 1

Start Time	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	5	28	5	2	4	78	13	2	19	18	22	3	48	186	4	0	437
04:15 PM	10	32	1	0	6	97	15	2	11	11	19	3	36	203	7	0	453
04:30 PM	11	38	5	4	8	94	12	4	31	13	21	2	54	192	12	0	501
04:45 PM	5	39	4	2	1	112	8	2	18	8	22	1	50	205	4	0	481
Total	31	137	15	8	19	381	48	10	79	50	84	9	188	786	27	0	1872
05:00 PM	7	36	3	1	4	102	19	2	33	8	30	2	61	217	1	0	526
05:15 PM	4	43	1	0	4	134	23	3	15	17	17	3	52	243	11	0	570
05:30 PM	6	51	3	2	5	94	23	2	27	9	35	1	55	244	10	0	567
05:45 PM	3	41	10	4	1	121	23	0	24	13	22	4	59	207	11	0	543
Total	20	171	17	7	14	451	88	7	99	47	104	10	227	911	33	0	2206
Grand Total	51	308	32	15	33	832	136	17	178	97	188	19	415	1697	60	0	4078
Apprch %	12.6	75.9	7.9	3.7	3.2	81.7	13.4	1.7	36.9	20.1	39	3.9	19.1	78.1	2.8	0	
Total %	1.3	7.6	0.8	0.4	0.8	20.4	3.3	0.4	4.4	2.4	4.6	0.5	10.2	41.6	1.5	0	



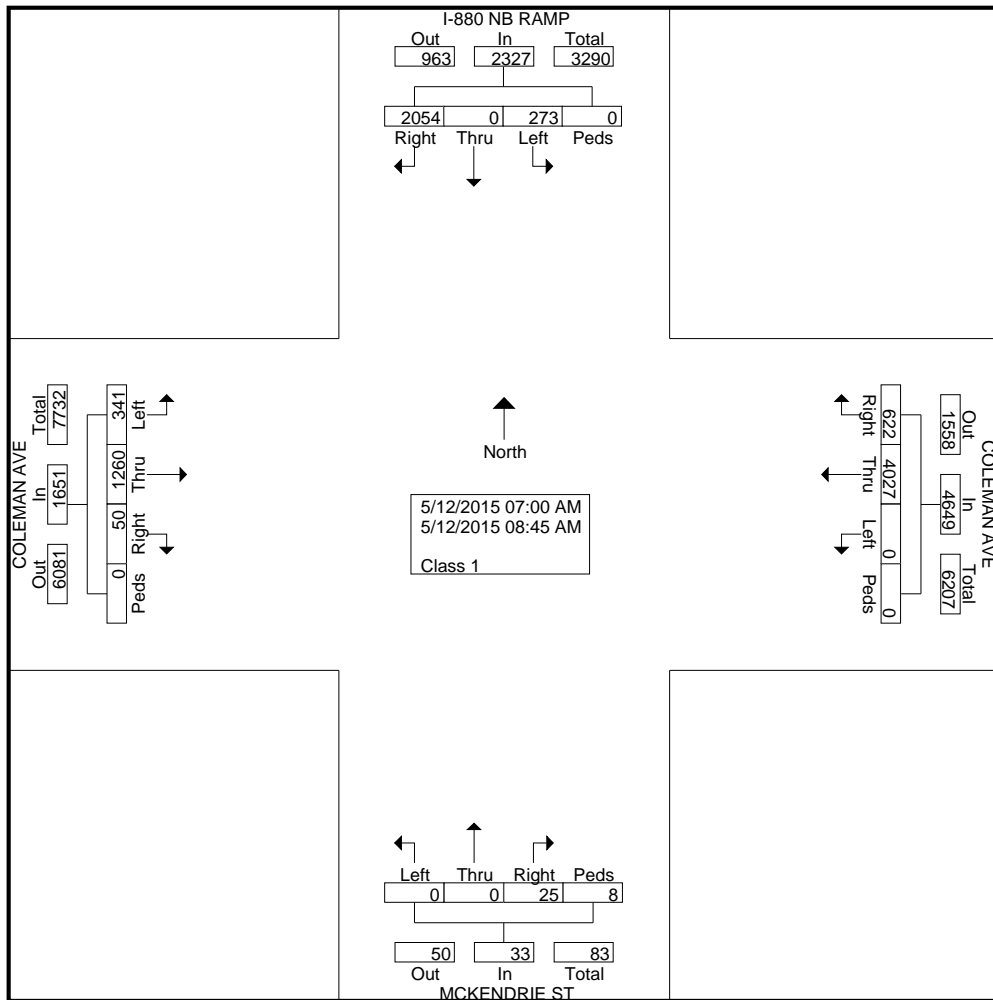
File Name : #37 LINCOLN&SAN CARLOSPM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 2

Start Time	LINCOLN AVE Southbound					W SAN CARLOS ST Westbound					LINCOLN AVE Northbound					W SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	36	3	1	47	4	102	19	2	127	33	8	30	2	73	61	217	1	0	279	526
05:15 PM	4	43	1	0	48	4	134	23	3	164	15	17	17	3	52	52	243	11	0	306	570
05:30 PM	6	51	3	2	62	5	94	23	2	124	27	9	35	1	72	55	244	10	0	309	567
05:45 PM	3	41	10	4	58	1	121	23	0	145	24	13	22	4	63	59	207	11	0	277	543
Total Volume	20	171	17	7	215	14	451	88	7	560	99	47	104	10	260	227	911	33	0	1171	2206
% App. Total	9.3	79.5	7.9	3.3		2.5	80.5	15.7	1.2		38.1	18.1	40	3.8		19.4	77.8	2.8	0		
PHF	.714	.838	.425	.438	.867	.700	.841	.957	.583	.854	.750	.691	.743	.625	.890	.930	.933	.750	.000	.947	.968

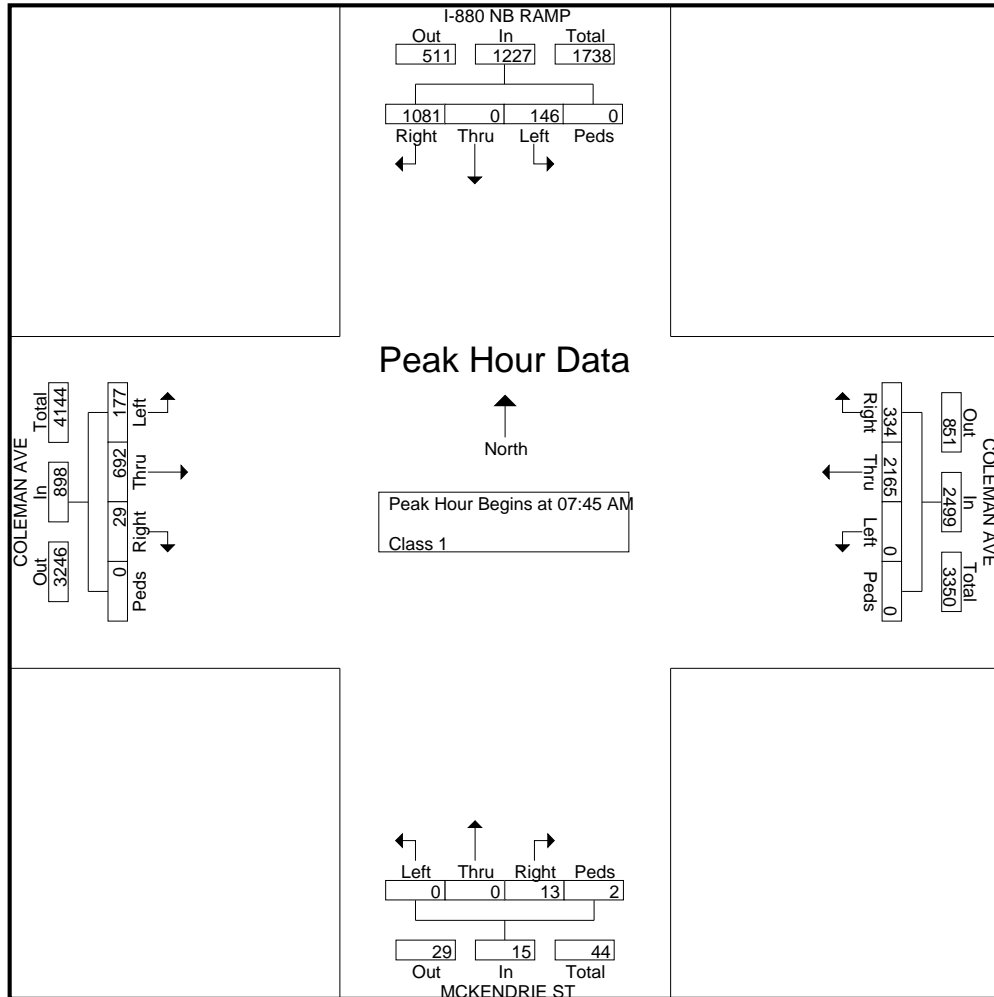


Groups Printed- Class 1

Start Time	I-880 NB RAMP Southbound				COLEMAN AVE Westbound				MCKENDRIE ST Northbound				COLEMAN AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	235	0	18	0	59	373	0	0	4	0	0	0	7	127	37	0	860
07:15 AM	232	0	31	0	67	470	0	0	5	0	0	0	10	135	39	0	989
07:30 AM	227	0	40	0	75	515	0	0	1	0	0	0	2	154	38	0	1052
07:45 AM	241	0	31	0	81	568	0	0	3	0	0	1	7	194	38	0	1164
Total	935	0	120	0	282	1926	0	0	13	0	0	1	26	610	152	0	4065
08:00 AM	280	0	45	0	97	516	0	0	4	0	0	0	8	161	38	0	1149
08:15 AM	272	0	34	0	90	541	0	0	2	0	0	1	8	167	57	0	1172
08:30 AM	288	0	36	0	66	540	0	0	4	0	0	0	6	170	44	0	1154
08:45 AM	279	0	38	0	87	504	0	0	2	0	0	6	2	152	50	0	1120
Total	1119	0	153	0	340	2101	0	0	12	0	0	7	24	650	189	0	4595
Grand Total	2054	0	273	0	622	4027	0	0	25	0	0	8	50	1260	341	0	8660
Apprch %	88.3	0	11.7	0	13.4	86.6	0	0	75.8	0	0	24.2	3	76.3	20.7	0	
Total %	23.7	0	3.2	0	7.2	46.5	0	0	0.3	0	0	0.1	0.6	14.5	3.9	0	

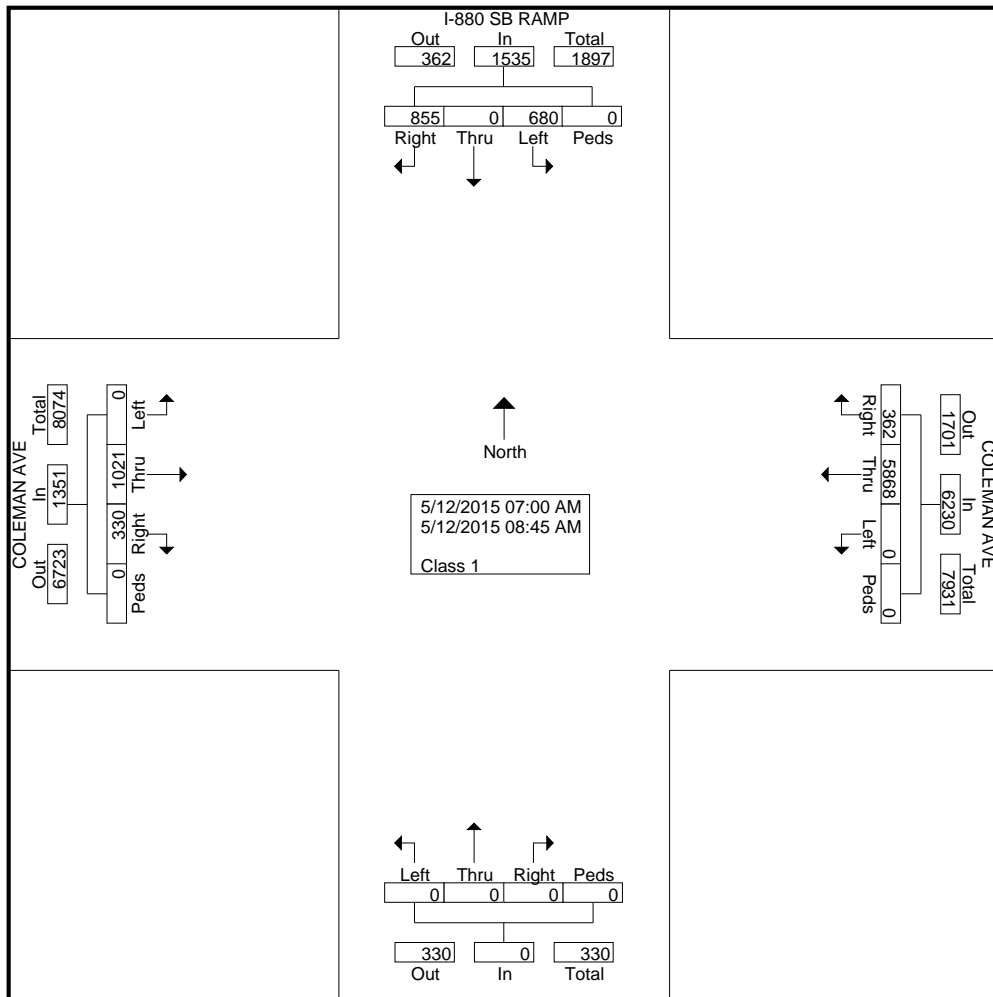


Start Time	I-880 NB RAMP Southbound					COLEMAN AVE Westbound					MCKENDRIE ST Northbound					COLEMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	241	0	31	0	272	81	<b>568</b>	0	0	<b>649</b>	3	0	0	<b>1</b>	<b>4</b>	7	<b>194</b>	38	0	<b>239</b>	1164
08:00 AM	280	0	<b>45</b>	0	<b>325</b>	<b>97</b>	516	0	0	613	<b>4</b>	0	0	0	4	<b>8</b>	161	38	0	207	1149
08:15 AM	272	0	34	0	306	90	541	0	0	631	2	0	0	1	3	8	167	<b>57</b>	0	232	<b>1172</b>
08:30 AM	<b>288</b>	0	36	0	324	66	540	0	0	606	4	0	0	0	4	6	170	44	0	220	1154
Total Volume	1081	0	146	0	1227	334	2165	0	0	2499	13	0	0	2	15	29	692	177	0	898	4639
% App. Total	88.1	0	11.9	0		13.4	86.6	0	0		86.7	0	0	13.3		3.2	77.1	19.7	0		
PHF	.938	.000	.811	.000	.944	.861	.953	.000	.000	.963	.813	.000	.000	.500	.938	.906	.892	.776	.000	.939	.990



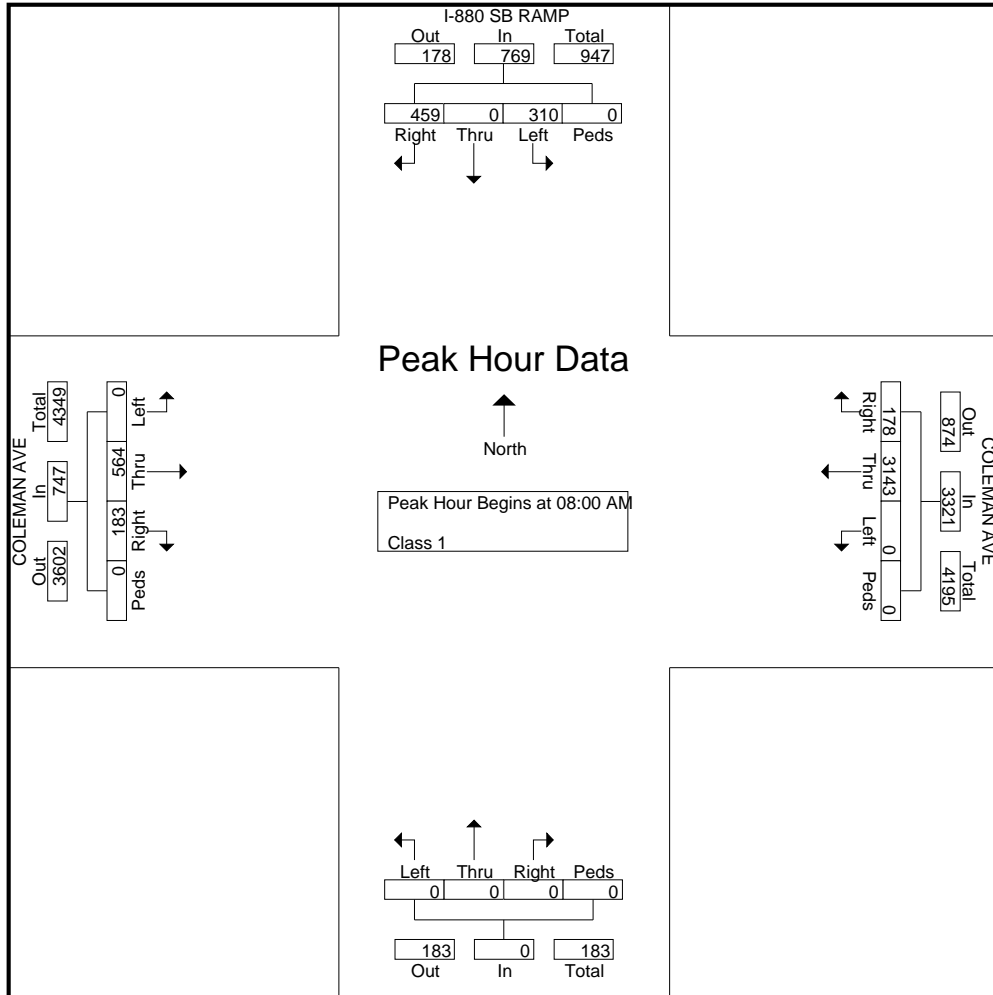
Groups Printed- Class 1

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





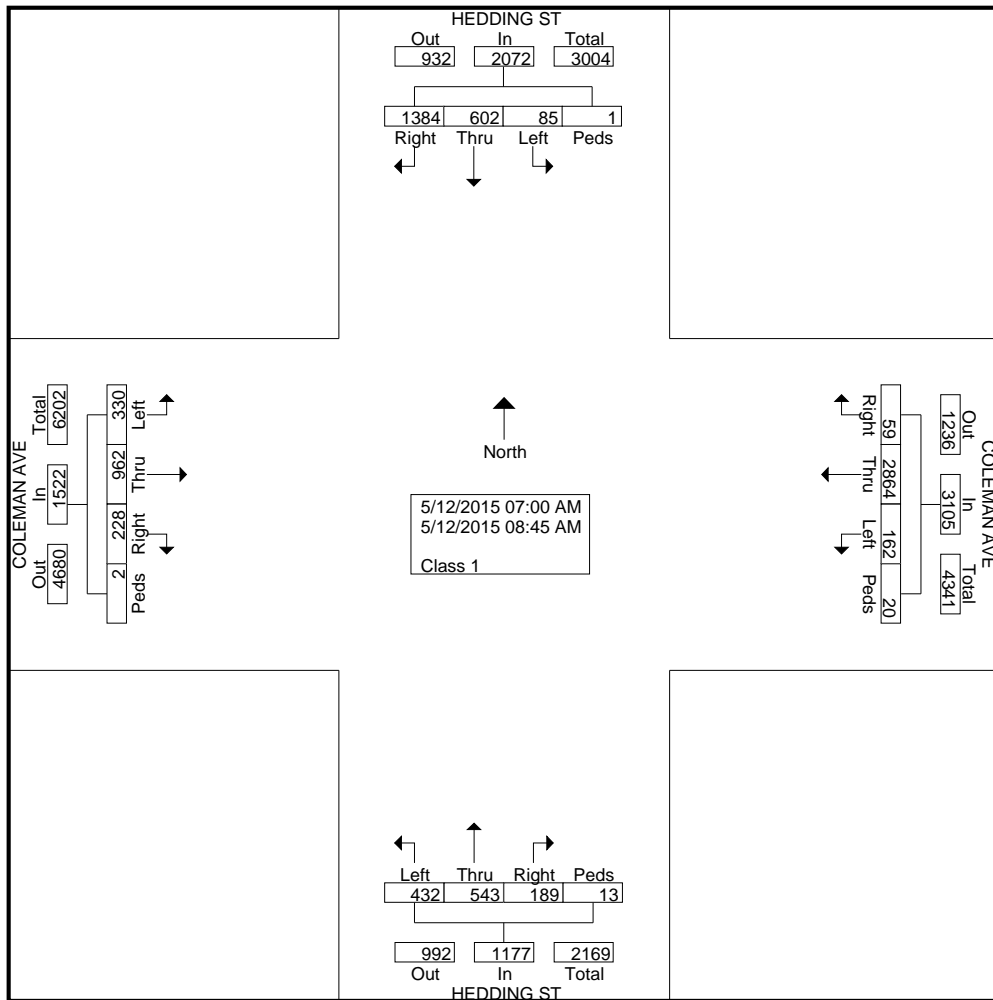
Start Time	I-880 SB RAMP Southbound					COLEMAN AVE Westbound					Northbound					COLEMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak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



File Name : #43 COLEMAN&HEDDINGAM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 1

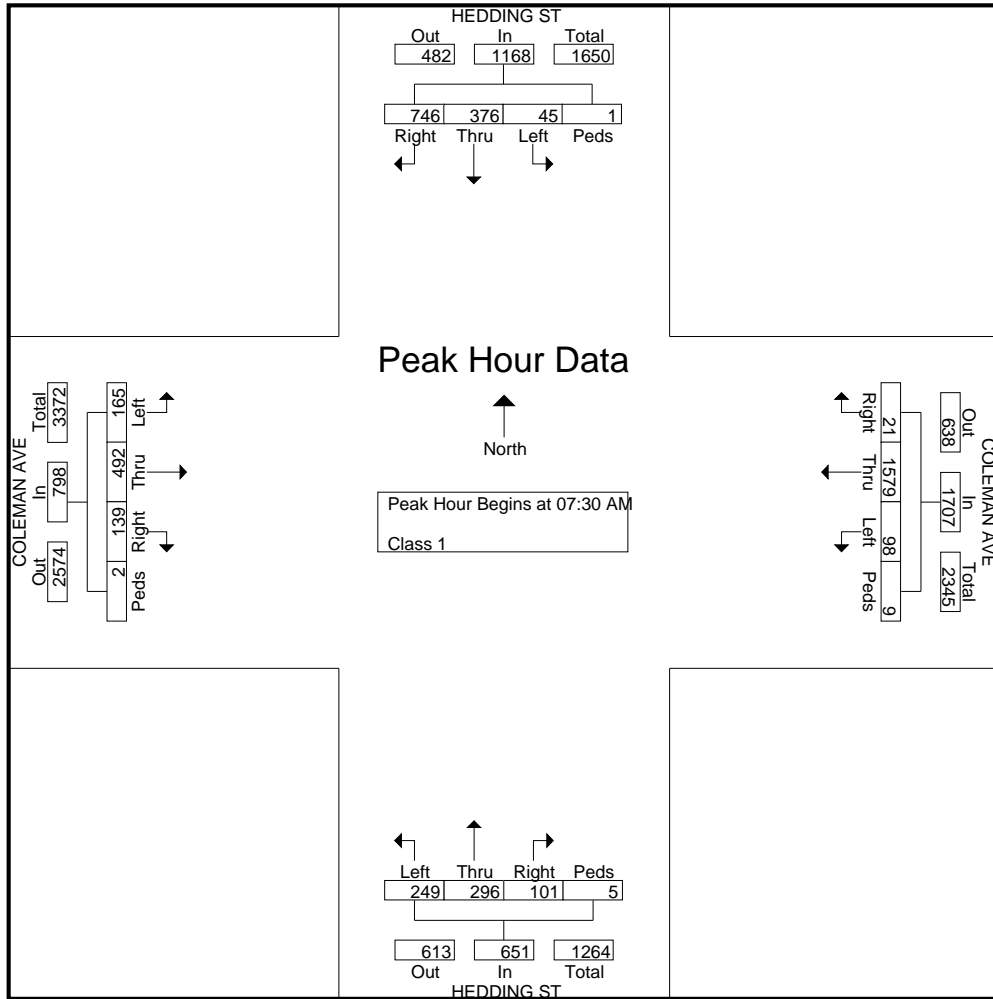
Groups Printed- Class 1

Start Time	HEDDING ST Southbound				COLEMAN AVE Westbound				HEDDING ST Northbound				COLEMAN AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	116	36	3	0	15	279	10	3	15	28	39	1	20	106	36	0	707
07:15 AM	136	66	14	0	7	319	17	1	19	47	48	1	22	110	30	0	837
07:30 AM	187	111	11	0	7	416	20	4	30	46	53	0	41	117	43	0	1086
07:45 AM	166	118	13	0	2	412	21	1	27	72	72	3	41	129	36	1	1114
Total	605	331	41	0	31	1426	68	9	91	193	212	5	124	462	145	1	3744
08:00 AM	200	83	10	1	5	357	29	2	29	91	64	0	42	124	42	1	1080
08:15 AM	193	64	11	0	7	394	28	2	15	87	60	2	15	122	44	0	1044
08:30 AM	196	63	13	0	6	343	15	5	31	100	44	3	20	129	46	0	1014
08:45 AM	190	61	10	0	10	344	22	2	23	72	52	3	27	125	53	0	994
Total	779	271	44	1	28	1438	94	11	98	350	220	8	104	500	185	1	4132
Grand Total	1384	602	85	1	59	2864	162	20	189	543	432	13	228	962	330	2	7876
Apprch %	66.8	29.1	4.1	0	1.9	92.2	5.2	0.6	16.1	46.1	36.7	1.1	15	63.2	21.7	0.1	
Total %	17.6	7.6	1.1	0	0.7	36.4	2.1	0.3	2.4	6.9	5.5	0.2	2.9	12.2	4.2	0	



File Name : #43 COLEMAN&HEDDINGAM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 2

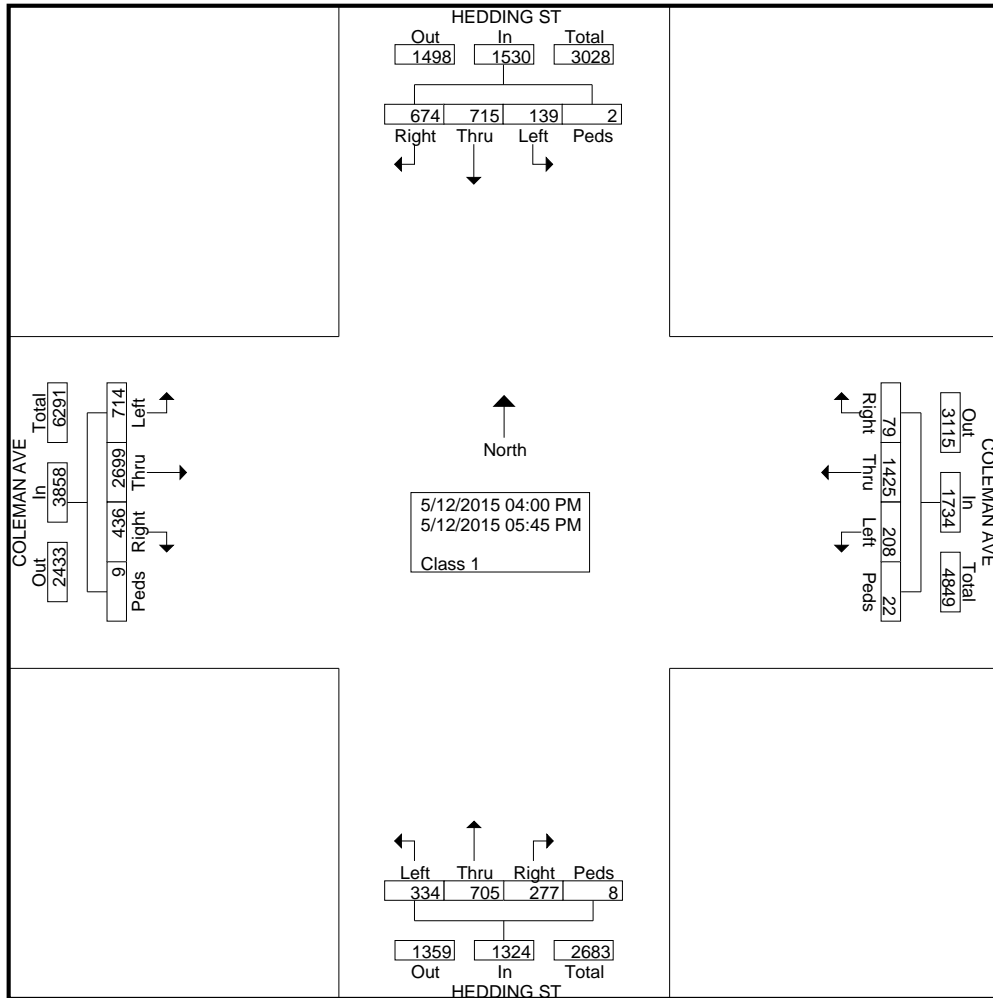
Start Time	HEDDING ST Southbound					COLEMAN AVE Westbound					HEDDING ST Northbound					COLEMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	187	111	11	0	309	7	416	20	4	447	30	46	53	0	129	41	117	43	0	201	1086
07:45 AM	166	118	13	0	297	2	412	21	1	436	27	72	72	3	174	41	129	36	1	207	1114
08:00 AM	200	83	10	1	294	5	357	29	2	393	29	91	64	0	184	42	124	42	1	209	1080
08:15 AM	193	64	11	0	268	7	394	28	2	431	15	87	60	2	164	15	122	44	0	181	1044
Total Volume	746	376	45	1	1168	21	1579	98	9	1707	101	296	249	5	651	139	492	165	2	798	4324
% App. Total	63.9	32.2	3.9	0.1		1.2	92.5	5.7	0.5		15.5	45.5	38.2	0.8		17.4	61.7	20.7	0.3		
PHF	.933	.797	.865	.250	.945	.750	.949	.845	.563	.955	.842	.813	.865	.417	.885	.827	.953	.938	.500	.955	.970



File Name : #43 COLEMAN&HEDDINGPM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 1

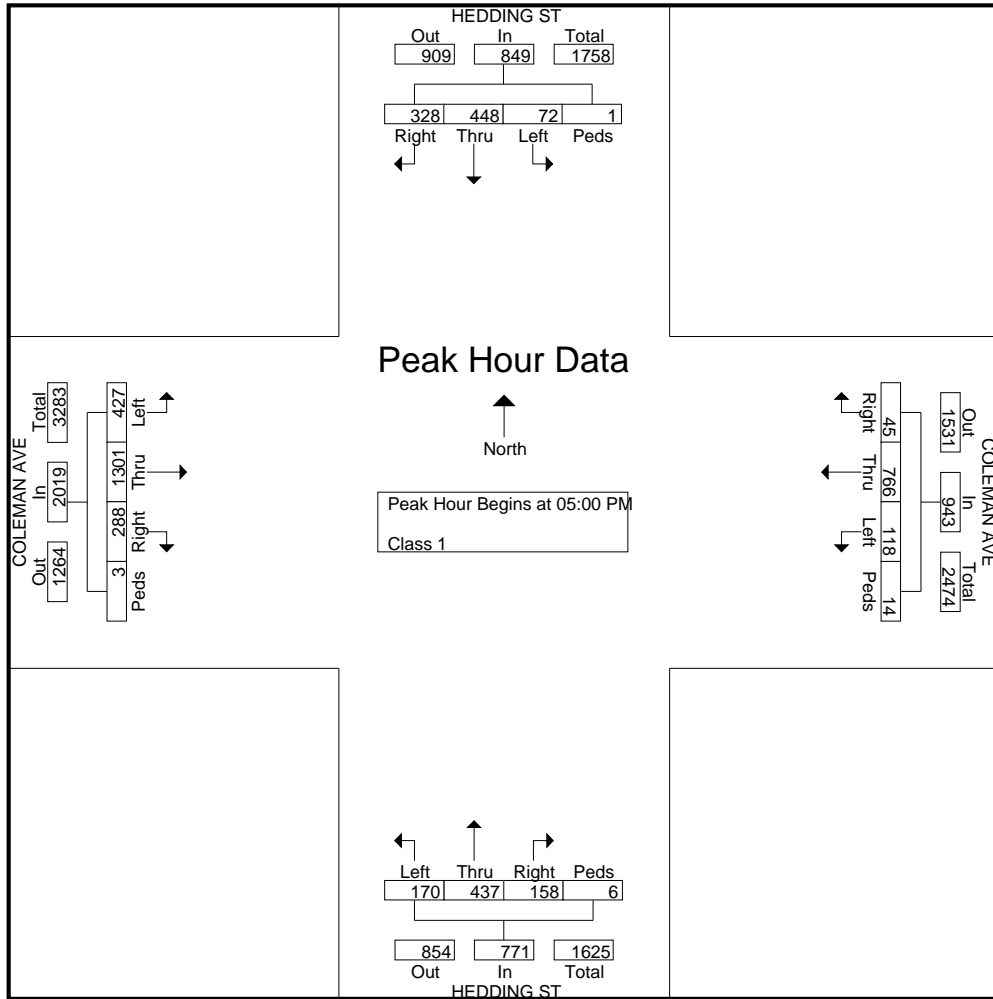
Groups Printed- Class 1

Start Time	HEDDING ST Southbound				COLEMAN AVE Westbound				HEDDING ST Northbound				COLEMAN AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	91	53	20	1	4	160	15	3	32	67	37	1	25	344	82	2	937
04:15 PM	79	57	17	0	6	168	22	2	20	55	42	0	37	341	70	3	919
04:30 PM	82	89	17	0	12	171	23	1	33	75	44	1	38	338	68	1	993
04:45 PM	94	68	13	0	12	160	30	2	34	71	41	0	48	375	67	0	1015
Total	346	267	67	1	34	659	90	8	119	268	164	2	148	1398	287	6	3864
05:00 PM	102	101	18	0	9	198	20	5	44	96	37	2	74	339	94	0	1139
05:15 PM	87	135	17	0	11	212	35	2	51	109	35	3	69	309	109	0	1184
05:30 PM	81	115	19	0	12	174	40	3	27	131	49	0	61	344	109	2	1167
05:45 PM	58	97	18	1	13	182	23	4	36	101	49	1	84	309	115	1	1092
Total	328	448	72	1	45	766	118	14	158	437	170	6	288	1301	427	3	4582
Grand Total	674	715	139	2	79	1425	208	22	277	705	334	8	436	2699	714	9	8446
Apprch %	44.1	46.7	9.1	0.1	4.6	82.2	12	1.3	20.9	53.2	25.2	0.6	11.3	70	18.5	0.2	
Total %	8	8.5	1.6	0	0.9	16.9	2.5	0.3	3.3	8.3	4	0.1	5.2	32	8.5	0.1	



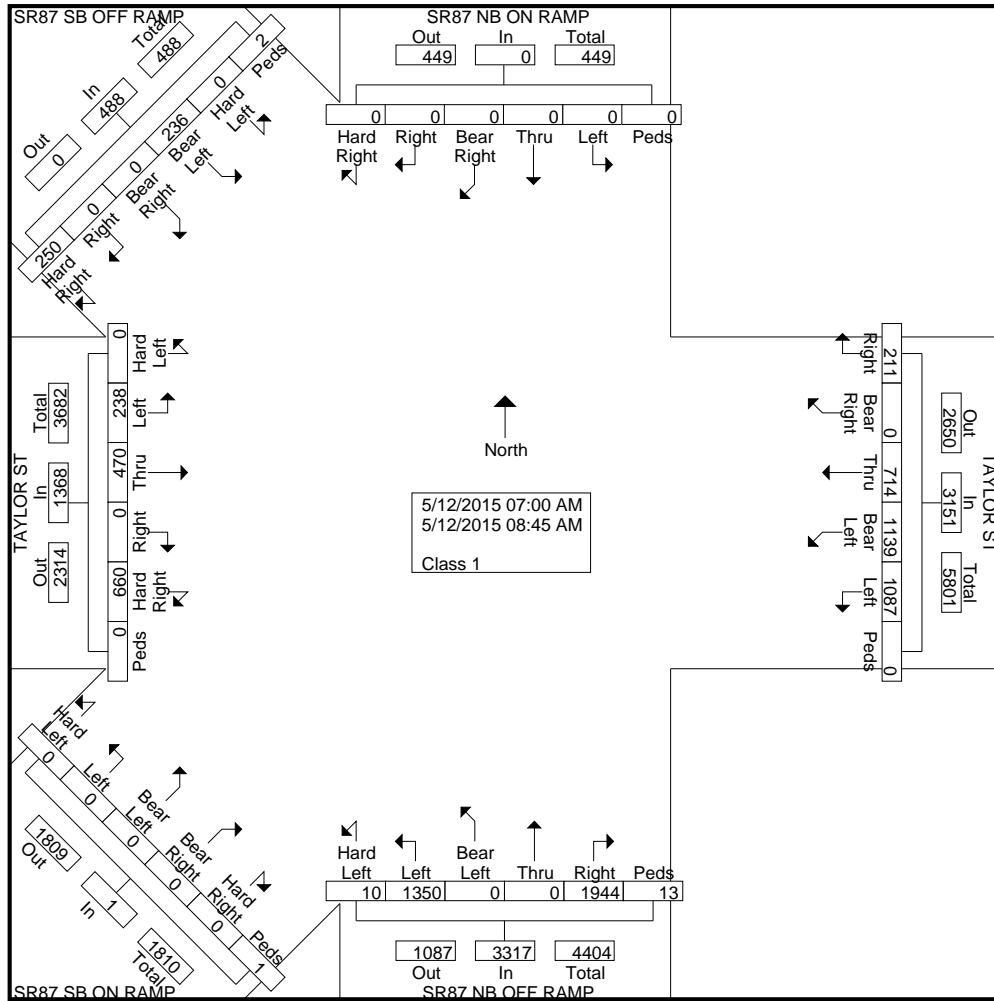
File Name : #43 COLEMAN&HEDDINGPM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 2

Start Time	HEDDING ST Southbound					COLEMAN AVE Westbound					HEDDING ST Northbound					COLEMAN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	102	101	18	0	221	9	198	20	5	232	44	96	37	2	179	74	339	94	0	507	1139
05:15 PM	87	135	17	0	239	11	212	35	2	260	51	109	35	3	198	69	309	109	0	487	1184
05:30 PM	81	115	19	0	215	12	174	40	3	229	27	131	49	0	207	61	344	109	2	516	1167
05:45 PM	58	97	18	1	174	13	182	23	4	222	36	101	49	1	187	84	309	115	1	509	1092
Total Volume	328	448	72	1	849	45	766	118	14	943	158	437	170	6	771	288	1301	427	3	2019	4582
% App. Total	38.6	52.8	8.5	0.1		4.8	81.2	12.5	1.5		20.5	56.7	22	0.8		14.3	64.4	21.1	0.1		
PHF	.804	.830	.947	.250	.888	.865	.903	.738	.700	.907	.775	.834	.867	.500	.931	.857	.945	.928	.375	.978	.967

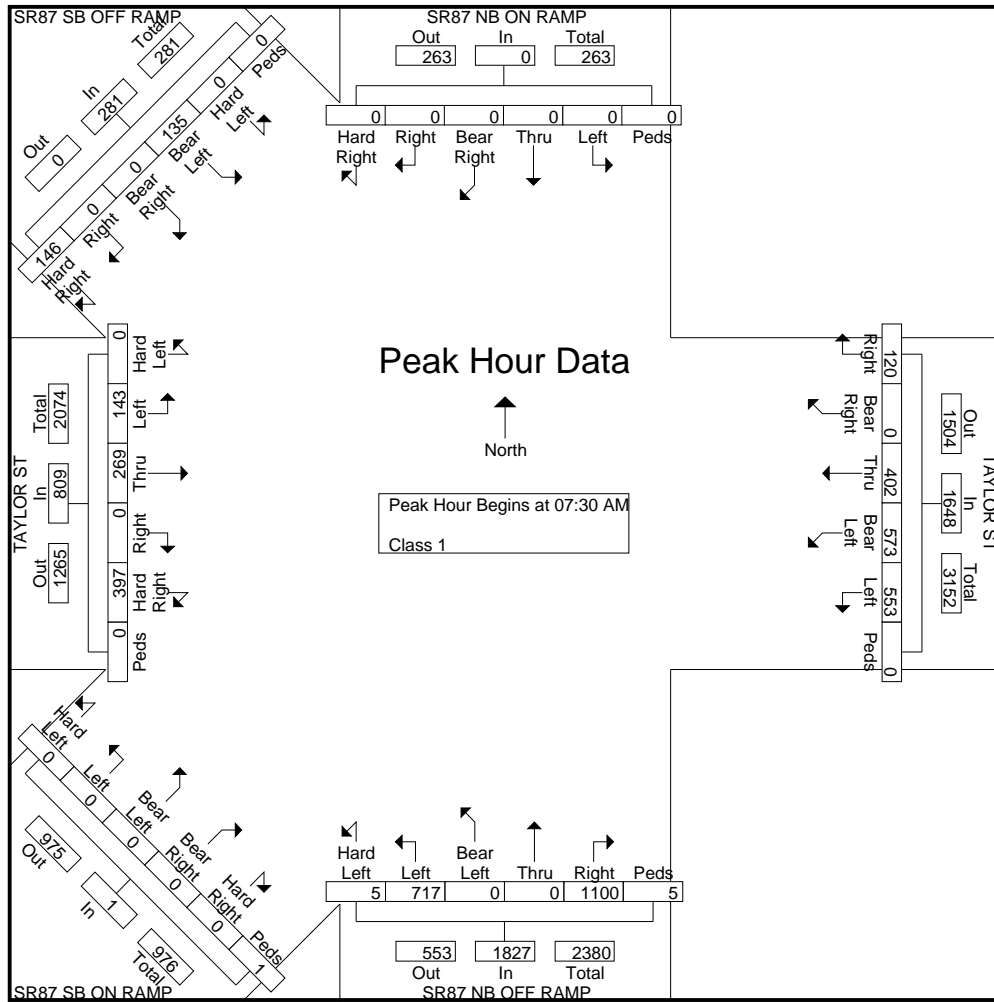


Groups Printed- Class 1

Start Time	SR87 NB ON RAMP Southbound						TAYLOR ST Westbound					SR87 NB OFF RAMP Northbound					SR87 SB ON RAMP Northeastbound					TAYLOR ST Eastbound					SR87 SB OFF RAMP Southeastbound					Int. Total					
	Har d R igh t	Rig ht	Bea r Ri ght	Thru	Lef t	Ped s	Rig ht	Bea r Ri ght	Thru	Bea r Le ft	Lef t	Ped s	Rig ht	Thru	Bea r Le ft	Har d L eft	Ped s	Har d R igh t	Bea r Ri ght	Bea r Le ft	Lef t	Har d L eft	Ped s	Har d R igh t	Rig ht	Thru	Lef t	Har d L eft	Ped s	Har d R igh t	Rig ht		Bea r Ri ght	Bea r Le ft	Har d L eft	Ped s	
07:00 AM	0	0	0	0	0	0	29	0	63	143	141	0	138	0	0	162	1	3	0	0	0	0	0	0	60	0	29	12	0	0	19	0	0	18	0	1	819
07:15 AM	0	0	0	0	0	0	21	0	88	133	123	0	196	0	0	152	4	1	0	0	0	0	0	0	74	0	50	21	0	0	30	0	0	15	0	0	908
07:30 AM	0	0	0	0	0	0	32	0	91	132	132	0	306	0	0	188	1	1	0	0	0	0	0	0	100	0	51	24	0	0	35	0	0	24	0	0	1117
07:45 AM	0	0	0	0	0	0	40	0	82	139	138	0	291	0	0	200	4	1	0	0	0	0	0	1	105	0	72	35	0	0	47	0	0	50	0	0	1205
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>324</b>	<b>547</b>	<b>534</b>	<b>0</b>	<b>931</b>	<b>0</b>	<b>0</b>	<b>702</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>339</b>	<b>0</b>	<b>202</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>1</b>	<b>4049</b>
08:00 AM	0	0	0	0	0	0	23	0	115	164	161	0	249	0	0	167	0	3	0	0	0	0	0	0	114	0	59	49	0	0	32	0	0	28	0	0	1164
08:15 AM	0	0	0	0	0	0	25	0	114	138	122	0	254	0	0	162	0	0	0	0	0	0	0	0	78	0	87	35	0	0	32	0	0	33	0	0	1080
08:30 AM	0	0	0	0	0	0	24	0	75	151	144	0	243	0	0	171	0	0	0	0	0	0	0	0	72	0	58	33	0	0	27	0	0	27	0	1	1026
08:45 AM	0	0	0	0	0	0	17	0	86	139	126	0	267	0	0	148	0	4	0	0	0	0	0	0	57	0	64	29	0	0	28	0	0	41	0	0	1006
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>390</b>	<b>592</b>	<b>553</b>	<b>0</b>	<b>1013</b>	<b>0</b>	<b>0</b>	<b>648</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>321</b>	<b>0</b>	<b>268</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>1</b>	<b>4276</b>
Grand Total	0	0	0	0	0	0	211	0	714	1139	1087	0	1944	0	0	1350	10	13	0	0	0	0	0	1	660	0	470	238	0	0	250	0	0	236	0	2	8325
Apprch %	0	0	0	0	0	0	6.7	0	22.7	36.1	34.5	0	58.6	0	0	40.7	0.3	0.4	0	0	0	0	0	100	48.2	0	34.4	17.4	0	0	51.2	0	0	48.4	0	0.4	
Total %	0	0	0	0	0	0	2.5	0	8.6	13.7	13.1	0	23.4	0	0	16.2	0.1	0.2	0	0	0	0	0	0	7.9	0	5.6	2.9	0	0	3	0	0	2.8	0	0	



Start Time	SR87 NB ON RAMP Southbound				TAYLOR ST Westbound				SR87 NB OFF RAMP Northbound				SR87 SB ON RAMP Northeastbound				TAYLOR ST Eastbound				SR87 SB OFF RAMP Southeastbound			
	App	To	tal	App	To	tal	App	To	tal	App	To	tal	App	To	tal	App	To	tal	App	To	tal			
07:30 AM	0					387	30				496			0					175			59	111	
07:45 AM	0	40				399			20	4	496			1	1			212	47	50		97	120	
08:00 AM	0		11	16	16	463				3	419			0	11		49	222				60	116	
08:15 AM	0		5	4	1	399					416			0		87		200				65	108	
Total	0					164					182			1				809				281	456	
Volume						8					7												6	
% App.																								
PH	.0	.0	.0	.0	.0	.7	.0	.8	.8	.0	.8	.3	.4	.0	.0	.0	.0	.2	.8	.0	.7	.0	.0	
F	.00	.00	.00	.00	.00	.50	.00	.74	.73	.59	.00	.99	.00	.00	.00	.00	.00	.50	.71	.00	.73	.30	.00	

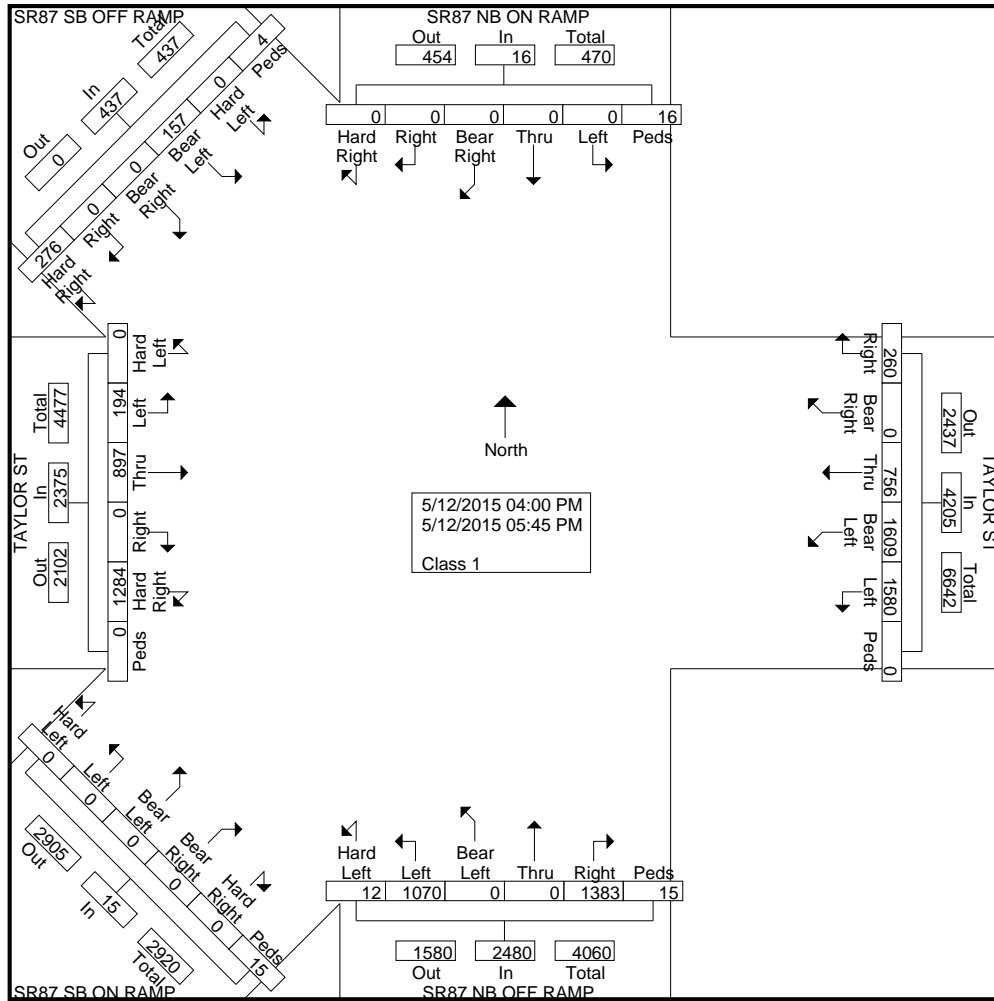




File Name : #44 SR87&TAYLORPM  
 Site Code :  
 Start Date : 5/12/2015  
 Page No : 1

Groups Printed- Class 1

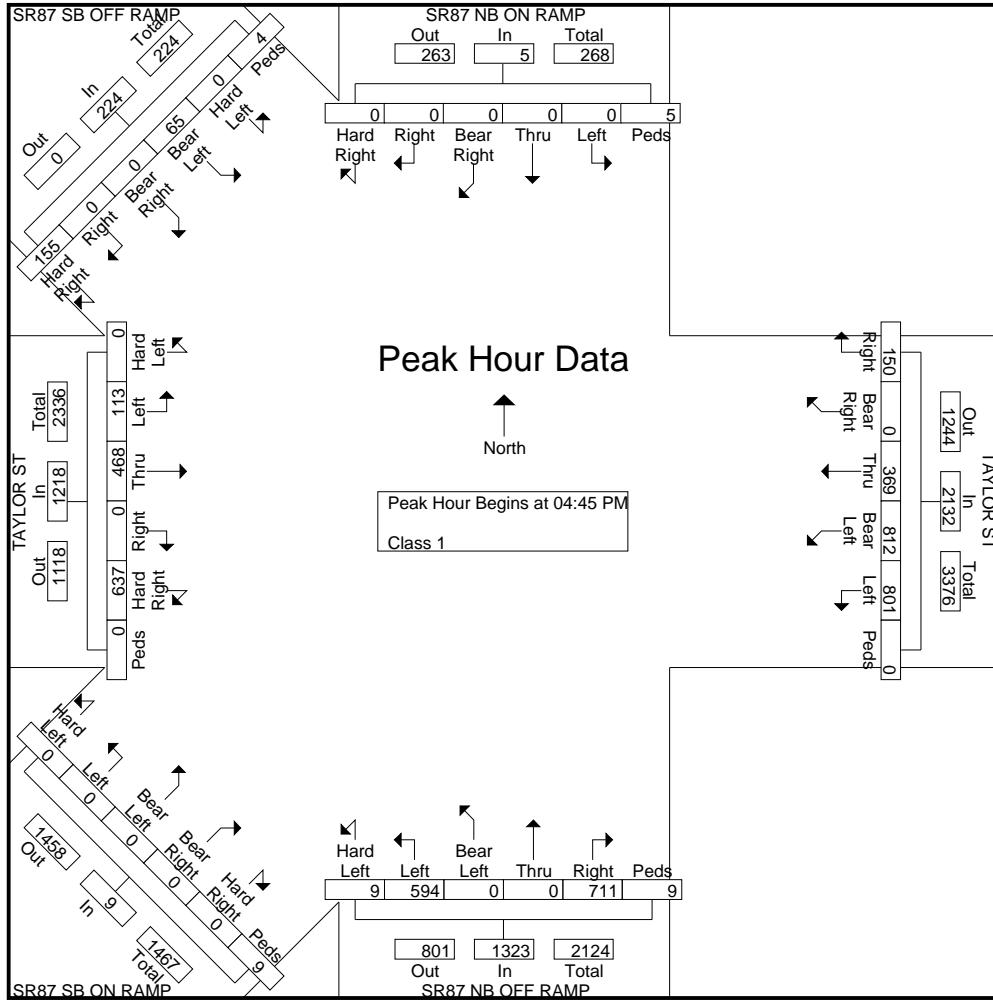
Start Time	SR87 NB ON RAMP Southbound						TAYLOR ST Westbound					SR87 NB OFF RAMP Northbound					SR87 SB ON RAMP Northeastbound					TAYLOR ST Eastbound					SR87 SB OFF RAMP Southeastbound					Int. Total					
	Har d R igh t	Rig ht	Bea r Ri ght	Thru	Lef t	Ped s	Rig ht	Bea r Ri ght	Thru	Bea r Le ft	Lef t	Ped s	Rig ht	Thru	Bea r Le ft	Lef t	Har d L eft	Ped s	Har d R igh t	Bea r Ri ght	Bea r Le ft	Lef t	Har d L eft	Ped s	Har d R igh t	Rig ht	Thru	Lef t	Har d L eft	Ped s	Har d R igh t		Rig ht	Bea r Ri ght	Bea r Le ft	Har d L eft	Ped s
04:00 PM	0	0	0	0	0	2	27	0	97	204	199	0	163	0	0	96	0	2	0	0	0	0	0	3	197	0	106	20	0	0	23	0	0	15	0	0	1154
04:15 PM	0	0	0	0	0	6	27	0	79	213	202	0	165	0	0	139	1	0	0	0	0	0	0	0	180	0	95	19	0	0	36	0	0	27	0	0	1189
04:30 PM	0	0	0	0	0	3	31	0	97	215	207	0	159	0	0	121	1	0	0	0	0	0	0	0	144	0	103	23	0	0	23	0	0	24	0	0	1151
04:45 PM	0	0	0	0	0	2	27	0	77	208	206	0	178	0	0	130	1	1	0	0	0	0	0	1	170	0	101	21	0	0	25	0	0	17	0	0	1165
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>112</b>	<b>0</b>	<b>350</b>	<b>840</b>	<b>814</b>	<b>0</b>	<b>665</b>	<b>0</b>	<b>0</b>	<b>486</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>691</b>	<b>0</b>	<b>405</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>4659</b>
05:00 PM	0	0	0	0	0	0	45	0	90	216	208	0	180	0	0	139	6	1	0	0	0	0	0	1	183	0	115	33	0	0	48	0	0	10	0	1	1276
05:15 PM	0	0	0	0	0	1	40	0	106	171	169	0	169	0	0	161	1	3	0	0	0	0	0	3	153	0	134	27	0	0	35	0	0	17	0	1	1191
05:30 PM	0	0	0	0	0	2	38	0	96	217	218	0	184	0	0	164	1	4	0	0	0	0	0	4	131	0	118	32	0	0	47	0	0	21	0	2	1279
05:45 PM	0	0	0	0	0	0	25	0	114	165	171	0	185	0	0	120	1	4	0	0	0	0	0	3	126	0	125	19	0	0	39	0	0	26	0	0	1123
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>148</b>	<b>0</b>	<b>406</b>	<b>769</b>	<b>766</b>	<b>0</b>	<b>718</b>	<b>0</b>	<b>0</b>	<b>584</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>593</b>	<b>0</b>	<b>492</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>4</b>	<b>4869</b>
Grand Total	0	0	0	0	0	16	260	0	756	160	158	0	138	0	0	107	12	15	0	0	0	0	0	15	128	0	897	194	0	0	276	0	0	157	0	4	9528
Apprch %	0	0	0	0	0	100	6.2	0	18	38.	37.	0	55.	0	0	43.	0.5	0.6	0	0	0	0	0	100	54.	0	37.	8.2	0	0	63.	0	0	35.	0	0.9	
Total %	0	0	0	0	0	0.2	2.7	0	7.9	16.	16.	0	14.	0	0	11.	0.1	0.2	0	0	0	0	0	0.2	13.	0	9.4	2	0	0	2.9	0	0	1.6	0	0	



Start Time	SR87 NB ON RAMP Southbound				TAYLOR ST Westbound				SR87 NB OFF RAMP Northbound				SR87 SB ON RAMP Northeastbound				TAYLOR ST Eastbound				SR87 SB OFF RAMP Southeastbound				Int. Total
	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To	App. To			

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**  
 Peak Hour for Entire Intersection Begins at 04:45 PM

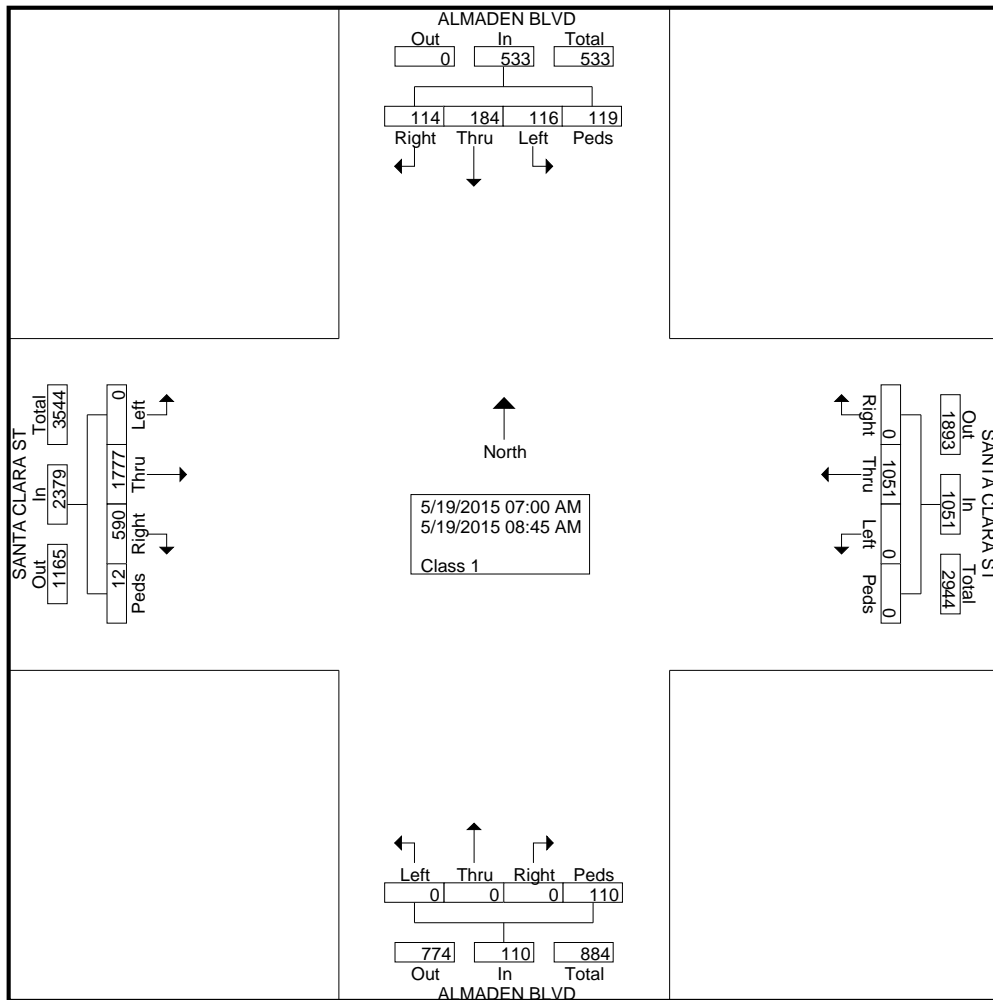
04:45 PM	2	2																					116	
05:00 PM	0	45						6					18		33			48					127	
05:15 PM	1		10										3		13								119	
05:30 PM	2		21	21			18	16	4				4										127	
Total	5		7	8		4	4						9										491	
Volume																							224	
% App. Total																							1	
PH	.0	.0	.0	.0	.0	.6	.8	.0	.8	.9	.9	.0	.937	.9	.0	.0	.9	.3	.5	.837	.0	.0	.0	.63
F	00	00	00	00	00	25	33	00	70	35	19	00	66	00	00	05	75	63	00	00	00	00	63	



File Name : #62 ALMADEN&SANTA CLARA AM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 1

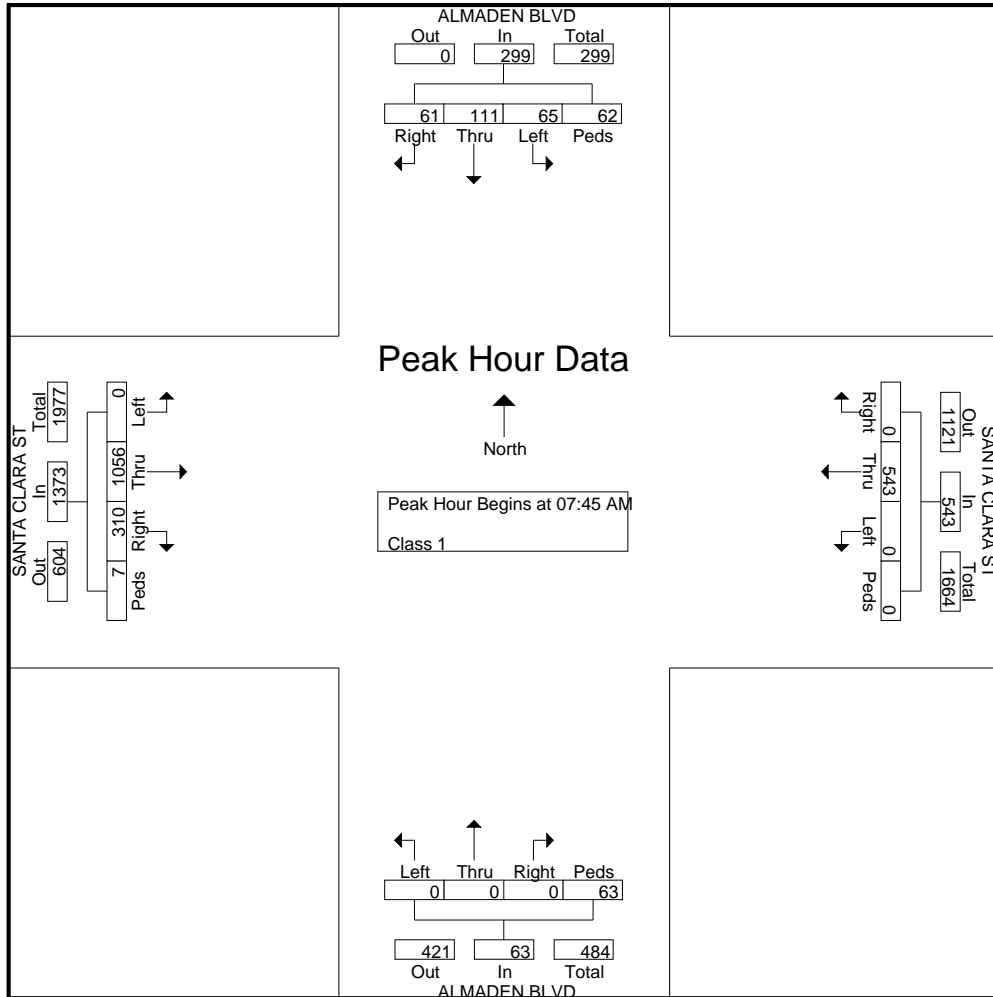
Groups Printed- Class 1

Start Time	ALMADEN BLVD Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	7	12	10	11	0	97	0	0	0	0	0	3	49	137	0	0	326
07:15 AM	12	16	8	10	0	142	0	0	0	0	0	7	60	155	0	0	410
07:30 AM	11	22	10	20	0	153	0	0	0	0	0	13	72	191	0	0	492
07:45 AM	15	28	13	17	0	166	0	0	0	0	0	14	76	274	0	0	603
Total	45	78	41	58	0	558	0	0	0	0	0	37	257	757	0	0	1831
08:00 AM	17	22	17	15	0	134	0	0	0	0	0	15	69	266	0	1	556
08:15 AM	14	35	20	16	0	136	0	0	0	0	0	21	91	271	0	5	609
08:30 AM	15	26	15	14	0	107	0	0	0	0	0	13	74	245	0	1	510
08:45 AM	23	23	23	16	0	116	0	0	0	0	0	24	99	238	0	5	567
Total	69	106	75	61	0	493	0	0	0	0	0	73	333	1020	0	12	2242
Grand Total	114	184	116	119	0	1051	0	0	0	0	0	110	590	1777	0	12	4073
Apprch %	21.4	34.5	21.8	22.3	0	100	0	0	0	0	0	100	24.8	74.7	0	0.5	
Total %	2.8	4.5	2.8	2.9	0	25.8	0	0	0	0	0	2.7	14.5	43.6	0	0.3	



File Name : #62 ALMADEN&SANTA CLARA AM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 2

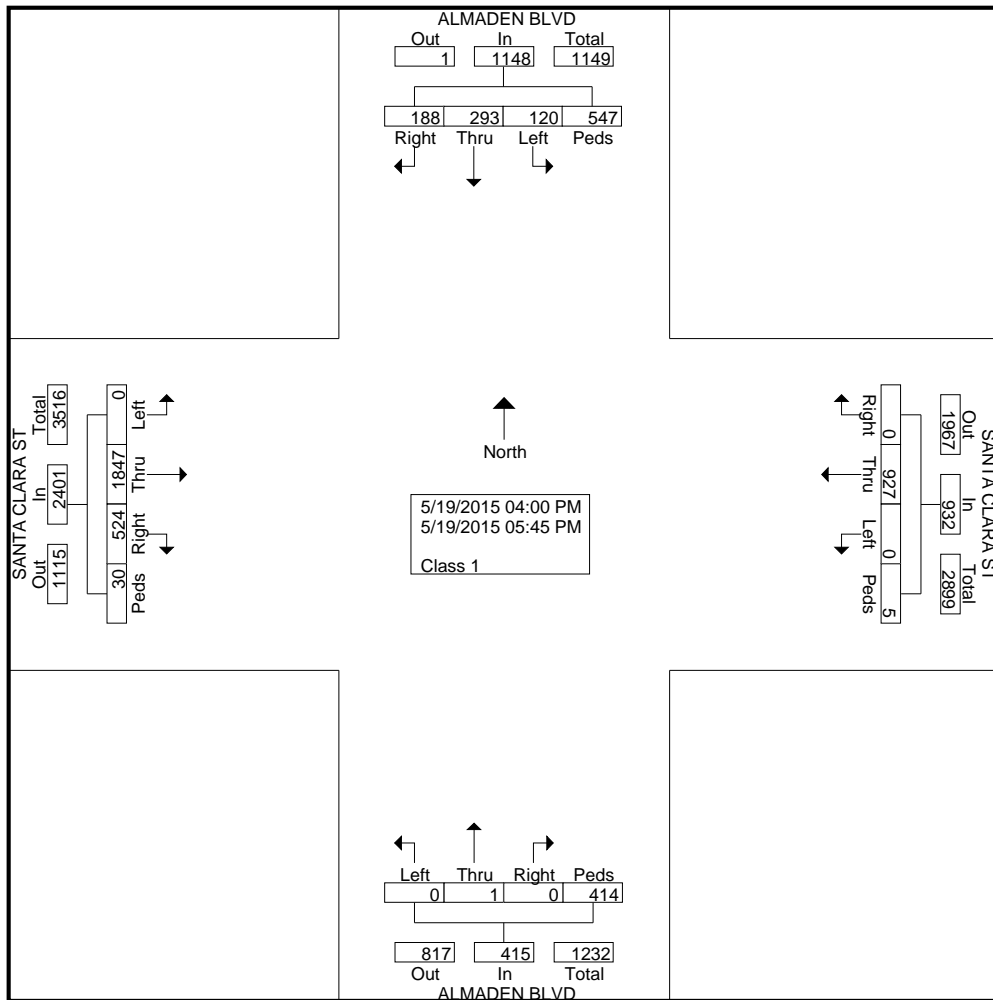
Start Time	ALMADEN BLVD Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD Northbound					SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	15	28	13	17	73	0	166	0	0	166	0	0	0	14	14	76	274	0	0	350	603
08:00 AM	17	22	17	15	71	0	134	0	0	134	0	0	0	15	15	69	266	0	1	336	556
08:15 AM	14	35	20	16	85	0	136	0	0	136	0	0	0	21	21	91	271	0	5	367	609
08:30 AM	15	26	15	14	70	0	107	0	0	107	0	0	0	13	13	74	245	0	1	320	510
Total Volume	61	111	65	62	299	0	543	0	0	543	0	0	0	63	63	310	1056	0	7	1373	2278
% App. Total	20.4	37.1	21.7	20.7		0	100	0	0		0	0	0	100		22.6	76.9	0	0.5		
PHF	.897	.793	.813	.912	.879	.000	.818	.000	.000	.818	.000	.000	.000	.750	.750	.852	.964	.000	.350	.935	.935



File Name : #62 ALMADEN&SANTA CLARA PM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 1

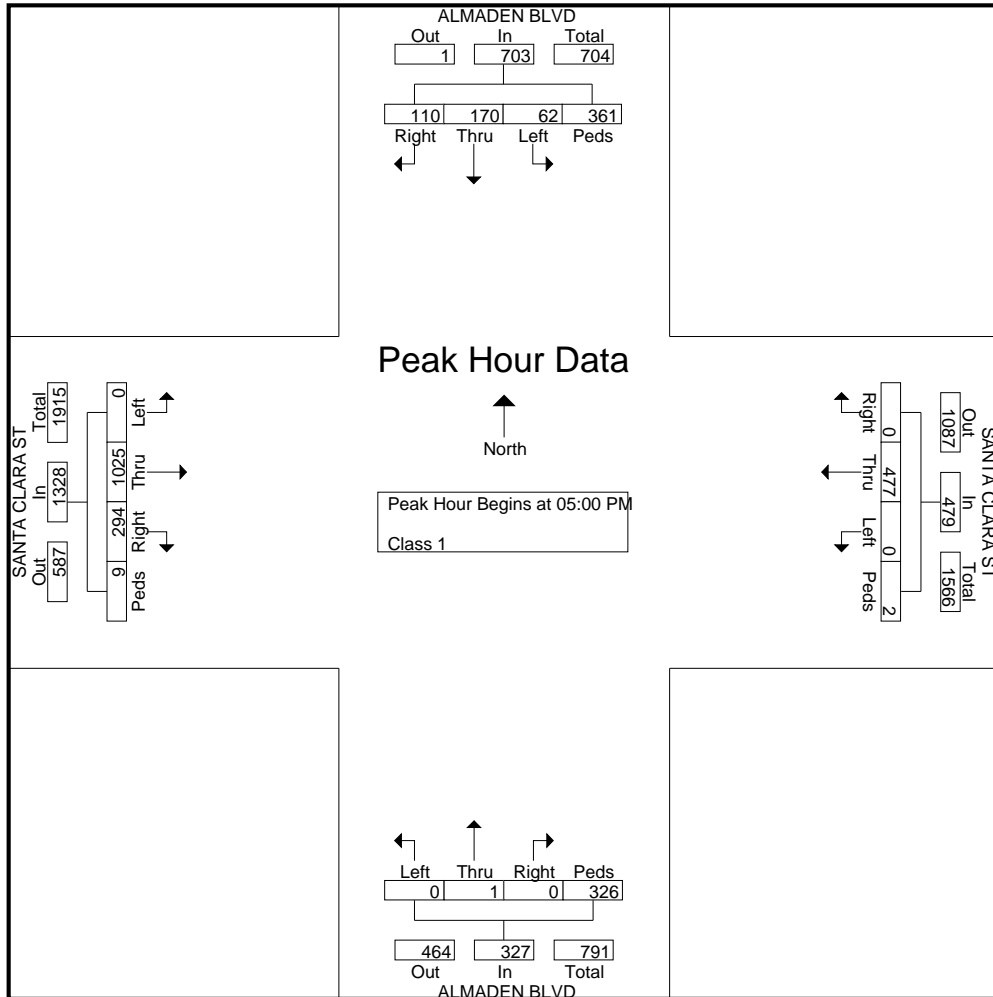
Groups Printed- Class 1

Start Time	ALMADEN BLVD Southbound				SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	14	16	14	37	0	119	0	2	0	0	0	15	61	170	0	5	453
04:15 PM	21	35	17	39	0	110	0	0	0	0	0	19	66	203	0	7	517
04:30 PM	21	39	15	44	0	112	0	0	0	0	0	26	58	237	0	6	558
04:45 PM	22	33	12	66	0	109	0	1	0	0	0	28	45	212	0	3	531
Total	78	123	58	186	0	450	0	3	0	0	0	88	230	822	0	21	2059
05:00 PM	29	61	24	67	0	130	0	0	0	1	0	63	79	239	0	1	694
05:15 PM	32	34	16	91	0	133	0	2	0	0	0	68	78	260	0	3	717
05:30 PM	28	45	7	103	0	103	0	0	0	0	0	87	62	251	0	3	689
05:45 PM	21	30	15	100	0	111	0	0	0	0	0	108	75	275	0	2	737
Total	110	170	62	361	0	477	0	2	0	1	0	326	294	1025	0	9	2837
Grand Total	188	293	120	547	0	927	0	5	0	1	0	414	524	1847	0	30	4896
Apprch %	16.4	25.5	10.5	47.6	0	99.5	0	0.5	0	0.2	0	99.8	21.8	76.9	0	1.2	
Total %	3.8	6	2.5	11.2	0	18.9	0	0.1	0	0	0	8.5	10.7	37.7	0	0.6	



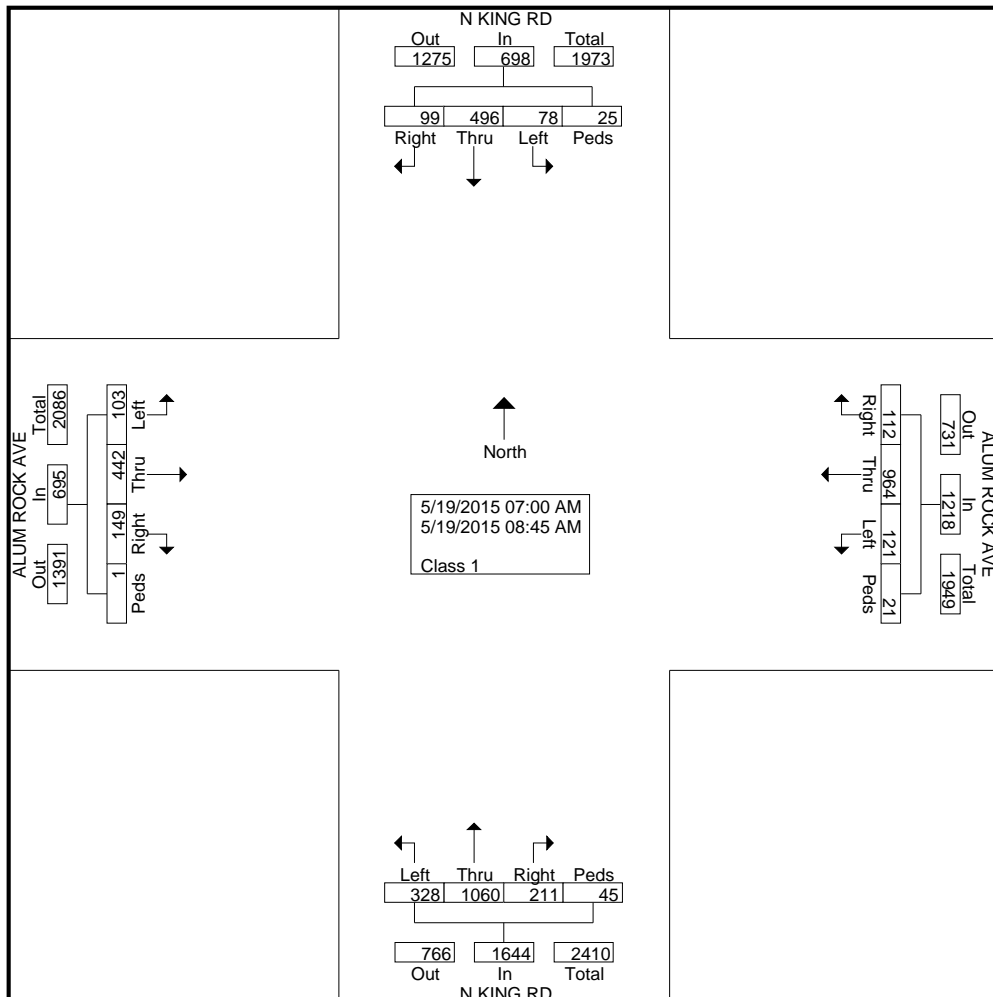
File Name : #62 ALMADEN&SANTA CLARA PM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 2

Start Time	ALMADEN BLVD Southbound					SANTA CLARA ST Westbound					ALMADEN BLVD Northbound					SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	29	61	24	67	181	0	130	0	0	130	0	1	0	63	64	79	239	0	1	319	694
05:15 PM	32	34	16	91	173	0	133	0	2	135	0	0	0	68	68	78	260	0	3	341	717
05:30 PM	28	45	7	103	183	0	103	0	0	103	0	0	0	87	87	62	251	0	3	316	689
05:45 PM	21	30	15	100	166	0	111	0	0	111	0	0	0	108	108	75	275	0	2	352	737
Total Volume	110	170	62	361	703	0	477	0	2	479	0	1	0	326	327	294	1025	0	9	1328	2837
% App. Total	15.6	24.2	8.8	51.4		0	99.6	0	0.4		0	0.3	0	99.7		22.1	77.2	0	0.7		
PHF	.859	.697	.646	.876	.960	.000	.897	.000	.250	.887	.000	.250	.000	.755	.757	.930	.932	.000	.750	.943	.962



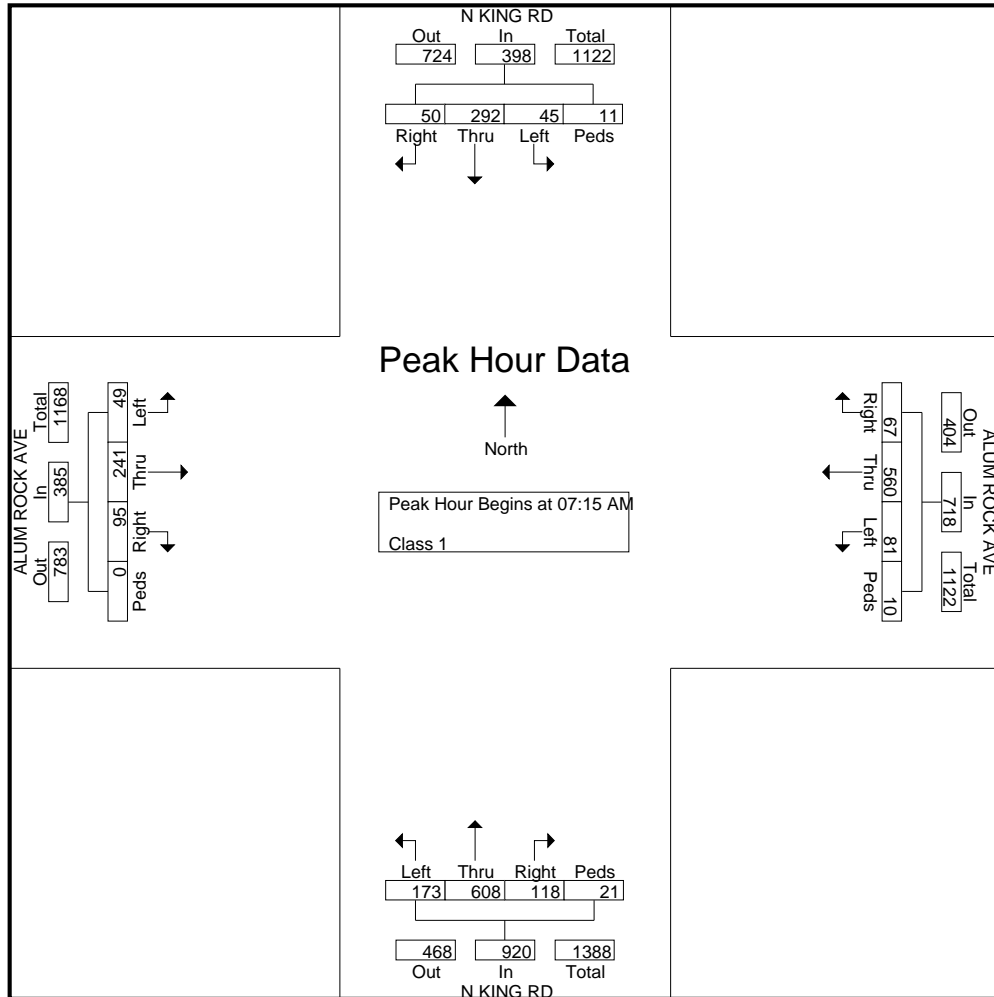
Groups Printed- Class 1

Start Time	N KING RD Southbound				ALUM ROCK AVE Westbound				N KING RD Northbound				ALUM ROCK AVE Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	14	56	6	0	13	111	2	4	9	107	41	8	14	41	12	0	438
07:15 AM	15	43	7	0	23	140	10	3	9	120	43	2	11	52	15	0	493
07:30 AM	12	79	7	1	18	138	25	1	25	180	43	9	25	57	14	0	634
07:45 AM	18	103	17	3	18	150	19	4	44	175	44	4	29	63	11	0	702
Total	59	281	37	4	72	539	56	12	87	582	171	23	79	213	52	0	2267
08:00 AM	5	67	14	7	8	132	27	2	40	133	43	6	30	69	9	0	592
08:15 AM	17	56	5	3	12	94	12	1	39	133	38	4	16	48	11	0	489
08:30 AM	12	46	14	7	11	102	7	6	23	114	42	5	17	51	15	0	472
08:45 AM	6	46	8	4	9	97	19	0	22	98	34	7	7	61	16	1	435
Total	40	215	41	21	40	425	65	9	124	478	157	22	70	229	51	1	1988
Grand Total	99	496	78	25	112	964	121	21	211	1060	328	45	149	442	103	1	4255
Apprch %	14.2	71.1	11.2	3.6	9.2	79.1	9.9	1.7	12.8	64.5	20	2.7	21.4	63.6	14.8	0.1	
Total %	2.3	11.7	1.8	0.6	2.6	22.7	2.8	0.5	5	24.9	7.7	1.1	3.5	10.4	2.4	0	



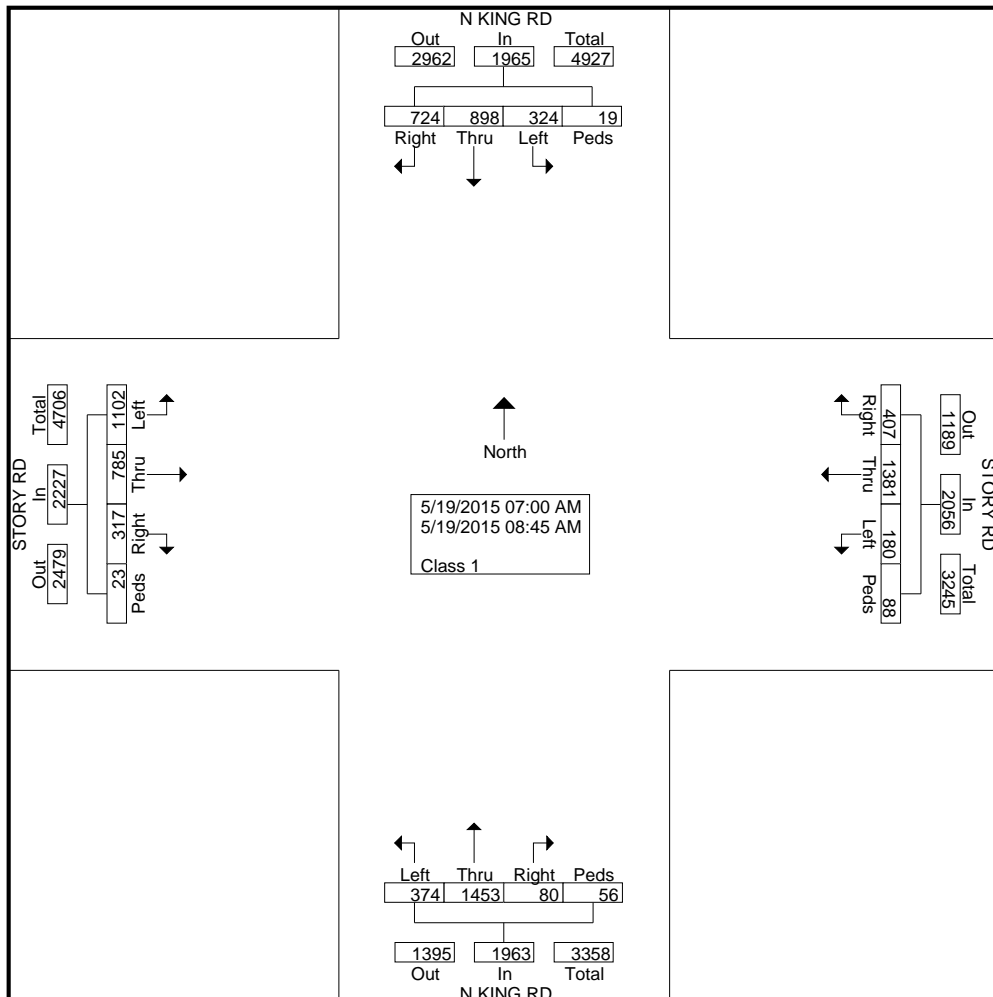


Start Time	N KING RD Southbound					ALUM ROCK AVE Westbound					N KING RD Northbound					ALUM ROCK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	43	7	0	65	23	140	10	3	176	9	120	43	2	174	11	52	15	0	78	493
07:30 AM	12	79	7	1	99	18	138	25	1	182	25	180	43	9	257	25	57	14	0	96	634
07:45 AM	18	103	17	3	141	18	150	19	4	191	44	175	44	4	267	29	63	11	0	103	702
08:00 AM	5	67	14	7	93	8	132	27	2	169	40	133	43	6	222	30	69	9	0	108	592
Total Volume	50	292	45	11	398	67	560	81	10	718	118	608	173	21	920	95	241	49	0	385	2421
% App. Total	12.6	73.4	11.3	2.8		9.3	78	11.3	1.4		12.8	66.1	18.8	2.3		24.7	62.6	12.7	0		
PHF	.694	.709	.662	.393	.706	.728	.933	.750	.625	.940	.670	.844	.983	.583	.861	.792	.873	.817	.000	.891	.862

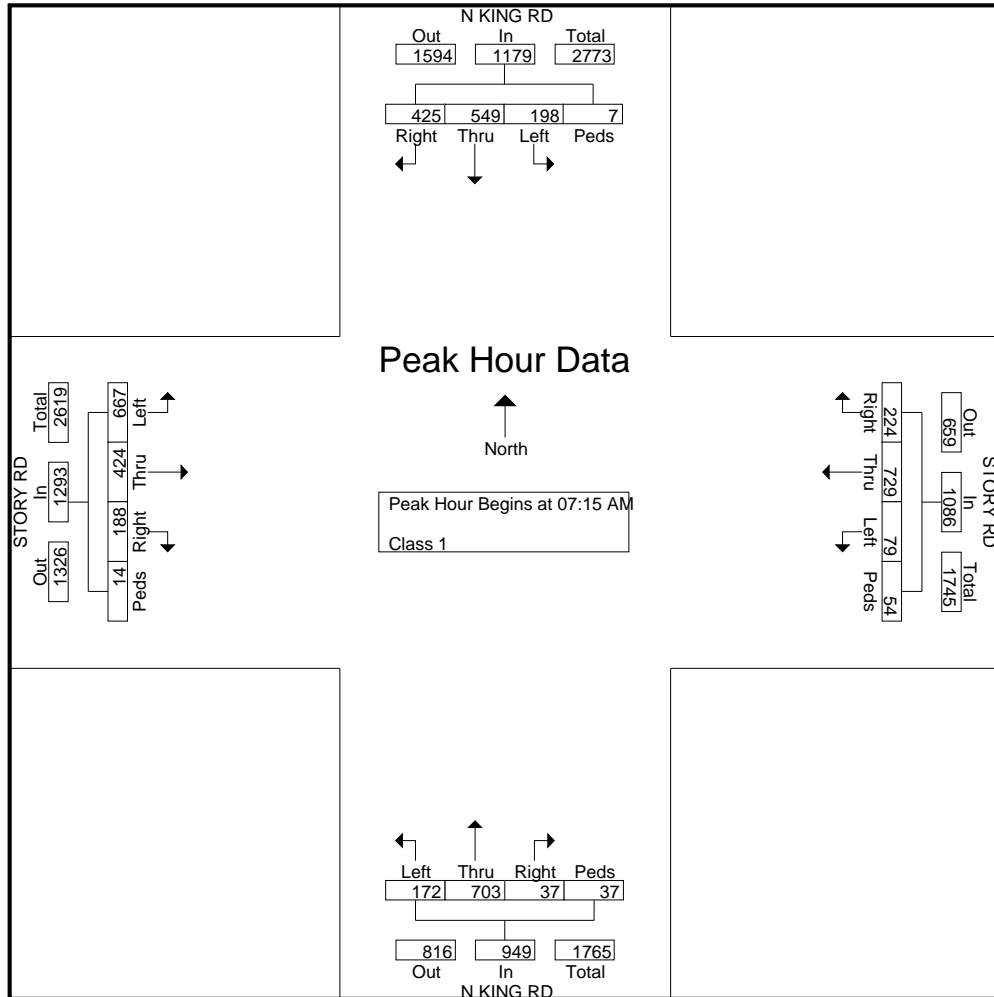


Groups Printed- Class 1

Start Time	N KING RD Southbound				STORY RD Westbound				N KING RD Northbound				STORY RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	55	71	15	5	35	151	9	10	9	191	38	12	39	33	99	0	772
07:15 AM	98	142	29	0	54	167	15	17	10	229	52	15	54	83	146	6	1117
07:30 AM	133	138	48	4	85	218	22	16	3	134	33	5	41	90	191	4	1165
07:45 AM	113	152	61	1	48	174	26	7	5	132	51	13	49	145	200	1	1178
Total	399	503	153	10	222	710	72	50	27	686	174	45	183	351	636	11	4232
08:00 AM	81	117	60	2	37	170	16	14	19	208	36	4	44	106	130	3	1047
08:15 AM	97	98	36	1	54	197	24	10	11	205	51	1	28	120	116	2	1051
08:30 AM	74	101	38	2	57	145	36	7	14	207	59	2	36	111	118	3	1010
08:45 AM	73	79	37	4	37	159	32	7	9	147	54	4	26	97	102	4	871
Total	325	395	171	9	185	671	108	38	53	767	200	11	134	434	466	12	3979
Grand Total	724	898	324	19	407	1381	180	88	80	1453	374	56	317	785	1102	23	8211
Apprch %	36.8	45.7	16.5	1	19.8	67.2	8.8	4.3	4.1	74	19.1	2.9	14.2	35.2	49.5	1	
Total %	8.8	10.9	3.9	0.2	5	16.8	2.2	1.1	1	17.7	4.6	0.7	3.9	9.6	13.4	0.3	

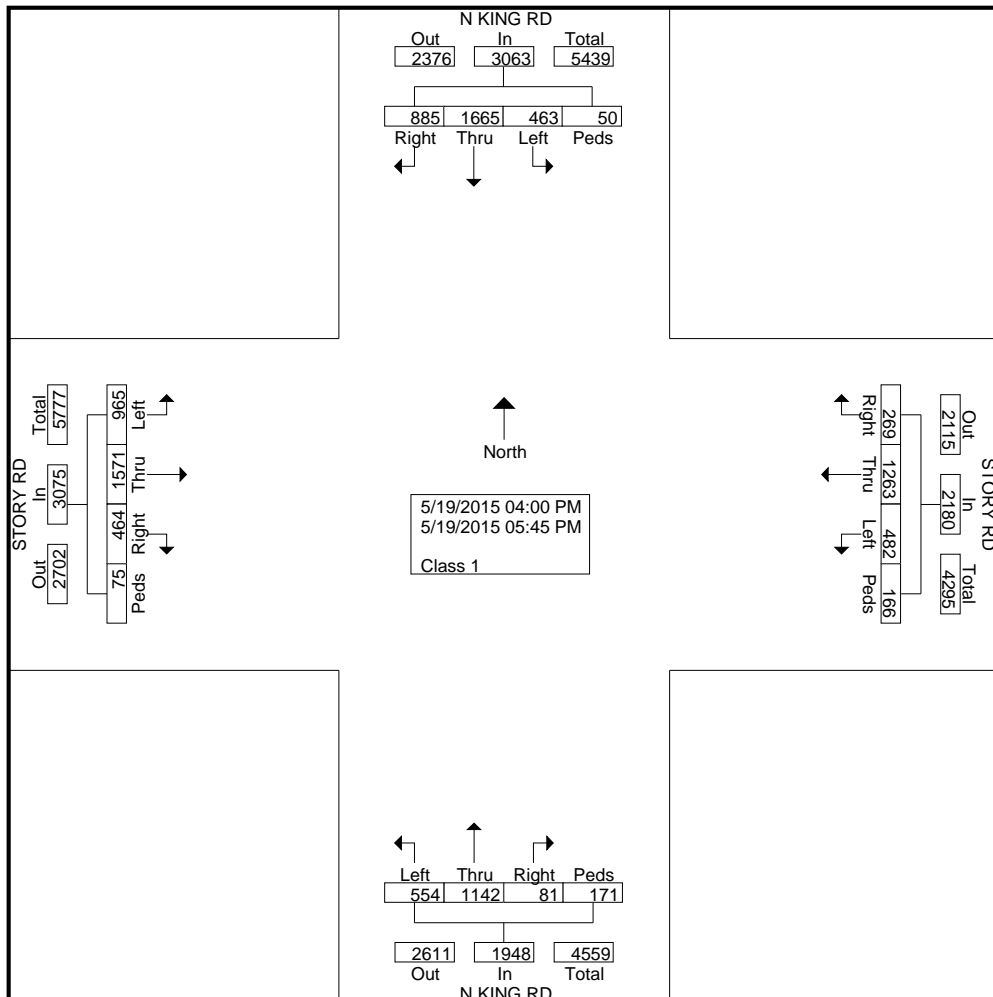


Start Time	N KING RD Southbound					STORY RD Westbound					N KING RD Northbound					STORY RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	98	142	29	0	269	54	167	15	17	253	10	229	52	15	306	54	83	146	6	289	1117
07:30 AM	133	138	48	4	323	85	218	22	16	341	3	134	33	5	175	41	90	191	4	326	1165
07:45 AM	113	152	61	1	327	48	174	26	7	255	5	132	51	13	201	49	145	200	1	395	1178
08:00 AM	81	117	60	2	260	37	170	16	14	237	19	208	36	4	267	44	106	130	3	283	1047
Total Volume	425	549	198	7	1179	224	729	79	54	1086	37	703	172	37	949	188	424	667	14	1293	4507
% App. Total	36	46.6	16.8	0.6		20.6	67.1	7.3	5		3.9	74.1	18.1	3.9		14.5	32.8	51.6	1.1		
PHF	.799	.903	.811	.438	.901	.659	.836	.760	.794	.796	.487	.767	.827	.617	.775	.870	.731	.834	.583	.818	.956

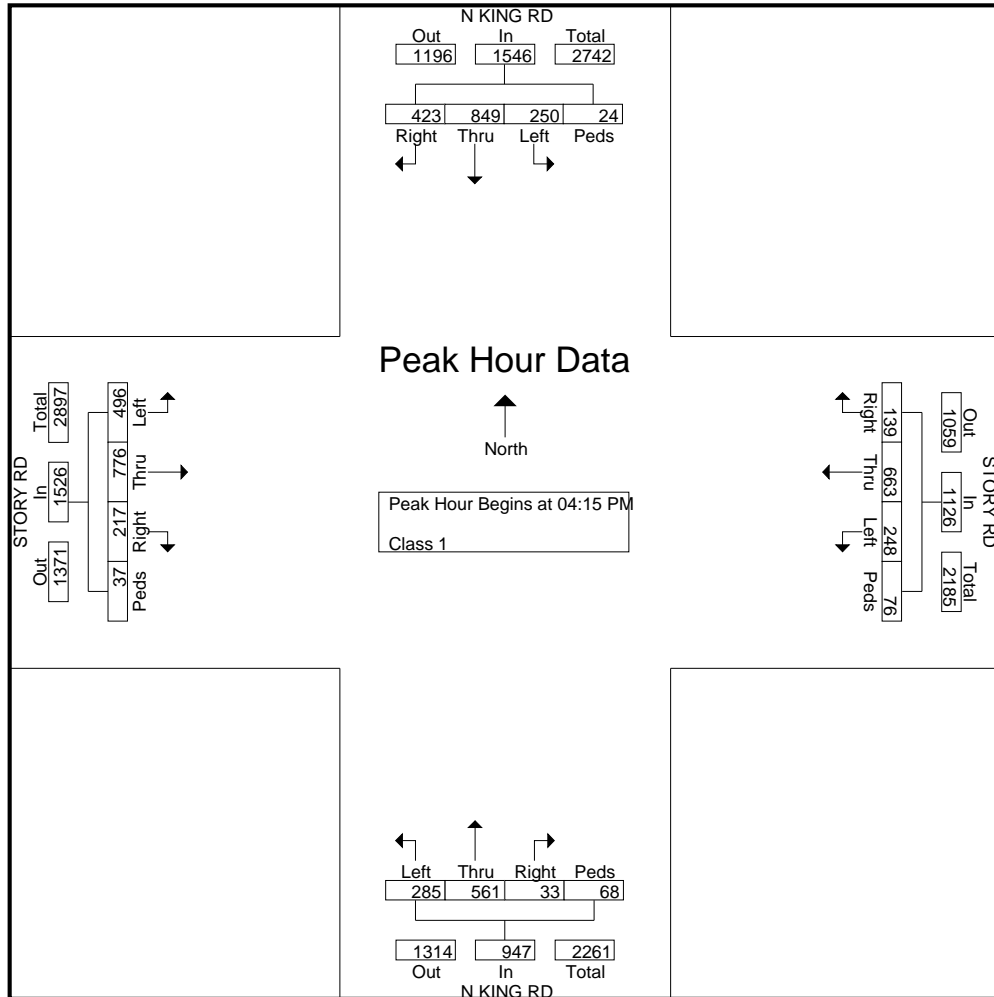


Groups Printed- Class 1

Start Time	N KING RD Southbound				STORY RD Westbound				N KING RD Northbound				STORY RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	138	222	58	4	34	140	68	25	9	165	71	11	68	181	97	12	1303
04:15 PM	107	231	89	9	34	138	65	24	16	170	92	16	70	234	131	10	1436
04:30 PM	119	198	56	6	44	170	52	16	10	123	73	15	46	150	119	9	1206
04:45 PM	90	197	44	3	32	167	52	10	2	109	58	19	64	197	124	10	1178
Total	454	848	247	22	144	615	237	75	37	567	294	61	248	762	471	41	5123
05:00 PM	107	223	61	6	29	188	79	26	5	159	62	18	37	195	122	8	1325
05:15 PM	105	204	64	3	34	145	53	22	8	127	61	23	70	224	115	9	1267
05:30 PM	121	197	51	12	26	149	43	26	13	149	67	43	51	188	127	6	1269
05:45 PM	98	193	40	7	36	166	70	17	18	140	70	26	58	202	130	11	1282
Total	431	817	216	28	125	648	245	91	44	575	260	110	216	809	494	34	5143
Grand Total	885	1665	463	50	269	1263	482	166	81	1142	554	171	464	1571	965	75	10266
Apprch %	28.9	54.4	15.1	1.6	12.3	57.9	22.1	7.6	4.2	58.6	28.4	8.8	15.1	51.1	31.4	2.4	
Total %	8.6	16.2	4.5	0.5	2.6	12.3	4.7	1.6	0.8	11.1	5.4	1.7	4.5	15.3	9.4	0.7	

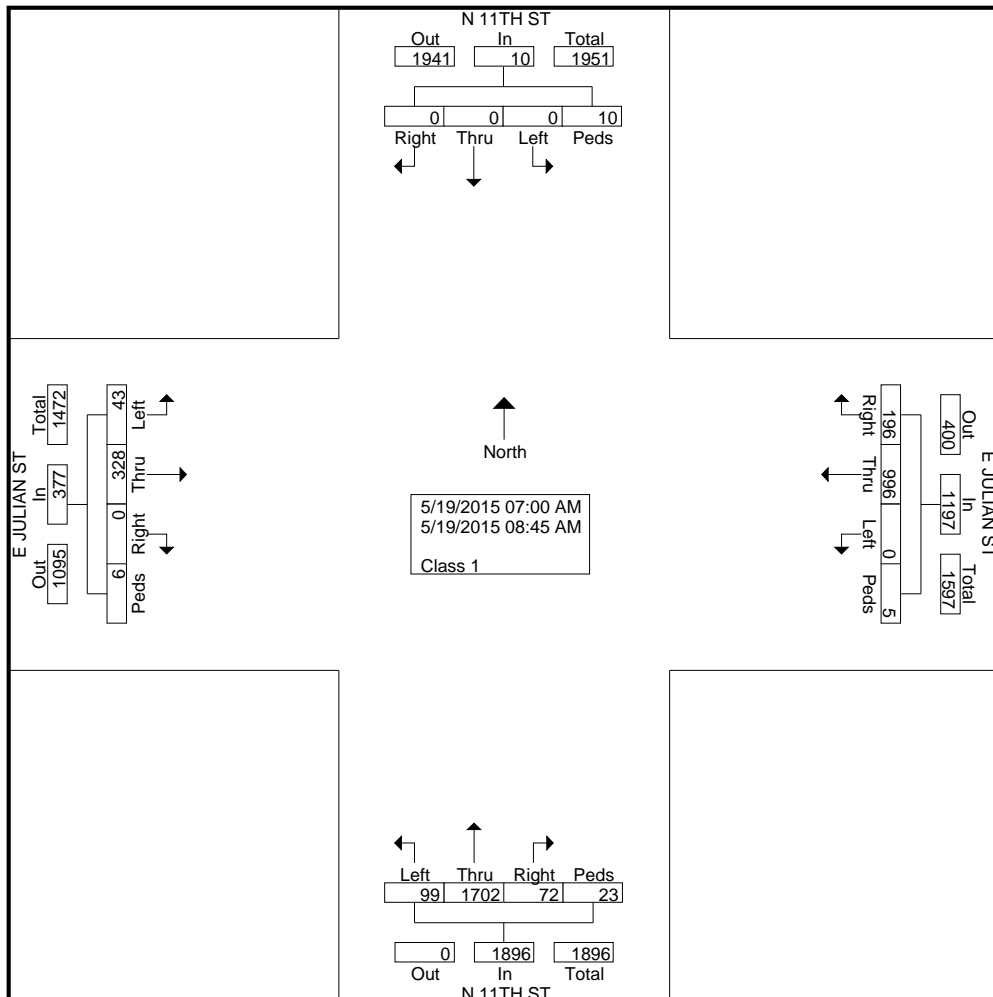


Start Time	N KING RD Southbound					STORY RD Westbound					N KING RD Northbound					STORY RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	107	231	89	9	436	34	138	65	24	261	16	170	92	16	294	70	234	131	10	445	1436
04:30 PM	119	198	56	6	379	44	170	52	16	282	10	123	73	15	221	46	150	119	9	324	1206
04:45 PM	90	197	44	3	334	32	167	52	10	261	2	109	58	19	188	64	197	124	10	395	1178
05:00 PM	107	223	61	6	397	29	188	79	26	322	5	159	62	18	244	37	195	122	8	362	1325
Total Volume	423	849	250	24	1546	139	663	248	76	1126	33	561	285	68	947	217	776	496	37	1526	5145
% App. Total	27.4	54.9	16.2	1.6		12.3	58.9	22	6.7		3.5	59.2	30.1	7.2		14.2	50.9	32.5	2.4		
PHF	.889	.919	.702	.667	.886	.790	.882	.785	.731	.874	.516	.825	.774	.895	.805	.775	.829	.947	.925	.857	.896

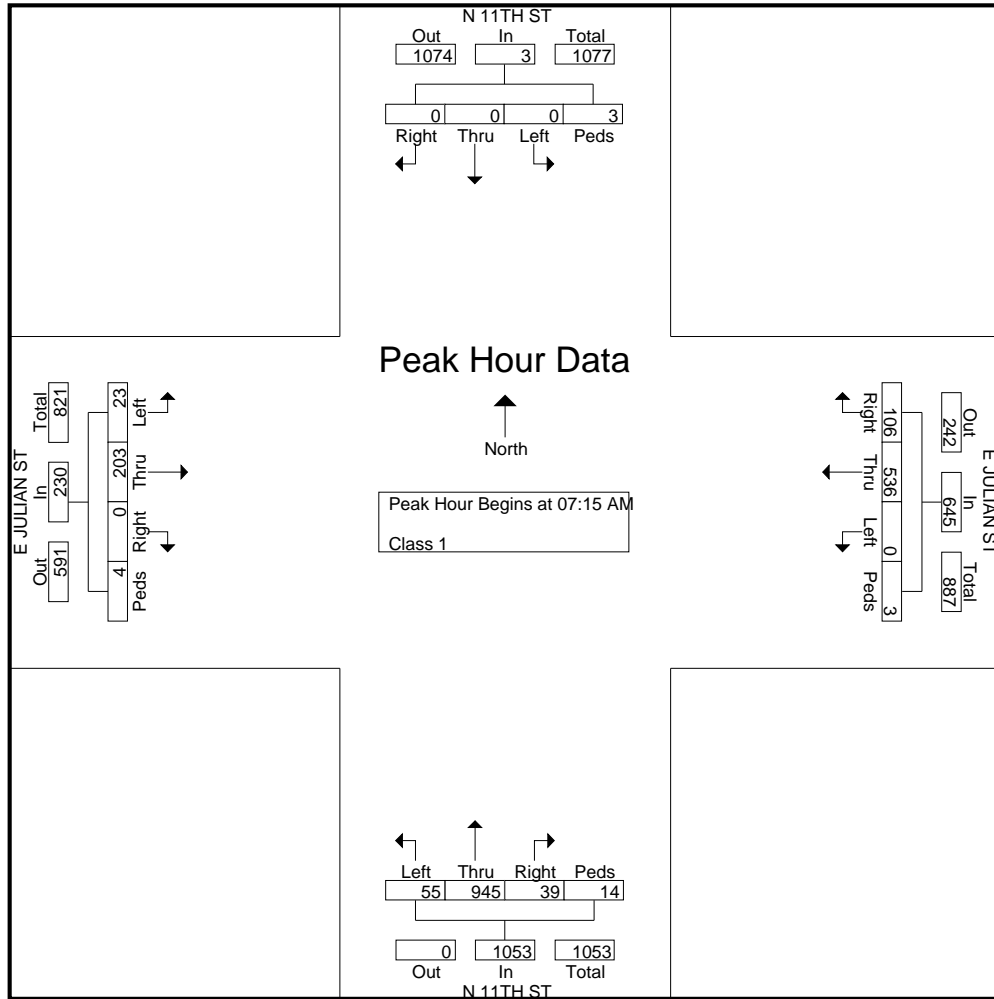


Groups Printed- Class 1

Start Time	N 11TH ST Southbound				E JULIAN ST Westbound				N 11TH ST Northbound				E JULIAN ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	20	96	0	0	6	165	9	5	0	39	4	2	346
07:15 AM	0	0	0	0	31	134	0	1	10	235	17	3	0	38	4	2	475
07:30 AM	0	0	0	2	31	131	0	2	13	260	9	6	0	61	8	1	524
07:45 AM	0	0	0	1	27	136	0	0	12	236	10	4	0	54	6	0	486
Total	0	0	0	3	109	497	0	3	41	896	45	18	0	192	22	5	1831
08:00 AM	0	0	0	0	17	135	0	0	4	214	19	1	0	50	5	1	446
08:15 AM	0	0	0	2	27	124	0	2	10	219	9	1	0	28	7	0	429
08:30 AM	0	0	0	1	23	129	0	0	7	192	13	2	0	29	6	0	402
08:45 AM	0	0	0	4	20	111	0	0	10	181	13	1	0	29	3	0	372
Total	0	0	0	7	87	499	0	2	31	806	54	5	0	136	21	1	1649
Grand Total	0	0	0	10	196	996	0	5	72	1702	99	23	0	328	43	6	3480
Apprch %	0	0	0	100	16.4	83.2	0	0.4	3.8	89.8	5.2	1.2	0	87	11.4	1.6	
Total %	0	0	0	0.3	5.6	28.6	0	0.1	2.1	48.9	2.8	0.7	0	9.4	1.2	0.2	

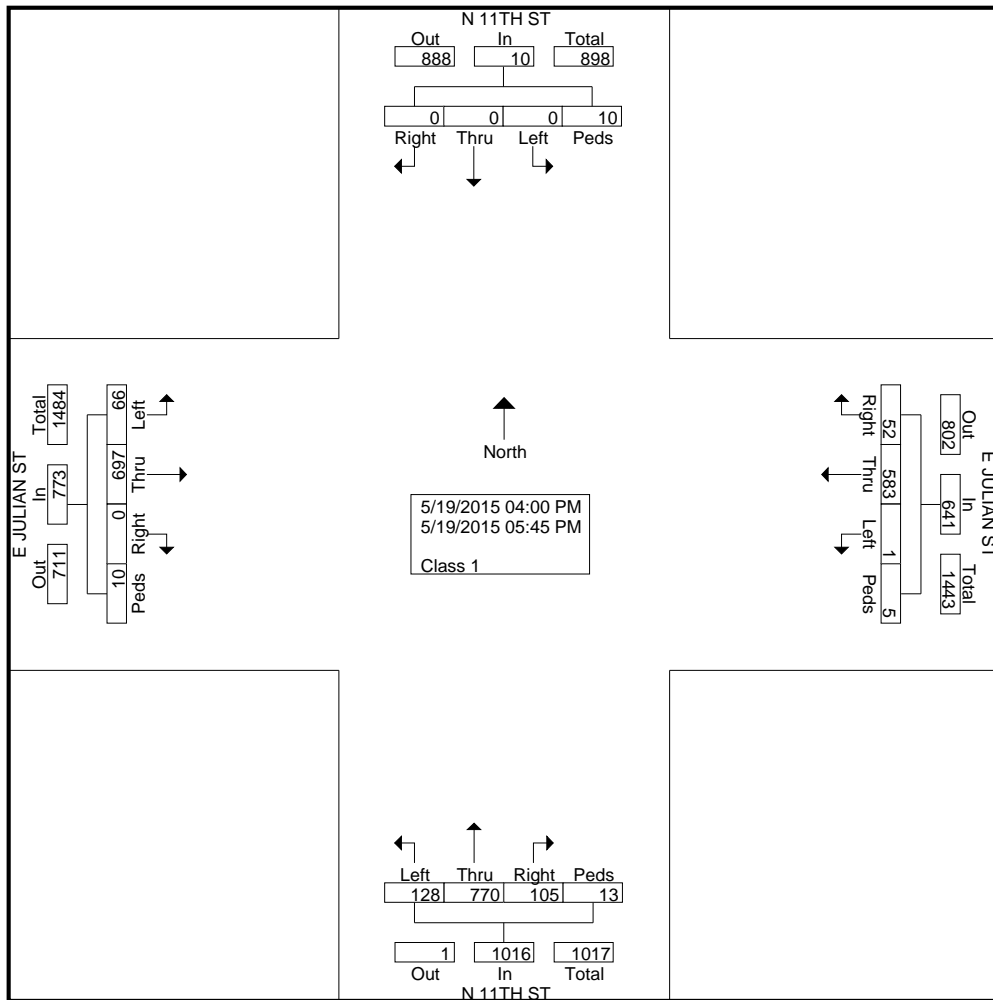


Start Time	N 11TH ST Southbound					E JULIAN ST Westbound					N 11TH ST Northbound					E JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	31	134	0	1	166	10	235	17	3	265	0	38	4	2	44	475
07:30 AM	0	0	0	2	2	31	131	0	2	164	13	260	9	6	288	0	61	8	1	70	524
07:45 AM	0	0	0	1	1	27	136	0	0	163	12	236	10	4	262	0	54	6	0	60	486
08:00 AM	0	0	0	0	0	17	135	0	0	152	4	214	19	1	238	0	50	5	1	56	446
Total Volume	0	0	0	3	3	106	536	0	3	645	39	945	55	14	1053	0	203	23	4	230	1931
% App. Total	0	0	0	100		16.4	83.1	0	0.5		3.7	89.7	5.2	1.3		0	88.3	10	1.7		
PHF	.000	.000	.000	.375	.375	.855	.985	.000	.375	.971	.750	.909	.724	.583	.914	.000	.832	.719	.500	.821	.921



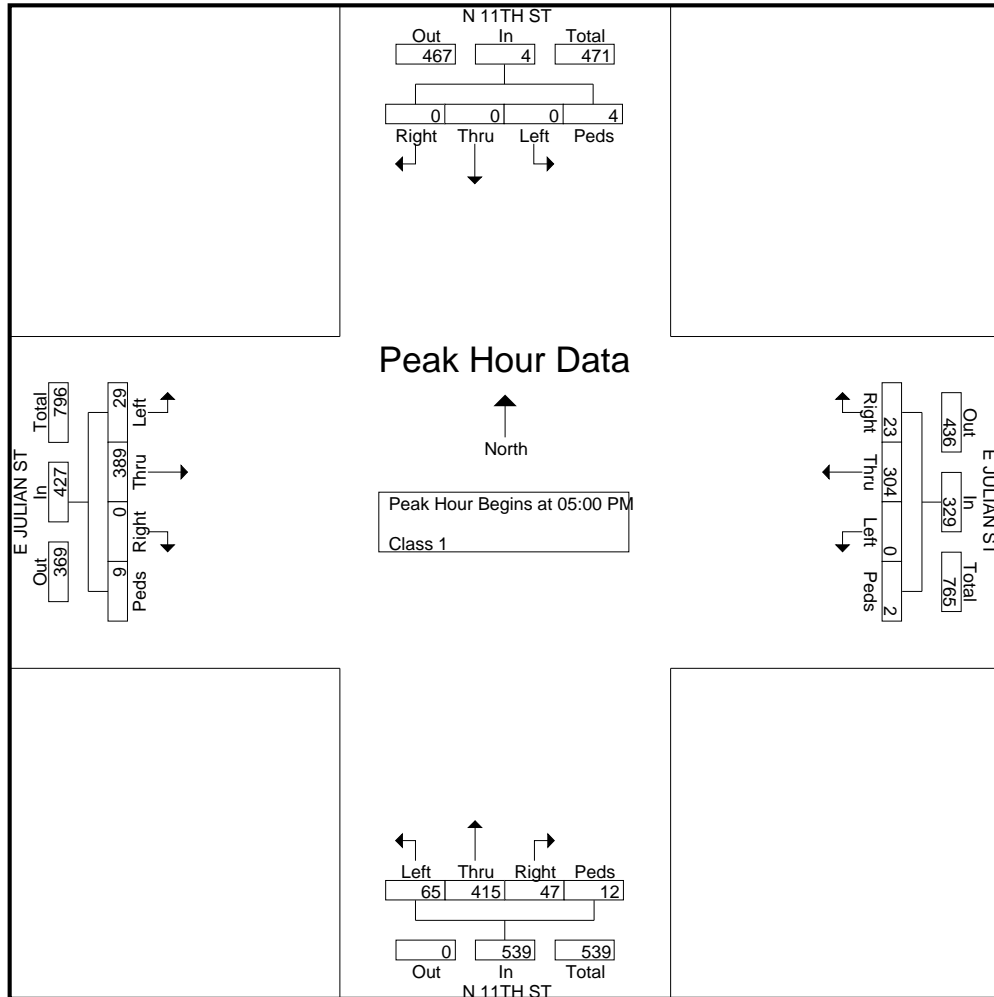
Groups Printed- Class 1

Start Time	N 11TH ST Southbound				E JULIAN ST Westbound				N 11TH ST Northbound				E JULIAN ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	0	0	4	8	57	0	1	10	86	16	1	0	71	8	1	263
04:15 PM	0	0	0	0	7	79	0	1	17	80	20	0	0	85	9	0	298
04:30 PM	0	0	0	1	11	80	1	1	20	94	15	0	0	66	12	0	301
04:45 PM	0	0	0	1	3	63	0	0	11	95	12	0	0	86	8	0	279
Total	0	0	0	6	29	279	1	3	58	355	63	1	0	308	37	1	1141
05:00 PM	0	0	0	4	7	68	0	1	2	119	12	1	0	110	6	0	330
05:15 PM	0	0	0	0	1	81	0	1	11	112	13	7	0	103	6	1	336
05:30 PM	0	0	0	0	9	77	0	0	19	92	24	2	0	84	8	3	318
05:45 PM	0	0	0	0	6	78	0	0	15	92	16	2	0	92	9	5	315
Total	0	0	0	4	23	304	0	2	47	415	65	12	0	389	29	9	1299
Grand Total	0	0	0	10	52	583	1	5	105	770	128	13	0	697	66	10	2440
Apprch %	0	0	0	100	8.1	91	0.2	0.8	10.3	75.8	12.6	1.3	0	90.2	8.5	1.3	
Total %	0	0	0	0.4	2.1	23.9	0	0.2	4.3	31.6	5.2	0.5	0	28.6	2.7	0.4	





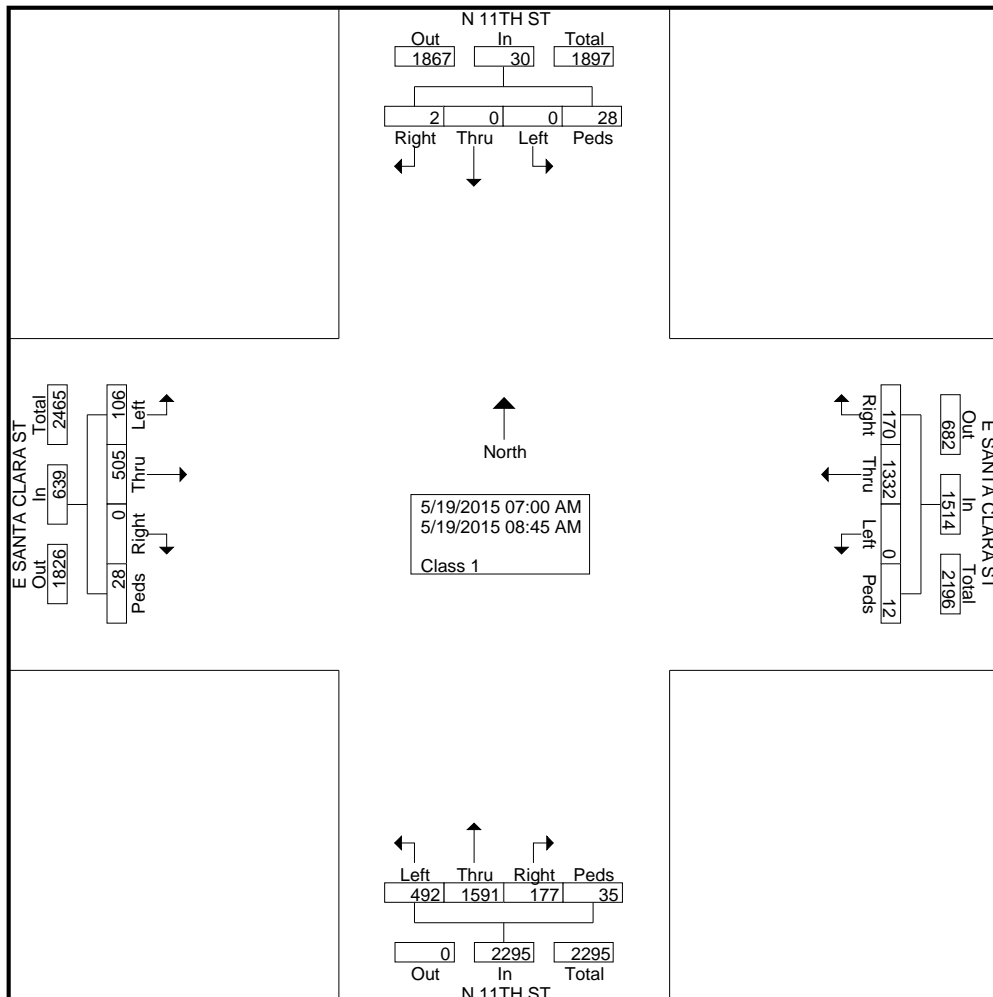
Start Time	N 11TH ST Southbound					E JULIAN ST Westbound					N 11TH ST Northbound					E JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	4	4	7	68	0	1	76	2	119	12	1	134	0	110	6	0	116	330
05:15 PM	0	0	0	0	0	1	81	0	1	83	11	112	13	7	143	0	103	6	1	110	336
05:30 PM	0	0	0	0	0	9	77	0	0	86	19	92	24	2	137	0	84	8	3	95	318
05:45 PM	0	0	0	0	0	6	78	0	0	84	15	92	16	2	125	0	92	9	5	106	315
Total Volume	0	0	0	4	4	23	304	0	2	329	47	415	65	12	539	0	389	29	9	427	1299
% App. Total	0	0	0	100		7	92.4	0	0.6		8.7	77	12.1	2.2		0	91.1	6.8	2.1		
PHF	.000	.000	.000	.250	.250	.639	.938	.000	.500	.956	.618	.872	.677	.429	.942	.000	.884	.806	.450	.920	.967



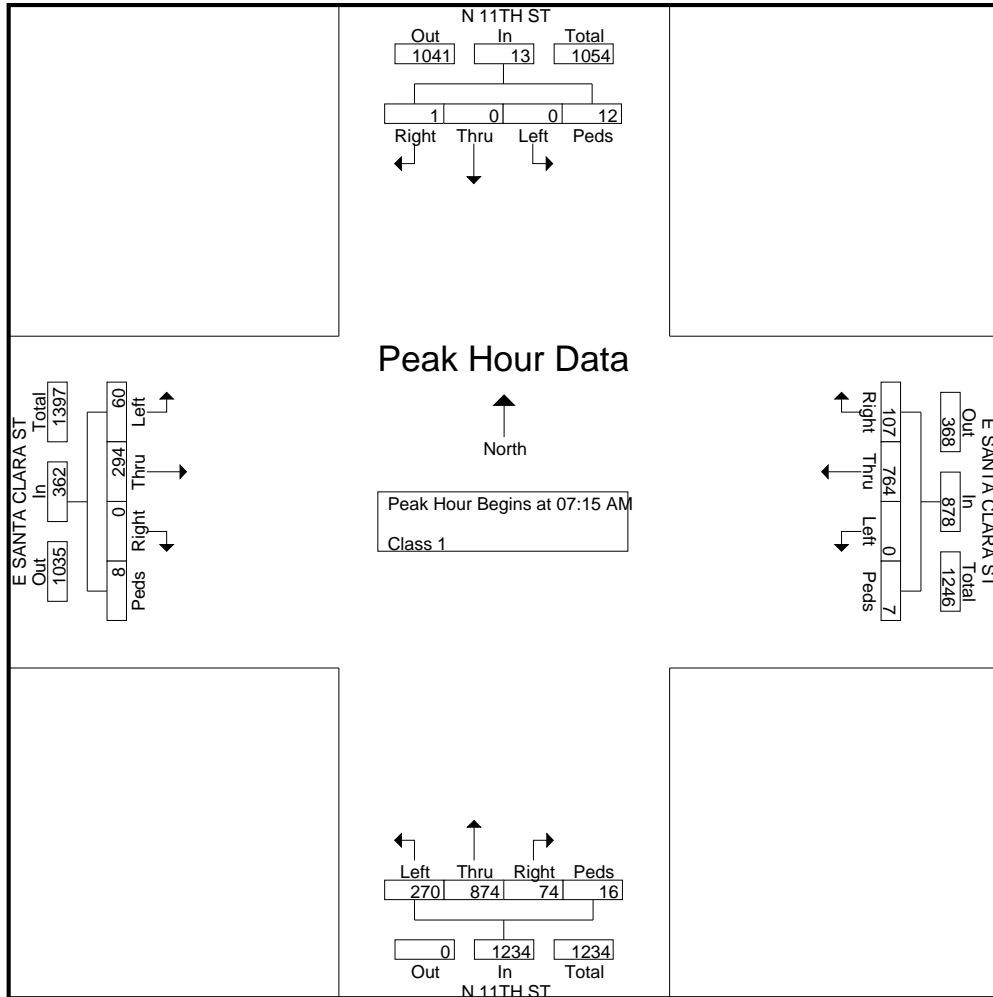
File Name : #76 11TH&SANTA CLARA AM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	N 11TH ST Southbound				E SANTA CLARA ST Westbound				N 11TH ST Northbound				E SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	1	0	0	3	16	120	0	0	23	149	44	6	0	37	9	4	412
07:15 AM	0	0	0	3	28	167	0	2	13	223	54	3	0	50	13	3	559
07:30 AM	0	0	0	5	24	215	0	1	17	244	62	6	0	63	14	2	653
07:45 AM	1	0	0	2	31	216	0	3	24	217	85	4	0	94	23	1	701
Total	2	0	0	13	99	718	0	6	77	833	245	19	0	244	59	10	2325
08:00 AM	0	0	0	2	24	166	0	1	20	190	69	3	0	87	10	2	574
08:15 AM	0	0	0	5	13	138	0	2	25	230	57	6	0	49	14	3	542
08:30 AM	0	0	0	5	23	138	0	3	28	159	48	6	0	63	14	3	490
08:45 AM	0	0	0	3	11	172	0	0	27	179	73	1	0	62	9	10	547
Total	0	0	0	15	71	614	0	6	100	758	247	16	0	261	47	18	2153
Grand Total	2	0	0	28	170	1332	0	12	177	1591	492	35	0	505	106	28	4478
Apprch %	6.7	0	0	93.3	11.2	88	0	0.8	7.7	69.3	21.4	1.5	0	79	16.6	4.4	
Total %	0	0	0	0.6	3.8	29.7	0	0.3	4	35.5	11	0.8	0	11.3	2.4	0.6	



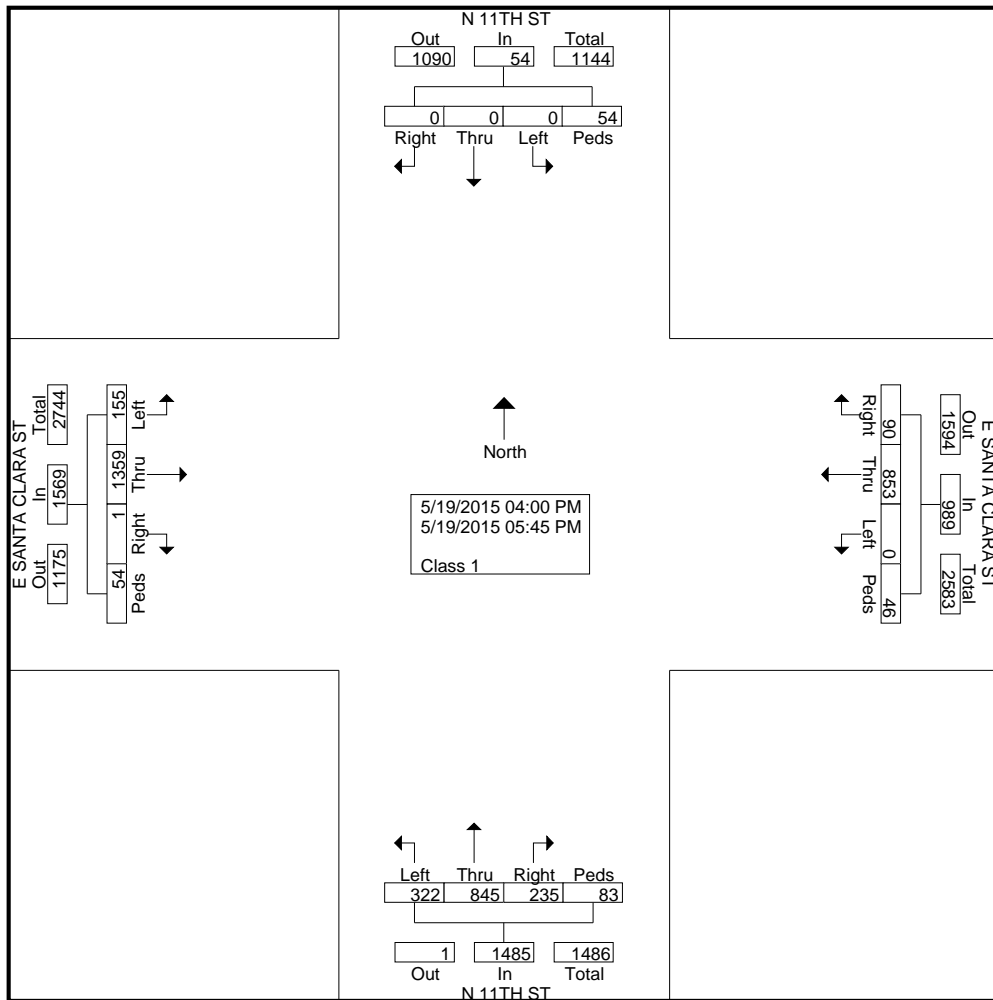
Start Time	N 11TH ST Southbound					E SANTA CLARA ST Westbound					N 11TH ST Northbound					E SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	3	3	28	167	0	2	197	13	223	54	3	293	0	50	13	3	66	559
07:30 AM	0	0	0	5	5	24	215	0	1	240	17	244	62	6	329	0	63	14	2	79	653
07:45 AM	1	0	0	2	3	31	216	0	3	250	24	217	85	4	330	0	94	23	1	118	701
08:00 AM	0	0	0	2	2	24	166	0	1	191	20	190	69	3	282	0	87	10	2	99	574
Total Volume	1	0	0	12	13	107	764	0	7	878	74	874	270	16	1234	0	294	60	8	362	2487
% App. Total	7.7	0	0	92.3		12.2	87	0	0.8		6	70.8	21.9	1.3		0	81.2	16.6	2.2		
PHF	.250	.000	.000	.600	.650	.863	.884	.000	.583	.878	.771	.895	.794	.667	.935	.000	.782	.652	.667	.767	.887



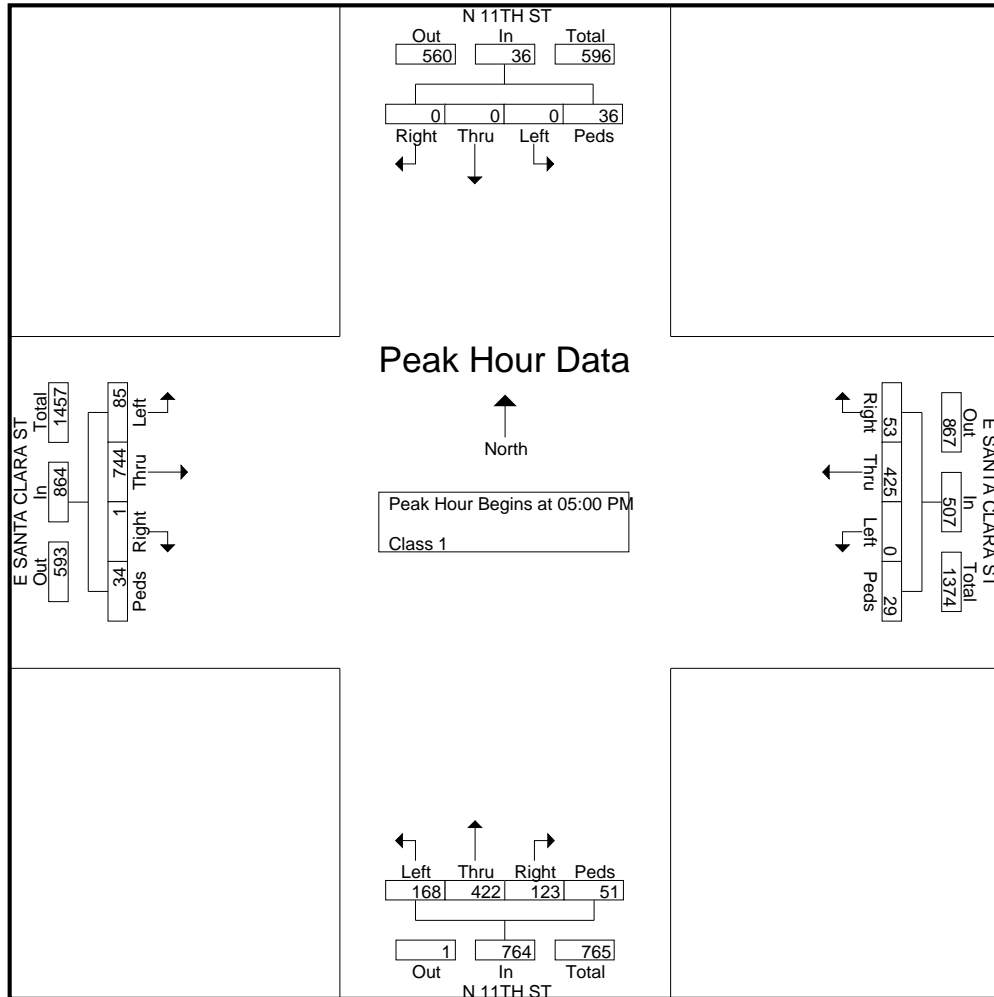
File Name : #76 11TH&SANTA CLARA PM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	N 11TH ST Southbound				E SANTA CLARA ST Westbound				N 11TH ST Northbound				E SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	0	0	7	8	92	0	2	33	96	47	3	0	159	15	3	465
04:15 PM	0	0	0	4	7	106	0	5	30	108	35	7	0	129	23	3	457
04:30 PM	0	0	0	4	9	106	0	5	20	106	36	11	0	171	17	7	492
04:45 PM	0	0	0	3	13	124	0	5	29	113	36	11	0	156	15	7	512
Total	0	0	0	18	37	428	0	17	112	423	154	32	0	615	70	20	1926
05:00 PM	0	0	0	9	12	96	0	8	27	114	35	8	0	189	22	10	530
05:15 PM	0	0	0	8	14	120	0	8	43	113	38	13	0	192	21	9	579
05:30 PM	0	0	0	6	14	100	0	10	33	101	46	12	0	171	20	7	520
05:45 PM	0	0	0	13	13	109	0	3	20	94	49	18	1	192	22	8	542
Total	0	0	0	36	53	425	0	29	123	422	168	51	1	744	85	34	2171
Grand Total	0	0	0	54	90	853	0	46	235	845	322	83	1	1359	155	54	4097
Approch %	0	0	0	100	9.1	86.2	0	4.7	15.8	56.9	21.7	5.6	0.1	86.6	9.9	3.4	
Total %	0	0	0	1.3	2.2	20.8	0	1.1	5.7	20.6	7.9	2	0	33.2	3.8	1.3	

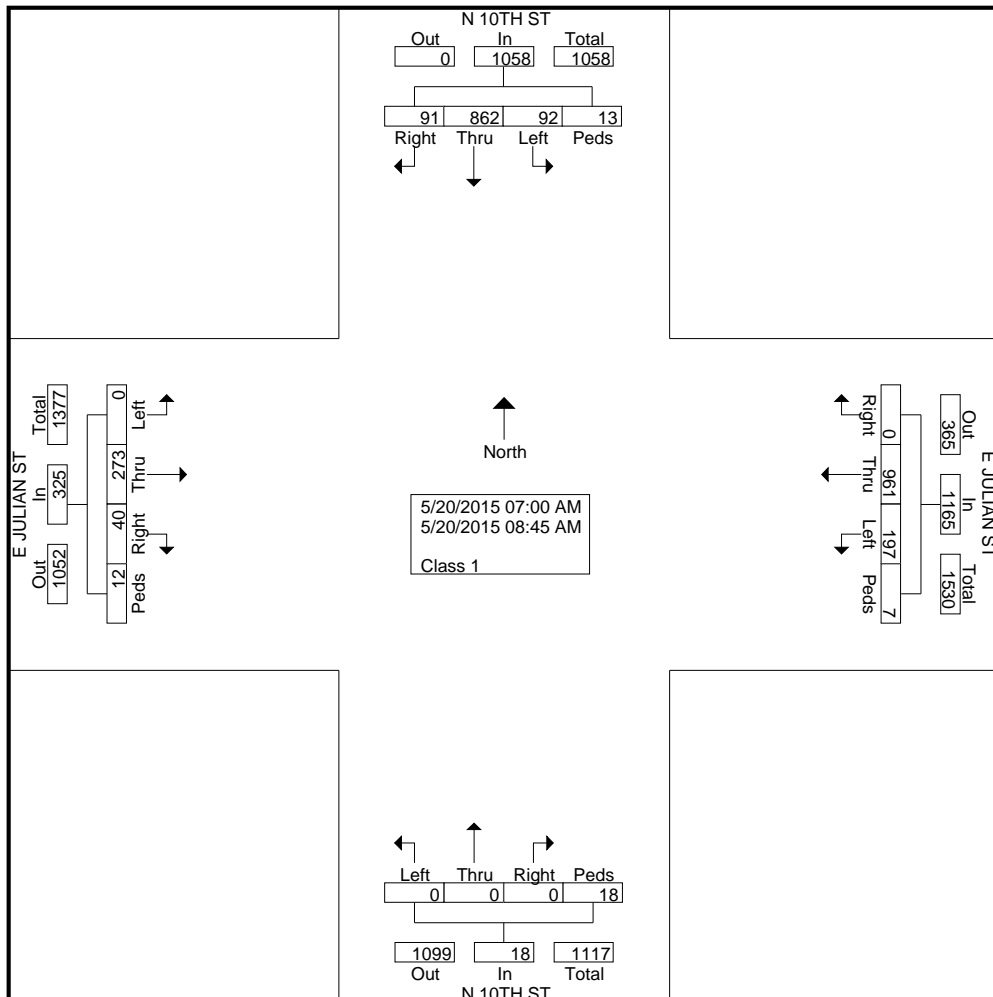


Start Time	N 11TH ST Southbound					E SANTA CLARA ST Westbound					N 11TH ST Northbound					E SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	9	9	12	96	0	8	116	27	114	35	8	184	0	189	22	10	221	530
05:15 PM	0	0	0	8	8	14	120	0	8	142	43	113	38	13	207	0	192	21	9	222	579
05:30 PM	0	0	0	6	6	14	100	0	10	124	33	101	46	12	192	0	171	20	7	198	520
05:45 PM	0	0	0	13	13	13	109	0	3	125	20	94	49	18	181	1	192	22	8	223	542
Total Volume	0	0	0	36	36	53	425	0	29	507	123	422	168	51	764	1	744	85	34	864	2171
% App. Total	0	0	0	100		10.5	83.8	0	5.7		16.1	55.2	22	6.7		0.1	86.1	9.8	3.9		
PHF	.000	.000	.000	.692	.692	.946	.885	.000	.725	.893	.715	.925	.857	.708	.923	.250	.969	.966	.850	.969	.937

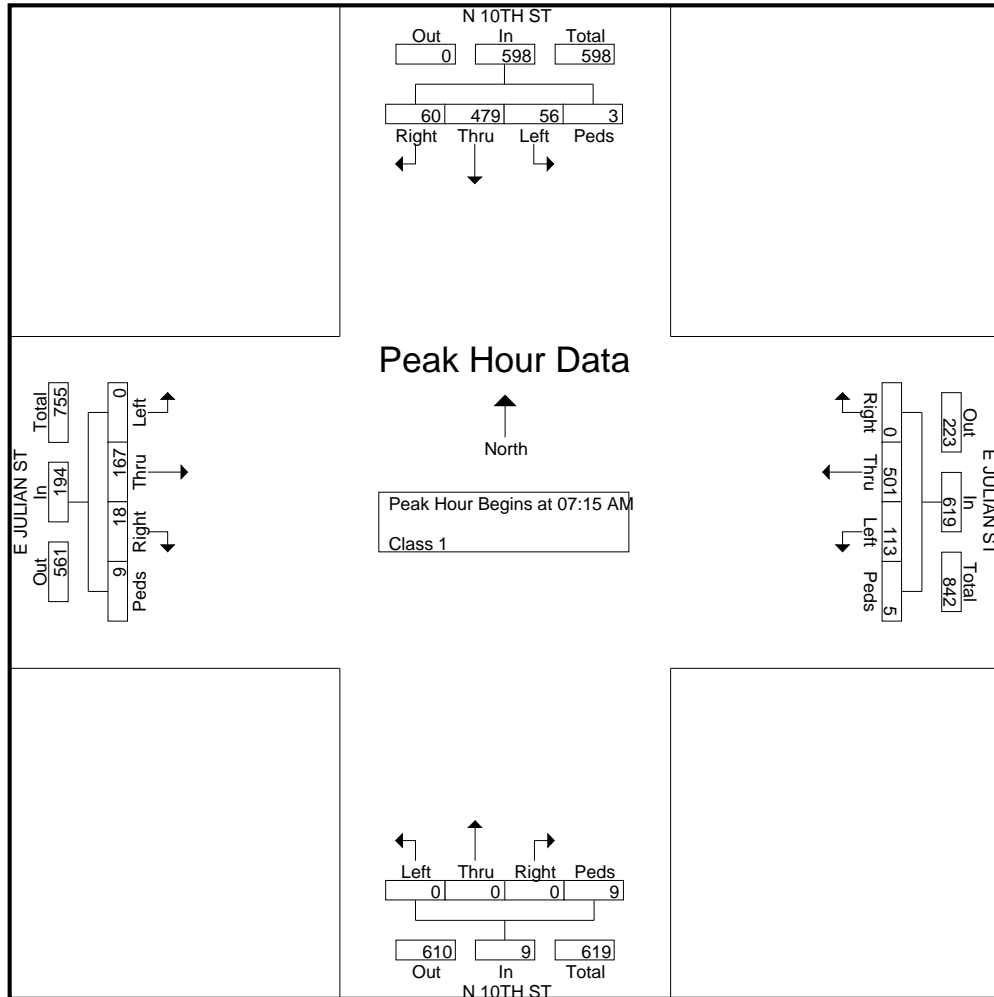


Groups Printed- Class 1

Start Time	N 10TH ST Southbound				E JULIAN ST Westbound				N 10TH ST Northbound				E JULIAN ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	7	97	9	5	0	105	17	1	0	0	0	3	1	22	0	0	267
07:15 AM	11	97	9	1	0	120	34	0	0	0	0	4	3	27	0	2	308
07:30 AM	21	133	14	0	0	123	18	1	0	0	0	2	6	37	0	0	355
07:45 AM	15	139	20	0	0	118	40	4	0	0	0	2	7	66	0	6	417
Total	54	466	52	6	0	466	109	6	0	0	0	11	17	152	0	8	1347
08:00 AM	13	110	13	2	0	140	21	0	0	0	0	1	2	37	0	1	340
08:15 AM	6	99	9	0	0	131	22	0	0	0	0	4	7	24	0	2	304
08:30 AM	13	94	6	2	0	125	31	1	0	0	0	1	7	30	0	1	311
08:45 AM	5	93	12	3	0	99	14	0	0	0	0	1	7	30	0	0	264
Total	37	396	40	7	0	495	88	1	0	0	0	7	23	121	0	4	1219
Grand Total	91	862	92	13	0	961	197	7	0	0	0	18	40	273	0	12	2566
Apprch %	8.6	81.5	8.7	1.2	0	82.5	16.9	0.6	0	0	0	100	12.3	84	0	3.7	
Total %	3.5	33.6	3.6	0.5	0	37.5	7.7	0.3	0	0	0	0.7	1.6	10.6	0	0.5	

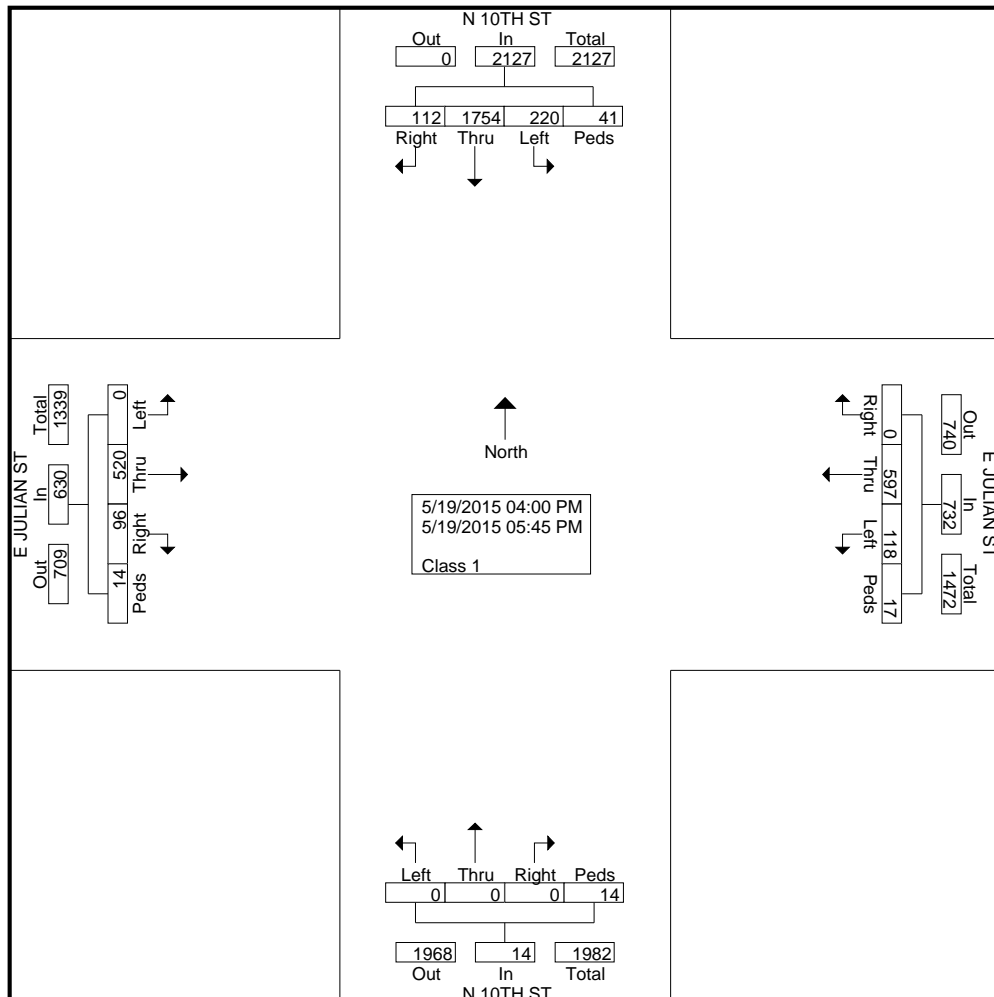


Start Time	N 10TH ST Southbound					E JULIAN ST Westbound					N 10TH ST Northbound					E JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	11	97	9	1	118	0	120	34	0	154	0	0	0	4	4	3	27	0	2	32	308
07:30 AM	21	133	14	0	168	0	123	18	1	142	0	0	0	2	2	6	37	0	0	43	355
07:45 AM	15	139	20	0	174	0	118	40	4	162	0	0	0	2	2	7	66	0	6	79	417
08:00 AM	13	110	13	2	138	0	140	21	0	161	0	0	0	1	1	2	37	0	1	40	340
Total Volume	60	479	56	3	598	0	501	113	5	619	0	0	0	9	9	18	167	0	9	194	1420
% App. Total	10	80.1	9.4	0.5		0	80.9	18.3	0.8		0	0	0	100		9.3	86.1	0	4.6		
PHF	.714	.862	.700	.375	.859	.000	.895	.706	.313	.955	.000	.000	.000	.563	.563	.643	.633	.000	.375	.614	.851



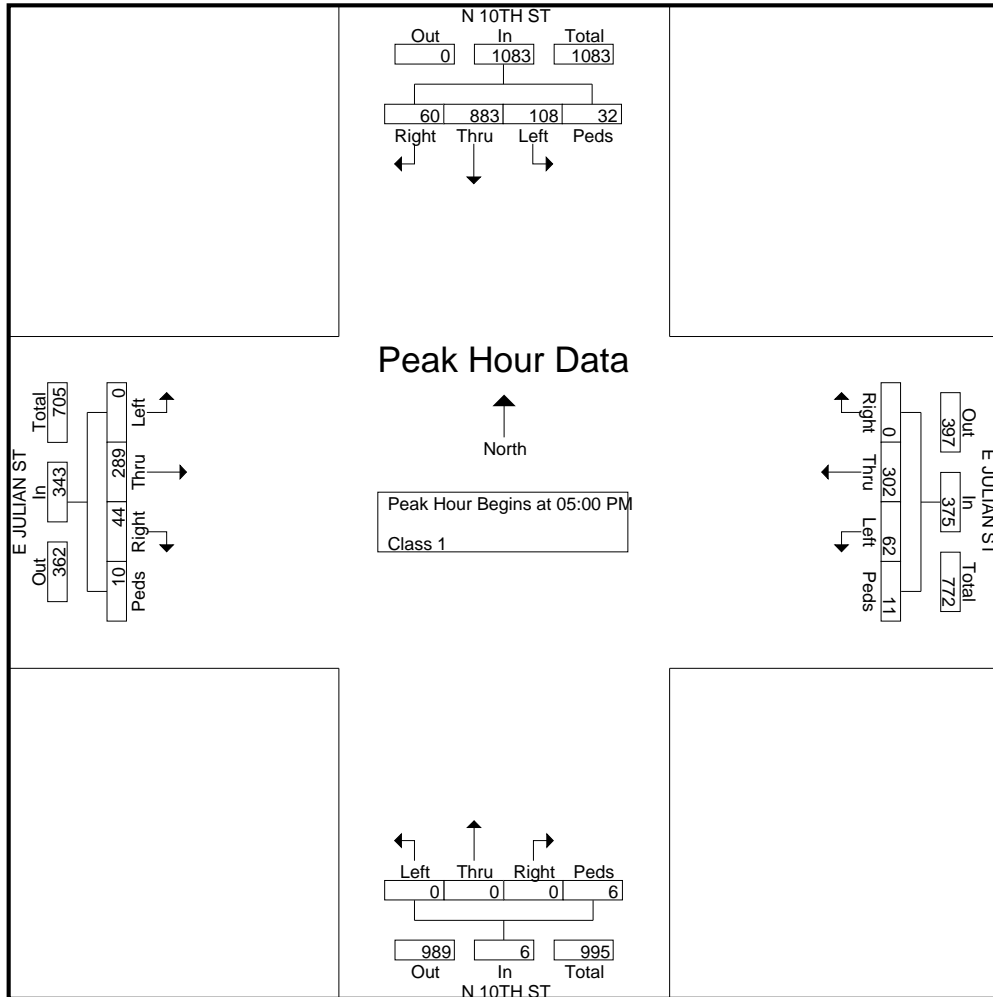
Groups Printed- Class 1

Start Time	N 10TH ST Southbound				E JULIAN ST Westbound				N 10TH ST Northbound				E JULIAN ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	17	242	32	2	0	77	13	1	0	0	0	1	9	61	0	0	455
04:15 PM	11	182	22	0	0	65	13	0	0	0	0	2	16	61	0	2	374
04:30 PM	11	208	22	3	0	81	17	5	0	0	0	2	13	58	0	1	421
04:45 PM	13	239	36	4	0	72	13	0	0	0	0	3	14	51	0	1	446
Total	52	871	112	9	0	295	56	6	0	0	0	8	52	231	0	4	1696
05:00 PM	19	230	21	6	0	61	14	2	0	0	0	3	14	71	0	4	445
05:15 PM	12	247	30	11	0	73	17	2	0	0	0	1	11	76	0	1	481
05:30 PM	19	189	33	7	0	80	12	3	0	0	0	0	9	72	0	2	426
05:45 PM	10	217	24	8	0	88	19	4	0	0	0	2	10	70	0	3	455
Total	60	883	108	32	0	302	62	11	0	0	0	6	44	289	0	10	1807
Grand Total	112	1754	220	41	0	597	118	17	0	0	0	14	96	520	0	14	3503
Apprch %	5.3	82.5	10.3	1.9	0	81.6	16.1	2.3	0	0	0	100	15.2	82.5	0	2.2	
Total %	3.2	50.1	6.3	1.2	0	17	3.4	0.5	0	0	0	0.4	2.7	14.8	0	0.4	





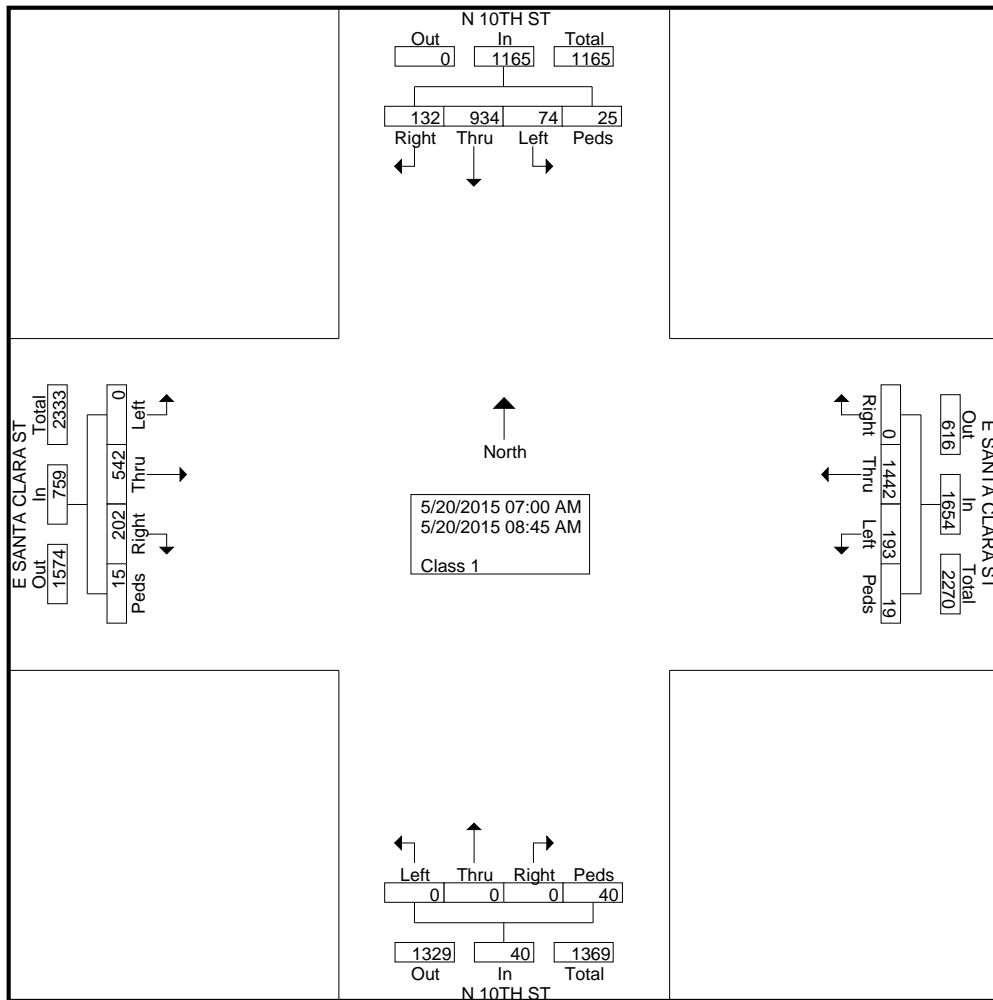
Start Time	N 10TH ST Southbound					E JULIAN ST Westbound					N 10TH ST Northbound					E JULIAN ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	19	230	21	6	276	0	61	14	2	77	0	0	0	3	3	14	71	0	4	89	445
05:15 PM	12	247	30	11	300	0	73	17	2	92	0	0	0	1	1	11	76	0	1	88	481
05:30 PM	19	189	33	7	248	0	80	12	3	95	0	0	0	0	0	9	72	0	2	83	426
05:45 PM	10	217	24	8	259	0	88	19	4	111	0	0	0	2	2	10	70	0	3	83	455
Total Volume	60	883	108	32	1083	0	302	62	11	375	0	0	0	6	6	44	289	0	10	343	1807
% App. Total	5.5	81.5	10	3		0	80.5	16.5	2.9		0	0	0	100		12.8	84.3	0	2.9		
PHF	.789	.894	.818	.727	.903	.000	.858	.816	.688	.845	.000	.000	.000	.500	.500	.786	.951	.000	.625	.963	.939



File Name : #85 10TH&SANTA CLARA AM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

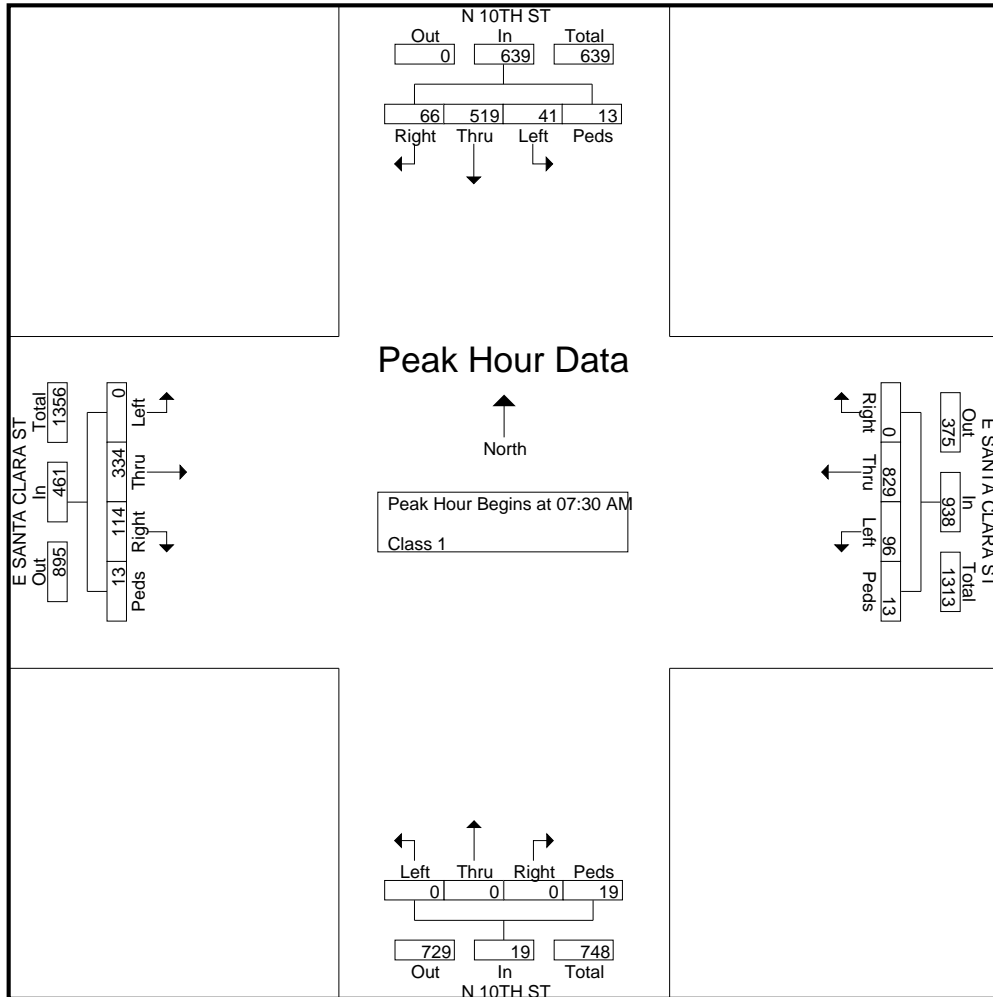
Groups Printed- Class 1

Start Time	N 10TH ST Southbound				E SANTA CLARA ST Westbound				N 10TH ST Northbound				E SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	11	102	7	6	0	133	24	1	0	0	0	5	25	39	0	0	353
07:15 AM	19	108	7	2	0	168	23	0	0	0	0	8	14	44	0	1	394
07:30 AM	18	108	16	2	0	213	13	4	0	0	0	7	17	68	0	2	468
07:45 AM	18	162	13	2	0	259	28	2	0	0	0	4	28	101	0	2	619
Total	66	480	43	12	0	773	88	7	0	0	0	24	84	252	0	5	1834
08:00 AM	11	138	8	6	0	190	28	5	0	0	0	5	38	97	0	6	532
08:15 AM	19	111	4	3	0	167	27	2	0	0	0	3	31	68	0	3	438
08:30 AM	16	97	13	3	0	146	23	4	0	0	0	3	24	58	0	1	388
08:45 AM	20	108	6	1	0	166	27	1	0	0	0	5	25	67	0	0	426
Total	66	454	31	13	0	669	105	12	0	0	0	16	118	290	0	10	1784
Grand Total	132	934	74	25	0	1442	193	19	0	0	0	40	202	542	0	15	3618
Apprch %	11.3	80.2	6.4	2.1	0	87.2	11.7	1.1	0	0	0	100	26.6	71.4	0	2	
Total %	3.6	25.8	2	0.7	0	39.9	5.3	0.5	0	0	0	1.1	5.6	15	0	0.4	



File Name : #85 10TH&SANTA CLARA AM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

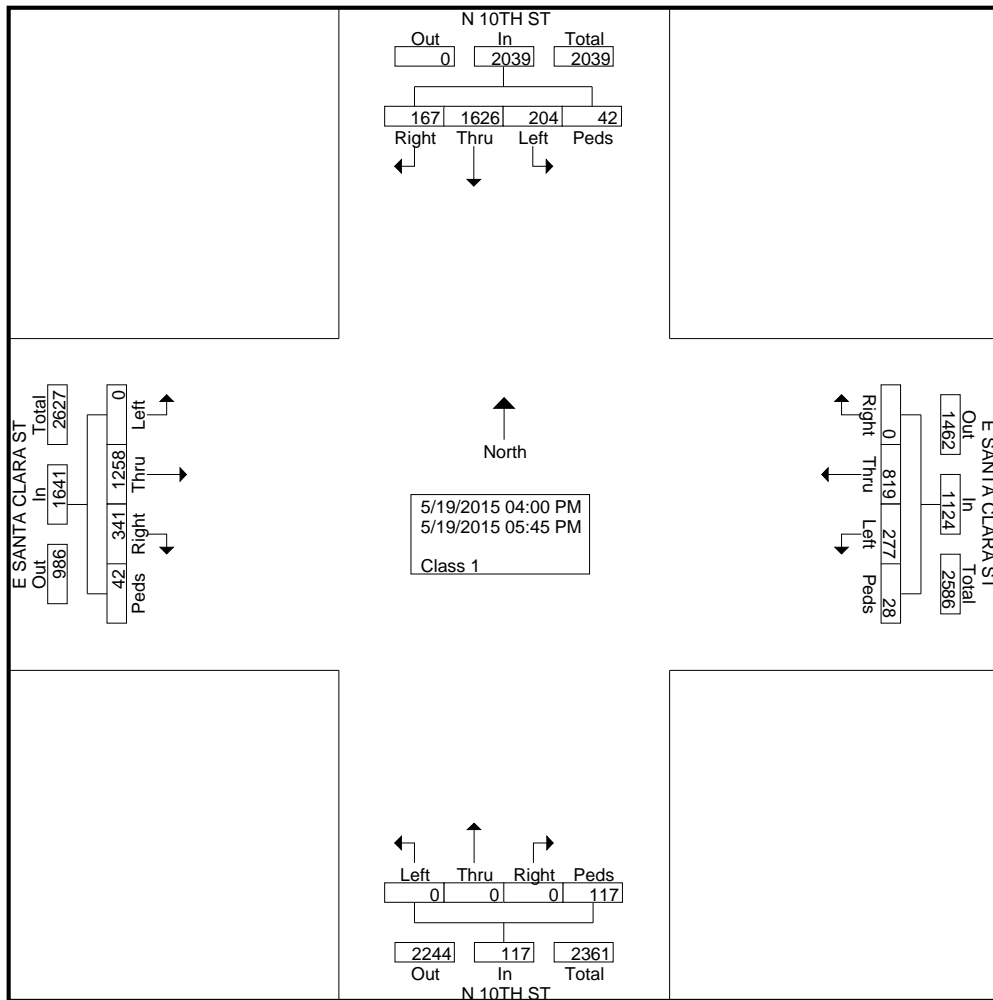
Start Time	N 10TH ST Southbound					E SANTA CLARA ST Westbound					N 10TH ST Northbound					E SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	18	108	16	2	144	0	213	13	4	230	0	0	0	7	7	17	68	0	2	87	468
07:45 AM	18	162	13	2	195	0	259	28	2	289	0	0	0	4	4	28	101	0	2	131	619
08:00 AM	11	138	8	6	163	0	190	28	5	223	0	0	0	5	5	38	97	0	6	141	532
08:15 AM	19	111	4	3	137	0	167	27	2	196	0	0	0	3	3	31	68	0	3	102	438
Total Volume	66	519	41	13	639	0	829	96	13	938	0	0	0	19	19	114	334	0	13	461	2057
% App. Total	10.3	81.2	6.4	2		0	88.4	10.2	1.4		0	0	0	100		24.7	72.5	0	2.8		
PHF	.868	.801	.641	.542	.819	.000	.800	.857	.650	.811	.000	.000	.000	.679	.679	.750	.827	.000	.542	.817	.831



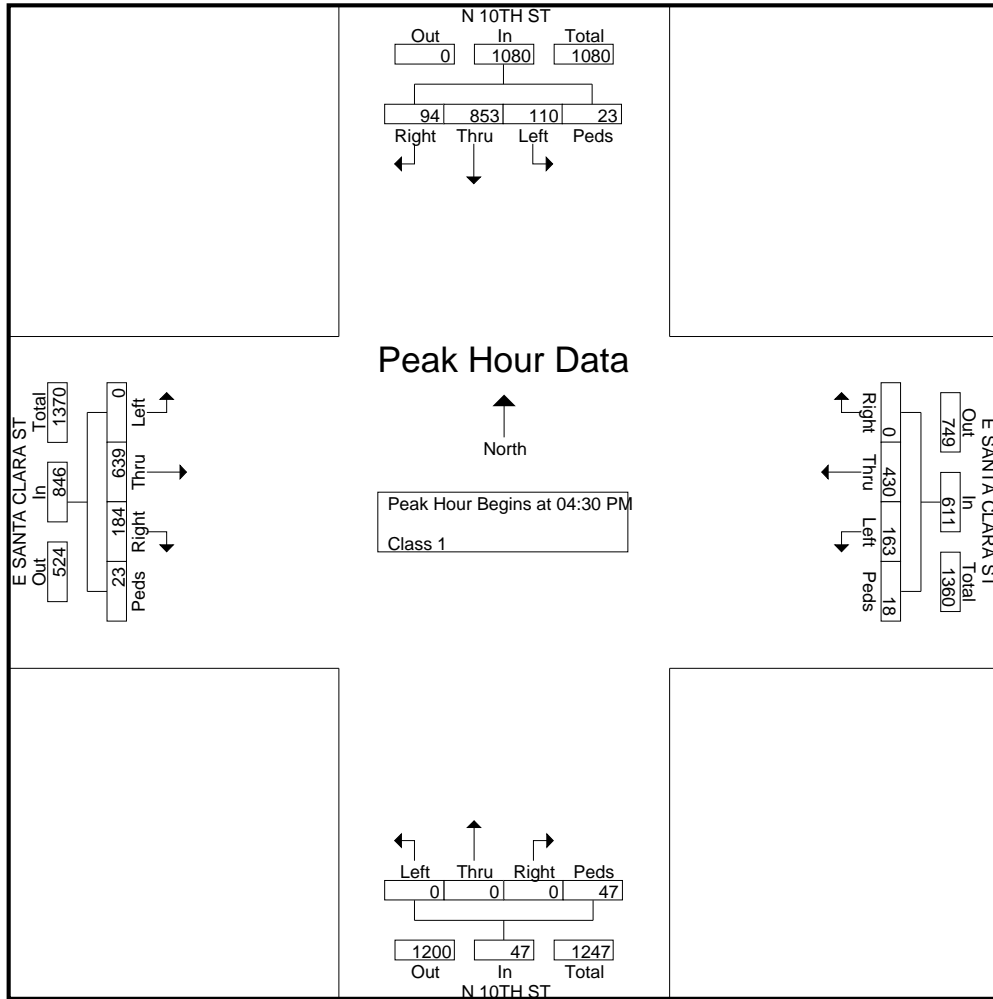
File Name : #85 10TH&SANTA CLARA PM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 1

Groups Printed- Class 1

Start Time	N 10TH ST Southbound				E SANTA CLARA ST Westbound				N 10TH ST Northbound				E SANTA CLARA ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	21	214	16	4	0	85	33	3	0	0	0	16	38	128	0	7	565
04:15 PM	14	185	28	7	0	101	25	0	0	0	0	17	45	152	0	4	578
04:30 PM	25	200	21	7	0	92	46	4	0	0	0	24	51	145	0	4	619
04:45 PM	16	209	24	9	0	93	37	3	0	0	0	12	45	136	0	7	591
Total	76	808	89	27	0	371	141	10	0	0	0	69	179	561	0	22	2353
05:00 PM	33	222	35	5	0	126	48	4	0	0	0	6	38	182	0	5	704
05:15 PM	20	222	30	2	0	119	32	7	0	0	0	5	50	176	0	7	670
05:30 PM	18	171	25	5	0	109	29	4	0	0	0	15	41	174	0	4	595
05:45 PM	20	203	25	3	0	94	27	3	0	0	0	22	33	165	0	4	599
Total	91	818	115	15	0	448	136	18	0	0	0	48	162	697	0	20	2568
Grand Total	167	1626	204	42	0	819	277	28	0	0	0	117	341	1258	0	42	4921
Apprch %	8.2	79.7	10	2.1	0	72.9	24.6	2.5	0	0	0	100	20.8	76.7	0	2.6	
Total %	3.4	33	4.1	0.9	0	16.6	5.6	0.6	0	0	0	2.4	6.9	25.6	0	0.9	



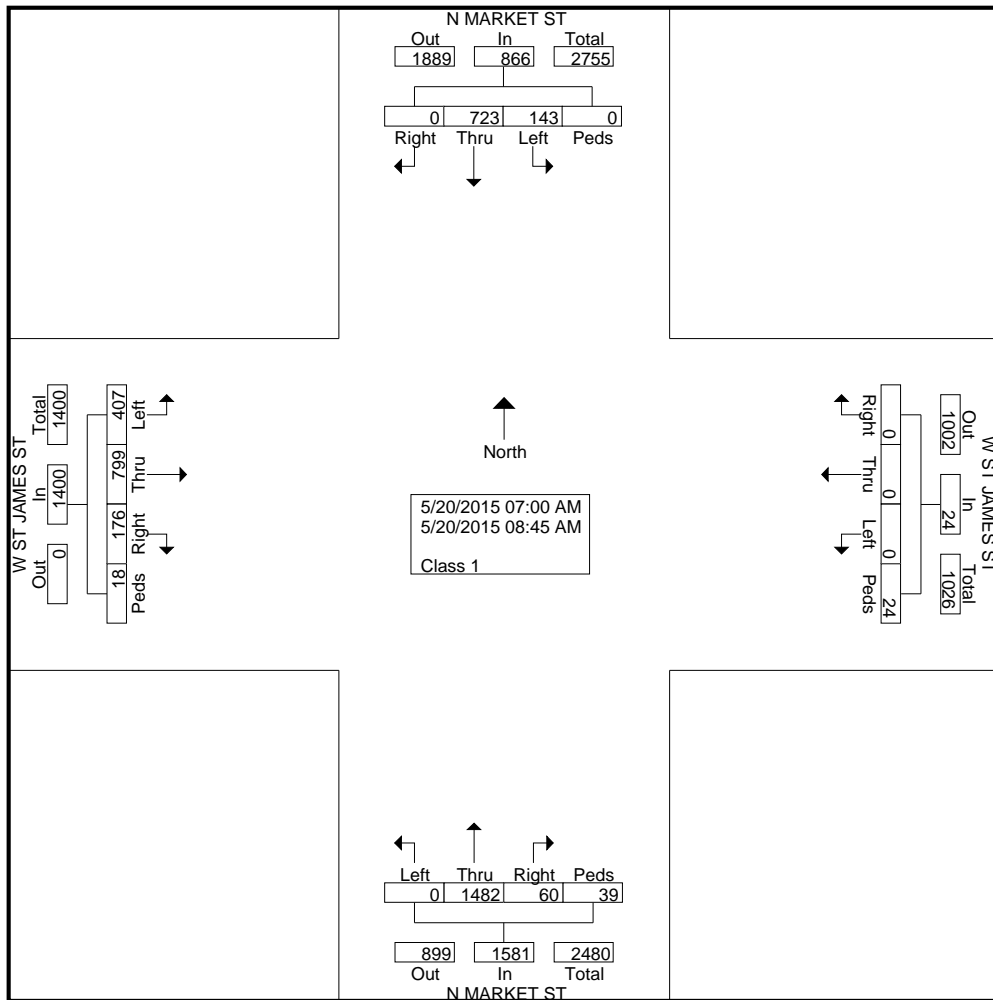
Start Time	N 10TH ST Southbound					E SANTA CLARA ST Westbound					N 10TH ST Northbound					E SANTA CLARA ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	25	200	21	7	253	0	92	46	4	142	0	0	0	24	24	51	145	0	4	200	619
04:45 PM	16	209	24	9	258	0	93	37	3	133	0	0	0	12	12	45	136	0	7	188	591
05:00 PM	33	222	35	5	295	0	126	48	4	178	0	0	0	6	6	38	182	0	5	225	704
05:15 PM	20	222	30	2	274	0	119	32	7	158	0	0	0	5	5	50	176	0	7	233	670
Total Volume	94	853	110	23	1080	0	430	163	18	611	0	0	0	47	47	184	639	0	23	846	2584
% App. Total	8.7	79	10.2	2.1		0	70.4	26.7	2.9		0	0	0	100		21.7	75.5	0	2.7		
PHF	.712	.961	.786	.639	.915	.000	.853	.849	.643	.858	.000	.000	.000	.490	.490	.902	.878	.000	.821	.908	.918



File Name : #101 MARKET&STJAMESAM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 1

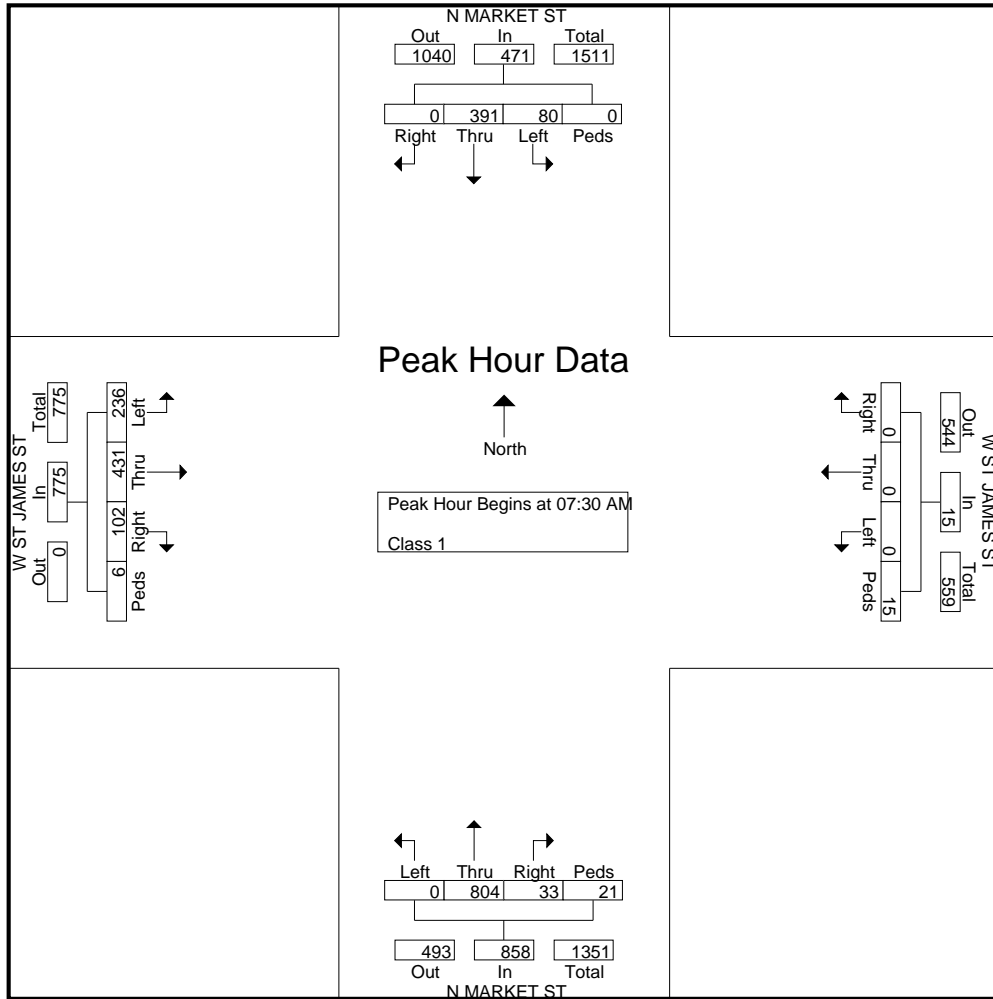
Groups Printed- Class 1

Start Time	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	48	8	0	0	0	0	0	3	183	0	2	5	60	31	1	341
07:15 AM	0	82	11	0	0	0	0	4	5	210	0	2	19	87	38	1	459
07:30 AM	0	83	17	0	0	0	0	2	4	218	0	4	16	95	53	0	492
07:45 AM	0	109	22	0	0	0	0	7	12	195	0	4	26	114	55	1	545
Total	0	322	58	0	0	0	0	13	24	806	0	12	66	356	177	3	1837
08:00 AM	0	100	17	0	0	0	0	3	10	200	0	6	29	119	65	2	551
08:15 AM	0	99	24	0	0	0	0	3	7	191	0	7	31	103	63	3	531
08:30 AM	0	104	22	0	0	0	0	3	8	159	0	4	28	99	52	3	482
08:45 AM	0	98	22	0	0	0	0	2	11	126	0	10	22	122	50	7	470
Total	0	401	85	0	0	0	0	11	36	676	0	27	110	443	230	15	2034
Grand Total	0	723	143	0	0	0	0	24	60	1482	0	39	176	799	407	18	3871
Apprch %	0	83.5	16.5	0	0	0	0	100	3.8	93.7	0	2.5	12.6	57.1	29.1	1.3	
Total %	0	18.7	3.7	0	0	0	0	0.6	1.5	38.3	0	1	4.5	20.6	10.5	0.5	



File Name : #101 MARKET&STJAMESAM  
 Site Code :  
 Start Date : 5/20/2015  
 Page No : 2

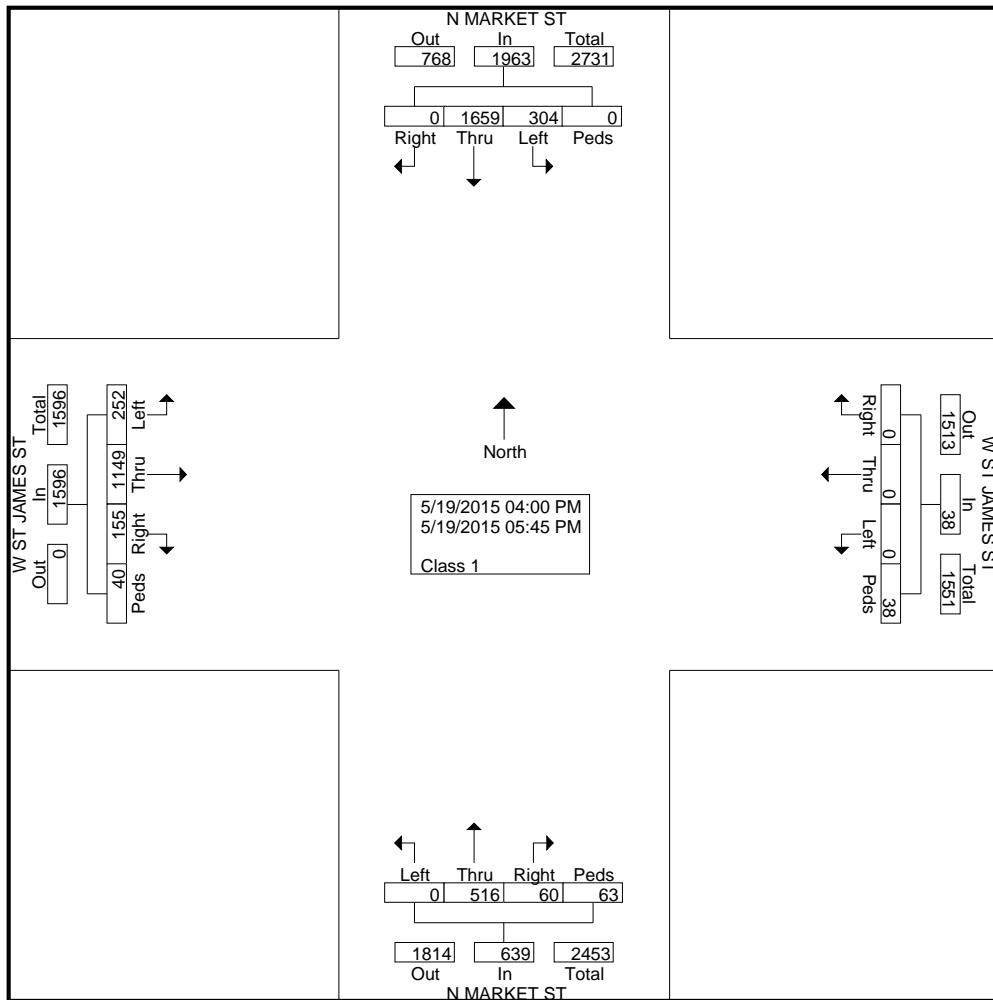
Start Time	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	83	17	0	100	0	0	0	2	2	4	218	0	4	226	16	95	53	0	164	492
07:45 AM	0	109	22	0	131	0	0	0	7	7	12	195	0	4	211	26	114	55	1	196	545
08:00 AM	0	100	17	0	117	0	0	0	3	3	10	200	0	6	216	29	119	65	2	215	551
08:15 AM	0	99	24	0	123	0	0	0	3	3	7	191	0	7	205	31	103	63	3	200	531
Total Volume	0	391	80	0	471	0	0	0	15	15	33	804	0	21	858	102	431	236	6	775	2119
% App. Total	0	83	17	0		0	0	0	100		3.8	93.7	0	2.4		13.2	55.6	30.5	0.8		
PHF	.000	.897	.833	.000	.899	.000	.000	.000	.536	.536	.688	.922	.000	.750	.949	.823	.905	.908	.500	.901	.961



File Name : #101 MARKET&STJAMESPM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 1

Groups Printed- Class 1

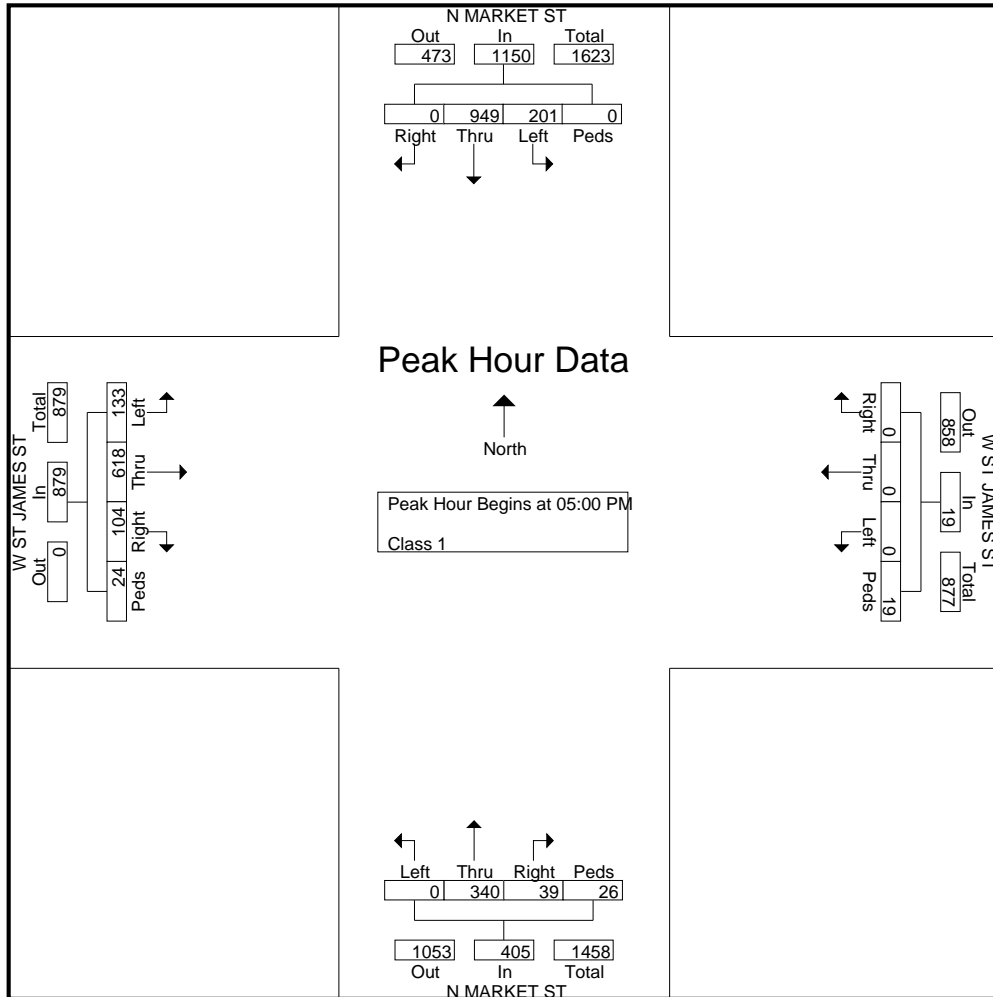
Start Time	N MARKET ST Southbound				W ST JAMES ST Westbound				N MARKET ST Northbound				W ST JAMES ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	116	10	0	0	0	0	3	0	0	0	11	14	143	24	5	326
04:15 PM	0	142	11	0	0	0	0	4	5	30	0	9	8	112	24	7	352
04:30 PM	0	250	36	0	0	0	0	6	5	50	0	7	18	129	32	1	534
04:45 PM	0	202	46	0	0	0	0	6	11	96	0	10	11	147	39	3	571
Total	0	710	103	0	0	0	0	19	21	176	0	37	51	531	119	16	1783
05:00 PM	0	203	54	0	0	0	0	2	12	111	0	4	18	144	44	5	597
05:15 PM	0	233	47	0	0	0	0	4	10	93	0	9	33	185	31	7	652
05:30 PM	0	271	36	0	0	0	0	4	8	81	0	5	25	131	32	5	598
05:45 PM	0	242	64	0	0	0	0	9	9	55	0	8	28	158	26	7	606
Total	0	949	201	0	0	0	0	19	39	340	0	26	104	618	133	24	2453
Grand Total	0	1659	304	0	0	0	0	38	60	516	0	63	155	1149	252	40	4236
Apprch %	0	84.5	15.5	0	0	0	0	100	9.4	80.8	0	9.9	9.7	72	15.8	2.5	
Total %	0	39.2	7.2	0	0	0	0	0.9	1.4	12.2	0	1.5	3.7	27.1	5.9	0.9	

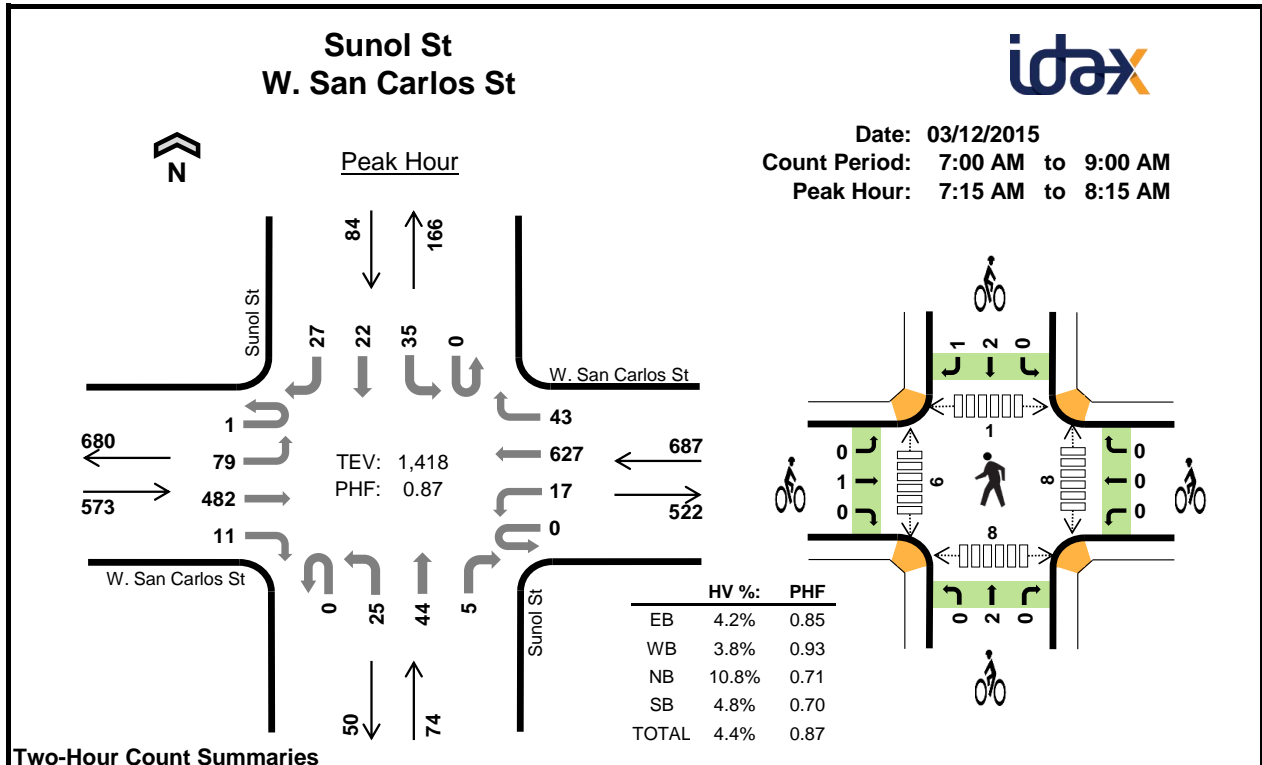




File Name : #101 MARKET&STJAMESPM  
 Site Code :  
 Start Date : 5/19/2015  
 Page No : 2

Start Time	N MARKET ST Southbound					W ST JAMES ST Westbound					N MARKET ST Northbound					W ST JAMES ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	203	54	0	257	0	0	0	2	2	12	111	0	4	127	18	144	44	5	211	597
05:15 PM	0	233	47	0	280	0	0	0	4	4	10	93	0	9	112	33	185	31	7	256	652
05:30 PM	0	271	36	0	307	0	0	0	4	4	8	81	0	5	94	25	131	32	5	193	598
05:45 PM	0	242	64	0	306	0	0	0	9	9	9	55	0	8	72	28	158	26	7	219	606
Total Volume	0	949	201	0	1150	0	0	0	19	19	39	340	0	26	405	104	618	133	24	879	2453
% App. Total	0	82.5	17.5	0		0	0	0	100		9.6	84	0	6.4		11.8	70.3	15.1	2.7		
PHF	.000	.875	.785	.000	.936	.000	.000	.000	.528	.528	.813	.766	.000	.722	.797	.788	.835	.756	.857	.858	.941





**Two-Hour Count Summaries**

Interval Start	W. San Carlos St Eastbound				W. San Carlos St Westbound				Sunol St Northbound				Sunol St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	4	53	4	0	1	106	10	0	1	7	2	0	3	2	7	200	0	
7:15 AM	0	9	84	2	0	1	172	12	0	7	9	0	0	8	3	6	313	0	
7:30 AM	0	25	117	3	0	3	143	7	0	2	8	1	0	10	2	4	325	0	
7:45 AM	0	25	140	3	0	5	163	14	0	7	18	1	0	11	8	11	406	1,244	
8:00 AM	1	20	141	3	0	8	149	10	0	9	9	3	0	6	9	6	374	1,418	
8:15 AM	0	14	126	5	0	1	113	8	0	1	9	4	0	8	4	4	297	1,402	
8:30 AM	0	13	133	2	0	2	98	7	0	8	6	6	0	8	3	3	289	1,366	
8:45 AM	0	15	106	5	1	2	103	10	0	5	13	2	0	9	3	6	280	1,240	
Count Total	1	125	900	27	1	23	1,047	78	0	40	79	19	0	63	34	47	2,484	0	
Peak Hour	All	1	79	482	11	0	17	627	43	0	25	44	5	0	35	22	27	1,418	0
	HV	0	1	19	4	0	1	25	0	0	5	2	1	0	0	3	1	62	0
	HV%	0%	1%	4%	36%	-	6%	4%	0%	-	20%	5%	20%	-	0%	14%	4%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

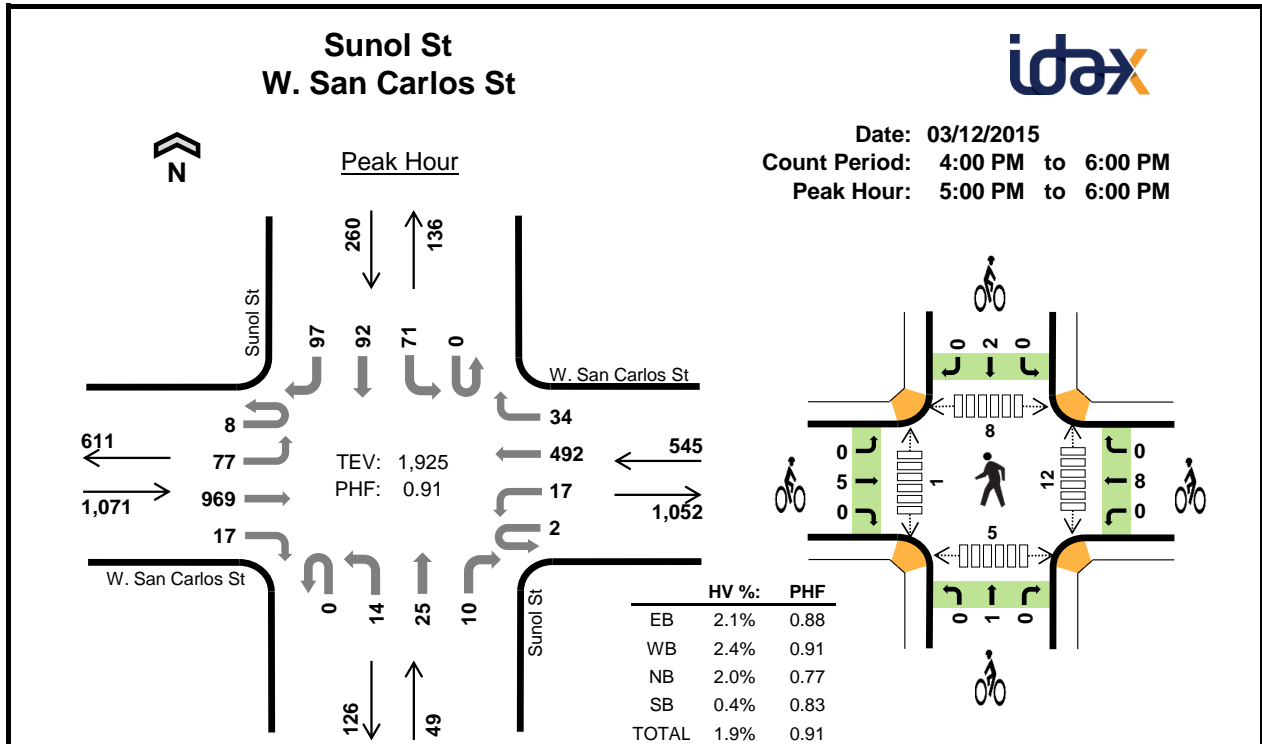
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	9	3	0	15	0	0	0	0	0	1	1	0	1	3
7:15 AM	4	7	0	1	12	0	0	1	0	1	2	1	1	1	5
7:30 AM	5	7	0	0	12	0	0	0	2	2	4	4	0	1	9
7:45 AM	5	5	3	1	14	0	0	0	0	0	1	1	0	3	5
8:00 AM	10	7	5	2	24	1	0	1	1	3	1	0	0	3	4
8:15 AM	7	6	2	0	15	2	0	0	1	3	2	0	1	1	4
8:30 AM	5	4	7	0	16	0	0	0	0	0	0	0	1	1	2
8:45 AM	8	8	2	1	19	1	0	0	1	2	1	0	0	3	4
Count Total	47	53	22	5	127	4	0	2	5	11	12	7	3	14	36
Peak Hour	24	26	8	4	62	1	0	2	3	6	8	6	1	8	23

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	W. San Carlos St				W. San Carlos St				Sunol St				Sunol St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	8	1	0	0	2	1	0	0	0	0	15	0
7:15 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	1	0	12	0
7:30 AM	0	0	4	1	0	0	7	0	0	0	0	0	0	0	0	0	12	0
7:45 AM	0	1	2	2	0	0	5	0	0	1	2	0	0	0	1	0	14	53
8:00 AM	0	0	9	1	0	1	6	0	0	4	0	1	0	0	1	1	24	62
8:15 AM	0	0	5	2	0	0	6	0	0	1	0	1	0	0	0	0	15	65
8:30 AM	0	0	4	1	0	1	3	0	0	4	0	3	0	0	0	0	16	69
8:45 AM	0	0	6	2	0	2	6	0	0	1	0	1	0	0	1	0	19	74
Count Total	0	1	37	9	0	4	48	1	0	11	4	7	0	0	4	1	127	0
Peak Hour	0	1	19	4	0	1	25	0	0	5	2	1	0	0	3	1	62	0

<b>Two-Hour Count Summaries - Bikes</b>														
Interval Start	W. San Carlos St			W. San Carlos St			Sunol St			Sunol St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	6
8:15 AM	2	0	0	0	0	0	0	0	0	0	1	0	3	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	8
Count Total	2	2	0	0	0	0	0	2	0	0	3	2	11	0
Peak Hour	0	1	0	0	0	0	0	2	0	0	2	1	6	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



**Two-Hour Count Summaries**

Interval Start	W. San Carlos St Eastbound				W. San Carlos St Westbound				Sunol St Northbound				Sunol St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	10	184	4	1	3	87	7	0	2	3	5	0	11	13	14	344	0	
4:15 PM	3	6	215	5	1	5	98	5	0	1	1	1	0	11	10	13	375	0	
4:30 PM	1	19	211	3	0	7	104	5	0	6	12	2	0	18	11	21	420	0	
4:45 PM	1	23	203	2	0	1	116	5	0	0	10	1	0	15	19	17	413	1,552	
5:00 PM	2	23	254	7	0	4	116	9	0	5	4	2	0	17	27	22	492	1,700	
5:15 PM	1	22	279	3	0	3	141	6	0	4	7	2	0	18	14	28	528	1,853	
5:30 PM	1	12	233	3	2	4	132	9	0	3	9	4	0	19	31	28	490	1,923	
5:45 PM	4	20	203	4	0	6	103	10	0	2	5	2	0	17	20	19	415	1,925	
Count Total	13	135	1,782	31	4	33	897	56	0	23	51	19	0	126	145	162	3,477	0	
Peak Hour	All	8	77	969	17	2	17	492	34	0	14	25	10	0	71	92	97	1,925	0
	HV	0	3	19	0	0	0	13	0	0	0	0	1	0	0	1	0	37	0
	HV%	0%	4%	2%	0%	0%	0%	3%	0%	-	0%	0%	10%	-	0%	1%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	9	2	1	0	12	4	0	1	0	5	1	1	0	0	2
4:15 PM	4	4	0	2	10	1	1	1	0	3	2	0	0	1	3
4:30 PM	6	3	0	2	11	0	1	1	1	3	2	2	1	2	7
4:45 PM	6	6	0	0	12	1	0	2	1	4	0	1	3	3	7
5:00 PM	6	3	1	0	10	1	3	0	1	5	3	0	2	1	6
5:15 PM	7	3	0	0	10	1	2	0	1	4	4	0	0	0	4
5:30 PM	4	4	0	1	9	1	3	0	0	4	0	1	3	3	7
5:45 PM	5	3	0	0	8	2	0	1	0	3	5	0	3	1	9
Count Total	47	28	2	5	82	11	10	6	4	31	17	5	12	11	45
Peak Hour	22	13	1	1	37	5	8	1	2	16	12	1	8	5	26

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	W. San Carlos St				W. San Carlos St				Sunol St				Sunol St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	7	1	0	0	2	0	0	1	0	0	0	0	0	0	12	0
4:15 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	10	0
4:30 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	2	11	0
4:45 PM	0	0	6	0	0	0	5	1	0	0	0	0	0	0	0	0	12	45
5:00 PM	0	1	5	0	0	0	3	0	0	0	0	1	0	0	0	0	10	43
5:15 PM	0	1	6	0	0	0	3	0	0	0	0	0	0	0	0	0	10	43
5:30 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	9	41
5:45 PM	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0	8	37
Count Total	0	4	42	1	0	0	27	1	0	1	0	1	0	0	3	2	82	0
Peak Hour	0	3	19	0	0	0	13	0	0	0	0	1	0	0	1	0	37	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	W. San Carlos St			W. San Carlos St			Sunol St			Sunol St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	1	3	0	0	0	0	1	0	0	0	0	0	0	5	0			
4:15 PM	0	0	1	0	1	0	0	1	0	0	0	0	0	3	0			
4:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	0	3	0			
4:45 PM	0	1	0	0	0	0	0	2	0	0	1	0	0	4	15			
5:00 PM	0	1	0	0	3	0	0	0	0	0	1	0	0	5	15			
5:15 PM	0	1	0	0	2	0	0	0	0	0	1	0	0	4	16			
5:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	0	4	17			
5:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	3	16			
Count Total	1	9	1	0	10	0	1	5	0	0	4	0	0	31	0			
Peak Hour	0	5	0	0	8	0	0	1	0	0	2	0	0	16	0			
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

## **Appendix C**

**City of San Jose Approved Trips Inventory  
City of Santa Clara List of Approved Projects**

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 101/ALUM ROCK*

Page No: 1

Traffic Node Number: 3016

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	4	16	0	0	4	1
-----												
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	3	0	0	0	0	6	0	0	11	5
-----												
<b>TOTAL:</b>	0	0	3	0	0	0	4	22	0	0	15	6

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	15	6
SOUTH	0	0	3
WEST	4	22	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 101/ALUM ROCK*

Page No: 2

Traffic Node Number: 3016

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	1	9	0	0	23	8
-----												
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	5	0	0	0	0	11	0	0	6	3
-----												
<b>TOTAL:</b>	0	0	5	0	0	0	1	20	0	0	29	11

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	29	11
SOUTH	0	0	5
WEST	1	20	0



**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 101/SANTA CLARA*

Page No: 1

Traffic Node Number: 3023

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	11	0	8	0	5	3	0	0	0
-----												
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	3	0	0	0	3	0	5	5	0
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>

	LEFT	THRU	RIGHT
NORTH	14	0	8
EAST	5	5	0
SOUTH	0	0	0
WEST	0	8	3

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 101/SANTA CLARA*

Page No: 2

Traffic Node Number: 3023

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	8	0	4	0	5	2	1	3	0
----- PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	5	0	0	0	5	0	3	3	0
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>

	LEFT	THRU	RIGHT
NORTH	13	0	4
EAST	4	6	0
SOUTH	0	0	0
WEST	0	10	2

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 280/MCLAUGHLIN*

Page No: 1

Traffic Node Number: 3036

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	5	0	0	1	0	0	0	0	0	0	0
-----												
NSJ NORTH SAN JOSE	0	8	0	0	0	0	0	0	0	0	0	0
-----												
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	2	0	0	0	0	0
-----												
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	4	0	0	0	0	0
-----												
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	36	0	0	19	0	0	0	37	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	20	0					
				EAST	0	0	0					
				SOUTH	0	49	0					
				WEST	6	0	37					

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 280/MCLAUGHLIN*

Page No: 2

Traffic Node Number: 3036

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	27	0	0	20	0	10	0	24	0	0	0
-----												
NSJ NORTH SAN JOSE	0	0	0	0	5	0	0	0	0	0	0	0
-----												
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	8	0	0	0	0	0
-----												
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	115	0	0	39	0	0	0	78	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	64	0					
				EAST	0	0	0					
				SOUTH	0	142	0					
				WEST	18	0	102					

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 680/ALUM ROCK (E)*

Page No: 1

Traffic Node Number: 3042

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	0	0	37	19	0	53	0
NSJ NORTH SAN JOSE	3	0	9	0	0	0	0	4	2	0	7	3
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	0	0	2	5	0	1	0

**TOTAL: 3 0 9 0 0 0 0 43 26 0 61 3**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	61	3
SOUTH	3	0	9
WEST	0	43	26

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 680/ALUM ROCK (E)*

Page No: 2

Traffic Node Number: 3042

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	0	0	26	5	0	14	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	21	4
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	0	0	1	3	0	2	0

**TOTAL:** 0 0 0 0 0 0 0 0 32 8 0 37 4

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	37	4
SOUTH	0	0	0
WEST	0	32	8

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 680/ALUM ROCK (W)*

Page No: 1

Traffic Node Number: 3043

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	5	0	56	0	0	53	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	3	0	7	0	0	1	0
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	0	8					
				EAST	0	54	0					
				SOUTH	0	0	0					
				WEST	0	63	0					

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 680/ALUM ROCK (W)*

Page No: 2

Traffic Node Number: 3043

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	0	0	0	0	7	0	31	0	0	14	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	5	0	4	0	0	2	0
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	0	12					
				EAST	0	16	0					
				SOUTH	0	0	0					
				WEST	0	35	0					



**AM APPROVED TRIPS**

07/22/2015

*Intersection of: ALUM ROCK/JACKSON*

Page No: 1

Traffic Node Number: 3063

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	4	0	0	2	0	0	0	0	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	1	0	1	1	0	0	0	0	0	0	1
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	119	57	56	0	81	0	0	0	135	59	0	0
NSJ NORTH SAN JOSE	0	4	1	0	0	0	0	0	0	0	1	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	0	1	1	7	1	0	4	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	8	47	0	16	35	11	12	1	2	0	4	22

**TOTAL: 127 113 57 17 119 12 13 8 138 59 9 23**

	LEFT	THRU	RIGHT
NORTH	17	119	12
EAST	59	9	23
SOUTH	127	113	57
WEST	13	8	138

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: ALUM ROCK/JACKSON*

Page No: 2

Traffic Node Number: 3063

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	1	0	0	1	0	0	0	0	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	3	0	3	3	0	0	0	0	0	0	3
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	71	37	31	0	23	0	0	0	59	21	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	1	0	4	13	3
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	1	0	0	0	0	1	1	4	0	0	7	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	3	20	0	27	58	18	5	2	3	0	1	9

**TOTAL: 75 61 31 30 85 19 6 7 62 25 21 15**

	LEFT	THRU	RIGHT
NORTH	30	85	19
EAST	25	21	15
SOUTH	75	61	31
WEST	6	7	62

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: ALUM ROCK/KING*

Page No: 1

Traffic Node Number: 3064

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	3	0	0	0	0	2	1	1	1	0	2	0
NSJ NORTH SAN JOSE	3	11	1	0	1	0	1	7	1	0	1	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	1	0	0	2	0	0	0	9	0	16	3	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	18	0	0	0	0	5	0	11	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	6	0	0	1	1	5	0	0	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	20	0	3	36	17	9	0	0	0	0	2
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL:**      7      37      19      5      38      20      16      22      2      27      9      3

	LEFT	THRU	RIGHT
NORTH	5	38	20
EAST	27	9	3
SOUTH	7	37	19
WEST	16	22	2



TOTAL: 8 44 13 10 47 26 41 41 8 31 31 4

LEFT THRU RIGHT

NORTH	10	47	26
EAST	31	31	4
SOUTH	8	44	13
WEST	41	41	8

**AM APPROVED TRIPS**

07/22/2015

Intersection of: 101/JULIAN

Page No: 1

Traffic Node Number: 3210

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	6	0	18	0	0	0	0	2	1	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	17	0	0	0	0	7	0	8	5	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	1	0	3	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	2	0	81	3	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	31	0	0	0	0	0	0	116	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0

**TOTAL:** 6 0 66 0 0 0 0 22 1 208 21 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	208	21	0
SOUTH	6	0	66
WEST	0	22	1

**PM APPROVED TRIPS**

07/22/2015

Intersection of: 101/JULIAN

Page No: 2

Traffic Node Number: 3210

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	2	0	10	0	0	0	0	1	0	5	8	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	7	0	0	0	0	3	0	14	8	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	20	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	3	0	42	2	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	57	0	0	0	0	0	0	61	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0

**TOTAL:** 2 0 74 0 0 0 0 24 0 142 29 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	142	29	0
SOUTH	2	0	74
WEST	0	24	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 101/MCKEE*

Page No: 1

Traffic Node Number: 3211

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	13	0	22	0	0	0	4	22	0	0	4	2
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	12	0	0	0	0	25	0	0	14	12
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	23	0	0	0	0	1	0	0	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	44	0	0	0	0	2	0	0	84	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	62	0	0	0	0	31	0	0	116	36
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0



TOTAL: 13 0 163 0 0 0 4 91 0 0 234 50

LEFT THRU RIGHT

NORTH 0 0 0  
 EAST 0 234 50  
 SOUTH 13 0 163  
 WEST 4 91 0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 101/MCKEE*

Page No: 2

Traffic Node Number: 3211

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	1	0	0	0	0	6	0	0	26	13
-----												
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	5	0	0	0	0	11	0	0	23	19
-----												
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	4	0	0	0	0	0	0	0	21	0
-----												
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	79	0	0	0	0	3	0	0	44	0
-----												
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	115	0	0	0	0	57	0	0	61	19
-----												
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 101/MCKEE*

Page No: 3

Traffic Node Number: 3211

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>51</b>

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	185	51
SOUTH	0	0	204
WEST	0	94	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: CAPITOL/JACKSON*

Page No: 1

Traffic Node Number: 3384

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	2	0	0	0	1	0	0	2	4
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	0	1	0	0	0	1	0	0	1	1
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	38	0	42	52	20	36	0	0	0	0	47
NSJ NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	0	2	2
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	0	1	0	0	2	1	0	1	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	28	0	12	19	5	7	0	0	0	0	18
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	1	0	0	0	0	0	0	1	4
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	2	0	8	4	0	0	1	0	0	1	4
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL:** 0 70 0 66 76 25 43 5 1 0 8 80

	LEFT	THRU	RIGHT
NORTH	66	76	25
EAST	0	8	80
SOUTH	0	70	0
WEST	43	5	1

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: CAPITOL/JACKSON*

Page No: 2

Traffic Node Number: 3384

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	1	0	0	0	1	0	0	0	1
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	0	3	0	0	0	3	0	0	3	3
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	20	0	22	22	17	8	0	0	0	0	15
NSJ NORTH SAN JOSE	0	0	0	2	7	1	0	0	0	0	1	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	1	1	0	0	0	0	0	1	0	0	2	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	12	0	21	31	8	3	0	0	0	0	8
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	4	1	0	0	0	0	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	4	0	4	2	0	0	0	0	0	1	8
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL: 1 37 0 57 63 26 11 5 0 0 7 36**

	LEFT	THRU	RIGHT
NORTH	57	63	26
EAST	0	7	36
SOUTH	1	37	0
WEST	11	5	0



**AM APPROVED TRIPS**

07/22/2015

*Intersection of: JACKSON/MCKEE*

Page No: 2

Traffic Node Number: 3596

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	1	0	0	3	12	6	0	0	0	0	0
<b>TOTAL:</b>	<b>37</b>	<b>42</b>	<b>40</b>	<b>14</b>	<b>70</b>	<b>19</b>	<b>17</b>	<b>62</b>	<b>52</b>	<b>80</b>	<b>41</b>	<b>11</b>

	LEFT	THRU	RIGHT
NORTH	14	70	19
EAST	80	41	11
SOUTH	37	42	40
WEST	17	62	52

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: JACKSON/MCKEE*

Page No: 3

Traffic Node Number: 3596

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	12	20	5	0	9	0	0	0	8	6	0	0
NSJ NORTH SAN JOSE	1	2	0	0	0	0	0	1	0	2	10	2
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	19	5	43	0	3	1	7	60	10	30	10	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	3	4	0	0	2	1	0	0	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	3	12	0	7	6	0	0	5	2	0	9	13
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	4	0	0	0	0	0	0	7	2	0	13	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	1	0	0	0	0	0	1	10	1	0	10	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	6	10	0	0	0	0	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: JACKSON/MCKEE*

Page No: 4

Traffic Node Number: 3596

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	3	0	0	1	6	12	0	0	0	0	0

**TOTAL:      40      43      48      10      23      13      30      85      24      38      52      16**

	LEFT	THRU	RIGHT
NORTH	10	23	13
EAST	38	52	16
SOUTH	40	43	48
WEST	30	85	24



**AM APPROVED TRIPS**

07/22/2015

*Intersection of: JULIAN/TWENTY FIRST*

Page No: 1

Traffic Node Number: 3612

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	7	1

<b>TOTAL:</b>	0	0	0	0	0	0	0	0	0	0	7	1
---------------	---	---	---	---	---	---	---	---	---	---	---	---

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	1
SOUTH	0	0	0
WEST	0	0	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: JULIAN/TWENTY FIRST*

Page No: 2

Traffic Node Number: 3612

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	0	6	1

<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>
---------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	1
SOUTH	0	0	0
WEST	0	2	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: JULIAN/TWENTY FOURTH*

Page No: 1

Traffic Node Number: 3613

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	5	0	2	0	0	0	0	0	0	0	2	0
----- PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	0	0	0	0	0	0	0	0	0
----- PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	0	0	3	0	0
----- PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL:** 5 0 5 0 0 0 0 0 0 3 2 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	3	2	0
SOUTH	5	0	5
WEST	0	0	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: JULIAN/TWENTY FOURTH*

Page No: 2

Traffic Node Number: 3613

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	1	0	1	0	0	0	0	2	0	2	11	0
-----												
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	1	0	0
-----												
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	3	0	0	0	0	0	0	2	0	0
-----												
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
-----												
<b>TOTAL:</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>0</b>

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	5	11	0
SOUTH	1	0	4
WEST	0	2	0



TOTAL: 160 290 15 25 236 31 43 43 125 9 35 21

LEFT THRU RIGHT

NORTH 25 236 31  
 EAST 9 35 21  
 SOUTH 160 290 15  
 WEST 43 43 125

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: KING/MABURY*

Page No: 2

Traffic Node Number: 3623

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	6	0	1	13	5	3	15	3	1	4	1
NSJ NORTH SAN JOSE	3	11	1	9	20	2	1	6	1	1	5	2
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	2	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	2	5	0	5	26	1	7	9	12	0	2	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	66	147	0	12	78	35	18	15	35	0	28	22
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	10	23	0	9	23	12	12	13	10	0	13	9
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	50	79	6	0	136	0	0	0	88	9	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	4	6	11	0	8	0	0	0	4	8	0	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: KING/MABURY*

Page No: 3

Traffic Node Number: 3623

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	0	0	0	12	0	0	0	3	0	0	3	12

**TOTAL: 137 279 18 48 305 55 41 61 153 19 55 47**

	LEFT	THRU	RIGHT
NORTH	48	305	55
EAST	19	55	47
SOUTH	137	279	18
WEST	41	61	153

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: KING/MCKEE*

Page No: 1

Traffic Node Number: 3625

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	2	0	0	0	0	1	1	0	0	2	0
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	1	0	0	0	1	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	2	13	2	0	0	1	16	18	2	0	1	0
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	0	7	0	0	0	38	0	0	26	5
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	13	0	1	2	3	24	0	0	0	0	7
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	38	0	44	70	84	46	0	0	0	0	24
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	0	2	1	0	0	0	0	0	0	5
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	5	0	28	9	152	93	0	0	0	0	15
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	1
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0



**AM APPROVED TRIPS**

07/22/2015

*Intersection of: KING/MCKEE*

Page No: 2

Traffic Node Number: 3625

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0
<b>TOTAL:</b>	<b>3</b>	<b>72</b>	<b>2</b>	<b>82</b>	<b>83</b>	<b>240</b>	<b>180</b>	<b>67</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>57</b>

	LEFT	THRU	RIGHT
NORTH	82	83	240
EAST	0	42	57
SOUTH	3	72	2
WEST	180	67	2



**PM APPROVED TRIPS**

07/22/2015

*Intersection of: KING/MCKEE*

Page No: 4

Traffic Node Number: 3625

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0
<b>TOTAL:</b>	<b>4</b>	<b>97</b>	<b>6</b>	<b>77</b>	<b>84</b>	<b>160</b>	<b>266</b>	<b>62</b>	<b>9</b>	<b>7</b>	<b>88</b>	<b>99</b>

	LEFT	THRU	RIGHT
NORTH	77	84	160
EAST	7	88	99
SOUTH	4	97	6
WEST	266	62	9

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: KING/SAN ANTONIO*

Page No: 1

Traffic Node Number: 3627

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	3	0	0	1	0	0	0	0	0	0	0
-----												
NSJ NORTH SAN JOSE	1	10	0	1	6	0	0	0	0	0	0	0
-----												
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	16	0	0	10	1	2	2	0	0	1	0
-----												
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	5	0	0	1	0	0	0	0	0	0	1
-----												
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	19	0	1	35	0	0	0	0	0	0	1
-----												
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>1</b>	<b>53</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
				LEFT	THRU	RIGHT						
				NORTH	2	53	1					
				EAST	0	1	2					
				SOUTH	1	53	0					
				WEST	2	2	0					

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: KING/SAN ANTONIO*

Page No: 2

Traffic Node Number: 3627

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	1	0	0	3	0	0	0	0	0	0	0
H90-07-086C RETAIL OFC SANTA CLARA (N/S) W/O KING	0	2	0	0	2	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	1	6	1	2	10	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	7	0	0	16	2	1	1	0	0	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	0	5	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	35	0	0	18	0	0	0	0	0	0	1
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>1</b>	<b>52</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>
				LEFT	THRU	RIGHT						
				NORTH	2	54	2					
				EAST	0	2	1					
				SOUTH	1	52	1					
				WEST	1	1	0					

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: MCLAUGHLIN/STORY*

Page No: 1

Traffic Node Number: 3683

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	2	0	0	0	0	1	1	0	0	2	1
-----												
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	2	0	0	0	0	0	0	1	0	0	0
-----												
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	1	0	0	0	0	0	0	1	0	0	0
-----												
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	32	0	0	0	0	55	36	125	22	0	189	0

**TOTAL: 32 5 0 0 0 55 37 126 24 0 191 1**

	LEFT	THRU	RIGHT
NORTH	0	0	55
EAST	0	191	1
SOUTH	32	5	0
WEST	37	126	24

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: MCLAUGHLIN/STORY*

Page No: 2

Traffic Node Number: 3683

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	6	5	3	17	5	5	19	2	11	17	5
-----												
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	1	0	0	0	0	0	0	1	0	0	0
-----												
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	1	7	0	0	0	0	0	0	3	0	0	0
-----												
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	68	0	0	0	0	115	115	392	67	0	393	0

**TOTAL: 71 14 5 3 17 120 120 411 73 11 410 5**

	LEFT	THRU	RIGHT
NORTH	3	17	120
EAST	11	410	5
SOUTH	71	14	5
WEST	120	411	73

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: SAN ANTONIO/TWENTY-FOURTH*

Page No: 1

Traffic Node Number: 3762

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	10	1	0	3	0	0	0	0	0	0	0

**TOTAL:**      0    10    1      0    3    0      0    0    0      0    0    0

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	0	0	0
SOUTH	0	10	1
WEST	0	0	0



**PM APPROVED TRIPS**

07/22/2015

*Intersection of: SAN ANTONIO/TWENTY-FOURTH*

Page No: 2

Traffic Node Number: 3762

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	3	1	1	10	0	0	0	0	0	0	0

**TOTAL:**      0      3      1      1      10      0      0      0      0      0      0      0

	LEFT	THRU	RIGHT
NORTH	1	10	0
EAST	0	0	0
SOUTH	0	3	1
WEST	0	0	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/SEVENTEENTH*

Page No: 1

Traffic Node Number: 3783

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	6	1

**TOTAL:** 0 0 0 0 0 0 0 0 0 0 0 6 1

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	1
SOUTH	0	0	0
WEST	0	0	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/SEVENTEENTH*

Page No: 2

Traffic Node Number: 3783

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	1	0

<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
---------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	1	0
SOUTH	0	0	0
WEST	0	3	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/TWENTY-EIGHTH*

Page No: 1

Traffic Node Number: 3788

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	0	7	0

**TOTAL:** 0 0 0 0 0 0 0 8 0 0 7 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	0
SOUTH	0	0	0
WEST	0	8	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/TWENTY-EIGHTH*

Page No: 2

Traffic Node Number: 3788

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	7	0	1	9	0

**TOTAL:** 0 0 0 0 0 0 0 7 0 1 9 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	9	0
SOUTH	0	0	0
WEST	0	7	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/TWENTY-FIRST*

Page No: 1

Traffic Node Number: 3789

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	1	0	0	8	0

**TOTAL:** 0 0 0 0 0 0 0 0 1 0 0 8 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	8	0
SOUTH	0	0	0
WEST	0	1	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/TWENTY-FIRST*

Page No: 2

Traffic Node Number: 3789

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	2	0

**TOTAL:** 0 0 0 0 0 0 0 4 0 0 2 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	2	0
SOUTH	0	0	0
WEST	0	4	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/TWENTY-FOURTH*

Page No: 1

Traffic Node Number: 3790

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	4	9	2	0	0	0	0	0	0	0	5	0
-----												
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	1	0	0	0	0	0	0	0	0	0
-----												
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	2	3	0	3	0	0	0	0	5	0	0
-----												
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
-----												
<b>TOTAL:</b>	<b>4</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	5	5	0
SOUTH	4	12	6
WEST	0	0	0



**PM APPROVED TRIPS**

07/22/2015

*Intersection of: SANTA CLARA/TWENTY-FOURTH*

Page No: 2

Traffic Node Number: 3790

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	2	1	1	7	1	0	4	0	0	2	0
----- PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	1	0	0	0	0	1	0	0
----- PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	3	5	0	2	0	0	0	0	3	0	0
----- PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL: 0 5 6 1 10 1 0 4 0 4 2 0**

	LEFT	THRU	RIGHT
NORTH	1	10	1
EAST	4	2	0
SOUTH	0	5	6
WEST	0	4	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: TWENTY-FOURTH/WILLIAM*

Page No: 1

Traffic Node Number: 3832

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	5	0	0	2	0	0	0	0	5	2	0

**TOTAL:** 1 5 0 0 2 0 0 0 0 5 2 0

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	5	2	0
SOUTH	1	5	0
WEST	0	0	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: TWENTY-FOURTH/WILLIAM*

Page No: 2

Traffic Node Number: 3832

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	10	0	0	0	0	2	1	0

<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>
---------------	----------	----------	----------	----------	-----------	----------	----------	----------	----------	----------	----------	----------

	LEFT	THRU	RIGHT
NORTH	0	10	0
EAST	2	1	0
SOUTH	0	0	0
WEST	0	0	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 28TH/JULIAN*

Page No: 1

Traffic Node Number: 4005

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0

---

<b>TOTAL:</b>	0	0	0	0	0	0	0	0	0	0	0	0
---------------	---	---	---	---	---	---	---	---	---	---	---	---

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 28TH/JULIAN*

Page No: 2

Traffic Node Number: 4005

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL:** 0 0 0 0 0 0 0 0 0 0 0 0 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

**AM APPROVED TRIPS**

07/22/2015

*Intersection of: 26TH/SANTA CLARA*

Page No: 1

Traffic Node Number: 4022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	5	0

**TOTAL:**      0      0      0      0      0      0      0      4      0      0      5      0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	5	0
SOUTH	0	0	0
WEST	0	4	0

**PM APPROVED TRIPS**

07/22/2015

*Intersection of: 26TH/SANTA CLARA*

Page No: 2

Traffic Node Number: 4022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	3	0

**TOTAL:**      0      0      0      0      0      0      0      4      0      0      3      0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	3	0
SOUTH	0	0	0
WEST	0	4	0







**PM APPROVED TRIPS**

09/18/2015

*Intersection of: MCKEE/THIRTY THIRD*

Page No: 3

Traffic Node Number: 3678

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	172	0	0	80	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>288</b>	<b>1</b>	<b>4</b>	<b>221</b>	<b>0</b>

	LEFT	THRU	RIGHT
NORTH	2	0	0
EAST	4	221	0
SOUTH	4	3	1
WEST	0	288	1

**AM APPROVED TRIPS**

09/18/2015

*Intersection of: ALUM ROCK/THIRTY THIRD*

Page No: 1

Traffic Node Number: 3260

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	0	6	0	0	0	0	6	0	0	1	0
-----												
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	5	0
-----												
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	0	0					
				EAST	0	6	0					
				SOUTH	0	0	6					
				WEST	0	16	0					

**PM APPROVED TRIPS**

09/18/2015

*Intersection of: ALUM ROCK/THIRTY THIRD*

Page No: 2

Traffic Node Number: 3260

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H90-07-086 RETAIL OFC 13,540SF SANTA CLARA (N/S) W/O KING	0	0	0	0	0	0	0	1	0	6	6	0
H90-07-086C RETAIL OFC SANTA CLARA (N/S) W/O KING	0	0	4	0	0	0	0	13	0	16	16	1
NSJ NORTH SAN JOSE	1	0	0	0	0	0	0	4	0	1	23	1
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL: 1 0 4 0 0 0 0 18 0 23 45 2**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	23	45	2
SOUTH	1	0	4
WEST	0	18	0

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/ALAMEDA (N)*

Page No: 1

Traffic Node Number: 3046

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
-----												
NSJ - R NORTH SAN JOSE REVISED 880/ALAMEDA (N)	0	3	5	0	1	1	0	0	0	15	0	6
<b>TOTAL:</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>6</b>
			LEFT	THRU	RIGHT							
			NORTH	0	1	1						
			EAST	15	0	6						
			SOUTH	0	3	5						
			WEST	0	0	0						

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/ALAMEDA (N)*

Page No: 2

Traffic Node Number: 3046

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
----- NSJ - R NORTH SAN JOSE REVISED 880/ALAMEDA (N)	0	1	5	0	2	2	0	0	0	9	0	1

**TOTAL:            0    1    5            0    2    2            0    0    0            9    0    1**

	LEFT	THRU	RIGHT
NORTH	0	2	2
EAST	9	0	1
SOUTH	0	1	5
WEST	0	0	0

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/ALAMEDA (S)*

Page No: 1

Traffic Node Number: 3047

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	2	0	0	8	2	3	0	3	0	0	0

<b>TOTAL:</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
---------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

	LEFT	THRU	RIGHT
NORTH	0	8	2
EAST	0	0	0
SOUTH	0	2	0
WEST	3	0	3

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/ALAMEDA (S)*

Page No: 2

Traffic Node Number: 3047

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	4	1	0	12	3	3	0	2	0	0	0

<b>TOTAL:</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
---------------	----------	----------	----------	----------	-----------	----------	----------	----------	----------	----------	----------	----------

	LEFT	THRU	RIGHT
NORTH	0	12	3
EAST	0	0	0
SOUTH	0	4	1
WEST	3	0	2



**AM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/COLEMAN (N)*

Page No: 1

Traffic Node Number: 3052

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	18	0	0	19	0	0	0	0	0	0	3
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	14	0	0	0	0	4	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	8	0	0	4	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	36	0	0	4	0	0	0	0	2	0	4
NSJ NORTH SAN JOSE	0	52	1	0	54	0	0	0	0	14	0	27
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	53	0	0	51	0	0	0	0	0	0	9
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	693	0	0	114	0	0	0	0	0	0	241
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	16	0	0	28	0	0	0	0	0	0	3
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	26	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0

TOTAL: 0 894 1 0 318 0 0 0 0 21 0 287

LEFT THRU RIGHT

NORTH 0 318 0  
 EAST 21 0 287  
 SOUTH 0 894 1  
 WEST 0 0 0

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/COLEMAN (N)*

Page No: 2

Traffic Node Number: 3052

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	20	0	0	30	0	0	0	0	0	0	3
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	15	6	0	18	0	0	0	0	2	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	6	1	0	5	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	8	0	0	17	0	0	0	0	1	0	1
NSJ NORTH SAN JOSE	0	14	3	0	47	0	0	0	0	35	4	61
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	53	0	0	51	0	0	0	0	0	0	9
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	109	0	0	591	0	0	0	0	0	0	38
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	106	0	0	85	0	0	0	0	0	0	22

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/COLEMAN (N)*

Page No: 3

Traffic Node Number: 3052

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	23	0	5	10	0	0	0	0	0	0	11
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	23	0	0	3	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>380</b>	<b>10</b>	<b>5</b>	<b>857</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>4</b>	<b>145</b>
			LEFT	THRU	RIGHT							
			NORTH	5	857	0						
			EAST	39	4	145						
			SOUTH	0	380	10						
			WEST	0	0	0						

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/COLEMAN (S)*

Page No: 1

Traffic Node Number: 3053

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	3	0	2	2	0	0	0	0	0	0	14
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	18	0	0	0	0	5	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	7	0	0	5	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	9	0	0	2	0	0	0	0	0	0	4
NSJ NORTH SAN JOSE	0	26	2	0	6	0	0	0	0	1	0	19
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	54	0	8	43	0	0	0	0	0	0	12
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	346	0	46	67	0	0	0	0	0	0	346
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	13	0	3	8	0	0	0	0	0	0	3
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	26	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0

TOTAL: 0 476 2 59 181 0 0 0 0 7 0 398

LEFT THRU RIGHT

NORTH 59 181 0  
 EAST 7 0 398  
 SOUTH 0 476 2  
 WEST 0 0 0

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/COLEMAN (S)*

Page No: 2

Traffic Node Number: 3053

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	3	0	5	4	0	0	0	0	0	0	16
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	22	4	0	20	0	0	0	0	2	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	7	1	0	6	0	0	0	0	1	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	36	0	20	91	0	0	0	0	4	0	22
NSJ NORTH SAN JOSE	0	5	1	2	12	0	0	0	0	0	0	4
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	54	0	8	43	0	0	0	0	0	0	12
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	54	0	242	348	0	0	0	0	0	0	54
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	84	0	15	57	0	0	0	0	0	0	44

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: 880/COLEMAN (S)*

Page No: 3

Traffic Node Number: 3053

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	23	0	0	3	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>291</b>	<b>6</b>	<b>292</b>	<b>584</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>152</b>
				LEFT	THRU	RIGHT						
				NORTH	292	584	0					
				EAST	7	0	152					
				SOUTH	0	291	6					
				WEST	0	0	0					

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: ALAMEDA/HEDDING*

Page No: 1

Traffic Node Number: 3057

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
-----												
NSJ NORTH SAN JOSE	0	0	0	1	5	0	10	23	7	0	1	1
-----												
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	4	12	0	0	25	0	0	0	11	0	0	0
-----												
PDC07-072 BELLARMINE COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	0	0	13	22	0	0	0	9	0	8	6	14
-----												
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	0	0	30	0	0	6	0
-----												
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	1	0	0	17	0	0	0	0	0	0	0
-----												
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	2	0	0	0	0	0	0	0

**TOTAL: 4 13 13 23 49 0 10 62 18 8 13 15**

	LEFT	THRU	RIGHT
NORTH	23	49	0
EAST	8	13	15
SOUTH	4	13	13
WEST	10	62	18

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: ALAMEDA/HEDDING*

Page No: 2

Traffic Node Number: 3057

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	32	1	2	37	5	3	6	2	4	11	5
NSJ NORTH SAN JOSE	0	0	0	0	7	0	4	8	2	4	12	6
PDC02-046 SJ WATER CO. DELMAS & SAN FERNANDO	11	25	0	0	14	0	0	0	5	0	0	0
PDC07-072 BELLARMINE COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	0	0	2	4	0	0	0	1	0	3	2	4
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	0	0	4	0	0	30	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	16	0	0	2	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	2	0	0	0	0	0	0	0	0	0	0

**TOTAL: 14 75 3 6 60 5 7 19 9 11 55 15**

	LEFT	THRU	RIGHT
NORTH	6	60	5
EAST	11	55	15
SOUTH	14	75	3
WEST	7	19	9



**AM APPROVED TRIPS**

09/22/2015

*Intersection of: ALAMEDA/NEWHALL*

Page No: 1

Traffic Node Number: 3229

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	0	0	0	0	3	1	2	0	0	0

**TOTAL:**      0      1      0      0      0      0      3      1      2      0      0      0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	1	0
WEST	3	1	2

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: ALAMEDA/NEWHALL*

Page No: 2

Traffic Node Number: 3229

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	7	0	0	0	0	0	0	1	0	0	0

<b>TOTAL:</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
---------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	7	0
WEST	0	0	1

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/FMC DRWY*

Page No: 1

Traffic Node Number: 3411

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	38	6	2	48	0	5	0	4	0	0	0
-----												
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	44	12	0	0	19	19	13	0	30	0	0	0
-----												
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	301	53	0	0	271	224	44	0	59	0	0	0
-----												
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	3	0	4	0	0	0	0
-----												
<b>TOTAL:</b>	<b>345</b>	<b>103</b>	<b>6</b>	<b>2</b>	<b>338</b>	<b>246</b>	<b>62</b>	<b>4</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>

	LEFT	THRU	RIGHT
NORTH	2	338	246
EAST	0	0	0
SOUTH	345	103	6
WEST	62	4	93

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/FMC DRWY*

Page No: 2

Traffic Node Number: 3411

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NSJ NORTH SAN JOSE	0	51	1	0	46	0	3	0	1	0	0	0
----- PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	46	113	0	0	20	20	13	0	30	0	0	0
----- PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	47	272	0	0	42	35	227	0	303	0	0	0
----- PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	18	12	0	12	0	0	0	0
----- PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	21	0	8	22	0	0	0	0	0	0	8

**TOTAL: 93 457 1 8 148 67 243 12 334 0 0 8**

	LEFT	THRU	RIGHT
NORTH	8	148	67
EAST	0	0	8
SOUTH	93	457	1
WEST	243	12	334

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/HEDDING*

Page No: 1

Traffic Node Number: 3413

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	2	0	0	1	0	0	0	0	0	0	1
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	9	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	6	0	0	3	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	6	0	0	2	0	2	3	0	0	1	1
NSJ NORTH SAN JOSE	0	13	0	1	6	1	21	33	4	0	1	1
PDC07-072 BELLARMINE COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	39	0	0	0	0	0	0	2	25	0	4	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	8	8	6	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	271	0	8	53	6	30	0	0	0	0	45
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	8	8	6	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	1	0	0	25	0	0	0	0	0	0	0

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/HEDDING*

Page No: 2

Traffic Node Number: 3413

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>39</b>	<b>319</b>	<b>0</b>	<b>25</b>	<b>119</b>	<b>19</b>	<b>53</b>	<b>38</b>	<b>29</b>	<b>0</b>	<b>6</b>	<b>48</b>

	LEFT	THRU	RIGHT
NORTH	25	119	19
EAST	0	6	48
SOUTH	39	319	0
WEST	53	38	29

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/HEDDING*

Page No: 3

Traffic Node Number: 3413

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	2	0	1	3	0	0	0	0	0	0	1
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	13	0	0	17	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	5	0	0	7	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	5	38	1	11	102	13	5	14	6	3	30	11
NSJ NORTH SAN JOSE	0	5	0	1	10	1	3	8	3	2	20	8
PDC07-072 BELLARMINI COLLEGE PREPARATORY SCHOOL 960 W HEDDING ST	5	0	0	0	0	0	0	1	7	0	1	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	16	24	16	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	42	0	45	272	30	4	0	0	0	0	7
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	16	24	16	0	0	0	0	0	0
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	23	0	0	10	0	0	0	0	0	0	0

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/HEDDING*

Page No: 4

Traffic Node Number: 3413

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	18	0	0	3	0	0	0	0	0	0	0
-----												
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>10</b>	<b>223</b>	<b>1</b>	<b>90</b>	<b>472</b>	<b>76</b>	<b>12</b>	<b>23</b>	<b>16</b>	<b>5</b>	<b>51</b>	<b>27</b>

	LEFT	THRU	RIGHT
NORTH	90	472	76
EAST	5	51	27
SOUTH	10	223	1
WEST	12	23	16



**AM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/TAYLOR*

Page No: 1

Traffic Node Number: 3417

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	2
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	16	0	0	9	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	6	0	0	3	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	17	0	11	15	0	19	88	22	74	0	9	105
NSJ NORTH SAN JOSE	0	1	0	2	5	1	19	43	3	0	8	6
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	0	0	1	0	0	6	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	0	8	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	105	0	76	2	6	30	0	0	0	0	135
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	2	0	0	8	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	19	6	0	0	0	0	0	0	1

**AM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/TAYLOR*

Page No: 2

Traffic Node Number: 3417

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	4	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>17</b>	<b>132</b>	<b>11</b>	<b>112</b>	<b>45</b>	<b>26</b>	<b>137</b>	<b>66</b>	<b>77</b>	<b>0</b>	<b>23</b>	<b>249</b>

	LEFT	THRU	RIGHT
NORTH	112	45	26
EAST	0	23	249
SOUTH	17	132	11
WEST	137	66	77

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/TAYLOR*

Page No: 3

Traffic Node Number: 3417

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	1	0	1	1	0	0	0	0	0	0	2
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	13	0	0	17	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	5	0	0	7	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	80	9	68	110	0	110	24	36	19	2	51	29
NSJ NORTH SAN JOSE	1	6	0	1	6	1	8	28	5	1	32	8
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	0	0	6	0	0	2	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	0	24	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	16	0	136	106	30	4	0	0	0	0	21
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	37	0	0	24	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	6	0	2	1	0	0	0	0	0	0	18

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/TAYLOR*

Page No: 4

Traffic Node Number: 3417

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	3	0	0	0	0	0	0	0	0	0	0

**TOTAL: 81 133 68 250 186 141 36 70 24 3 85 78**

	LEFT	THRU	RIGHT
NORTH	250	186	141
EAST	3	85	78
SOUTH	81	133	68
WEST	36	70	24



**AM APPROVED TRIPS**

09/22/2015

*Intersection of: 87/TAYLOR*

Page No: 2

Traffic Node Number: 4038

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	2	1	0	0	0	0	0	3	0	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	90	0	0	0	0	0	0	8	17	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	20	20	0	0	0	3	0	38	5	38
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL: 91 0 74 38 0 0 0 29 18 101 31 74**

	LEFT	THRU	RIGHT
NORTH	38	0	0
EAST	101	31	74
SOUTH	91	0	74
WEST	0	29	18



**PM APPROVED TRIPS**

09/22/2015

*Intersection of: 87/TAYLOR*

Page No: 4

Traffic Node Number: 4038

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	3	1	0	0	0	0	0	2	0	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	14	0	0	0	0	0	0	45	90	0	7	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	37	37	0	0	0	5	0	19	2	19
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0

**TOTAL: 15 0 119 69 0 0 0 75 92 69 27 36**

	LEFT	THRU	RIGHT
NORTH	69	0	0
EAST	69	27	36
SOUTH	15	0	119
WEST	0	75	92



**AM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/NEWHALL*

Page No: 1

Traffic Node Number: 4047

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	88	0	0	60	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	64	47	0	0	101	21	113	0	282	0	0	0
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	10	9	0	0	0	14	0	0	14	0	0	0
<b>TOTAL:</b>	<b>74</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>35</b>	<b>113</b>	<b>0</b>	<b>296</b>	<b>0</b>	<b>0</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	161	35					
				EAST	0	0	0					
				SOUTH	74	144	0					
				WEST	113	0	296					

**PM APPROVED TRIPS**

09/22/2015

*Intersection of: COLEMAN/NEWHALL*

Page No: 2

Traffic Node Number: 4047

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC98-12-104HOT FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	91	0	0	60	0	0	0	0	0	0	0
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	111	111	0	0	387	21	159	0	282	0	0	0
PDC98-12-104RET FMC W/S COLEMAN BET NEWHALL AND BROKAW	64	64	0	0	0	43	0	0	42	0	0	0
PP10-155 COLEMAN SOCCER COMPLEX TERMINUS	0	45	0	0	20	0	0	0	0	0	0	0

**TOTAL: 175 311 0 0 467 64 159 0 324 0 0 0**

	LEFT	THRU	RIGHT
NORTH	0	467	64
EAST	0	0	0
SOUTH	175	311	0
WEST	159	0	324

City of Santa Clara Approved and Pending Projects List for Traffic Impact Analysis

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project under review, PC scheduled for ____ etc.)
<b>Approved Projects- Last updated 8-27-15</b>															
Z. 1576	Debby Fernandez (408) 615-2457		Intel SC-13	2250 Mission College Boulevard 104-39-021	100,000 sf of office land use	N/A	2-5 years	Existing industrial use 568,055	PD		Amend PD Zoning, Mit Neg Dec	MND	62'5"	42%	Approved
PLN2003-03744 (Rezone from "A" Agriculture to PD Planned Development for 110 units of SF) PLN2003-03745 (General Plan Amendment) PLN2003-03958 (Rezoning of Senior parcel to PD(R3-18D)) PLN2007-06295 (Tentative Subdivision Map creating 110+ parcels) PLN2007-06327 (Rezoning application from "A" Agriculture to "B" Public park) PLN2007-06329 (Development Agreement)	Gloria Sciarra (408) 615-2453 408-615-2453	Apr-09	Former BAREC site/ Summerhill and Charities Housing	90 Winchester Boulevard 303-17-047	165 apartment units REMAINING TO BE BUILT-- 110 small lot single family homes ALL OCCUPIED; Street improvements DONEWinchester between Stevens Creek and Forest Ave	165	SFD 100% constructed and occupied. All public improvements accepted by PW -- Senior project and additional units subject to CC approval in 2015/16		PD		PD rezoning, GP amendment, DA, EIR	FEIR, RAW, MMRP	3-4 stories for Senior housing 2 1/2 stories for SF and TH		80% of single family Constructed /Senior housing yet to be constructed
PLN2004-04317	Yen Chen (408) 615-2455	7/12/2005- extension of DA requested in June 2015	Hewlett-Packard/Agilent Technologies	5301 Stevens Creek at Lawrence 316-17-018	PD rezone, Development Agreement for redevelopment of existing industrial use to become 727,500 sf of office and research & development; Development agreement to allow extension of time for Agilent Technologies campus (related CEO2015-01192)	N/A	10 years	30,633	PD		DA extension- payment of 300K for terms of DA--future campus redevelopment still pending				
PLN2007-06310	Jeff Schwilk (408) 615-2456	5/22/2007 (time extension approval date)	3 Corni/Cognac Great America	5402 Great American Parkway at Yerba Buena APN 216-31-075	Existing office use redeveloped to 278,000 sf of office/research & development	N/A	2-5 years	144,000	PD	Light Industrial	Extension of DA (2007); Previous approvals-GPA #40, Rezone from B to PD; DA	EIR	165'	47% approx	Approved
PLN2007-06433/PLN2010-08487; PLN2013-09743 (renewal of PD)	Debby Fernandez (408) 615-2457	4/21/2008; 9/24/13 Approved 2 year extension	2350 Mission College Boulevard Office Retail	104-13-097, 098 & 099	300,000 sf of office in two buildings and a 6 story parking garages; 6,000 square feet of retail	N/A	1-3 years	Existing industrial use 235,523	PD	High Intensity Office/R&D	Approved Rezone from PD to PD, Tentative Parcel Map & Architectural Review	Certified EIR	6-stories	52% 1.5 FAR	Time Extension filed for 2-year extension PC 2/9/11 & CC 3/15/11
PLN2007-06715, CEQ2007-01051	Debby Fernandez (408) 615-2457	4/15/2008	Sobrato Office Development	4301, 4401 & 4551 Great America Parkway 104-42-009 & 020	Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq. ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq. ft. existing office buildings that are to remain	N/A	10 years	(2) 300,000 sq. ft. office buildings	PD	High Intensity Office/R&D	Rezone from PD[ML] to PD, Development Agreement, Tentative Map & Architectural Review	EIR	190'	N/A	Application on hold per applicant request
PLN2007-06802, PLN2008-06920, CEQ2008-01057	Gloria Sciarra (408) 615-2453 408-615-2453	9/18/2009	Fairfield Development	900 Kiely Boulevard 290-26-022	781 housing units, 57 SFD, 68 row houses, 116 townhouses/ 552 apartments (Modification to current PD-MC approval allowing additional 21 apartment units	23 units (TO VERIFY) and 5.6M contribution to City AHF	Phase 1 for Northern apt. bldg complete, Phase II south apt building underway SFD and townhouses under construction	Demo 131,500 sq. ft. medical offices			PD-MC rezoning, DA, EIR				demolition complete, on-site and internal streets and infrastructure backbone improvement nearly constructed
PLN2008-06858 thru 06860	Yen Chen (408) 615-2455	Re-approved July 2013 by CC	Augustine Bowers Industrial Campus / Equity Office	2620-2727 Augustine Drive (includes properties on Bowers Avenue & Scott Boulevard)	1,969,600 sf of office and up to 35,000 sf of retail	N/A	2-5 years	444,752 sq. ft office/5,290 sq. ft restaurant	PD	Office/ Research & Development	General Plan Amendment, Rezone ML to PD, Subdivision Map, Development Agreement	Certified EIR	244 feet subject to FAA Reg Part 77	45%	Approved
PLN2008-07176 thru 07180	Shaun Lacey	Approved Revised Project on 7/16/2013	NVIDIA	2800, 2800 San Tomas Expressway & 2400 Condensa Street	1,200,000 sf of office and high-tech lab buildings replacing approx. 690,000 sf of office space. Revised DA	N/A	2-5 years	Existing 690,550 sf office/ industrial use	PD	Office/ Research & Development	Amendment to PD, Prior approval included General Plan Amendment, Rezone ML to PD, Parcel Map or Lot Line Adjustment, Development Agreement	Certified EIR	133'	39%	Approved
Mission College	Yen Chen (408) 615-2455	4/21/2009	Mission College Master Plan	Mission College Boulevard & Great America Parkway	427,000 sq. ft.	N/A	2-5 years	Demo of 235,000 sq. ft.			Existing college campus				
PLN2008-07218, PLN2008-07220, PLN2008-07221, CEQ2008-01068	Debby Fernandez (408) 615-2457	5/11/2010	Yahoo!	5010 Old Ironsides Drive 104-04-064, 065, 111, 112, 113, 142, 143, 150 & 151	Phased development of a 3,060,000 sq. ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking	N/A	20 years	10 low-rise office/industrial buildings totaling 675,150 sq. ft.	PD	High Intensity Office/R&D	Approved Rezone from ML to PD, Development Agreement, Vesting Tentative Parcel Map, Architectural Review	Certified EIR	13-stories	27% lot coverage 1.5 FAR	Buildings south of Democracy Way demolished Jan - Feb 2011
PLN2010-08051, CEQ2010-01098	Payal Bhagat (408) 615-2458	5/10/2011	Marriot Townplace Suites	2875 Lakeside Drive 216-30-056	Rezone from Commercial Park (CP) to Planned Development (PD) to facilitate the development of a 107 room extended stay hotel with at-grade podium parking	N/A	completed and open	demolition of an existing 9,843 sq. ft. building	CP	Regional Commercial	Rezone from CP to PD	MND	67' (5 stories)	32	Continued from PC March 2, 2011 to March 23, 2011 PC
PLN2011-08759	Payal Bhagat (408) 615-2458	5/22/2012	Menlo Equities Office Park	3333 Scott Boulevard	Lot Line Adjustment and Architectural Review to facilitate the development of 735,000 square foot (5 buildings) office space	N/A	some phases complete more construction to follow	n/a	ML	Low Intensity Office R&D	Lot Line Adjustment and Architectural Review	Focus EIR	69'	14%	Work in progress, environmental work has initiated.

City of Santa Clara Approved and Pending Projects List for Traffic Impact Analysis

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2011-08896	Debby Fernandez (408) 615-2457	Approved by CC on July 17, 2012	Mellon Bank /Perry Airellaga	5403 Stevens Creek	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D. Rezone from CT to PD & Architectural Review to construct (2) 8-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)	N/A	one building completed -	under construction	Ct	Regional Commercial	GPA, Rezone, AC approval	TBD			
PLN2012-09341	Debby Fernandez (408) 615-2457 w/interns Greg Qwan and Steve Le	Staff level approval signed off on 8/21/2012	Patrick Duran	4888 Patrick Henry	13,000 square foot addition to existing industrial/office	N/A	2-3 years				Staff level Arch. Approval				
PLN2010-08087, CEQ2010-01109	Payal Bhagat (408) 615-2458	UP approved by PC on 9-26-12 w/AC referral for design	Calvary Southern Baptist Church	3137 Forbes Avenue 293-13-002	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	N/A	1-5 years	Demolition of the existing 7,000 sq.ft. building	B	Very Low Density Residential	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	MND	29'		Work in progress
PLN2011-08955	Debby Fernandez (408) 615-2457	submitted 12/1/2011- Approved by CC on Sept 25, 2012 recommended approval of revised project/save Larder House and restore in vicinity- relocated w/in SC two other historic homes	Santa Clara University	1043 Alviso St. (Project Address) APN: 269-23-076, 038, 039, 040, 041, 042, 061, 044, 045, 046, 047, 034, 071, 066	Rezone properties from CT & B to PD to construct a 4-story parking garage and 3-story Art & Art History building in conjunction with removal/demo/relocation of (e) structures on the project site (CEQ2011-01129) including historically significant structures.	N/A	Garage completed Art building now under construction		CC, PD and B		Rezone to PD				PC Recc approval to modified project 8-29-12: Relocate Larder house nearby and save two QA cottages by relocating into City HLC review recc City recc alternative to relocate historic structures onsite
PLN2012-09064	Debby Fernandez (408) 615-2457	Approved by CC on 11/13/2012	Rezone and Redevelopment of site	3175 El Camino Real (former Kar town site)	New four-story 133 unit multi-family apartment building with associated parking, landscaping and site improvements	None (rental units only)	completed and occupied	Existing commercial property involving the demolition of all existing on-site structures			Rezone from CT to PD & Architectural review	EIR			
PLN2012-09176	Payal Bhagat (408) 615-2458	Council approval on 11/20/12 (appeal pending on AC issues)	6 Single family project (formerly 9 unit townhome condominium project)	3499 The Alameda 269-16-069	Rezoning to PD from ML to facilitate development of six single family homes	None	under construction	vacant site with a slab on it	ML	Santa Clara Station Area	ML to PD rezoning	Initial Study and MND	27'	2 stories	Changes are being made to the product layout and site plan. Environmental work has not begun yet.
PLN2012-09360	Payal Bhagat (408) 615-2458	Approved by CC on 2-12-13	James Redfield	4306 Filmore Street 104-11-92	Rezoning single family property to PD to allow lot split and building of second new SFD on smaller lots. Tentative parcel map application	N/A	under construction				Rezoning to PD				following PCC meeting of 9-11-12, project requires redesign to be compatible with the older homes adjacent
PLN2012-09486	Debby Fernandez	10/24/2012	SCU Steve Brodie	1079 Alviso	Rezoning of one parcel to allow Larder House relocation	N/A	2013	SFD		Low Density Residential	PD rezone	Cat Ex	2 stories		NA
PLN2012-09224	Debby Fernandez (408) 615-2457	5/23/2012 Approved by CC on 4-23-13	Sobrato	2200 Lawson Lane	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space from 516,000 to 613,800 sq.ft.	N/A	1-2 years for new permit. Previously approved project under construction	Approved prior PD to 516K square feet	PD	High Intensity Office/R&D	Amendment to PD	Addendum to EIR SCH#2007042165 CEQ2012-01146	five stories		PC meeting scheduled for 11/128
PLN2011-08990	Debby Fernandez (408) 615-2457	Approved by City Council and EIR adoption on March 26, 2013	Byer Properties	2000 El Camino Real	(Old Mervyn's Plaza @ Scott and El Camino Real) Architectural review of shopping center remodel and build new Target anchor store w/ demo of previous Mervyn's retail building (CEQ2011-01128 Initial Study)	N/A	complete and Target now open as of 10/8/14	Gross floor area of 283,917 square feet and result in a net increase of 11,346 square feet (4.2%) over existing conditions.	CC	Regional Mixed Use	Architectural Approval and CEQA review/approval	IS/MND possible TIA	35 feet	As allowed by Zoning Code	EIR still pending/ Arch design upgrade for western side of property and buildings approved for facade remodel
PLN2012-09162	Debby Fernandez (408) 615-2457	4/12/2012 Approved by City Council 3-26-13	Office Building	3000 Bowers	New (2) 5-story 150,000 sq.ft. office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building	N/A	under construction	102,600	ML	High Intensity Office/R&D	Architectural Review	TBD	75 feet		Under review by staff

City of Santa Clara Approved and Pending Projects List for Traffic Impact Analysis

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for _____ etc.)
PLN2012-09203	Payal Bhagat (408) 615-2458	APPROVED BY CC ON 4-9-13	DATA CENTER	2805 and 2807 Mission College Boulevard	Rezoning (PD Amendment) to allow a free standing data center and office space	N/A	constructed			MEDIUM Density R and D	Rezoning				
PLN2013-09805	Payal Bhagat (408) 615-2458	Submitted 4/26/2013 Approved by CC 8/27/2013	Silicon Valley Builders	2585 ECR	GPA #76 from Community Mixed Use to High Density Residential 3,300 sq. ft. of retail (CEQ2013-01157)	6	under construction	former Wheels and Deals site - parking lot and temp buildings	CT	Community Mixed Use	GPA, rezoning, CEQA	TBD			
PLN2012-09148	Shaun Lacey	9/14/2012- CC pending approval with architectural changes; CC approval of revised 4-9-13	Silicon Valley Builders	555 Saratoga Avenue 269-39-101	3-story condominium project with 13 units	1 plus partial in-lieu fee	2 years	gas station turned into service station	CN	Community Mixed Use	Rezoning to PD	MND likely	4 stories	approx 70%	TBD
PLN2013-09721	Yen Chen	3/5/13 PCC 3/19/13	Brad Krouskup	4800 GAP	New 171,000 sq. ft. office building and new site improvements and two level parking garage	N/A	2013-14	71K	ML	Industrial	Architectural Review	possible MND			
PLN2012-09203	Payal Bhagat (408) 615-2458	5/10/2012 CC approval 4-9-13	SVP	2805 and 2807 Mission College Boulevard APNs: 104-16-118 and 104-16-119	data center retrofit in existing office building	N/A	1 -2 years	office building-72,000 sq. ft.			Rezoning to PD to allow free-standing data center				
PLN2013-09744,09752,09753,09754	Yen Chen (408) 615-2455/Greg Owan	3/26/2013; Circ of MND Sept 15 2013	Elaine Breeze/Urban Planning Group	2635, 2645, 2611, 2621, 2655 El Camino Real (project will be referred to as 2645 ECR)	Application to allow development of a multi-family residential project (163 units) on 5 parcels including former Russels Furniture property and El Real Nursery site	None (rental units only)	under construction	2611 ECR- 664 sq ft 2621 ECR- no record of building sq ft 2635 ECR- 6,480 sq ft 2645 ECR- 21,635 sq ft 2655 ECR- 10,686 sq ft Total building sq ft = 39,465 sq ft	CT	Regional Mixed Use	Rezoning	MND	5 stories	TBD	Pre-Application
PLN2013-09665 (Extreme Networks Site)	Yen Chen (408) 615-2455	2/7/2013	Irvine Co.	3515-3585 Monroe St Corner of Lawrence Exp. And Monroe	New project submitted by Irvine Co. 825 housing units and 40,000 square feet of retail	None (rental units only)	under construction	Existing One and Two-story Industrial Office Buildings	MP	Regional Mixed Use	PD Rezone, D.A., Map, Architectural Review, potential GPA	EIR			Trumark/Extreme Networks /property in escrow to Irvine co. 9-12
PLN2014-10256 et al	Yen Chen (408) 615-2455	5/7/2014	Irvine Co.	2620 Augustine Drive	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2	N/A	under construction				PD Rezone, D.A., Map, Architectural Review, potential GPA				
PLN2014-10201	Payal Bhagat (408) 615-2458	2/5/2014	Applied Materials	3303 Scott Blvd.	New three-story office building at approximately 78,000 square feet. Design review and initial study required.	N/A									
PLN2012-09113	Payal Bhagat (408) 615-2458	3/11/2012- Revisions needed, Arch design and site planning deficiencies	Silicon Sage Builders	1460 Monroe Avenue 269-03-067, 068, 142 & 143	Rezone from CT to PD to construct a 4-story mixed use development with 1,800 sq.ft. of ground floor retail and 18 residential units above; 43 surface parking spaces	3	under construction	2,500	CT	Community Mixed Use	Rezoning to PD	MND	35	TBD	submitted/CEQA review TBD

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PLN2013-09799	Debby Fernandez (408) 615-2457	5/2/2013- continued from CC meeting of Dec. 2013 due to potential litigation	Prometheus	45 Buckingham and 86 Saratoga	GPA #76 from Community Mixed Use to High Density Residential & Rezone from CT to PD to construct a four-story 222 unit multi-family residential development with wrap parking structure w/ 375 on-site parking spaces in conjunction w/ demo of (e) commercial building (CEQ2013-01157)	None	site work commenced		CT	neighborhood mixed use	GPA, rezone, EIR	TBD	4 stories	PER GPA	ADEIR UNDER PREP
PLN2012-09096; (CEQ2012-01138 MND)	Debby Fernandez (408) 615-2457	6/1/2013 PC rec approval on Jan 15, 2014	U-Haul and Self Storage	2121 Laurelwood APN 104-14-153	Rescind PD and Rezone from ML to allow U-Haul facility and self storage business	N/A	under construction	remodel and expansion of an existing 100,000 sq.ft. furniture retail/warehouse building	PD	Low Intensity Office R&D	Rezone	EIR and TIA	8 stories	TBD	Second admin draft of EIR w/comments due on Oct. 12 by staff
PLN2010-08137	Jeff Schwik	Filed June 2013	David Tymn for Mozart Dev.	3051 Homestead Road APN: 290-24-001	Application for Rezone from A to PD for the demolition of an existing s.f. residence, and replacement with 8 detached homes	None	under construction	n/a	A	Low Density Residential	PD Rezoning, Map, Arch. Review for 8 detached homes	tbd (Cat Ex?)	2 Stories		Pre-Application
PLN2007-06715, CEQ2007-01051	Debby Fernandez	refiled in 2013 and revised and continued in 2014- approved 9-14	SOBRATO	4301 GAP	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;	N/A	1-3 years								
PLN2012-09027	Gloria Sciarra (408) 615-2453	Application submitted 6-5-13	Dennis Chargin	865 Pomeroy Ave	Rezoning application to allow an additional 20-1 bedroom apartment units within an existing apartment complex with 51 current units	None (rental units only)	under construction		R3-25D	Medium Density Residential (19-36 UPGA)	PD rezone	TBD			Meeting with owner and developer on Sept 20th to review final design for submittal of PD application
PLN2013-10107	Payal Bhagat (408) 615-2458	11/7/2013	Tiemo Mehner/coresite	3001 Coronado	Architectural review to amend the previously approved CoreSite Campus master plan with two three story 92147 square foot buildings and other improvements such as bio-swales, parking, and landscaping	N/A	under construction				AC approval				
PLN2012-09349	Payal Bhagat (408) 615-2458	8/9/2012	Tiemo Mehner/	2920 Coronado 216-46-020	New Data Center	N/A	built				Rezoning from ML to PD/ rezoning application is being processed on behalf of Silicon Valley Power				
PLN2014-10381	Yen Chen (408) 615-2455	May-14	Irvine Co.	2820 Augustine Drive	125,000 square foot retail center (adjustment to PD with office campus)	N/A	under construction		PD		Rezoning to PD - readjustment of Office campus	addendum to EIR			
PLN2013-10184	Debby Fernandez (408) 615-2457	Filed 12/20/2013 Approved May 2014	BNP Leasing Corp	5450 Great America Parkway	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).	N/A	2015				AC approval				
PLN2013-09965	Shaun Lacey	Filed 2013 Approved by CC Dec 2014	Charles McKeag	166 Saratoga Ave	Submittal for GPA, Rezone and AC to allow 33 unit residential project (phase I) on 1.74 acre site. Total building area 54K sq. ft.	3 plus partial in-leu fee	permits submitted	Single family residence & accessory buildings	CT??	Medium Density Residential (19-36 UPGA)	PD rezone	MND	3 stories	TBD	preapplication
PLN2014-10577 (GP) PLN2014-10578(REZONE) PLN2014-10579(VTM) PLN2014-10580 (3rd AM to DA) CEQ2014-01181 (Addendum to EIR)	Yen Chen (408) 615-2455	8/14/2014	Irvine Co. Carlene Matchniff	2520 Augustine Drive; 3393 and 3333 Octavius Drive APNs 216-45-036, 37, 38, 024, 025	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine Drive and Octavius Drive is proposed to be replaced with standard curb.	N/A	individual buildings completed with additional campus structures under construction				PD Rezone, D.A. Amendment, Map, Architectural Review, GPA, VTM	Addendum to previously adopted EIR			

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PLN2012-09391	Payal Bhagat (408) 615-2458	PC rec for approval 10/22/14 CC scheduled for January 2015	Silicon Valley Builders	1313 Franklin Street	Multifamily Residential project with 46 units and 16K or retail space and 4 stories	4 plus partial in-lieu fee	permits submitted			TBD	Rezoning or AC: depending upon development design and access	TBD			Multiple revision needed to Arch design and utility accommodation 8-22-12/ CC Presentation for concept on 9-25-12. Outreach meeting held on 9-29-12 hv.
PLN2013-09881	Payal Bhagat (408) 615-2458	6/18/2013 Approved by AC on 10-1-2014	Tiemo Mehner	3001 and 3032 Coronado 216-26-040	AC and DA for two new data centers along with vacation of a portion of Coronado Drive	N/A	under construction	50,400	ML	Light Industrial	Architectural Approval				
PLN2014-10754	Shaun Lacey	14-Oct	DH family Partnership	750 Walsh	New 57K industrial warehouse building and surface parking and site improvements	N/A	under construction								
PLN2013-10046	Jeff Schwik	Submitted 9/25/2013 Approved 11/19/2014	TI and ARC	2930 Corvin Drive	Architectural Review to convert an existing industrial building into a data center [2.5MW energy use]	N/A	TBD	20,000	ML	Light Industrial	ARC and TI approval. Proposed 2.5 or less MW of power requested- Cat Ex				
PLN2014-10628	Yen Chen (408) 615-2455	Approved 9-24-14	Oracle	4090 Network Circle and 4100 Network Circle	Construction of one new 3-story building and one new single story building with associated site improvements to an existing office campus.	N/A	under construction	100,000	PD	R and D/PD	Architectural approval				
PLN2015-10900	Steve Le	3/3/2015 Approved 4-8-15	WTCCA	2981 Mead	Indoor Table Tennis Academy	N/A	TI only, done and operating	5,000 tenant space	ML	Industrial	Use Permit				
PLN2013-09688	Shaun Lacey	submitted 2/22/2013 Approved 6-25-14	Applied Materials	3303 Scott	78,000 square foot building with underground parking/Replaced with proposal for service commercial use in existing building (10-1-13)	N/A	under construction	36,340	ML	Light Industrial	Architeturar approval or PD rezoning				
PLN2014-10770	Yen Chen (408) 615-2455	Submitted on 11/1/2014 Approved by PC 2/10/15	Cogswell College	5302 Betsy Ross Drive	Cogswell Polytechnical College - private educational institution	N/A	2015	44K (existing)			Use Permit				
PLN2014-10765	Jeff Schwik	CC approval 4-21-15	Mehdi Shemirizi	1480 Main Street	Rezoning to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot	None (rental units only)	2015-2016	vacant site	CC	Community Mixed Use	Rezoning	Cat exemp/Infill project			
PLN2013-09730	Payal Bhagat (408) 615-2458	3/12/2013	Jane Vaughn	3333 Scott Blvd	Expansion of previous approval from to allow 581,000 additional sq ft of office buildings for a total of 1.316m sq ft	N/A	under construction			PD	Supplemental EIR to allow the development of 1,316,000 square foot office/rd space. The project was approved to develop 735,000 sq ft. office/rd space spread over five buildings (PLN2011-08759 and CEQ2011-01125).				
PLN2014-10320	Debby Fernandez (408) 615-2457	Jul-14	JOMA Studio architects	1701 Lawrence Road	Rezoning from PD (R3-18D) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)	None	2015-16	two sfrs							
PLN File No. 2014-10183	Shaun Lacey	Dec-14	Eli Engleman	990 Wren	Rezoning from R1-6L to PD to construct 5 new detached 2-story single family residences w/attached garage in conjunction with demo of existing sfr (PLN2014-10385 Map & CEQ2014-01177)	None	2015-16								
PLN2012-09542	Gloria Sciarra (408) 615-2453	PC meeting for 12/10/14 (Recc CC approval) CC in February	Rezoning and Redevelopment of site	3700 El Camino Real	Gateway Santa Clara (formerly Kohls Site) Mixed use development- Redevelopment of entire site 87K retail/commercial and 478 housing units (apartments)	None	Fall 2015-Spring 2016	100,000 -Kohls store			Rezoning/Subdivision Map/AC approval 475 rental dwelling units and 86,000 square feet of retail space	EIR			EIR not started yet/final design to be submitted with development applications. One community meeting held to date
PLN2014-10487	Payal Bhagat (408) 615-2458	6/1/2014 Approved	SCU Steve Brodie	455 El Camino Real	Re-use of existing office building for SCU for graduate studies off-campus instruction/occupation	N/A	2015-16	75,000			UP	Cat Exemp- Reuse of existing building			

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2014-10840	Payal Bhagat (408) 615-2458	4/22/2015	Menlo Equities	3345 Scott Blvd	Amendment to approved project - Modification to site plan and building height of to be constructed 6-story Building D.	N/A	2015-16								
PLN2014-10437	Jeff Schwik	6/1/2014 Approved by CC on June 23, 2015	Michael Fischer	820 Civic Center Drive APN 224-29-022	application for a 3 unit Townhome development (retention of one historic home- total of four units)	N/A	2015-16	15,100 sq. ft lot	ML						
PLN2015-10898	John Davidson	Jan-15	Westfield Valley Fair	2855 Stevens Creek Blvd portion of the existing Westfield Valley Fair	15K Chase bank bldg. near SCB and Winchester intersection	N/A	2016	77K		Regional Commercial	Use Permit for a new movie theater, and Variance to allowable building height, Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?			
PLN2013-09854	Debby Fernandez (408) 615-2457	submitted 6/3/2013 Approved 11/13	James Salata	2680 Scott Blvd./224-10-110	New 20,000 square foot office building new landscape and parking improvements	N/A	2014		MH	Low Intensity Office R&D	Architertural approval				
<b>Pending Projects- Last updated 8-27-15</b>															
PLN File No.	Project Planner	submittal date and status	Applicant	Location and APN	Description	Affordable units	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2015-11031	Payal Bhagat (408) 615-2458	2/20/2015	Scott Menard	<b>3305 Kifer</b>	Development of 48 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR	10% of units	2017/18	7.5 acres			Rezone				
PLN2016-11320	Steve Le	8/3/2015	Jeff Guinta	<b>2580 Lafayette</b>	Adult gymnasium	N/A	2017	11,000	ML	Light Industrial	Use Permit				
PLN2015-11111	Debby Fernandez	8/27/2015	Mehdi Sadri	<b>1055 Helen Ave</b>	Rezone from R1-6L to PD & Architectural Review to construct a 4 unit townhome project w/ private street (Tentative Parcel Map PLN2015-11358)										
PLN2015-11231	Yen Chen	7/1/2015	Mehdi Sadri	<b>100 N. Winchester</b>	GPA and PD rezone for market rate senior housing project with 92 units	None	2016/17								
PLN2015-11263	Yen Chen (408) 615-2455	7/1/2015 City Council study session on 8/25/15 - CC did not support residential uses resubmittal not determined	Daniel Diebel for Gregstar Inc	<del>3901-3933 Freedom Circle</del>	<del>Plz. Application for mixed use (residential up to 120 units, office, 200K and supporting retail 10,000) on 13.3 acre</del>	<del>120</del>	<del>unknown</del>	<del>none</del>	<del>ML</del>	<del></del>	<del>GPA and Rezone will be required.</del>	<del>EIR</del>			



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PLN2015-11247	Debby Fernandez (408) 615-2457	7/1/2015	Sobrato	3000 Bowers	Amend Architectural Review approval for construction of (2) 5-story 150,000 sq ft office buildings, (1) 2-story 17,400 sq ft. amenity building with Modification to increase maximum building height to 85 feet, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building to allow construction of (2) 165,000 sq.ft. 5-story office buildings and (1) 5-story parking structure and surface parking totaling 991 parking spaces (amended project does not include an amenity building)	N/A	2016-17	100,000	ML						
PLN2015-11236	Yen Chen	6/1/2015	Ray Hashimoto /HMH for River of Life Church	1177 Laurelwood	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.	N/A	2016								
PLN2015-10980	Yen Chen	Submitted 2-27-15	Irvine Company	575 Benton Street multiple parcels	Mission Towne Center Mission Town Center- 5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments on approximately 6.42 acres	None	2016-2020	varies- SFD, commercial etc	varies	Station Area Plan	General Plan Amendment, Rezoning, parcel map	EIR			
PLN2015-11053	Debby Fernandez	4/2/2015	Lennar Commercial	3607 Kifer Rd	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project										
PLN2015-11361	Yen Chen (408) 615-2455	8/27/2015	Pinn Bros	1890 El Camino Real APN 269-01-081, 82 Corner of Pierce and ECR	Rezone from CT to PD; Architectural Review for new four story mixed use development consisting of 60 for sale units, 5,820 sq. ft. of commercial, wrapped parking garage, and amenities.	3 to 4	2017-18	Small office area with open used car lot	CT	Community Mixed Use	Rezone, ARC review, TSM	EIR			
PLN2015-10937	Payal Bhagat (408) 615-2458	Feb-15	Johnathon Fearn/Summerhill Homes	3505 Kiefer Road APN 216-34-070	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.	Up to 50% of units may be for sale product. 10% required. Possible 40-50 affordable units	2-5 years	TBD site is 3.89 acres	ML	Light Industrial	Rezone, Possible DA, Specific plan approval, ARC review	EIR			
PLN2015-10898	John Davidson	Jan-15	Westfield Valley Fair	2855 Stevens Creek Blvd portion of the existing Westfield Valley Fair	New Movie Theater complex and new retail tenant space	N/A	2016	77K		Regional Commercial	Use Permit for a new movie theater, and Variance to allowable building height, Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?			
PLN2015-10899, 10900, 10901, 10902, 10903, 10904	Yen Chen	Jan-15	Irvine	3265 Scott Blv (2600 Augustine) APN APNs: 216-45-011 - 022 -024 -025 -028; 216-29-053 -112 and 216-46-003	Santa Clara Square Mixed Use Project -- phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres parks/open	None		3283 Scott Blvd (216-45-011); 2600-2610 Augustine Dr, 3300-3390 Montgomery Dr & 3265 Scott Blvd (216-45-023); 3255 Scott Blvd & 2500 Augustine Dr (216-45-		2025-35 Phase III General Plan High Density Residential (37-50 du/ac) Service, Parks, Public	GPA, rezone, subdivision map				
PLN2015-11152	Jeff Schwik	15-May	City Ventures	1525 Alivso Street	Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication	4	2-3 yrs	n/a	ML	Community Mixed Use	Rezone	MND/TBD	3 Stories		10/14/2014- PCC done, and CMO office review, redesign project to allow open space and better site design
PLN2014-10828	Shaun Lacey	14-Dec	Summerhill	2230 El Camino Real	Pre-Application for the proposed demolition of existing commercial buildings, and the development of 164 apartment units	None	2 years	tbd- demolition of	CC	Regional Mixed Use	Rezone and GPA possible for no commercial	MND			

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PLN2014-10744	Yen Chen	15-Jun	Santana Atrium Professional Center	100 N. Winchester	General Plan Amendment, rezoning and Architectural Review for 92 unit senior apartment home community with onsite clubhouse and recreational amenities. Fees include Initial Study/Negative Declaration and Stormwater Management Plan Review.	None	1-2 years	3 story building over podium approx. 84,000	OA	Regional Mixed Use	rezone and GPA	MND OR EIR			
PLN2014-10664	Yen Chen	Sep-14	Jon Shank	1220 Memorex	Parcel Map and Arch review for self storage facility	N/A	2016	lot split for this development proposed/vacant	ML	light industrial	Parcel Map and Architectural approval				
PLN2014-10683	Payal Bhagat (408) 615-2458	Sep-14	Sobrato	2250 El Camino Real	Pre-application for 48 apartments- 3 floors over podium parking (Western Motel site)	None	2017	.98 acre	PD/Multi family	High Density Residential	Rezone/ARC approval				
PLN2014-10554	Dobby Fernandez	Sep-14	Reland	5155 Stars and Stripes Drive 104-03-036 & 037, 104-03-102, 097-01-039 & 097-01-073, 5120 Stars and Stripes Drive APN: 104-03-036, 038 and 039	City Place- Related Go project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Love project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 3.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 1900K entertainment space	TBD	Start 2017 phased over 20 years		P	Public Quasi Public	EIR, General Plan Amendment, Rezone to PD or PD-MK, Tentative Map and/or Young Tentative Map, Development Agreement and/or Disposition Development Agreement, Ground Lease, and Architectural Review.				
PLN2014-10614	Jeff Schwilk	Sep-14	Kurt Anderson	2891 Homestead Rd. APN 290-39-080	Pre-Application review of the proposed replacement of a single family residence and detached garage with a thirteen-unit two- and three-story townhome development on a podium over at-grade parking	1	2015-16								
PLN2015-11275	Payal Bhagat (408) 615-2458	Jul-15	Xeres Dupont Fabros	555 Reed Street	111,000 sq data center (addition) Architectural Review and Mitigated Negative Declaration to allow a new data center building on 2020-2070 and 2100-2160 De La Cruz Boulevard (this	69,000	ML		AC approval	MND	48'	43%	Project resubmitted after 1 year hiatus following		
PLN2015-	Jeff Schwilk (408) 615-2456	Jul-15	Lour Mariani	2570 El Camino Real APN 290-46-001	Preliminary application for 1.5 acre site w/315 dwelling units	TBD		China China restaurant building site next to SCVWD facility running parallel to Bowe							
PLN2013-09887	Shaun Lacey	6/20/2013	Jerry Mangono	2255 The Alameda	pre-application for rezone of small parcel to include one living unit and office	N/A			CT	Community Mixed Use	Rezoning to PD	MND	no change	no change	pre-Application/more detail needed
PLN2015-11204	Yen Chen	6/23/2015	Rashik Patel T2	2950 Lakeside Drive	New 7 story hotel with 188 rooms										
PLN2015-10939	Parks and Recreation Dept	Feb-15	Swim Center at Central Park	909 Kiely Boulevard	International Swim Center (ISC) PRELIMINARY proposal at Central Park CIP project #3172: project includes the following components: ISC, Community Recreation Center, Swimming Hall of Fame	N/A	4-10 years	TBD			Existing swim center with bleachers and accessory				

## **Appendix D**

### **Volume Summary Tables**

Intersection Number: **1**  
 Traffic Node Number: 3612  
 Intersection Name: 21st St & E. Julian St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	25	0	287	414	802	0	0	0	0	0	409	2	1939
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	1	7	0	0	0	0	0	0	0	8
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	7	0	0	0	0	0	0	0	8
Background Conditions	25	0	287	415	809	0	0	0	0	0	409	2	1947
<b>2015 Project Trips</b>													
BART	0	0	1	-1	-20	0	0	0	0	0	20	-1	-1
Joint Development	0	0	10	7	14	0	0	0	0	0	48	0	79
Net 2015 Trips	0	0	11	6	-6	0	0	0	0	0	68	-1	78
Existing + Project	25	0	298	420	796	0	0	0	0	0	477	1	2017
<b>2025 Project Trips</b>													
BART	0	0	2	-3	-31	0	0	0	0	0	54	-1	21
Joint Development	0	0	15	4	20	0	0	0	0	0	44	0	83
Net 2025 Trips	0	0	17	1	-11	0	0	0	0	0	98	-1	104
Background + Project	25	0	304	416	798	0	0	0	0	0	507	1	2051
Cumulative No Project	25	0	287	415	834	0	0	0	0	0	428	4	1989
<b>2035 Project Trips</b>													
BART	-1	0	4	-3	-32	0	0	0	0	0	74	-1	41
Joint Development	0	0	2	4	12	0	0	0	0	0	22	0	40
Net 2035 Trips	-1	0	6	1	-20	0	0	0	0	0	96	-1	81
Cumulative	24	0	293	416	814	0	0	0	0	0	524	3	2074

Intersection Number: **2**  
 Traffic Node Number: 3613  
 Intersection Name: 24th St & E. Julian St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	1042	121	134	0	242	166	495	0	2200
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	2	3	5	0	5	0	0	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	2	3	5	0	5	0	0	0	15
Background Conditions	0	0	0	0	1044	124	139	0	247	166	495	0	2215
<b>2015 Project Trips</b>													
BART	0	0	0	0	-19	-17	-3	0	-2	0	20	0	-21
Joint Development	0	0	0	0	18	9	5	0	2	0	58	0	92
Net 2015 Trips	0	0	0	0	-1	-8	2	0	0	0	78	0	71
Existing + Project	0	0	0	0	1041	113	136	0	242	166	573	0	2271
<b>2025 Project Trips</b>													
BART	0	0	0	0	-28	-25	-10	0	-4	0	55	0	-12
Joint Development	0	0	0	0	21	6	5	0	3	0	59	0	94
Net 2025 Trips	0	0	0	0	-7	-19	-5	0	-1	0	114	0	82
Background + Project	0	0	0	0	1037	105	134	0	246	166	609	0	2297
Cumulative No Project	0	0	0	0	1044	210	139	0	601	198	495	0	2687
<b>2035 Project Trips</b>													
BART	0	0	0	0	-28	-34	-6	0	-7	-1	79	0	3
Joint Development	0	0	0	0	14	19	1	0	3	1	23	0	61
Net 2035 Trips	0	0	0	0	-14	-15	-5	0	-4	0	102	0	64
Cumulative	0	0	0	0	1030	195	134	0	597	198	597	0	2751

Intersection Number: **3**  
 Traffic Node Number: 4005  
 Intersection Name: N. 28th St & E. Julian St  
 Peak Hour: AM  
 Count Date: 04/09/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
<b>2015 Project Trips</b>													
BART	-1	0	-1	-1	-35	33	18	0	1	30	-16	-1	27
Joint Development	0	1	0	0	2	280	82	1	27	64	0	0	457
Net 2015 Trips	-1	1	-1	-1	-33	313	100	1	28	94	-16	-1	484
Existing + Project	1	25	181	141	765	349	200	43	99	115	575	1	2495
<b>2025 Project Trips</b>													
BART	-2	0	-1	-1	-50	123	29	0	2	66	-27	-1	138
Joint Development	0	1	0	0	1	238	81	1	26	66	0	0	414
Net 2025 Trips	-2	1	-1	-1	-49	361	110	1	28	132	-27	-1	552
Background + Project	0	25	181	141	749	397	210	43	99	153	564	1	2563
Cumulative No Project	7	27	195	142	798	340	100	48	117	36	591	6	2401
<b>2035 Project Trips</b>													
BART	-3	1	-3	-2	-62	144	33	0	5	96	-28	-1	180
Joint Development	0	1	0	0	8	214	74	1	23	27	0	0	348
Net 2035 Trips	-3	2	-3	-2	-54	358	107	1	28	123	-28	-1	528
Cumulative	4	29	192	140	744	698	207	49	145	159	563	5	2935

Intersection Number: **4**  
 Traffic Node Number: 3210  
 Intersection Name: US 101 SB ramps & E. Julian St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	938	513	320	0	106	408	549	0	2834
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	21	208	66	0	6	1	22	0	324
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	21	208	66	0	6	1	22	0	324
Background Conditions	0	0	0	0	959	721	386	0	112	409	571	0	3158
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	-1	-5	0	-3	18	-17	0	-8
Joint Development	0	0	0	0	173	0	1	0	109	33	50	0	366
Net 2015 Trips	0	0	0	0	173	-1	-4	0	106	51	33	0	358
Existing + Project	0	0	0	0	1111	512	316	0	212	459	582	0	3192
<b>2025 Project Trips</b>													
BART	0	0	0	0	33	-9	0	0	36	23	-23	0	60
Joint Development	0	0	0	0	133	0	0	0	106	32	51	0	322
Net 2025 Trips	0	0	0	0	166	-9	0	0	142	55	28	0	382
Background + Project	0	0	0	0	1125	712	386	0	254	464	599	0	3540
Cumulative No Project	0	0	0	0	1040	914	473	0	112	409	571	0	3519
<b>2035 Project Trips</b>													
BART	0	0	0	0	30	-13	0	0	52	23	-21	0	71
Joint Development	0	0	0	0	116	0	0	0	107	26	48	0	297
Net 2035 Trips	0	0	0	0	146	-13	0	0	159	49	27	0	368
Cumulative	0	0	0	0	1186	901	473	0	271	458	598	0	3887

Intersection Number: **5**  
 Traffic Node Number: 3211  
 Intersection Name: US 101 NB ramps & McKee Rd  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	376	1181	0	241	6	240	0	761	114	2919
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	50	234	0	163	0	13	0	91	4	555
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	50	234	0	163	0	13	0	91	4	555
Background Conditions	0	0	0	426	1415	0	404	6	253	0	852	118	3474
<b>2015 Project Trips</b>													
BART	0	0	0	-7	-21	0	-1	0	20	0	-15	-8	-32
Joint Development	0	0	0	1	93	0	0	0	81	0	35	15	225
Net 2015 Trips	0	0	0	-6	72	0	-1	0	101	0	20	7	193
Existing + Project	0	0	0	370	1253	0	240	6	341	0	781	121	3112
<b>2025 Project Trips</b>													
BART	0	0	0	-23	-31	0	-74	0	18	0	-22	-6	-138
Joint Development	0	0	0	2	101	0	0	0	30	0	40	11	184
Net 2025 Trips	0	0	0	-21	70	0	-74	0	48	0	18	5	46
Background + Project	0	0	0	405	1485	0	330	6	301	0	870	123	3520
Cumulative No Project	0	0	0	471	1815	0	404	6	253	0	884	118	3833
<b>2035 Project Trips</b>													
BART	0	0	0	-11	-30	0	-70	0	26	0	-23	-5	-113
Joint Development	0	0	0	1	87	0	0	0	29	0	35	14	166
Net 2035 Trips	0	0	0	-10	57	0	-70	0	55	0	12	9	53
Cumulative	0	0	0	461	1872	0	334	6	308	0	896	127	4004

Intersection Number: **6**  
 Traffic Node Number: 3678  
 Intersection Name: 33rd St & McKee Rd  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	149	60	76	20	1102	26	37	94	132	47	898	109	2750
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	272	0	0	0	0	1	235	5	513
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	272	0	0	0	0	1	235	5	513
Background Conditions	149	60	76	20	1374	26	37	94	132	48	1133	114	3263
<b>2015 Project Trips</b>													
BART	-2	0	0	0	-29	0	1	0	4	0	-12	-4	-42
Joint Development	3	1	0	0	80	0	0	0	8	0	31	3	126
Net 2015 Trips	1	1	0	0	51	0	1	0	12	0	19	-1	84
Existing + Project	150	61	76	20	1153	26	38	94	144	47	917	108	2834
<b>2025 Project Trips</b>													
BART	-1	0	0	-1	-63	-1	-1	0	6	0	-78	-3	-142
Joint Development	2	1	0	0	97	0	0	0	4	0	36	3	143
Net 2025 Trips	1	1	0	-1	34	-1	-1	0	10	0	-42	0	1
Background + Project	150	61	76	19	1408	25	36	94	142	48	1091	114	3264
Cumulative No Project	149	80	89	48	1770	81	75	107	212	104	1133	114	3848
<b>2035 Project Trips</b>													
BART	-1	0	0	0	-44	-1	-3	0	4	1	-99	-2	-145
Joint Development	1	0	1	0	75	0	0	0	10	0	32	3	122
Net 2035 Trips	0	0	1	0	31	-1	-3	0	14	1	-67	1	-23
Cumulative	149	80	90	48	1801	80	72	107	226	105	1066	115	3939

Intersection Number: **7**  
 Traffic Node Number: 3625  
 Intersection Name: King Rd & McKee Rd  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	326	259	80	287	754	122	162	645	167	82	537	331	3752
<b>Approved Project Trips</b>													
San Jose ATI	240	83	82	57	43	0	2	72	3	2	67	180	831
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	240	83	82	57	43	0	2	72	3	2	67	180	831
Background Conditions	566	342	162	344	797	122	164	717	170	84	604	511	4583
<b>2015 Project Trips</b>													
BART	-3	5	1	4	-24	-5	-1	11	1	0	-9	-2	-22
Joint Development	13	5	0	0	63	11	0	1	4	0	21	9	127
Net 2015 Trips	10	10	1	4	39	6	-1	12	5	0	12	7	105
Existing + Project	336	269	81	291	793	128	161	657	172	82	549	338	3857
<b>2025 Project Trips</b>													
BART	-23	-22	0	-1	-31	-7	0	-82	4	0	-10	-82	-254
Joint Development	15	7	0	0	67	18	0	0	14	1	20	14	156
Net 2025 Trips	-8	-15	0	-1	36	11	0	-82	18	1	10	-68	-98
Background + Project	558	327	162	343	833	133	164	635	188	85	614	443	4485
Cumulative No Project	756	509	162	405	891	127	172	804	348	123	724	511	5021
<b>2035 Project Trips</b>													
BART	-35	-37	0	-2	-18	-7	0	-105	10	1	-14	-80	-287
Joint Development	10	5	0	0	52	18	0	0	14	2	22	9	132
Net 2035 Trips	-25	-32	0	-2	34	11	0	-105	24	3	8	-71	-155
Cumulative	731	477	162	403	925	138	172	699	372	126	732	440	5377

Intersection Number: **8**  
 Traffic Node Number: 3596  
 Intersection Name: Jackson Ave & McKee Rd  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	126	209	334	296	872	253	262	357	257	96	806	175	4043
<b>Approved Project Trips</b>													
San Jose ATI	19	70	14	11	41	80	40	43	37	52	62	17	486
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	70	14	11	41	80	40	43	37	52	62	17	486
Background Conditions	145	279	348	307	913	333	302	400	294	148	868	192	4529
<b>2015 Project Trips</b>													
BART	0	0	0	5	-27	0	-3	8	0	0	-14	0	-31
Joint Development	2	0	0	1	59	0	0	0	4	0	16	1	83
Net 2015 Trips	2	0	0	6	32	0	-3	8	4	0	2	1	52
Existing + Project	128	209	334	302	904	253	259	365	261	96	808	176	4095
<b>2025 Project Trips</b>													
BART	0	0	-1	-10	-30	-2	-4	-8	-1	-1	-13	0	-70
Joint Development	5	0	0	2	64	0	0	0	5	0	15	1	92
Net 2025 Trips	5	0	-1	-8	34	-2	-4	-8	4	-1	2	1	22
Background + Project	150	279	347	299	947	331	298	392	298	147	870	193	4551
Cumulative No Project	232	319	482	371	1132	364	354	400	296	148	1225	198	5323
<b>2035 Project Trips</b>													
BART	-2	0	-5	-7	-26	-2	-4	-4	0	-1	-19	0	-70
Joint Development	6	0	0	1	50	0	0	0	6	0	17	0	80
Net 2035 Trips	4	0	-5	-6	24	-2	-4	-4	6	-1	-2	0	10
Cumulative	236	319	477	365	1156	362	350	396	302	147	1223	198	5531

Intersection Number: **9**  
 Traffic Node Number: 3783  
 Intersection Name: 17th St & E. Santa Clara St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	23	37	59	92	734	8	4	3	7	4	311	16	1298
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	1	6	0	0	0	0	0	0	0	7
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	6	0	0	0	0	0	0	0	7
Background Conditions	23	37	59	93	740	8	4	3	7	4	311	16	1305
<b>2015 Project Trips</b>													
BART	0	0	0	-1	-26	0	1	-1	-1	0	28	0	0
Joint Development	0	0	0	7	17	0	3	2	0	0	67	0	96
Net 2015 Trips	0	0	0	6	-9	0	4	1	-1	0	95	0	96
Existing + Project	23	37	59	98	725	8	8	4	6	4	406	16	1394
<b>2025 Project Trips</b>													
BART	0	0	0	-12	-33	0	1	-3	-5	0	24	-1	-29
Joint Development	0	0	1	8	11	0	3	2	0	0	81	0	106
Net 2025 Trips	0	0	1	-4	-22	0	4	-1	-5	0	105	-1	77
Background + Project	23	37	60	89	718	8	8	2	2	4	416	15	1382
Cumulative No Project	34	76	201	391	740	8	4	22	250	9	492	116	2227
<b>2035 Project Trips</b>													
BART	0	0	0	-9	-48	0	3	-6	-4	0	43	-2	-23
Joint Development	0	0	12	10	7	0	2	0	2	0	109	0	142
Net 2035 Trips	0	0	12	1	-41	0	5	-6	-2	0	152	-2	119
Cumulative	34	76	213	392	699	8	9	16	248	9	644	114	2462

Intersection Number: **10**  
 Traffic Node Number: 3789  
 Intersection Name: 21st St & E. Santa Clara St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	7	1	6	10	634	5	27	3	76	9	369	5	1152
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	8	0	0	0	0	0	1	0	9
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	1	0	9
Background Conditions	7	1	6	10	642	5	27	3	76	9	370	5	1161
<b>2015 Project Trips</b>													
BART	0	0	0	0	-28	0	0	0	0	0	30	-1	1
Joint Development	0	0	1	1	25	0	0	0	0	0	70	0	97
Net 2015 Trips	0	0	1	1	-3	0	0	0	0	0	100	-1	98
Existing + Project	7	1	7	11	631	5	27	3	76	9	469	4	1250
<b>2025 Project Trips</b>													
BART	0	0	0	0	-44	0	0	0	0	0	27	-1	-18
Joint Development	0	0	3	1	19	0	0	0	0	0	86	1	110
Net 2025 Trips	0	0	3	1	-25	0	0	0	0	0	113	0	92
Background + Project	7	1	9	11	617	5	27	3	76	9	483	5	1253
Cumulative No Project	32	4	24	47	642	5	27	7	76	9	571	84	1444
<b>2035 Project Trips</b>													
BART	-1	0	0	0	-54	0	0	0	0	0	48	-2	-9
Joint Development	0	0	2	1	17	0	0	0	0	0	123	1	144
Net 2035 Trips	-1	0	2	1	-37	0	0	0	0	0	171	-1	135
Cumulative	31	4	26	48	605	5	27	7	76	9	742	83	1663



Intersection Number: **11**  
 Traffic Node Number: 3790  
 Intersection Name: 24th St & E. Santa Clara St  
 Peak Hour: AM  
 Count Date: 11/05/13  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	78	141	23	39	822	67	117	265	86	38	354	51	2081
<b>Approved Project Trips</b>													
San Jose ATI	0	3	0	0	5	5	6	12	4	0	0	0	35
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	3	0	0	5	5	6	12	4	0	0	0	35
Background Conditions	78	144	23	39	827	72	123	277	90	38	354	51	2116
<b>2015 Project Trips</b>													
BART	-14	-3	0	-1	-9	1	32	-4	-5	-1	33	-2	27
Joint Development	5	0	2	2	16	3	48	0	5	0	72	0	153
Net 2015 Trips	-9	-3	2	1	7	4	80	-4	0	-1	105	-2	180
Existing + Project	69	138	25	40	829	71	197	261	86	37	459	49	2261
<b>2025 Project Trips</b>													
BART	-19	-8	0	-5	-15	-2	46	-13	-11	-2	30	-2	-1
Joint Development	3	0	2	5	12	3	27	0	5	0	89	0	146
Net 2025 Trips	-16	-8	2	0	-3	1	73	-13	-6	-2	119	-2	145
Background + Project	62	136	25	39	824	73	196	264	84	36	473	49	2261
Cumulative No Project	217	144	90	398	827	72	277	277	165	155	466	51	3088
<b>2035 Project Trips</b>													
BART	-29	-6	0	-3	-14	-1	58	-12	-10	-4	53	-2	30
Joint Development	5	0	16	3	8	0	29	0	5	0	125	0	191
Net 2035 Trips	-24	-6	16	0	-6	-1	87	-12	-5	-4	178	-2	221
Cumulative	193	138	106	398	821	71	364	265	160	151	644	49	3360

Intersection Number: **12**  
 Traffic Node Number: 4022  
 Intersection Name: 26th St & E. Santa Clara St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	26	58	40	37	587	22	67	80	12	9	415	16	1369
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	5	0	0	0	0	0	4	0	9
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	5	0	0	0	0	0	4	0	9
Background Conditions	26	58	40	37	592	22	67	80	12	9	419	16	1378
<b>2015 Project Trips</b>													
BART	0	0	0	0	-9	0	0	0	0	0	63	0	54
Joint Development	0	0	0	0	22	0	0	0	0	0	122	0	144
Net 2015 Trips	0	0	0	0	13	0	0	0	0	0	185	0	198
Existing + Project	26	58	40	37	600	22	67	80	12	9	600	16	1567
<b>2025 Project Trips</b>													
BART	0	0	0	0	-20	0	0	0	0	0	76	0	56
Joint Development	0	0	0	0	22	0	0	0	0	0	119	0	141
Net 2025 Trips	0	0	0	0	2	0	0	0	0	0	195	0	197
Background + Project	26	58	40	37	594	22	67	80	12	9	614	16	1575
Cumulative No Project	26	58	40	37	716	22	67	80	12	9	754	16	1821
<b>2035 Project Trips</b>													
BART	0	0	0	0	-17	0	0	0	0	0	112	0	95
Joint Development	0	0	0	0	10	0	0	0	0	0	171	0	181
Net 2035 Trips	0	0	0	0	-7	0	0	0	0	0	283	0	276
Cumulative	26	58	40	37	709	22	67	80	12	9	1037	16	2113

Intersection Number: 13  
 Traffic Node Number: 3788  
 Intersection Name: N. 28th St & E. Santa Clara St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	35	51	71	124	606	46	196	147	47	24	474	37	1858
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	7	0	0	0	0	0	8	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	7	0	0	0	0	0	8	0	15
Background Conditions	35	51	71	124	613	46	196	147	47	24	482	37	1873
<b>2015 Project Trips</b>													
BART	1	0	3	74	-11	-2	-7	7	0	0	-2	66	129
Joint Development	19	9	42	97	3	0	0	24	0	0	0	122	316
Net 2015 Trips	20	9	45	171	-8	-2	-7	31	0	0	-2	188	445
Existing + Project	55	60	116	295	598	44	189	178	47	24	472	225	2303
<b>2025 Project Trips</b>													
BART	3	-3	15	98	-22	-3	-10	21	0	0	-7	81	173
Joint Development	18	11	43	104	3	0	0	62	0	0	0	119	360
Net 2025 Trips	21	8	58	202	-19	-3	-10	83	0	0	-7	200	533
Background + Project	56	59	129	326	594	43	186	230	47	24	475	237	2406
Cumulative No Project	90	316	73	128	709	46	196	147	47	24	770	80	2546
<b>2035 Project Trips</b>													
BART	4	-2	18	105	-22	-3	-14	33	-1	0	-13	123	228
Joint Development	7	12	44	57	3	0	0	57	0	0	0	171	351
Net 2035 Trips	11	10	62	162	-19	-3	-14	90	-1	0	-13	294	579
Cumulative	101	326	135	290	690	43	182	237	46	24	757	374	3205

Intersection Number: 14  
 Traffic Node Number: 3023  
 Intersection Name: US 101 & E. Santa Clara St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	123	0	161	0	647	288	0	0	0	350	442	0	2011
<b>Approved Project Trips</b>													
San Jose ATI	8	0	14	0	5	5	0	0	0	3	8	0	43
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	0	14	0	5	5	0	0	0	3	8	0	43
Background Conditions	131	0	175	0	652	293	0	0	0	353	450	0	2054
<b>2015 Project Trips</b>													
BART	-2	0	-2	0	63	-2	0	0	0	0	-6	0	51
Joint Development	5	0	1	0	94	0	0	0	0	33	9	0	142
Net 2015 Trips	3	0	-1	0	157	-2	0	0	0	33	3	0	193
Existing + Project	126	0	160	0	804	286	0	0	0	383	445	0	2204
<b>2025 Project Trips</b>													
BART	3	0	-2	0	70	-15	0	0	0	11	-13	0	54
Joint Development	0	0	0	0	107	0	0	0	0	36	7	0	150
Net 2025 Trips	3	0	-2	0	177	-15	0	0	0	47	-6	0	204
Background + Project	134	0	173	0	829	278	0	0	0	400	444	0	2258
Cumulative No Project	131	0	244	0	736	293	0	0	0	410	661	0	2475
<b>2035 Project Trips</b>													
BART	-1	0	-3	0	82	-17	0	0	0	10	-19	0	52
Joint Development	0	0	0	0	60	0	0	0	0	38	6	0	104
Net 2035 Trips	-1	0	-3	0	142	-17	0	0	0	48	-13	0	156
Cumulative	130	0	241	0	878	276	0	0	0	458	648	0	2631

Intersection Number: **15**  
 Traffic Node Number: 3016  
 Intersection Name: US 101 & Alum Rock Ave  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	278	704	0	45	1	198	0	375	197	1798
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	6	15	0	3	0	0	0	22	4	50
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	6	15	0	3	0	0	0	22	4	50
Background Conditions	0	0	0	284	719	0	48	1	198	0	397	201	1848
<b>2015 Project Trips</b>													
BART	0	0	0	-2	-7	0	3	0	69	0	-2	-6	55
Joint Development	0	0	0	21	49	0	7	0	46	0	10	0	133
Net 2015 Trips	0	0	0	19	42	0	10	0	115	0	8	-6	188
Existing + Project	0	0	0	297	746	0	55	1	313	0	383	191	1986
<b>2025 Project Trips</b>													
BART	0	0	0	-9	-17	0	-9	0	72	0	-3	-10	24
Joint Development	0	0	0	1	53	0	3	0	55	0	7	0	119
Net 2025 Trips	0	0	0	-8	36	0	-6	0	127	0	4	-10	143
Background + Project	0	0	0	276	755	0	42	1	325	0	401	191	1991
Cumulative No Project	0	0	0	284	1133	0	378	1	198	0	527	348	2521
<b>2035 Project Trips</b>													
BART	0	0	0	-3	-14	0	-24	0	80	0	-4	-16	19
Joint Development	0	0	0	0	32	0	19	0	26	0	6	0	83
Net 2035 Trips	0	0	0	-3	18	0	-5	0	106	0	2	-16	102
Cumulative	0	0	0	281	1151	0	373	1	304	0	529	332	2971

Intersection Number: **16**  
 Traffic Node Number: 3260  
 Intersection Name: 33rd St & Alum Rock Rd  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	127	64	16	20	600	12	18	77	141	53	362	24	1514
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	6	0	6	0	0	0	15	0	27
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	6	0	6	0	0	0	15	0	27
Background Conditions	127	64	16	20	606	12	24	77	141	53	377	24	1541
<b>2015 Project Trips</b>													
BART	-1	0	0	0	-9	0	0	0	1	0	-2	4	-7
Joint Development	1	0	0	0	67	0	0	0	1	0	9	7	85
Net 2015 Trips	0	0	0	0	58	0	0	0	2	0	7	11	78
Existing + Project	127	64	16	20	658	12	18	77	143	53	369	35	1592
<b>2025 Project Trips</b>													
BART	0	0	0	0	-30	0	0	0	1	0	-20	6	-43
Joint Development	1	0	0	0	52	0	0	0	1	0	7	3	64
Net 2025 Trips	1	0	0	0	22	0	0	0	2	0	-13	9	21
Background + Project	128	64	16	20	628	12	24	77	143	53	364	33	1562
Cumulative No Project	133	94	112	20	612	24	44	98	141	80	765	79	2123
<b>2035 Project Trips</b>													
BART	-1	0	-1	0	-15	0	-1	0	1	1	-25	5	-36
Joint Development	1	0	1	0	32	0	0	0	0	0	15	9	58
Net 2035 Trips	0	0	0	0	17	0	-1	0	1	1	-10	14	22
Cumulative	133	94	112	20	629	24	43	98	142	81	755	93	2224

Intersection Number: 17  
 Traffic Node Number: 3064  
 Intersection Name: King Rd & Alum Rock Ave  
 Peak Hour: AM  
 Count Date: 05/19/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	292	45	67	560	81	118	608	173	95	241	49	2379
<b>Approved Project Trips</b>													
San Jose ATI	20	38	5	3	9	27	19	37	7	2	22	16	205
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	20	38	5	3	9	27	19	37	7	2	22	16	205
Background Conditions	70	330	50	70	569	108	137	645	180	97	263	65	2584
<b>2015 Project Trips</b>													
BART	-5	0	7	14	-6	-1	0	10	0	0	-2	0	17
Joint Development	17	1	0	2	29	0	0	0	19	2	5	1	76
Net 2015 Trips	12	1	7	16	23	-1	0	10	19	2	3	1	93
Existing + Project	62	293	52	83	583	80	118	618	192	97	244	50	2472
<b>2025 Project Trips</b>													
BART	-20	-8	-6	-18	-8	-4	-1	-50	-4	0	-4	-16	-139
Joint Development	15	12	0	4	27	5	0	8	10	4	4	0	89
Net 2025 Trips	-5	4	-6	-14	19	1	-1	-42	6	4	0	-16	-50
Background + Project	65	334	44	56	588	109	136	603	186	101	263	49	2534
Cumulative No Project	70	547	96	70	651	108	137	734	180	217	478	213	3288
<b>2035 Project Trips</b>													
BART	-23	-11	-8	-23	8	-3	-2	-57	2	0	-4	-23	-144
Joint Development	8	16	0	9	18	1	0	3	6	13	4	0	78
Net 2035 Trips	-15	5	-8	-14	26	-2	-2	-54	8	13	0	-23	-66
Cumulative	55	552	88	56	677	106	135	680	188	230	478	190	3435

Intersection Number: 18  
 Traffic Node Number: 3063  
 Intersection Name: Jackson Ave & Alum Rock Ave  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	59	425	90	187	359	172	261	751	92	112	360	87	2955
<b>Approved Project Trips</b>													
San Jose ATI	12	119	17	23	9	59	57	113	127	138	8	13	695
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	119	17	23	9	59	57	113	127	138	8	13	695
Background Conditions	71	544	107	210	368	231	318	864	219	250	368	100	3650
<b>2015 Project Trips</b>													
BART	0	0	0	1	-6	-2	-7	6	13	5	-3	0	7
Joint Development	1	0	0	3	12	0	0	0	14	0	4	0	34
Net 2015 Trips	1	0	0	4	6	-2	-7	6	27	5	1	0	41
Existing + Project	60	425	90	191	365	170	254	757	119	117	361	87	2996
<b>2025 Project Trips</b>													
BART	-1	-2	0	-3	-5	-1	-6	-7	-12	-6	-2	0	-45
Joint Development	1	0	0	4	14	0	0	0	17	0	2	0	38
Net 2025 Trips	0	-2	0	1	9	-1	-6	-7	5	-6	0	0	-7
Background + Project	71	542	107	211	377	230	312	857	224	244	368	100	3643
Cumulative No Project	71	603	107	271	368	699	340	864	357	250	594	157	4524
<b>2035 Project Trips</b>													
BART	0	-2	0	0	-3	-1	-1	-3	-9	-11	-4	0	-34
Joint Development	1	0	0	5	10	1	0	0	12	1	2	0	32
Net 2035 Trips	1	-2	0	5	7	0	-1	-3	3	-10	-2	0	-2
Cumulative	72	601	107	276	375	699	339	861	360	240	592	157	4679

Intersection Number: **19**  
 Trafix Node Number: 3043  
 Intersection Name: I-680 S & Alum Rock Ave (West)  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	151	8	168	0	615	32	22	0	30	13	704	0	1743
<b>Approved Project Trips</b>													
San Jose ATI	8	0	0	0	54	0	0	0	0	0	63	0	125
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	0	0	0	54	0	0	0	0	0	63	0	125
Background Conditions	159	8	168	0	669	32	22	0	30	13	767	0	1868
<b>2015 Project Trips</b>													
BART	-9	0	-1	0	2	0	0	0	0	0	-11	0	-19
Joint Development	5	0	0	0	10	0	0	0	0	0	3	0	18
Net 2015 Trips	-4	0	-1	0	12	0	0	0	0	0	-8	0	-1
Existing + Project	147	8	167	0	627	32	22	0	30	13	696	0	1742
<b>2025 Project Trips</b>													
BART	-3	0	0	0	-6	0	0	0	0	0	-9	0	-18
Joint Development	4	0	0	0	12	0	0	0	0	0	2	0	18
Net 2025 Trips	1	0	0	0	6	0	0	0	0	0	-7	0	0
Background + Project	160	8	168	0	675	32	22	0	30	13	760	0	1868
Cumulative No Project	451	16	219	0	669	32	31	0	45	50	993	0	2506
<b>2035 Project Trips</b>													
BART	-4	0	0	0	0	0	0	0	0	0	-5	0	-9
Joint Development	3	0	0	0	12	0	0	0	0	0	2	0	17
Net 2035 Trips	-1	0	0	0	12	0	0	0	0	0	-3	0	8
Cumulative	450	16	219	0	681	32	31	0	45	50	990	0	2514

Intersection Number: **20**  
 Trafix Node Number: 3042  
 Intersection Name: I-680 N & Alum Rock Ave (East)  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	663	1458	0	591	0	191	335	563	0	3801
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	3	61	0	9	0	3	26	43	0	145
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	3	61	0	9	0	3	26	43	0	145
Background Conditions	0	0	0	666	1519	0	600	0	194	361	606	0	3946
<b>2015 Project Trips</b>													
BART	0	0	0	0	-4	0	0	0	-1	0	-1	0	-6
Joint Development	0	0	0	0	11	0	0	0	0	0	2	0	13
Net 2015 Trips	0	0	0	0	7	0	0	0	-1	0	1	0	7
Existing + Project	0	0	0	663	1465	0	591	0	190	335	564	0	3808
<b>2025 Project Trips</b>													
BART	0	0	0	0	-21	0	-5	0	-2	0	-2	0	-30
Joint Development	0	0	0	0	14	0	0	0	0	0	2	0	16
Net 2025 Trips	0	0	0	0	-7	0	-5	0	-2	0	0	0	-14
Background + Project	0	0	0	666	1512	0	595	0	192	361	606	0	3932
Cumulative No Project	0	0	0	666	1601	0	600	0	194	361	766	0	4188
<b>2035 Project Trips</b>													
BART	0	0	0	0	-13	0	-4	0	0	0	-3	0	-20
Joint Development	0	0	0	0	13	0	0	0	0	0	2	0	15
Net 2035 Trips	0	0	0	0	0	0	-4	0	0	0	-1	0	-5
Cumulative	0	0	0	666	1601	0	596	0	194	361	765	0	4183

Intersection Number: **21**  
 Traffic Node Number: 3762  
 Intersection Name: 24th St & San Antonio St  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	27	146	9	36	253	117	110	438	65	22	89	5	1317
<b>Approved Project Trips</b>													
San Jose ATI	0	3	0	0	0	0	1	10	0	0	0	0	14
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	3	0	0	0	0	1	10	0	0	0	0	14
Background Conditions	27	149	9	36	253	117	111	448	65	22	89	5	1331
<b>2015 Project Trips</b>													
BART	-2	-2	0	-1	0	0	2	24	0	0	0	1	22
Joint Development	2	1	0	4	3	0	1	47	0	0	0	1	59
Net 2015 Trips	0	-1	0	3	3	0	3	71	0	0	0	2	81
Existing + Project	27	145	9	39	256	117	113	509	65	22	89	7	1398
<b>2025 Project Trips</b>													
BART	-3	-3	0	-3	-3	0	0	25	-3	0	0	0	10
Joint Development	1	2	0	4	4	0	7	26	0	0	0	1	45
Net 2025 Trips	-2	-1	0	1	1	0	7	51	-3	0	0	1	55
Background + Project	25	148	9	37	254	117	118	499	62	22	89	6	1386
Cumulative No Project	27	255	12	36	410	219	133	448	234	27	93	67	1894
<b>2035 Project Trips</b>													
BART	-2	-6	0	-1	-7	0	0	38	-2	0	0	1	21
Joint Development	0	0	0	5	3	2	3	27	0	0	0	2	42
Net 2035 Trips	-2	-6	0	4	-4	2	3	65	-2	0	0	3	63
Cumulative	25	249	12	40	406	221	136	513	232	27	93	70	2024

Intersection Number: **22**  
 Traffic Node Number: 3627  
 Intersection Name: King Rd & E. San Antonio St.  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	61	339	136	116	232	122	149	635	133	129	192	53	2297
<b>Approved Project Trips</b>													
San Jose ATI	1	53	2	2	1	0	0	53	1	0	2	2	117
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	53	2	2	1	0	0	53	1	0	2	2	117
Background Conditions	62	392	138	118	233	122	149	688	134	129	194	55	2414
<b>2015 Project Trips</b>													
BART	-2	0	0	0	0	0	0	10	1	0	0	0	9
Joint Development	1	2	0	0	1	0	0	19	17	0	0	0	40
Net 2015 Trips	-1	2	0	0	1	0	0	29	18	0	0	0	49
Existing + Project	60	341	136	116	233	122	149	664	151	129	192	53	2346
<b>2025 Project Trips</b>													
BART	-1	-10	0	0	-1	-4	-1	-54	-2	-2	0	0	-75
Joint Development	18	5	0	0	8	0	0	17	23	0	0	0	71
Net 2025 Trips	17	-5	0	0	7	-4	-1	-37	21	-2	0	0	-4
Background + Project	79	387	138	118	240	118	148	651	155	127	194	55	2410
Cumulative No Project	61	578	138	154	233	122	149	688	141	157	219	78	2671
<b>2035 Project Trips</b>													
BART	-1	-12	0	0	5	-3	-2	-59	-1	-2	0	0	-75
Joint Development	26	2	0	0	2	0	0	10	20	0	0	0	60
Net 2035 Trips	25	-10	0	0	7	-3	-2	-49	19	-2	0	0	-15
Cumulative	117	568	138	154	240	119	147	639	160	155	219	78	2734

Intersection Number: **23**  
 Trafix Node Number: 3384  
 Intersection Name: Jackson Ave & E. San Antonio St/Capitol Expy  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	157	488	190	418	317	96	42	647	179	254	230	143	3161
<b>Approved Project Trips</b>													
San Jose ATI	25	76	66	80	8	0	0	70	0	1	5	43	374
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	25	76	66	80	8	0	0	70	0	1	5	43	374
Background Conditions	182	564	256	498	325	96	42	717	179	255	235	186	3535
<b>2015 Project Trips</b>													
BART	0	-2	5	8	0	0	0	3	0	0	0	0	14
Joint Development	0	1	0	6	0	4	0	7	0	0	0	0	18
Net 2015 Trips	0	-1	5	14	0	4	0	10	0	0	0	0	32
Existing + Project	157	487	195	432	317	100	42	657	179	254	230	143	3193
<b>2025 Project Trips</b>													
BART	0	-6	-8	-10	0	-2	0	-17	1	0	0	0	-42
Joint Development	0	1	0	9	2	0	0	7	5	0	0	0	24
Net 2025 Trips	0	-5	-8	-1	2	-2	0	-10	6	0	0	0	-18
Background + Project	182	559	248	497	327	94	42	707	185	255	235	186	3517
Cumulative No Project	211	815	639	717	325	96	358	717	207	323	245	186	4653
<b>2035 Project Trips</b>													
BART	0	-5	-10	-8	2	0	0	-6	4	0	0	0	-23
Joint Development	0	1	0	8	0	0	0	4	0	0	0	0	13
Net 2035 Trips	0	-4	-10	0	2	0	0	-2	4	0	0	0	-10
Cumulative	211	811	629	717	327	96	358	715	211	323	245	186	4829

Intersection Number: **24**  
 Trafix Node Number: 3832  
 Intersection Name: 24th St & E. William St.  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	49	273	3	5	34	45	38	566	112	123	22	51	1321
<b>Approved Project Trips</b>													
San Jose ATI	0	2	0	0	2	5	0	5	1	0	0	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	2	0	0	2	5	0	5	1	0	0	0	15
Background Conditions	49	275	3	5	36	50	38	571	113	123	22	51	1336
<b>2015 Project Trips</b>													
BART	0	-1	0	-5	0	-2	-1	30	0	0	0	0	21
Joint Development	0	2	0	0	0	0	0	46	0	0	0	0	48
Net 2015 Trips	0	1	0	-5	0	-2	-1	76	0	0	0	0	69
Existing + Project	49	274	3	0	34	43	37	642	112	123	22	51	1390
<b>2025 Project Trips</b>													
BART	-1	-2	-1	-5	-1	-4	-3	28	0	0	-1	0	10
Joint Development	2	2	0	0	0	0	0	33	0	0	0	0	37
Net 2025 Trips	1	0	-1	-5	-1	-4	-3	61	0	0	-1	0	47
Background + Project	50	275	2	0	35	46	35	632	113	123	21	51	1383
Cumulative No Project	121	370	50	37	138	50	38	583	187	139	65	51	1778
<b>2035 Project Trips</b>													
BART	-2	-4	-2	-6	-3	-4	-1	43	0	0	-1	0	20
Joint Development	2	0	0	0	0	0	0	30	0	0	0	0	32
Net 2035 Trips	0	-4	-2	-6	-3	-4	-1	73	0	0	-1	0	52
Cumulative	121	366	48	31	135	46	37	656	187	139	64	51	1881

Intersection Number: **25**  
 Trafix Node Number: 3036  
 Intersection Name: McLaughlin Ave & I-280 SB Ramp  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	542	0	0	0	0	0	1453	0	234	0	193	2422
<b>Approved Project Trips</b>													
San Jose ATI	0	20	0	0	0	0	0	49	0	37	0	6	112
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	20	0	0	0	0	0	49	0	37	0	6	112
Background Conditions	0	562	0	0	0	0	0	1502	0	271	0	199	2534
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	0	0	14	0	-1	0	11	24
Joint Development	0	0	0	0	0	0	0	28	0	0	0	16	44
Net 2015 Trips	0	0	0	0	0	0	0	42	0	-1	0	27	68
Existing + Project	0	542	0	0	0	0	0	1495	0	233	0	220	2490
<b>2025 Project Trips</b>													
BART	0	-1	0	0	0	0	0	-4	0	-3	0	6	-2
Joint Development	0	0	0	0	0	0	0	22	0	0	0	10	32
Net 2025 Trips	0	-1	0	0	0	0	0	18	0	-3	0	16	30
Background + Project	0	561	0	0	0	0	0	1520	0	268	0	215	2564
Cumulative No Project	0	587	0	0	0	0	0	1508	0	271	0	199	2366
<b>2035 Project Trips</b>													
BART	0	-1	0	0	0	0	0	27	0	-3	0	6	29
Joint Development	0	0	0	0	0	0	0	21	0	0	0	10	31
Net 2035 Trips	0	-1	0	0	0	0	0	48	0	-3	0	16	60
Cumulative	0	586	0	0	0	0	0	1556	0	268	0	215	2625

Intersection Number: **26**  
 Trafix Node Number: 3683  
 Intersection Name: McLaughlin Ave & Story Rd  
 Peak Hour: AM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	229	359	159	318	1229	240	189	843	165	44	666	325	4766
<b>Approved Project Trips</b>													
San Jose ATI	55	0	0	1	191	0	0	5	32	24	126	37	471
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	55	0	0	1	191	0	0	5	32	24	126	37	471
Background Conditions	284	359	159	319	1420	240	189	848	197	68	792	362	5237
<b>2015 Project Trips</b>													
BART	0	0	0	-1	-2	0	-6	9	0	0	0	6	6
Joint Development	0	0	0	4	4	2	5	9	0	0	4	13	41
Net 2015 Trips	0	0	0	3	2	2	-1	18	0	0	4	19	47
Existing + Project	229	359	159	321	1231	242	188	861	165	44	670	344	4813
<b>2025 Project Trips</b>													
BART	0	-2	0	-12	-24	-3	-12	-3	-3	0	-5	11	-53
Joint Development	0	0	0	5	6	1	5	9	0	0	7	6	39
Net 2025 Trips	0	-2	0	-7	-18	-2	-7	6	-3	0	2	17	-14
Background + Project	284	357	159	312	1402	238	182	854	194	68	794	379	5223
Cumulative No Project	284	359	271	319	1878	259	189	1003	197	72	985	463	5816
<b>2035 Project Trips</b>													
BART	-1	-2	-1	-4	-19	-1	-15	16	-2	0	-3	17	-15
Joint Development	0	0	0	1	5	1	3	10	0	0	4	8	32
Net 2035 Trips	-1	-2	-1	-3	-14	0	-12	26	-2	0	1	25	17
Cumulative	283	357	270	316	1864	259	177	1029	195	72	986	488	6296



Intersection Number: **27**  
 Trafix Node Number: 3623  
 Intersection Name: King Rd & Mabury Rd  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	120	240	147	344	628	112	94	630	268	78	157	79	2897
<b>Approved Project Trips</b>													
San Jose ATI	31	236	25	21	35	9	16	290	160	125	43	43	1034
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	31	236	25	21	35	9	16	290	160	125	43	43	1034
Background Conditions	151	476	172	365	663	121	110	920	428	203	200	122	3931
<b>2015 Project Trips</b>													
BART	0	-7	0	-1	42	0	0	-12	22	11	2	-5	52
Joint Development	3	13	0	0	3	5	0	11	1	0	1	0	37
Net 2015 Trips	3	6	0	-1	45	5	0	-1	23	11	3	-5	89
Existing + Project	123	246	147	343	673	117	94	629	291	89	160	74	2986
<b>2025 Project Trips</b>													
BART	-11	-22	0	-1	-24	-1	0	-23	-146	-21	-2	-6	-257
Joint Development	2	18	0	0	4	1	0	15	3	5	2	0	50
Net 2025 Trips	-9	-4	0	-1	-20	0	0	-8	-143	-16	0	-6	-207
Background + Project	142	472	172	364	643	121	110	912	285	187	200	116	3724
Cumulative No Project	787	528	172	368	663	121	110	920	428	526	294	191	4917
<b>2035 Project Trips</b>													
BART	0	-36	0	0	-23	-1	0	-23	-167	-38	-2	-5	-295
Joint Development	5	10	0	0	2	0	0	9	3	4	1	0	34
Net 2035 Trips	5	-26	0	0	-21	-1	0	-14	-164	-34	-1	-5	-261
Cumulative	792	502	172	368	642	120	110	906	264	492	293	186	4847

Intersection Number: **28**  
 Trafix Node Number: 5332  
 Intersection Name: Scott Blvd & Central Expy  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	36	153	34	332	2156	246	267	403	422	170	785	111	5115
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	16	20	94	360	5	1	68	94	15	58	0	731
Total Approved Trips	0	16	20	94	360	5	1	68	94	15	58	0	731
Background Conditions	36	169	54	426	2516	251	268	471	516	185	843	111	5846
<b>2015 Project Trips</b>													
BART	0	0	0	0	-3	-1	-1	-1	0	0	-3	0	-9
Joint Development	0	0	0	2	14	0	1	0	1	0	13	0	31
Net 2015 Trips	0	0	0	2	11	-1	0	-1	1	0	10	0	22
Existing + Project	36	153	34	334	2167	245	267	402	423	170	795	111	5137
<b>2025 Project Trips</b>													
BART	0	-2	0	-5	-20	-4	-1	-2	-4	0	-8	0	-46
Joint Development	0	0	2	3	17	0	1	0	0	0	26	0	49
Net 2025 Trips	0	-2	2	-2	-3	-4	0	-2	-4	0	18	0	3
Background + Project	36	167	56	424	2513	247	268	469	512	185	861	111	5849
Cumulative No Project	48	169	200	516	2516	356	469	471	618	185	2053	188	7601
<b>2035 Project Trips</b>													
BART	0	-1	-1	-2	-9	-1	-2	-2	0	0	-10	0	-28
Joint Development	0	0	2	2	16	0	0	0	0	0	20	0	40
Net 2035 Trips	0	-1	1	0	7	-1	-2	-2	0	0	10	0	12
Cumulative	48	168	201	516	2523	355	467	469	618	185	2063	188	7801

Intersection Number: **29**  
 Trafix Node Number: 5334  
 Intersection Name: Lafayette St & Central Expy  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	153	342	154	348	2041	252	193	686	399	134	791	207	5700
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	13	13	0	0	341	6	16	26	104	18	56	1	594
Total Approved Trips	13	13	0	0	341	6	16	26	104	18	56	1	594
Background Conditions	166	355	154	348	2382	258	209	712	503	152	847	208	6294
<b>2015 Project Trips</b>													
BART	0	0	-1	0	-5	0	0	0	0	0	-3	0	-9
Joint Development	0	1	15	3	15	0	0	2	2	0	15	0	53
Net 2015 Trips	0	1	14	3	10	0	0	2	2	0	12	0	44
Existing + Project	153	343	168	351	2051	252	193	688	401	134	803	207	5744
<b>2025 Project Trips</b>													
BART	-1	-2	-2	-6	-27	0	0	-3	-3	0	-8	0	-52
Joint Development	0	1	37	4	17	0	0	6	4	0	30	0	99
Net 2025 Trips	-1	-1	35	-2	-10	0	0	3	1	0	22	0	47
Background + Project	165	354	189	346	2372	258	209	715	504	152	869	208	6341
Cumulative No Project	411	638	154	579	2382	322	273	712	503	271	1611	845	7856
<b>2035 Project Trips</b>													
BART	0	-4	-3	-1	-12	0	0	-2	-1	0	-12	0	-35
Joint Development	0	6	25	3	14	0	2	5	5	0	23	0	83
Net 2035 Trips	0	2	22	2	2	0	2	3	4	0	11	0	48
Cumulative	411	640	176	581	2384	322	275	715	507	271	1622	845	8749

Intersection Number: **30**  
 Trafix Node Number: 5335  
 Intersection Name: De La Cruz Blvd & Central Expy  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1815	621	0	0	0	0	0	1129	1055	137	0	1054	5811
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	194	2	0	0	0	0	0	6	116	29	0	43	390
Total Approved Trips	194	2	0	0	0	0	0	6	116	29	0	43	390
Background Conditions	2009	623	0	0	0	0	0	1135	1171	166	0	1097	6201
<b>2015 Project Trips</b>													
BART	-4	-8	0	0	0	0	0	-6	-2	-2	0	-7	-29
Joint Development	1	125	0	0	0	0	0	28	17	23	0	7	201
Net 2015 Trips	-3	117	0	0	0	0	0	22	15	21	0	0	172
Existing + Project	1812	738	0	0	0	0	0	1151	1070	158	0	1054	5983
<b>2025 Project Trips</b>													
BART	-21	-17	0	0	0	0	0	-13	-15	-4	0	-10	-80
Joint Development	1	97	0	0	0	0	0	17	20	59	0	9	203
Net 2025 Trips	-20	80	0	0	0	0	0	4	5	55	0	-1	123
Background + Project	1989	703	0	0	0	0	0	1139	1176	221	0	1096	6324
Cumulative No Project	2009	623	0	0	0	0	0	1135	1537	684	0	1403	5988
<b>2035 Project Trips</b>													
BART	-5	-14	0	0	0	0	0	-13	-10	-6	0	-12	-60
Joint Development	1	84	0	0	0	0	0	10	15	43	0	7	160
Net 2035 Trips	-4	70	0	0	0	0	0	-3	5	37	0	-5	100
Cumulative	2005	693	0	0	0	0	0	1132	1542	721	0	1398	7491

Intersection Number: **31**  
 Trafix Node Number: 6  
 Intersection Name: De La Cruz Blvd & Martin Ave  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	169	458	65	207	113	11	8	1831	334	80	0	113	3389
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	1	42	0	0	0	0	0	171	40	4	0	0	258
Total Approved Trips	1	42	0	0	0	0	0	171	40	4	0	0	258
Background Conditions	170	500	65	207	113	11	8	2002	374	84	0	113	3647
<b>2015 Project Trips</b>													
BART	0	-9	0	0	0	0	0	-8	-1	-2	0	0	-20
Joint Development	0	148	0	0	5	2	0	46	2	8	0	0	211
Net 2015 Trips	0	139	0	0	5	2	0	38	1	6	0	0	191
Existing + Project	169	597	65	207	118	13	8	1869	335	86	0	113	3580
<b>2025 Project Trips</b>													
BART	-1	-16	0	0	0	0	0	-29	-6	-4	0	0	-56
Joint Development	0	147	9	2	16	7	0	34	2	7	1	0	225
Net 2025 Trips	-1	131	9	2	16	7	0	5	-4	3	1	0	169
Background + Project	169	631	74	209	129	18	8	2007	370	87	1	113	3816
Cumulative No Project	170	946	92	208	135	14	8	2080	374	119	34	121	4180
<b>2035 Project Trips</b>													
BART	-1	-20	0	0	0	0	0	-23	-2	-4	0	0	-50
Joint Development	0	116	10	0	26	4	0	27	2	5	18	0	208
Net 2035 Trips	-1	96	10	0	26	4	0	4	0	1	18	0	158
Cumulative	169	1042	102	208	161	18	8	2084	374	120	52	121	4459

Intersection Number: **32**  
 Trafix Node Number: 175  
 Intersection Name: De La Cruz Blvd & Reed St  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	437	7	6	3	31	33	1919	122	54	22	35	2719
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	45	0	0	0	0	0	211	0	2	0	0	258
Total Approved Trips	0	45	0	0	0	0	0	211	0	2	0	0	258
Background Conditions	50	482	7	6	3	31	33	2130	122	56	22	35	2977
<b>2015 Project Trips</b>													
BART	0	-11	-1	0	0	0	-2	-9	0	2	0	-2	-23
Joint Development	0	159	0	0	0	2	0	48	0	4	0	0	213
Net 2015 Trips	0	148	-1	0	0	2	-2	39	0	6	0	-2	190
Existing + Project	50	585	6	6	3	33	31	1958	122	60	22	33	2909
<b>2025 Project Trips</b>													
BART	0	-19	-1	0	0	0	-4	-32	-1	4	0	-2	-55
Joint Development	0	163	0	0	0	2	0	37	0	14	0	0	216
Net 2025 Trips	0	144	-1	0	0	2	-4	5	-1	18	0	-2	161
Background + Project	50	626	6	6	3	33	29	2135	121	74	22	33	3138
Cumulative No Project	58	926	18	6	7	34	33	2181	147	73	60	35	3543
<b>2035 Project Trips</b>													
BART	0	-23	-1	0	0	-1	-3	-23	-1	11	0	-2	-43
Joint Development	0	126	0	0	0	1	0	29	0	7	0	0	163
Net 2035 Trips	0	103	-1	0	0	0	-3	6	-1	18	0	-2	120
Cumulative	58	1029	17	6	7	34	30	2187	146	91	60	33	3698

Intersection Number: **33**  
 Trafix Node Number: 9  
 Intersection Name: Coleman Ave & Brokaw Rd  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	52	470	17	30	7	43	388	2060	140	72	24	131	3434
<b>Approved Project Trips</b>													
San Jose ATI	0	566	0	0	0	0	0	142	0	0	0	0	708
Santa Clara ATI	0	32	0	0	0	0	0	192	0	0	0	0	224
Total Approved Trips	0	598	0	0	0	0	0	334	0	0	0	0	932
Background Conditions	52	1068	17	30	7	43	388	2394	140	72	24	131	4366
<b>2015 Project Trips</b>													
BART	37	-19	0	0	0	0	0	-16	-1	0	0	1	2
Joint Development	401	1	0	0	0	0	0	4	187	77	8	79	757
Net 2015 Trips	438	-18	0	0	0	0	0	-12	186	77	8	80	759
Existing + Project	490	452	17	30	7	43	388	2048	326	149	32	211	4193
<b>2025 Project Trips</b>													
BART	53	-28	0	0	0	0	0	-47	5	1	0	2	-14
Joint Development	405	4	0	0	11	0	0	4	174	65	28	72	763
Net 2025 Trips	458	-24	0	0	11	0	0	-43	179	66	28	74	749
Background + Project	510	1044	17	30	18	43	388	2351	319	138	52	205	5115
Cumulative No Project	100	1239	44	30	16	89	425	2405	140	74	30	131	4592
<b>2035 Project Trips</b>													
BART	100	-32	0	0	0	0	0	-35	14	3	0	3	53
Joint Development	335	4	0	0	28	0	0	3	113	49	31	60	623
Net 2035 Trips	435	-28	0	0	28	0	0	-32	127	52	31	63	676
Cumulative	535	1211	44	30	44	89	425	2373	267	126	61	194	5399

Intersection Number: **34**  
 Trafix Node Number: 3411  
 Intersection Name: Coleman Ave & Aviation Ave  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	4	596	8	5	1	19	53	2690	25	8	1	0	3410
<b>Approved Project Trips</b>													
San Jose ATI	111	453	2	0	0	0	6	100	310	52	4	42	1080
Santa Clara ATI	0	32	0	0	0	0	0	192	0	0	0	0	224
Total Approved Trips	111	485	2	0	0	0	6	292	310	52	4	42	1304
Background Conditions	115	1081	10	5	1	19	59	2982	335	60	5	42	4714
<b>2015 Project Trips</b>													
BART	0	-20	0	0	0	0	0	-17	0	0	0	0	-37
Joint Development	0	78	0	0	0	0	0	191	0	0	0	0	269
Net 2015 Trips	0	58	0	0	0	0	0	174	0	0	0	0	232
Existing + Project	4	654	8	5	1	19	53	2864	25	8	1	0	3642
<b>2025 Project Trips</b>													
BART	0	-28	0	0	0	0	0	-45	0	0	0	0	-73
Joint Development	0	69	0	0	0	0	0	178	0	0	0	0	247
Net 2025 Trips	0	41	0	0	0	0	0	133	0	0	0	0	174
Background + Project	115	1122	10	5	1	19	59	3115	335	60	5	42	4888
Cumulative No Project	115	1414	10	5	1	19	59	3052	335	60	5	42	5075
<b>2035 Project Trips</b>													
BART	0	-30	0	0	0	0	0	-21	0	0	0	0	-51
Joint Development	0	53	0	0	0	0	0	116	0	0	0	0	169
Net 2035 Trips	0	23	0	0	0	0	0	95	0	0	0	0	118
Cumulative	115	1437	10	5	1	19	59	3147	335	60	5	42	5235

Intersection Number: **35**  
 Trafix Node Number: 4047  
 Intersection Name: Coleman Ave & Newhall Dr  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	73	552	1	0	0	0	0	2566	266	202	0	115	3775
<b>Approved Project Trips</b>													
San Jose ATI	14	172	0	0	0	0	0	916	10	14	0	0	1126
Santa Clara ATI	0	32	0	0	0	0	0	192	0	0	0	0	224
Total Approved Trips	14	204	0	0	0	0	0	1108	10	14	0	0	1350
Background Conditions	87	756	1	0	0	0	0	3674	276	216	0	115	5125
<b>2015 Project Trips</b>													
BART	0	-19	0	0	0	0	0	-18	0	-1	0	0	-38
Joint Development	0	77	0	0	0	0	0	189	0	0	0	0	266
Net 2015 Trips	0	58	0	0	0	0	0	171	0	-1	0	0	228
Existing + Project	73	610	1	0	0	0	0	2737	266	201	0	115	4003
<b>2025 Project Trips</b>													
BART	0	-26	0	0	0	0	0	-49	-10	-6	0	0	-91
Joint Development	0	68	0	0	0	0	0	172	0	1	0	0	241
Net 2025 Trips	0	42	0	0	0	0	0	123	-10	-5	0	0	150
Background + Project	87	798	1	0	0	0	0	3797	266	211	0	115	5275
Cumulative No Project	177	934	1	0	0	0	0	3674	439	539	0	115	5764
<b>2035 Project Trips</b>													
BART	0	-30	0	0	0	0	0	-34	-11	-16	0	0	-91
Joint Development	0	51	0	0	0	0	0	112	0	3	0	0	166
Net 2035 Trips	0	21	0	0	0	0	0	78	-11	-13	0	0	75
Cumulative	177	955	1	0	0	0	0	3752	428	526	0	115	5954

Intersection Number: **36**  
 Trafix Node Number: 3052  
 Intersection Name: Coleman Ave & I-880 SB Ramps  
 Peak Hour: AM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	183	564	0	459	0	310	178	3143	0	0	0	0	4837
<b>Approved Project Trips</b>													
San Jose ATI	0	316	0	250	0	21	1	815	0	0	0	0	1403
Santa Clara ATI	10	22	0	64	0	0	0	128	0	0	0	0	224
Total Approved Trips	10	338	0	314	0	21	1	943	0	0	0	0	1627
Background Conditions	193	902	0	773	0	331	179	4086	0	0	0	0	6464
<b>2015 Project Trips</b>													
BART	0	-20	0	-5	0	-4	0	-16	0	0	0	0	-45
Joint Development	0	51	0	45	0	0	0	142	0	0	0	0	238
Net 2015 Trips	0	31	0	40	0	-4	0	126	0	0	0	0	193
Existing + Project	183	595	0	499	0	306	178	3269	0	0	0	0	5030
<b>2025 Project Trips</b>													
BART	0	-32	0	-17	0	-18	0	-51	0	0	0	0	-118
Joint Development	0	52	0	54	0	1	0	106	0	0	0	0	213
Net 2025 Trips	0	20	0	37	0	-17	0	55	0	0	0	0	95
Background + Project	193	922	0	810	0	314	179	4141	0	0	0	0	6559
Cumulative No Project	193	1140	0	773	0	577	179	4086	0	0	0	0	6948
<b>2035 Project Trips</b>													
BART	0	-43	0	-16	0	-20	0	-34	0	0	0	0	-113
Joint Development	0	42	0	35	0	0	0	74	0	0	0	0	151
Net 2035 Trips	0	-1	0	19	0	-20	0	40	0	0	0	0	38
Cumulative	193	1139	0	792	0	557	179	4126	0	0	0	0	6986

Intersection Number: **37**  
 Trafix Node Number: 3053  
 Intersection Name: Coleman Ave & I-880 NB Ramps  
 Peak Hour: AM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	29	692	177	1081	0	146	334	2165	0	13	0	0	4637
<b>Approved Project Trips</b>													
San Jose ATI	0	181	58	359	0	7	2	437	0	0	0	0	1044
Santa Clara ATI	0	11	11	64	0	0	0	64	0	0	0	0	150
Total Approved Trips	0	192	69	423	0	7	2	501	0	0	0	0	1194
Background Conditions	29	884	246	1504	0	153	336	2666	0	13	0	0	5831
<b>2015 Project Trips</b>													
BART	0	-23	-1	0	0	-7	-8	-35	0	0	0	0	-74
Joint Development	0	33	18	24	0	1	0	119	0	0	0	0	195
Net 2015 Trips	0	10	17	24	0	-6	-8	84	0	0	0	0	121
Existing + Project	29	702	194	1105	0	140	326	2249	0	13	0	0	4758
<b>2025 Project Trips</b>													
BART	0	-44	-5	-8	0	-10	-14	-67	0	0	0	0	-148
Joint Development	0	36	16	16	0	2	0	91	0	0	0	0	161
Net 2025 Trips	0	-8	11	8	0	-8	-14	24	0	0	0	0	13
Background + Project	29	876	257	1512	0	145	322	2690	0	13	0	0	5844
Cumulative No Project	29	1431	281	1504	0	153	345	2666	0	13	0	0	6422
<b>2035 Project Trips</b>													
BART	0	-56	-7	0	0	-5	-16	-51	0	0	0	0	-135
Joint Development	0	27	15	11	0	2	0	64	0	0	0	0	119
Net 2035 Trips	0	-29	8	11	0	-3	-16	13	0	0	0	0	-16
Cumulative	29	1402	289	1515	0	150	329	2679	0	13	0	0	6406

Intersection Number: **38**  
 Trafix Node Number: 3413  
 Intersection Name: Coleman Ave & W. Hedding St  
 Peak Hour: AM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	139	492	165	746	376	45	21	1579	98	101	296	249	4307
<b>Approved Project Trips</b>													
San Jose ATI	19	119	25	43	6	0	0	287	39	29	38	51	656
Santa Clara ATI	0	11	0	0	0	0	0	64	0	0	0	0	75
Total Approved Trips	19	130	25	43	6	0	0	351	39	29	38	51	731
Background Conditions	158	622	190	789	382	45	21	1930	137	130	334	300	5038
<b>2015 Project Trips</b>													
BART	-1	-27	-2	-11	-2	0	0	-25	0	0	8	-8	-68
Joint Development	5	21	9	25	1	0	0	71	0	0	1	23	156
Net 2015 Trips	4	-6	7	14	-1	0	0	46	0	0	9	15	88
Existing + Project	143	486	172	760	375	45	21	1625	98	101	305	264	4395
<b>2025 Project Trips</b>													
BART	-4	-47	-4	-18	-15	-1	0	-58	0	0	-2	-6	-155
Joint Development	5	21	11	21	1	0	0	61	0	0	3	9	132
Net 2025 Trips	1	-26	7	3	-14	-1	0	3	0	0	1	3	-23
Background + Project	159	596	197	792	368	44	21	1933	137	130	335	303	5015
Cumulative No Project	366	992	190	1001	767	81	63	1930	137	130	963	300	6620
<b>2035 Project Trips</b>													
BART	-10	-46	-7	-18	-13	0	0	-40	-1	0	-4	-9	-148
Joint Development	3	16	9	17	0	0	0	33	0	1	2	14	95
Net 2035 Trips	-7	-30	2	-1	-13	0	0	-7	-1	1	-2	5	-53
Cumulative	359	962	192	1000	754	81	63	1923	136	131	961	305	6867

Intersection Number: **39**  
 Trafix Node Number: 3417  
 Intersection Name: Coleman Ave & W. Taylor St  
 Peak Hour: AM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	154	339	183	288	554	99	23	1029	204	151	543	335	3902
<b>Approved Project Trips</b>													
San Jose ATI	26	45	112	249	23	0	11	132	17	77	66	137	895
Santa Clara ATI	0	11	0	0	0	0	0	64	0	0	0	0	75
Total Approved Trips	26	56	112	249	23	0	11	196	17	77	66	137	970
Background Conditions	180	395	295	537	577	99	34	1225	221	228	609	472	4872
<b>2015 Project Trips</b>													
BART	-1	-25	-1	-4	-3	0	0	-21	-5	-3	1	0	-62
Joint Development	2	15	3	34	3	0	0	33	3	1	0	4	98
Net 2015 Trips	1	-10	2	30	0	0	0	12	-2	-2	1	4	36
Existing + Project	155	329	185	318	554	99	23	1041	202	149	544	339	3938
<b>2025 Project Trips</b>													
BART	-4	-41	-3	-19	-10	-1	-1	-39	-8	-9	-5	-3	-143
Joint Development	0	17	3	21	8	0	0	31	3	3	3	8	97
Net 2025 Trips	-4	-24	0	2	-2	-1	-1	-8	-5	-6	-2	5	-46
Background + Project	176	371	295	539	575	98	33	1217	216	222	607	477	4826
Cumulative No Project	180	875	295	537	1064	249	50	1329	221	353	852	472	6005
<b>2035 Project Trips</b>													
BART	0	-45	-2	-8	-15	-3	0	-33	-9	-18	-4	0	-137
Joint Development	0	13	3	8	10	0	0	25	1	4	1	1	66
Net 2035 Trips	0	-32	1	0	-5	-3	0	-8	-8	-14	-3	1	-71
Cumulative	180	843	296	537	1059	246	50	1321	213	339	849	473	6406

Intersection Number: **40**  
 Trafix Node Number: 4038  
 Intersection Name: SR 87 & W. Taylor St  
 Peak Hour: AM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	146	0	135	120	402	573	1100	0	722	397	269	143	4007
<b>Approved Project Trips</b>													
San Jose ATI	0	0	38	74	31	101	74	0	121	35	35	0	509
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	38	74	31	101	74	0	121	35	35	0	509
Background Conditions	146	0	173	194	433	674	1174	0	843	432	304	143	4516
<b>2015 Project Trips</b>													
BART	-1	0	-5	-2	-3	-22	-8	0	-3	-1	1	-1	-45
Joint Development	0	0	0	5	6	0	0	0	33	2	1	0	47
Net 2015 Trips	-1	0	-5	3	3	-22	-8	0	30	1	2	-1	2
Existing + Project	145	0	130	123	405	551	1092	0	752	398	271	142	4009
<b>2025 Project Trips</b>													
BART	-3	0	-8	-7	-13	-23	-25	0	-15	-1	-1	-6	-102
Joint Development	0	0	0	4	10	1	2	0	20	3	4	1	45
Net 2025 Trips	-3	0	-8	-3	-3	-22	-23	0	5	2	3	-5	-57
Background + Project	143	0	165	191	430	652	1151	0	848	434	307	138	4459
Cumulative No Project	319	0	238	513	463	674	1174	0	848	436	412	387	5077
<b>2035 Project Trips</b>													
BART	-7	0	-11	-3	-12	-27	-24	0	-8	-1	-2	-2	-97
Joint Development	0	0	2	2	9	0	3	0	9	3	1	0	29
Net 2035 Trips	-7	0	-9	-1	-3	-27	-21	0	1	2	-1	-2	-68
Cumulative	312	0	229	512	460	647	1153	0	849	438	411	385	5396

Intersection Number: **41**  
 Traffic Node Number: 5416  
 Intersection Name: San Tomas Expy & El Camino Real  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	372	1020	75	410	755	163	96	2779	173	127	657	263	6890
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	37	133	11	39	25	2	6	905	12	40	61	169	1440
Total Approved Trips	37	133	11	39	25	2	6	905	12	40	61	169	1440
Background Conditions	409	1153	86	449	780	165	102	3684	185	167	718	432	8330
<b>2015 Project Trips</b>													
BART	1	-2	0	0	-3	0	1	-4	0	0	-2	1	-8
Joint Development	0	0	0	0	8	7	16	3	0	0	22	2	58
Net 2015 Trips	1	-2	0	0	5	7	17	-1	0	0	20	3	50
Existing + Project	373	1018	75	410	760	170	113	2778	173	127	677	266	6940
<b>2025 Project Trips</b>													
BART	-2	-9	0	-2	-12	-2	0	-18	-1	0	-4	-3	-53
Joint Development	0	0	0	0	9	2	24	3	0	0	24	2	64
Net 2025 Trips	-2	-9	0	-2	-3	0	24	-15	-1	0	20	-1	11
Background + Project	407	1144	86	447	777	165	126	3669	184	167	738	431	8341
Cumulative No Project	451	1284	95	547	1154	165	194	3684	328	167	953	451	9022
<b>2035 Project Trips</b>													
BART	-2	-10	0	-3	-6	0	1	-22	0	0	-5	-4	-51
Joint Development	0	0	0	0	7	2	14	2	0	0	20	3	48
Net 2035 Trips	-2	-10	0	-3	1	2	15	-20	0	0	15	-1	-3
Cumulative	449	1274	95	544	1155	167	209	3664	328	167	968	450	9470

Intersection Number: **42**  
 Traffic Node Number: 1205  
 Intersection Name: Scott Blvd & El Camino Real  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	92	218	87	96	672	129	118	750	147	68	420	102	2899
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	1	19	1	29	34	0	0	154	32	5	71	3	349
Total Approved Trips	1	19	1	29	34	0	0	154	32	5	71	3	349
Background Conditions	93	237	88	125	706	129	118	904	179	73	491	105	3248
<b>2015 Project Trips</b>													
BART	0	0	0	0	-3	0	3	-1	0	0	-2	0	-3
Joint Development	0	0	1	0	15	0	45	0	0	0	38	0	99
Net 2015 Trips	0	0	1	0	12	0	48	-1	0	0	36	0	96
Existing + Project	92	218	88	96	684	129	166	749	147	68	456	102	2995
<b>2025 Project Trips</b>													
BART	0	0	0	-1	-11	-1	1	-6	-1	0	-3	0	-22
Joint Development	0	0	1	0	12	4	24	0	0	0	50	0	91
Net 2025 Trips	0	0	1	-1	1	3	25	-6	-1	0	47	0	69
Background + Project	93	237	89	124	707	132	143	898	178	73	538	105	3317
Cumulative No Project	93	422	109	311	936	265	118	981	255	130	758	106	4378
<b>2035 Project Trips</b>													
BART	0	-1	0	0	-6	-1	8	-3	-1	0	-3	-1	-8
Joint Development	0	0	0	0	7	4	22	2	0	0	35	1	71
Net 2035 Trips	0	-1	0	0	1	3	30	-1	-1	0	32	0	63
Cumulative	93	421	109	311	937	268	148	980	254	130	790	106	4547



Intersection Number: **43**  
 Trafix Node Number: 1203  
 Intersection Name: Lincoln St & El Camino Real  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	24	26	40	921	44	98	65	124	36	600	19	2025
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	61	30	0	0	3	2	38	0	134
Total Approved Trips	0	0	0	0	61	30	0	0	3	2	38	0	134
Background Conditions	28	24	26	40	982	74	98	65	127	38	638	19	2159
<b>2015 Project Trips</b>													
BART	0	0	1	0	-2	0	3	0	0	0	2	0	4
Joint Development	0	0	0	0	16	0	23	0	0	0	84	0	123
Net 2015 Trips	0	0	1	0	14	0	26	0	0	0	86	0	127
Existing + Project	28	24	27	40	935	44	124	65	124	36	686	19	2152
<b>2025 Project Trips</b>													
BART	-1	0	1	0	-12	0	3	0	-1	0	-1	0	-11
Joint Development	0	0	0	0	17	0	18	0	0	0	74	0	109
Net 2025 Trips	-1	0	1	0	5	0	21	0	-1	0	73	0	98
Background + Project	27	24	27	40	987	74	119	65	126	38	711	19	2257
Cumulative No Project	33	41	33	49	1232	74	187	74	422	64	832	56	3041
<b>2035 Project Trips</b>													
BART	0	0	0	1	-7	0	9	0	0	0	4	0	7
Joint Development	0	0	0	0	12	0	6	0	0	0	58	0	76
Net 2035 Trips	0	0	0	1	5	0	15	0	0	0	62	0	83
Cumulative	33	41	33	50	1237	74	202	74	422	64	894	56	3180

Intersection Number: **44**  
 Trafix Node Number: 1204  
 Intersection Name: Monroe St & El Camino Real  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	163	118	211	790	40	33	371	71	43	648	48	2582
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	4	6	31	57	4	0	24	3	0	68	0	197
Total Approved Trips	0	4	6	31	57	4	0	24	3	0	68	0	197
Background Conditions	46	167	124	242	847	44	33	395	74	43	716	48	2779
<b>2015 Project Trips</b>													
BART	0	0	1	-4	-2	0	1	0	0	0	6	0	2
Joint Development	0	0	2	2	16	0	0	0	0	0	110	0	130
Net 2015 Trips	0	0	3	-2	14	0	1	0	0	0	116	0	132
Existing + Project	46	163	121	209	804	40	34	371	71	43	764	48	2714
<b>2025 Project Trips</b>													
BART	-1	0	1	-8	-12	0	2	0	0	0	1	0	-17
Joint Development	0	0	2	1	18	0	5	0	0	0	92	0	118
Net 2025 Trips	-1	0	3	-7	6	0	7	0	0	0	93	0	101
Background + Project	45	167	127	235	853	44	40	395	74	43	809	48	2880
Cumulative No Project	64	167	201	305	1064	44	48	417	99	43	989	48	3441
<b>2035 Project Trips</b>													
BART	0	0	1	-7	-5	0	2	0	0	0	14	1	6
Joint Development	0	0	2	1	13	0	4	0	0	0	66	0	86
Net 2035 Trips	0	0	3	-6	8	0	6	0	0	0	80	1	92
Cumulative	64	167	204	299	1072	44	54	417	99	43	1069	49	3581

Intersection Number: **45**  
 Traffic Node Number: 7  
 Intersection Name: Lafayette St & Reed St  
 Peak Hour: AM  
 Count Date: 01/01/13  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	20	409	19	35	4	25	73	1606	0	4	0	4	2199
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	31	2	0	0	0	0	183	0	0	0	0	216
<b>Total Approved Trips</b>	0	31	2	0	0	0	0	183	0	0	0	0	216
Background Conditions	20	440	21	35	4	25	73	1789	0	4	0	4	2415
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Joint Development	0	0	2	0	0	0	2	2	0	0	0	0	6
<b>Net 2015 Trips</b>	0	0	2	0	0	0	2	0	0	0	0	0	4
Existing + Project	20	409	21	35	4	25	75	1606	0	4	0	4	2203
<b>2025 Project Trips</b>													
BART	0	-2	0	-1	0	0	2	-13	0	0	0	0	-14
Joint Development	0	2	2	0	0	0	12	1	0	0	0	0	17
<b>Net 2025 Trips</b>	0	0	2	-1	0	0	14	-12	0	0	0	0	3
Background + Project	20	440	23	34	4	25	87	1777	0	4	0	4	2418
Cumulative No Project	20	794	23	57	4	40	88	1789	0	4	0	4	2819
<b>2035 Project Trips</b>													
BART	0	-2	1	-1	0	0	10	-6	0	0	0	0	2
Joint Development	0	6	2	0	0	0	6	7	0	0	0	0	21
<b>Cumulative</b>	20	798	26	56	4	40	104	1790	0	4	0	4	2846

Intersection Number: **46**  
 Traffic Node Number: 1202  
 Intersection Name: Lafayette St & El Camino Real  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	153	246	88	480	833	9	96	942	132	119	401	264	3763
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	7	19	5	5	80	0	0	146	7	9	50	32	360
<b>Total Approved Trips</b>	7	19	5	5	80	0	0	146	7	9	50	32	360
Background Conditions	160	265	93	485	913	9	96	1088	139	128	451	296	4123
<b>2015 Project Trips</b>													
BART	0	0	1	-1	-6	0	5	-1	0	0	9	0	7
Joint Development	0	0	2	3	19	0	32	0	0	0	112	0	168
<b>Net 2015 Trips</b>	0	0	3	2	13	0	37	-1	0	0	121	0	175
Existing + Project	153	246	91	482	846	9	133	941	132	119	522	264	3938
<b>2025 Project Trips</b>													
BART	0	-2	-2	-6	-18	0	4	-5	-1	0	3	1	-26
Joint Development	0	2	2	3	18	0	41	8	2	0	99	1	176
<b>Net 2025 Trips</b>	0	0	0	-3	0	0	45	3	1	0	102	2	150
Background + Project	160	265	93	482	913	9	141	1091	140	128	553	298	4273
Cumulative No Project	165	479	275	601	997	13	96	1088	326	151	671	400	4862
<b>2035 Project Trips</b>													
BART	0	-2	-1	0	-12	0	4	-1	-1	0	16	2	5
Joint Development	0	4	4	2	15	0	42	4	0	0	69	3	143
<b>Net 2035 Trips</b>	0	2	3	2	3	0	46	3	-1	0	85	5	148
<b>Cumulative</b>	165	481	278	603	1000	13	142	1091	325	151	756	405	5410

Intersection Number: **47**  
 Traffic Node Number: 5444  
 Intersection Name: Lafayette St & Lewis St  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	5	391	0	97	63	121	0	1069	5	0	0	0	1751
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	28	0	0	0	0	0	152	0	0	0	0	180
Total Approved Trips	0	28	0	0	0	0	0	152	0	0	0	0	180
Background Conditions	5	419	0	97	63	121	0	1221	5	0	0	0	1931
<b>2015 Project Trips</b>													
BART	0	0	0	0	1	-1	0	3	0	0	0	0	3
Joint Development	0	0	0	0	0	11	0	32	0	0	0	0	43
Net 2015 Trips	0	0	0	0	1	10	0	35	0	0	0	0	46
Existing + Project	5	391	0	97	64	131	0	1104	5	0	0	0	1797
<b>2025 Project Trips</b>													
BART	0	-2	0	0	-1	-4	0	-4	0	0	0	0	-11
Joint Development	0	2	0	2	0	18	0	49	0	0	0	0	71
Net 2025 Trips	0	0	0	2	-1	14	0	45	0	0	0	0	60
Background + Project	5	419	0	99	62	135	0	1266	5	0	0	0	1991
Cumulative No Project	16	649	0	159	68	121	0	1221	11	0	0	0	2245
<b>2035 Project Trips</b>													
BART	0	-2	0	-1	0	-2	0	3	0	0	0	0	-2
Joint Development	0	4	0	0	0	16	0	48	0	0	0	0	68
Net 2035 Trips	0	2	0	-1	0	14	0	51	0	0	0	0	66
Cumulative	16	651	0	158	68	135	0	1272	11	0	0	0	2311

Intersection Number: **48**  
 Traffic Node Number: 1008  
 Intersection Name: Lafayette St & Harrison St  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	405	78	8	1	4	61	1088	2	14	23	3	1687
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	28	0	0	0	0	0	152	0	0	0	0	180
Total Approved Trips	0	28	0	0	0	0	0	152	0	0	0	0	180
Background Conditions	0	433	78	8	1	4	61	1240	2	14	23	3	1867
<b>2015 Project Trips</b>													
BART	0	-2	0	0	0	0	0	5	0	0	0	0	3
Joint Development	0	11	0	0	0	0	14	31	0	0	0	0	56
Net 2015 Trips	0	9	0	0	0	0	14	36	0	0	0	0	59
Existing + Project	0	414	78	8	1	4	75	1124	2	14	23	3	1746
<b>2025 Project Trips</b>													
BART	0	-5	0	0	0	0	3	-4	0	0	1	0	-5
Joint Development	0	20	0	0	0	0	32	49	0	0	0	0	101
Net 2025 Trips	0	15	0	0	0	0	35	45	0	0	1	0	96
Background + Project	0	448	78	8	1	4	96	1285	2	14	24	3	1963
Cumulative No Project	0	590	115	8	1	58	131	1240	2	14	34	3	2193
<b>2035 Project Trips</b>													
BART	0	-4	0	0	0	0	13	2	0	0	2	1	14
Joint Development	0	20	0	0	0	0	28	47	0	0	3	0	98
Net 2035 Trips	0	16	0	0	0	0	41	49	0	0	5	1	112
Cumulative	0	606	115	8	1	58	172	1289	2	14	39	4	2308

Intersection Number: **49**  
 Trafix Node Number: 107  
 Intersection Name: Lafayette St & Benton St  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	371	7	7	59	19	171	1113	19	50	282	33	2159
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	24	4	27	1	0	0	125	0	0	7	0	188
Total Approved Trips	0	24	4	27	1	0	0	125	0	0	7	0	188
Background Conditions	28	395	11	34	60	19	171	1238	19	50	289	33	2347
<b>2015 Project Trips</b>													
BART	0	-1	0	0	1	1	0	5	0	0	1	1	8
Joint Development	0	11	0	0	0	0	0	43	0	0	0	3	57
Net 2015 Trips	0	10	0	0	1	1	0	48	0	0	1	4	65
Existing + Project	28	381	7	7	60	20	171	1161	19	50	283	37	2224
<b>2025 Project Trips</b>													
BART	-1	-3	0	0	1	1	0	-2	0	-1	1	1	-3
Joint Development	0	19	0	0	0	0	0	67	0	0	0	13	99
Net 2025 Trips	-1	16	0	0	1	1	0	65	0	-1	1	14	96
Background + Project	27	411	11	34	61	20	171	1303	19	49	290	47	2443
Cumulative No Project	48	568	27	34	65	37	171	1238	19	79	334	80	2620
<b>2035 Project Trips</b>													
BART	-1	-2	0	0	4	1	-2	10	0	-3	1	5	13
Joint Development	0	20	0	0	0	0	0	58	0	0	0	17	95
Net 2035 Trips	-1	18	0	0	4	1	-2	68	0	-3	1	22	108
Cumulative	47	586	27	34	69	38	169	1306	19	76	335	102	2808

Intersection Number: **50**  
 Trafix Node Number: 128  
 Intersection Name: Lafayette St & Homestead Rd  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	86	372	0	0	0	0	0	1180	120	85	0	168	2011
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	24	0	0	0	0	0	125	0	0	0	0	149
Total Approved Trips	0	24	0	0	0	0	0	125	0	0	0	0	149
Background Conditions	86	396	0	0	0	0	0	1305	120	85	0	168	2160
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	0	0	-1	-4	-2	0	2	-5
Joint Development	0	10	0	0	0	0	0	42	0	0	0	0	52
Net 2015 Trips	0	10	0	0	0	0	0	41	-4	-2	0	2	47
Existing + Project	86	382	0	0	0	0	0	1221	116	83	0	170	2058
<b>2025 Project Trips</b>													
BART	0	-5	0	0	0	0	0	-7	-6	-2	0	3	-17
Joint Development	0	19	0	0	0	0	0	67	0	0	0	0	86
Net 2025 Trips	0	14	0	0	0	0	0	60	-6	-2	0	3	69
Background + Project	86	410	0	0	0	0	0	1365	114	83	0	171	2229
Cumulative No Project	96	587	0	0	0	0	0	1305	120	85	0	168	2193
<b>2035 Project Trips</b>													
BART	1	-5	0	0	0	0	0	1	-5	-3	0	4	-7
Joint Development	0	19	0	0	0	0	0	58	0	0	0	0	77
Net 2035 Trips	1	14	0	0	0	0	0	59	-5	-3	0	4	70
Cumulative	97	601	0	0	0	0	0	1364	115	82	0	172	2431

Intersection Number: 51  
 Trafix Node Number: 121  
 Intersection Name: Lafayette St & Market St  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	85	262	123	256	54	7	9	1043	78	15	59	73	2064
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	24	0	0	0	0	0	125	0	0	0	0	149
Total Approved Trips	0	24	0	0	0	0	0	125	0	0	0	0	149
Background Conditions	85	286	123	256	54	7	9	1168	78	15	59	73	2213
<b>2015 Project Trips</b>													
BART	1	-1	-2	-6	-2	0	0	0	0	0	-3	1	-12
Joint Development	7	3	0	0	0	0	0	25	0	0	0	17	52
Net 2015 Trips	8	2	-2	-6	-2	0	0	25	0	0	-3	18	40
Existing + Project	93	264	121	250	52	7	9	1068	78	15	56	91	2104
<b>2025 Project Trips</b>													
BART	0	-1	-4	-5	-2	0	0	-7	-1	0	-6	1	-25
Joint Development	10	9	0	0	0	0	0	48	0	0	0	19	86
Net 2025 Trips	10	8	-4	-5	-2	0	0	41	-1	0	-6	20	61
Background + Project	95	294	119	251	52	7	9	1209	77	15	53	93	2274
Cumulative No Project	182	338	149	256	185	8	9	1168	94	23	176	73	2588
<b>2035 Project Trips</b>													
BART	2	-1	-6	-6	-2	0	0	-4	-3	0	-7	5	-22
Joint Development	9	10	0	0	0	0	0	44	0	0	1	15	79
Net 2035 Trips	11	9	-6	-6	-2	0	0	40	-3	0	-6	20	57
Cumulative	193	347	143	250	183	8	9	1208	91	23	170	93	2718

Intersection Number: 52  
 Trafix Node Number: 106  
 Intersection Name: El Camino Real & Benton St  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	19	391	71	39	19	3	9	1194	92	128	37	22	2024
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	56	0	0	0	4	27	86	1	4	0	1	179
Total Approved Trips	0	56	0	0	0	4	27	86	1	4	0	1	179
Background Conditions	19	447	71	39	19	7	36	1280	93	132	37	23	2203
<b>2015 Project Trips</b>													
BART	0	-3	1	3	2	0	0	4	-9	0	2	0	0
Joint Development	0	1	0	0	0	0	0	73	0	0	0	0	74
Net 2015 Trips	0	-2	1	3	2	0	0	77	-9	0	2	0	74
Existing + Project	19	389	72	42	21	3	9	1271	83	128	39	22	2098
<b>2025 Project Trips</b>													
BART	0	-6	1	4	3	0	0	-2	-9	-2	3	0	-8
Joint Development	0	4	0	0	0	0	0	60	0	0	0	0	64
Net 2025 Trips	0	-2	1	4	3	0	0	58	-9	-2	3	0	56
Background + Project	19	445	72	43	22	7	36	1338	84	130	40	23	2259
Cumulative No Project	19	892	71	39	19	7	36	1707	93	194	37	23	3114
<b>2035 Project Trips</b>													
BART	0	-10	1	5	6	0	0	11	-11	-5	3	0	0
Joint Development	0	5	0	0	0	0	0	61	0	0	0	0	66
Net 2035 Trips	0	-5	1	5	6	0	0	72	-11	-5	3	0	66
Cumulative	19	887	72	44	25	7	36	1779	82	189	40	23	3203

Intersection Number: **53**  
 Trafix Node Number: 1012  
 Intersection Name: El Camino Real & Railroad Ave  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	90	372	55	57	10	38	52	1228	175	21	0	11	2109
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	64	0	0	0	0	0	114	0	0	0	0	178
Total Approved Trips	0	64	0	0	0	0	0	114	0	0	0	0	178
Background Conditions	90	436	55	57	10	38	52	1342	175	21	0	11	2287
<b>2015 Project Trips</b>													
BART	-2	-1	0	0	0	2	1	-3	-11	-2	0	-1	-17
Joint Development	0	0	0	0	0	0	0	74	0	0	0	0	74
Net 2015 Trips	-2	-1	0	0	0	2	1	71	-11	-2	0	-1	57
Existing + Project	88	371	55	57	10	40	53	1299	164	19	0	10	2166
<b>2025 Project Trips</b>													
BART	-3	-4	0	0	0	2	0	-10	-11	-4	0	-1	-31
Joint Development	0	3	0	0	0	0	0	60	0	0	0	0	63
Net 2025 Trips	-3	-1	0	0	0	2	0	50	-11	-4	0	-1	32
Background + Project	87	435	55	57	10	40	52	1392	164	17	0	10	2319
Cumulative No Project	149	879	55	57	10	38	52	1711	175	24	0	16	3150
<b>2035 Project Trips</b>													
BART	-5	-10	0	0	0	4	-1	1	-13	-5	0	-1	-30
Joint Development	0	5	0	0	0	0	0	61	0	0	0	0	66
Net 2035 Trips	-5	-5	0	0	0	4	-1	62	-13	-5	0	-1	36
Cumulative	144	874	55	57	10	42	51	1773	162	19	0	15	3202

Intersection Number: **54**  
 Trafix Node Number: 1213  
 Intersection Name: El Camino Real & The Alameda  
 Peak Hour: AM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	49	418	10	3	1	1	18	1458	176	108	6	105	2353
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	64	0	0	0	0	0	113	0	0	0	0	177
Total Approved Trips	0	64	0	0	0	0	0	113	0	0	0	0	177
Background Conditions	49	482	10	3	1	1	18	1571	176	108	6	105	2530
<b>2015 Project Trips</b>													
BART	1	-5	0	0	0	0	0	-27	-10	-8	0	2	-47
Joint Development	0	0	0	0	0	0	0	69	0	0	0	1	70
Net 2015 Trips	1	-5	0	0	0	0	0	42	-10	-8	0	3	23
Existing + Project	50	413	10	3	1	1	18	1500	166	100	6	108	2376
<b>2025 Project Trips</b>													
BART	1	-10	0	0	0	0	0	-39	-11	-12	0	2	-69
Joint Development	0	2	0	0	0	0	0	54	0	1	0	2	59
Net 2025 Trips	1	-8	0	0	0	0	0	15	-11	-11	0	4	-10
Background + Project	50	474	10	3	1	1	18	1586	165	97	6	109	2520
Cumulative No Project	52	935	10	3	1	1	18	1641	176	232	6	246	3075
<b>2035 Project Trips</b>													
BART	1	-19	0	0	0	0	0	-37	-8	-18	0	1	-80
Joint Development	0	3	0	0	0	0	0	54	0	1	0	4	62
Net 2035 Trips	1	-16	0	0	0	0	0	17	-8	-17	0	5	-18
Cumulative	53	919	10	3	1	1	18	1658	168	215	6	251	3303

Intersection Number: **55**  
 Traffic Node Number: 1214  
 Intersection Name: The Alameda & Newhall Dr  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	21	601	10	28	18	82	32	1451	54	90	13	61	2461
<b>Approved Project Trips</b>													
San Jose ATI	0	64	0	0	0	0	0	114	0	2	1	3	184
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	64	0	0	0	0	0	114	0	2	1	3	184
Background Conditions	21	665	10	28	18	82	32	1565	54	92	14	64	2645
<b>2015 Project Trips</b>													
BART	0	-14	0	0	0	-3	-1	-38	0	-6	0	0	-62
Joint Development	0	0	0	0	0	1	0	58	0	2	0	12	73
Net 2015 Trips	0	-14	0	0	0	-2	-1	20	0	-4	0	12	11
Existing + Project	21	587	10	28	18	80	31	1471	54	86	13	73	2472
<b>2025 Project Trips</b>													
BART	0	-23	0	0	-1	-6	-3	-48	-3	-8	-1	-1	-94
Joint Development	0	3	0	0	0	1	0	39	0	3	0	14	60
Net 2025 Trips	0	-20	0	0	-1	-5	-3	-9	-3	-5	-1	13	-34
Background + Project	21	645	10	28	17	77	29	1556	51	87	13	77	2611
Cumulative No Project	67	1174	33	28	77	82	32	1642	113	109	55	64	3412
<b>2035 Project Trips</b>													
BART	1	-37	0	0	0	-8	-2	-42	-2	-7	-1	0	-98
Joint Development	0	4	0	0	0	1	0	39	0	3	0	14	61
Net 2035 Trips	1	-33	0	0	0	-7	-2	-3	-2	-4	-1	14	-37
Cumulative	68	1141	33	28	77	75	30	1639	111	105	54	78	3439

Intersection Number: **56**  
 Traffic Node Number: 3046  
 Intersection Name: The Alameda & I-880 (South)  
 Peak Hour: AM  
 Count Date: 05/07/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	176	670	0	300	0	200	308	1332	0	0	0	0	2986
<b>Approved Project Trips</b>													
San Jose ATI	17	49	0	39	0	15	5	83	0	0	0	0	208
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	49	0	39	0	15	5	83	0	0	0	0	208
Background Conditions	193	719	0	339	0	215	313	1415	0	0	0	0	3194
<b>2015 Project Trips</b>													
BART	0	-22	0	-30	0	0	0	-10	0	0	0	0	-62
Joint Development	0	3	0	21	0	0	0	38	0	0	0	0	62
Net 2015 Trips	0	-19	0	-9	0	0	0	28	0	0	0	0	0
Existing + Project	176	651	0	291	0	200	308	1360	0	0	0	0	2986
<b>2025 Project Trips</b>													
BART	0	-37	0	-33	0	-3	0	-21	0	0	0	0	-94
Joint Development	0	7	0	2	0	3	0	37	0	0	0	0	49
Net 2025 Trips	0	-30	0	-31	0	0	0	16	0	0	0	0	-45
Background + Project	193	689	0	308	0	215	313	1431	0	0	0	0	3149
Cumulative No Project	193	1252	0	339	0	231	313	1492	0	0	0	0	3820
<b>2035 Project Trips</b>													
BART	0	-54	0	-31	0	0	0	-14	0	0	0	0	-99
Joint Development	0	7	0	7	0	2	0	32	0	0	0	0	48
Net 2035 Trips	0	-47	0	-24	0	2	0	18	0	0	0	0	-51
Cumulative	193	1205	0	315	0	233	313	1510	0	0	0	0	3769

Intersection Number: **57**  
 Traffic Node Number: 3047  
 Intersection Name: The Alameda & I-880 (North)  
 Peak Hour: AM  
 Count Date: 05/07/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	250	610	0	0	0	0	469	1440	0	406	13	209	3397
<b>Approved Project Trips</b>													
San Jose ATI	19	39	0	0	0	0	0	48	0	37	0	3	146
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	39	0	0	0	0	0	48	0	37	0	3	146
Background Conditions	269	649	0	0	0	0	469	1488	0	443	13	212	3543
<b>2015 Project Trips</b>													
BART	0	-4	0	0	0	0	0	-14	0	4	0	-2	-16
Joint Development	0	1	0	0	0	0	0	25	0	0	0	15	41
Net 2015 Trips	0	-3	0	0	0	0	0	11	0	4	0	13	25
Existing + Project	250	607	0	0	0	0	469	1451	0	410	13	222	3422
<b>2025 Project Trips</b>													
BART	0	-18	0	0	0	0	0	-30	0	-6	0	-2	-56
Joint Development	0	6	0	0	0	0	0	30	0	2	0	8	46
Net 2025 Trips	0	-12	0	0	0	0	0	0	0	-4	0	6	-10
Background + Project	269	637	0	0	0	0	469	1488	0	439	13	218	3533
Cumulative No Project	269	1045	0	0	0	0	469	1488	0	841	13	212	4125
<b>2035 Project Trips</b>													
BART	0	-32	0	0	0	0	0	-24	0	-4	0	-2	-62
Joint Development	0	5	0	0	0	0	0	31	0	3	0	3	42
Net 2035 Trips	0	-27	0	0	0	0	0	7	0	-1	0	1	-20
Cumulative	269	1018	0	0	0	0	469	1495	0	840	13	213	4317

Intersection Number: **58**  
 Traffic Node Number: 3057  
 Intersection Name: The Alameda & W. Hedding St  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	49	615	106	120	222	23	92	1320	40	95	356	190	3228
<b>Approved Project Trips</b>													
San Jose ATI	0	49	23	15	13	8	13	13	4	18	60	10	226
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	49	23	15	13	8	13	13	4	18	60	10	226
Background Conditions	49	664	129	135	235	31	105	1333	44	113	416	200	3454
<b>2015 Project Trips</b>													
BART	0	-5	6	0	-1	-1	-3	-15	-1	0	4	0	-16
Joint Development	0	1	0	5	2	2	10	17	7	0	5	1	50
Net 2015 Trips	0	-4	6	5	1	1	7	2	6	0	9	1	34
Existing + Project	49	611	112	125	223	24	99	1322	46	95	365	191	3262
<b>2025 Project Trips</b>													
BART	0	-22	-2	-6	-15	-2	-3	-25	-2	-1	2	1	-75
Joint Development	3	4	0	8	10	0	4	21	2	0	5	1	58
Net 2025 Trips	3	-18	-2	2	-5	-2	1	-4	0	-1	7	2	-17
Background + Project	52	646	127	137	230	29	106	1329	44	112	423	202	3437
Cumulative No Project	92	1131	419	135	884	31	171	1333	47	178	770	245	5191
<b>2035 Project Trips</b>													
BART	0	-34	-2	-4	-12	-3	-3	-19	-3	-2	-1	0	-83
Joint Development	3	2	1	7	9	0	2	23	1	1	4	1	54
Net 2035 Trips	3	-32	-1	3	-3	-3	-1	4	-2	-1	3	1	-29
Cumulative	95	1099	418	138	881	28	170	1337	45	177	773	246	5407



Intersection Number: **59**  
 Traffic Node Number: 3058  
 Intersection Name: The Alameda & W. Taylor St/Naglee Ave  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	478	107	130	359	51	16	1144	114	93	403	153	3094
<b>Approved Project Trips</b>													
San Jose ATI	0	72	0	2	9	0	1	67	8	20	45	7	231
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	72	0	2	9	0	1	67	8	20	45	7	231
Background Conditions	46	550	107	132	368	51	17	1211	122	113	448	160	3325
<b>2015 Project Trips</b>													
BART	0	-3	-3	-6	-1	0	0	-15	3	0	2	-1	-24
Joint Development	0	2	0	5	1	0	1	28	0	0	1	1	39
Net 2015 Trips	0	-1	-3	-1	0	0	1	13	3	0	3	0	15
Existing + Project	46	477	104	129	359	51	17	1157	117	93	406	153	3109
<b>2025 Project Trips</b>													
BART	0	-13	-12	-7	-11	0	0	-23	1	4	-3	-1	-65
Joint Development	0	2	1	3	2	0	0	19	2	0	5	4	38
Net 2025 Trips	0	-11	-11	-4	-9	0	0	-4	3	4	2	3	-27
Background + Project	46	539	96	128	359	51	17	1207	125	117	450	163	3298
Cumulative No Project	46	744	471	132	936	74	17	1211	198	175	662	222	4666
<b>2035 Project Trips</b>													
BART	0	-19	-19	-5	-9	0	0	-18	2	6	-2	-2	-66
Joint Development	0	2	1	1	4	0	0	23	0	0	5	1	37
Net 2035 Trips	0	-17	-18	-4	-5	0	0	5	2	6	3	-1	-29
Cumulative	46	727	453	128	931	74	17	1216	200	181	665	221	4859

Intersection Number: **60**  
 Traffic Node Number: 127  
 Intersection Name: Homestead Rd & Lincoln St/Winchester Blvd  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	49	123	30	18	151	18	44	352	40	3	205	45	1078
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	5	7	22	5	16	0	0	0	21	0	76
Total Approved Trips	0	0	5	7	22	5	16	0	0	0	21	0	76
Background Conditions	49	123	35	25	173	23	60	352	40	3	226	45	1154
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	0	0	2	0	0	0	1	3
Joint Development	0	0	0	0	0	0	0	22	0	0	0	1	23
Net 2015 Trips	0	0	0	0	0	0	0	24	0	0	0	2	26
Existing + Project	49	123	30	18	151	18	44	376	40	3	205	47	1104
<b>2025 Project Trips</b>													
BART	0	-1	0	0	0	0	0	0	0	0	0	1	0
Joint Development	0	0	0	0	0	0	0	28	0	0	0	1	29
Net 2025 Trips	0	-1	0	0	0	0	0	28	0	0	0	2	29
Background + Project	49	122	35	25	173	23	60	380	40	3	226	47	1183
Cumulative No Project	50	159	35	25	173	23	60	783	40	3	251	55	1602
<b>2035 Project Trips</b>													
BART	0	0	0	0	0	0	0	7	0	0	0	2	9
Joint Development	0	0	0	0	0	0	0	20	0	0	0	2	22
Net 2035 Trips	0	0	0	0	0	0	0	27	0	0	0	4	31
Cumulative	50	159	35	25	173	23	60	810	40	3	251	59	1688

Intersection Number: **61**  
 Trafix Node Number: 123  
 Intersection Name: Homestead Rd & Monroe St  
 Peak Hour: AM  
 Count Date: 05/21/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	308	32	37	86	16	40	514	74	58	194	17	1384
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	3	8	0	0	0	0	0	21	0	0	0	4	36
Total Approved Trips	3	8	0	0	0	0	0	21	0	0	0	4	36
Background Conditions	11	316	32	37	86	16	40	535	74	58	194	21	1420
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	0	0	0	0	0	0	1	1
Joint Development	0	0	0	0	0	0	0	0	0	0	0	0	0
Net 2015 Trips	0	0	0	0	0	0	0	0	0	0	0	1	1
Existing + Project	8	308	32	37	86	16	40	514	74	58	194	18	1385
<b>2025 Project Trips</b>													
BART	0	0	0	0	0	0	0	0	0	-1	1	1	1
Joint Development	0	0	0	0	0	0	0	5	0	0	0	0	5
Net 2025 Trips	0	0	0	0	0	0	0	5	0	-1	1	1	6
Background + Project	11	316	32	37	86	16	40	540	74	57	195	22	1426
Cumulative No Project	11	316	32	39	86	17	89	614	97	86	194	21	1581
<b>2035 Project Trips</b>													
BART	0	0	0	0	0	0	-1	0	-1	-1	0	1	-2
Joint Development	0	0	0	0	0	0	0	4	0	0	0	0	4
Net 2035 Trips	0	0	0	0	0	0	-1	4	-1	-1	0	1	2
Cumulative	11	316	32	39	86	17	88	618	96	85	194	22	1604

Intersection Number: **62**  
 Trafix Node Number: 4069  
 Intersection Name: US 101 & Trimble  
 Peak Hour: AM  
 Count Date: 10/07/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	320	1124	0	566	0	1201	397	1405	0	5013
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	99	0	0	0	82	0	19	0	200
Total Approved Trips	0	0	0	0	99	0	0	0	82	0	19	0	200
Background Conditions	0	0	0	320	1223	0	566	0	1283	397	1424	0	5213
<b>2015 Project Trips</b>													
BART	0	0	0	0	-6	0	-3	0	-4	0	-4	0	-17
Joint Development	0	0	0	0	36	0	1	0	47	0	10	0	94
Net 2015 Trips	0	0	0	0	30	0	-2	0	43	0	6	0	77
Existing + Project	0	0	0	320	1154	0	564	0	1244	397	1411	0	5090
<b>2025 Project Trips</b>													
BART	0	0	0	0	-13	0	-17	0	-21	0	-15	0	-66
Joint Development	0	0	0	0	35	0	1	0	32	0	8	0	76
Net 2025 Trips	0	0	0	0	22	0	-16	0	11	0	-7	0	10
Background + Project	0	0	0	320	1245	0	550	0	1294	397	1417	0	5223
Cumulative No Project	0	0	0	320	1596	0	672	0	1283	397	1518	0	5786
<b>2035 Project Trips</b>													
BART	0	0	0	0	-10	0	-4	0	-7	0	-17	0	-38
Joint Development	0	0	0	0	22	0	1	0	36	0	6	0	65
Net 2035 Trips	0	0	0	0	12	0	-3	0	29	0	-11	0	27
Cumulative	0	0	0	320	1608	0	669	0	1312	397	1507	0	5813

Intersection Number: **1**  
 Traffic Node Number: 3612  
 Intersection Name: 21st St & E. Julian St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	20	0	393	158	406	0	0	0	0	597	8	1582	
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	1	6	0	0	0	0	2	0	9	
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	0	0	0	1	6	0	0	0	0	2	0	9	
Background Conditions	20	0	393	159	412	0	0	0	0	599	8	1591	
<b>2015 Project Trips</b>													
BART	0	0	-1	0	1	0	0	0	0	-10	0	-10	
Joint Development	0	0	3	7	67	0	0	0	0	23	0	100	
Net 2015 Trips	0	0	2	7	68	0	0	0	0	13	0	90	
Existing + Project	20	0	395	165	474	0	0	0	0	610	8	1672	
<b>2025 Project Trips</b>													
BART	0	0	-1	0	17	0	0	0	0	-13	0	3	
Joint Development	0	0	4	14	65	0	0	0	0	15	0	98	
Net 2025 Trips	0	0	3	14	82	0	0	0	0	2	0	101	
Background + Project	20	0	396	173	494	0	0	0	0	601	8	1692	
Cumulative No Project	20	0	393	197	477	0	0	0	0	685	18	1772	
<b>Cumulative Project Trips</b>													
BART	0	0	0	0	19	0	0	0	0	-18	0	1	
Joint Development	0	0	5	15	68	0	0	0	0	23	0	111	
Net 2035 Trips	0	0	5	15	87	0	0	0	0	5	0	112	
Cumulative With Project	20	0	398	212	564	0	0	0	0	690	18	1902	

Intersection Number: **2**  
 Traffic Node Number: 3613  
 Intersection Name: 24th St & E. Julian St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	443	179	155	0	118	239	757	0	1891
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	11	5	4	0	1	0	2	0	23
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	11	5	4	0	1	0	2	0	23
Background Conditions	0	0	0	0	454	184	159	0	119	239	759	0	1914
<b>2015 Project Trips</b>													
BART	0	0	0	0	2	-3	-10	0	-1	-1	-10	0	-23
Joint Development	0	0	0	0	74	20	12	0	0	0	26	0	132
Net 2015 Trips	0	0	0	0	76	17	2	0	-1	-1	16	0	109
Existing + Project	0	0	0	0	519	196	157	0	117	238	773	0	2000
<b>2025 Project Trips</b>													
BART	0	0	0	0	19	-11	-10	0	-2	-2	-11	0	-17
Joint Development	0	0	0	0	79	23	11	0	0	0	19	0	132
Net 2025 Trips	0	0	0	0	98	12	1	0	-2	-2	8	0	115
Background + Project	0	0	0	0	552	196	160	0	117	237	767	0	2029
Cumulative No Project	0	0	0	0	506	184	159	0	167	367	759	0	2142
<b>Cumulative Project Trips</b>													
BART	0	0	0	0	22	-7	-13	0	-4	-1	-17	0	-20
Joint Development	0	0	0	0	82	20	20	0	0	1	28	0	151
Net 2035 Trips	0	0	0	0	104	13	7	0	-4	0	11	0	131
Cumulative With Project	0	0	0	0	610	197	166	0	163	367	770	0	2273

Intersection Number: 3  
 Traffix Node Number: 4005  
 Intersection Name: N. 28th St & E. Julian St  
 Peak Hour: PM  
 Count Date: 04/09/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
<b>2015 Project Trips</b>													
BART	0	0	-1	-1	-16	3	63	0	14	3	-21	-1	43
Joint Development	0	5	0	0	0	76	242	5	96	37	3	0	464
Net 2015 Trips	0	5	-1	-1	-16	79	305	5	110	40	-18	-1	507
Existing + Project	0	25	120	92	624	110	362	25	131	74	889	4	2456
<b>2025 Project Trips</b>													
BART	-1	0	-1	-1	-28	10	75	0	33	9	-28	-1	67
Joint Development	0	5	0	0	0	73	220	4	102	31	0	0	435
Net 2025 Trips	-1	5	-1	-1	-28	83	295	4	135	40	-28	-1	502
Background + Project	-1	25	120	92	612	114	352	24	156	74	879	4	2451
Cumulative No Project	16	20	121	97	711	50	123	21	28	51	907	20	2145
<b>Cumulative Project Trips</b>													
BART	-1	0	-1	-2	-32	6	120	0	43	17	-42	-1	107
Joint Development	0	6	0	0	0	70	177	6	103	46	3	0	411
Net 2035 Trips	-1	6	-1	-2	-32	76	297	6	146	63	-39	-1	518
Cumulative With Project	15	26	120	95	679	126	420	27	174	114	868	19	2683

Intersection Number: 4  
 Traffix Node Number: 3210  
 Intersection Name: US 101 SB ramps & E. Julian St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	756	591	396	0	53	540	646	0	2982
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	29	142	74	0	2	0	24	0	271
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	29	142	74	0	2	0	24	0	271
Background Conditions	0	0	0	0	785	733	470	0	55	540	670	0	3253
<b>2015 Project Trips</b>													
BART	0	0	0	0	-7	0	-4	0	-6	56	-15	0	24
Joint Development	0	0	0	0	38	0	2	0	38	109	137	0	324
Net 2015 Trips	0	0	0	0	31	0	-2	0	32	165	122	0	348
Existing + Project	0	0	0	0	787	591	394	0	85	705	768	0	3330
<b>2025 Project Trips</b>													
BART	0	0	0	0	-11	-29	0	0	-11	63	-19	0	-7
Joint Development	0	0	0	0	43	0	3	0	30	84	136	0	296
Net 2025 Trips	0	0	0	0	32	-29	3	0	19	147	117	0	289
Background + Project	0	0	0	0	817	704	473	0	74	687	787	0	3542
Cumulative No Project	0	0	0	0	841	733	765	0	63	549	670	0	3621
<b>Cumulative Project Trips</b>													
BART	0	0	0	0	-17	-18	0	0	-9	100	-23	0	33
Joint Development	0	0	0	0	39	0	2	0	32	102	77	0	252
Net 2035 Trips	0	0	0	0	22	-18	2	0	23	202	54	0	285
Cumulative With Project	0	0	0	0	863	715	767	0	86	751	724	0	3906

Intersection Number: 5  
 Traffic Node Number: 3211  
 Intersection Name: US 101 NB ramps & McKee Rd  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	334	1006	0	573	0	310	0	1013	96	3332
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	51	185	0	204	0	0	0	94	0	534
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	51	185	0	204	0	0	0	94	0	534
Background Conditions	0	0	0	385	1191	0	777	0	310	0	1107	96	3866
<b>2015 Project Trips</b>													
BART	0	0	0	-5	-13	0	0	0	6	0	-14	-5	-31
Joint Development	0	0	0	1	38	0	0	0	0	0	87	51	177
Net 2015 Trips	0	0	0	-4	25	0	0	0	6	0	73	46	146
Existing + Project	0	0	0	330	1031	0	573	0	316	0	1086	142	3478
<b>2025 Project Trips</b>													
BART	0	0	0	-4	-16	0	-8	0	2	0	-23	-1	-50
Joint Development	0	0	0	0	43	0	0	0	0	0	100	39	182
Net 2025 Trips	0	0	0	-4	27	0	-8	0	2	0	77	38	132
Background + Project	0	0	0	381	1218	0	769	0	312	0	1184	134	3998
Cumulative No Project	0	0	0	385	1191	0	917	0	310	0	1416	96	4219
<b>Cumulative Project Trips</b>													
BART	0	0	0	-3	-17	0	-34	0	3	0	-30	0	-81
Joint Development	0	0	0	0	39	0	8	0	0	0	61	19	127
Net 2035 Trips	0	0	0	-3	22	0	-26	0	3	0	31	19	46
Cumulative With Project	0	0	0	382	1213	0	891	0	313	0	1447	115	4361

Intersection Number: 6  
 Traffic Node Number: 3678  
 Intersection Name: 33rd St & McKee Rd  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	113	11	72	22	1209	50	49	28	117	88	1036	109	2904
<b>Approved Project Trips</b>													
San Jose ATI	0	0	2	0	221	4	1	3	4	1	288	0	524
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	2	0	221	4	1	3	4	1	288	0	524
Background Conditions	113	11	74	22	1430	54	50	31	121	89	1324	109	3428
<b>2015 Project Trips</b>													
BART	-4	-1	0	0	-14	0	0	0	0	0	-13	-2	-34
Joint Development	3	0	0	0	35	0	0	1	0	7	76	4	126
Net 2015 Trips	-1	-1	0	0	21	0	0	1	0	7	63	2	92
Existing + Project	112	10	72	22	1230	50	49	29	117	95	1099	111	2996
<b>2025 Project Trips</b>													
BART	-2	0	0	0	-67	-1	0	0	0	4	-56	0	-122
Joint Development	3	0	0	0	39	0	0	0	0	3	93	4	142
Net 2025 Trips	1	0	0	0	-28	-1	0	0	0	7	37	4	20
Background + Project	114	11	74	22	1402	53	50	31	121	96	1361	113	3448
Cumulative No Project	113	41	127	32	1430	90	82	93	154	125	1779	109	4066
<b>Cumulative Project Trips</b>													
BART	-1	0	0	0	-21	-2	0	0	1	3	-74	0	-94
Joint Development	2	0	0	0	34	0	0	1	0	1	66	3	107
Net 2035 Trips	1	0	0	0	13	-2	0	1	1	4	-8	3	13
Cumulative With Project	114	41	127	32	1443	88	82	94	155	129	1771	112	4188

Intersection Number: **7**  
 Traffic Node Number: 3625  
 Intersection Name: King Rd & McKee Rd  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	358	500	120	111	788	117	98	202	95	123	805	330	3647
<b>Approved Project Trips</b>													
San Jose ATI	160	84	77	99	88	7	6	97	4	9	62	266	959
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	160	84	77	99	88	7	6	97	4	9	62	266	959
Background Conditions	518	584	197	210	876	124	104	299	99	132	867	596	4606
<b>2015 Project Trips</b>													
BART	-1	12	3	1	-13	-1	0	9	0	0	-14	1	-3
Joint Development	9	0	1	0	25	0	6	4	0	4	59	13	121
Net 2015 Trips	8	12	4	1	12	-1	6	13	0	4	45	14	118
Existing + Project	366	512	124	112	800	116	104	215	95	127	850	344	3765
<b>2025 Project Trips</b>													
BART	-9	-149	-2	0	-11	-1	0	-14	0	0	-17	-13	-216
Joint Development	14	0	1	0	25	0	6	4	1	6	67	21	145
Net 2025 Trips	5	-149	-1	0	14	-1	6	-10	1	6	50	8	-71
Background + Project	523	435	196	210	890	123	110	289	100	138	917	604	4535
Cumulative No Project	518	676	197	210	876	240	301	466	126	373	1026	689	5009
<b>Cumulative Project Trips</b>													
BART	-10	-167	-1	0	-13	-1	0	-36	1	3	-17	-51	-292
Joint Development	10	0	0	0	24	0	7	5	1	5	47	13	112
Net 2035 Trips	0	-167	-1	0	11	-1	7	-31	2	8	30	-38	-180
Cumulative With Project	518	509	196	210	887	239	308	435	128	381	1056	651	5518

Intersection Number: **8**  
 Traffic Node Number: 3596  
 Intersection Name: Jackson Ave & McKee Rd  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	217	378	337	200	773	284	266	215	189	158	793	161	3971
<b>Approved Project Trips</b>													
San Jose ATI	13	23	10	16	52	38	48	43	40	24	85	30	422
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	23	10	16	52	38	48	43	40	24	85	30	422
Background Conditions	230	401	347	216	825	322	314	258	229	182	878	191	4393
<b>2015 Project Trips</b>													
BART	0	16	4	0	-18	-3	0	0	0	0	-14	0	-15
Joint Development	1	0	0	0	17	0	0	0	1	1	50	3	73
Net 2015 Trips	1	16	4	0	-1	-3	0	0	1	1	36	3	58
Existing + Project	218	394	341	200	772	281	266	215	190	159	829	164	4029
<b>2025 Project Trips</b>													
BART	0	-6	-5	-1	-16	-1	0	0	0	0	-16	-1	-46
Joint Development	1	1	0	0	19	0	0	0	0	1	59	2	83
Net 2025 Trips	1	-5	-5	-1	3	-1	0	0	0	1	43	1	37
Background + Project	231	396	342	215	828	321	314	258	229	183	921	192	4430
Cumulative No Project	230	401	451	216	917	385	314	370	229	182	1126	274	4821
<b>Cumulative Project Trips</b>													
BART	0	-13	-3	-1	-17	-1	-1	-1	0	0	-19	-1	-57
Joint Development	0	0	0	0	18	0	0	0	0	1	39	4	62
Net 2035 Trips	0	-13	-3	-1	1	-1	-1	-1	0	1	20	3	5
Cumulative With Project	230	388	448	215	918	384	313	369	229	183	1146	277	5100

Intersection Number: **9**  
 Traffic Node Number: 3783  
 Intersection Name: 17th St & E. Santa Clara St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	3	54	143	38	346	5	22	27	9	17	916	16	1596
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	1	0	0	0	0	0	3	0	4
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	1	0	0	0	0	0	3	0	4
Background Conditions	3	54	143	38	347	5	22	27	9	17	919	16	1600
<b>2015 Project Trips</b>													
BART	0	0	0	0	-2	1	0	0	0	0	-14	0	-15
Joint Development	0	2	4	0	28	2	0	0	0	0	28	0	64
Net 2015 Trips	0	2	4	0	26	3	0	0	0	0	14	0	49
Existing + Project	3	56	147	38	372	8	22	27	9	17	930	16	1645
<b>2025 Project Trips</b>													
BART	0	-1	0	0	-1	1	0	0	0	0	-17	0	-18
Joint Development	0	4	3	1	42	3	0	0	0	0	26	0	79
Net 2025 Trips	0	3	3	1	41	4	0	0	0	0	9	0	61
Background + Project	3	57	146	39	388	9	22	27	9	17	928	16	1661
Cumulative No Project	3	83	336	120	782	13	22	65	21	158	919	18	2522
<b>Cumulative Project Trips</b>													
BART	0	-1	-1	0	15	2	1	0	0	-2	-30	0	-16
Joint Development	0	0	5	6	51	2	0	0	0	2	17	0	83
Net 2035 Trips	0	-1	4	6	66	4	1	0	0	0	-13	0	67
Cumulative With Project	3	82	340	126	848	17	23	65	21	158	906	18	2607

Intersection Number: **10**  
 Traffic Node Number: 3789  
 Intersection Name: 21st St & E. Santa Clara St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	20	12	41	35	331	22	25	3	25	64	948	28	1554
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	2	0	0	0	0	0	4	0	6
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	2	0	0	0	0	0	4	0	6
Background Conditions	20	12	41	35	333	22	25	3	25	64	952	28	1560
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	0	0	0	0	0	-12	0	-12
Joint Development	0	0	0	0	30	0	0	0	0	0	33	0	63
Net 2015 Trips	0	0	0	0	30	0	0	0	0	0	21	0	51
Existing + Project	20	12	41	35	361	22	25	3	25	64	969	28	1605
<b>2025 Project Trips</b>													
BART	-1	0	0	0	1	0	0	0	0	0	-16	0	-16
Joint Development	0	0	0	0	47	0	0	0	0	0	29	0	76
Net 2025 Trips	-1	0	0	0	48	0	0	0	0	0	13	0	60
Background + Project	19	12	41	35	381	22	25	3	25	64	965	28	1620
Cumulative No Project	90	17	46	46	763	33	25	10	25	64	966	32	2085
<b>Cumulative Project Trips</b>													
BART	-2	0	0	0	21	0	0	0	0	0	-28	0	-9
Joint Development	0	0	0	2	58	0	0	0	0	0	23	0	83
Net 2035 Trips	-2	0	0	2	79	0	0	0	0	0	-5	0	74
Cumulative With Project	88	17	46	48	842	33	25	10	25	64	961	32	2191

Intersection Number: **11**  
 Traffic Node Number: 3790  
 Intersection Name: 24th St & E. Santa Clara St  
 Peak Hour: PM  
 Count Date: 11/05/13  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	42	254	40	36	389	140	102	123	44	123	883	68	2244
<b>Approved Project Trips</b>													
San Jose ATI	1	10	1	0	2	4	6	5	0	0	4	0	33
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	10	1	0	2	4	6	5	0	0	4	0	33
Background Conditions	43	264	41	36	391	144	108	128	44	123	887	68	2277
<b>2015 Project Trips</b>													
BART	0	-4	0	0	1	12	8	-2	-1	-3	-2	-7	2
Joint Development	0	0	1	0	30	37	14	0	0	1	32	0	115
Net 2015 Trips	0	-4	1	0	31	49	22	-2	-1	-2	30	-7	117
Existing + Project	42	250	41	36	420	189	124	121	43	121	913	61	2361
<b>2025 Project Trips</b>													
BART	-1	-11	-1	0	5	25	15	-3	-1	-4	-3	-8	13
Joint Development	0	0	6	3	47	40	11	0	0	0	28	0	135
Net 2025 Trips	-1	-11	5	3	52	65	26	-3	-1	-4	25	-8	148
Background + Project	42	253	46	39	443	209	134	125	43	119	912	60	2425
Cumulative No Project	131	264	176	77	623	158	120	182	172	253	887	132	3043
<b>Cumulative Project Trips</b>													
BART	-1	-8	-1	0	24	29	14	-4	-2	-6	-9	-13	23
Joint Development	0	0	3	3	60	25	14	0	0	2	19	2	128
Net 2035 Trips	-1	-8	2	3	84	54	28	-4	-2	-4	10	-11	151
Cumulative With Project	130	256	178	80	707	212	148	178	170	249	897	121	3326

Intersection Number: **12**  
 Traffic Node Number: 4022  
 Intersection Name: 26th St & E. Santa Clara St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	39	52	51	41	467	46	41	16	6	25	847	28	1659
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	3	0	0	0	0	0	4	0	7
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	3	0	0	0	0	0	4	0	7
Background Conditions	39	52	51	41	470	46	41	16	6	25	851	28	1666
<b>2015 Project Trips</b>													
BART	0	0	0	0	13	0	0	0	0	0	4	0	17
Joint Development	0	0	0	0	68	0	0	0	0	0	49	0	117
Net 2015 Trips	0	0	0	0	81	0	0	0	0	0	53	0	134
Existing + Project	39	52	51	41	548	46	41	16	6	25	900	28	1793
<b>2025 Project Trips</b>													
BART	0	0	0	0	29	0	0	0	0	0	9	0	38
Joint Development	0	0	0	0	90	0	0	0	0	0	45	0	135
Net 2025 Trips	0	0	0	0	119	0	0	0	0	0	54	0	173
Background + Project	39	52	51	41	589	46	41	16	6	25	905	28	1839
Cumulative No Project	39	52	51	41	760	46	41	16	6	25	851	28	1928
<b>Cumulative Project Trips</b>													
BART	0	0	0	0	52	0	0	0	0	0	4	0	56
Joint Development	0	0	0	0	89	0	0	0	0	0	36	0	125
Net 2035 Trips	0	0	0	0	141	0	0	0	0	0	40	0	181
Cumulative With Project	39	52	51	41	901	46	41	16	6	25	891	28	2137



Intersection Number: 13  
 Traffic Node Number: 3788  
 Intersection Name: N. 28th St & E. Santa Clara St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	19	61	74	65	513	143	141	36	23	40	863	18	1996
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	9	1	0	0	0	0	7	0	17
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	9	1	0	0	0	0	7	0	0
Background Conditions	19	61	74	65	522	144	141	36	23	40	870	18	2013
<b>2015 Project Trips</b>													
BART	13	1	78	21	0	0	-2	1	0	0	-6	10	116
Joint Development	68	21	124	45	0	0	0	7	0	0	2	47	314
Net 2015 Trips	81	22	202	66	0	0	-2	8	0	0	-4	57	430
Existing + Project	100	83	276	131	513	143	139	44	23	40	859	75	2426
<b>2025 Project Trips</b>													
BART	31	3	173	34	-3	0	-2	2	0	0	-11	18	245
Joint Development	90	37	101	45	0	0	0	21	0	0	2	43	339
Net 2025 Trips	121	40	274	79	-3	0	-2	23	0	0	-9	61	584
Background + Project	140	101	348	144	519	144	139	59	23	40	861	79	2597
Cumulative No Project	64	61	74	65	760	144	141	109	23	46	870	19	2357
<b>Cumulative Project Trips</b>													
BART	56	17	169	39	-4	0	-2	5	0	0	-19	20	281
Joint Development	89	15	116	36	0	0	0	10	0	0	2	34	302
Net 2035 Trips	145	32	285	75	-4	0	-2	15	0	0	-17	54	583
Cumulative With Project	209	93	359	140	756	144	139	124	23	46	853	73	2959

Intersection Number: 14  
 Traffic Node Number: 3023  
 Intersection Name: US 101 & E. Santa Clara St  
 Peak Hour: PM  
 Count Date: 09/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	200	4	247	0	630	453	0	0	0	492	696	0	2722
<b>Approved Project Trips</b>													
San Jose ATI	4	0	13	0	6	4	0	0	0	2	10	0	39
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	0	13	0	6	4	0	0	0	2	10	0	39
Background Conditions	204	4	260	0	636	457	0	0	0	494	706	0	2761
<b>2015 Project Trips</b>													
BART	0	0	-2	0	21	-1	0	0	0	73	-3	0	88
Joint Development	0	0	25	0	45	6	0	0	0	86	40	0	202
Net 2015 Trips	0	0	23	0	66	5	0	0	0	159	37	0	290
Existing + Project	200	4	270	0	696	458	0	0	0	651	733	0	3012
<b>2025 Project Trips</b>													
BART	-1	0	0	0	31	-92	0	0	0	164	-4	0	98
Joint Development	2	0	12	0	44	5	0	0	0	78	25	0	166
Net 2025 Trips	1	0	12	0	75	-87	0	0	0	242	21	0	264
Background + Project	205	4	272	0	711	370	0	0	0	736	727	0	3025
Cumulative No Project	230	4	519	0	820	640	0	0	0	494	976	0	3683
<b>Cumulative Project Trips</b>													
BART	-1	0	2	0	35	-103	0	0	0	159	-12	0	80
Joint Development	1	0	23	0	35	0	0	0	0	71	47	0	177
Net 2035 Trips	0	0	25	0	70	-103	0	0	0	230	35	0	257
Cumulative With Project	230	4	544	0	890	537	0	0	0	724	1011	0	3940

Intersection Number: 15  
 Traffic Node Number: 3016  
 Intersection Name: US 101 & Alum Rock Ave  
 Peak Hour: PM  
 Count Date: 09/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	240	803	0	373	2	320	0	854	125	2717
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	11	29	0	5	0	0	0	20	1	66
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	11	29	0	5	0	0	0	20	1	66
Background Conditions	0	0	0	251	832	0	378	2	320	0	874	126	2783
<b>2015 Project Trips</b>													
BART	0	0	0	0	0	0	0	0	21	0	-3	-2	16
Joint Development	0	0	0	0	14	0	0	0	37	0	63	0	114
Net 2015 Trips	0	0	0	0	14	0	0	0	58	0	60	-2	130
Existing + Project	0	0	0	240	817	0	373	2	378	0	914	123	2847
<b>2025 Project Trips</b>													
BART	0	0	0	0	-92	0	-2	0	32	0	-1	-3	-66
Joint Development	0	0	0	0	14	0	0	0	35	0	38	0	87
Net 2025 Trips	0	0	0	0	-78	0	-2	0	67	0	37	-3	21
Background + Project	0	0	0	251	754	0	376	2	387	0	911	123	2804
Cumulative No Project	0	0	0	251	1108	0	548	2	393	0	1316	214	3618
<b>Cumulative Project Trips</b>													
BART	0	0	0	0	-103	0	-11	0	36	0	2	-12	-88
Joint Development	0	0	0	0	8	0	0	0	27	0	58	11	104
Net 2035 Trips	0	0	0	0	-95	0	-11	0	63	0	60	-1	16
Cumulative With Project	0	0	0	251	1013	0	537	2	456	0	1376	213	3848

Intersection Number: 16  
 Traffic Node Number: 3260  
 Intersection Name: 33rd St & Alum Rock Rd  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	109	37	47	29	543	19	28	41	95	128	710	61	1847
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	2	45	23	4	0	1	0	18	0	93
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	2	45	23	4	0	1	0	18	0	93
Background Conditions	109	37	47	31	588	42	32	41	96	128	728	61	1940
<b>2015 Project Trips</b>													
BART	0	0	0	0	-4	0	0	0	0	0	-3	0	-7
Joint Development	7	0	0	0	8	0	0	0	0	1	61	2	79
Net 2015 Trips	7	0	0	0	4	0	0	0	0	1	58	2	72
Existing + Project	116	37	47	29	547	19	28	41	95	129	768	63	1919
<b>2025 Project Trips</b>													
BART	2	0	0	0	-79	0	0	0	0	1	-4	-1	-81
Joint Development	2	0	0	0	12	0	0	0	0	1	36	1	52
Net 2025 Trips	4	0	0	0	-67	0	0	0	0	2	32	0	-29
Background + Project	113	37	47	31	521	42	32	41	96	130	760	61	1911
Cumulative No Project	109	74	57	72	835	42	43	72	98	128	1290	138	2820
<b>Cumulative Project Trips</b>													
BART	-1	0	0	0	-103	-1	0	0	1	0	-2	0	-106
Joint Development	0	0	0	0	7	0	0	0	0	1	53	2	63
Net 2035 Trips	-1	0	0	0	-96	-1	0	0	1	1	51	2	-43
Cumulative With Project	108	74	57	72	739	41	43	72	99	129	1341	140	2915

Intersection Number: 17  
 Traffix Node Number: 3064  
 Intersection Name: King Rd & Alum Rock Ave  
 Peak Hour: PM  
 Count Date: 09/16/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	113	508	106	94	579	136	97	257	140	214	573	118	2935
<b>Approved Project Trips</b>													
San Jose ATI	26	47	10	4	31	31	13	44	8	8	41	41	304
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	26	47	10	4	31	31	13	44	8	8	41	41	304
Background Conditions	139	555	116	98	610	167	110	301	148	222	614	159	3239
<b>2015 Project Trips</b>													
BART	-2	10	10	7	0	0	-2	3	0	1	-3	-1	23
Joint Development	1	1	2	0	5	0	3	2	1	11	39	9	74
Net 2015 Trips	-1	11	12	7	5	0	1	5	1	12	36	8	97
Existing + Project	112	519	118	101	584	136	98	262	141	226	609	126	3032
<b>2025 Project Trips</b>													
BART	-79	-22	-21	-6	-3	-1	-3	-4	0	0	1	-5	-143
Joint Development	0	1	4	0	5	0	3	6	6	7	24	5	61
Net 2025 Trips	-79	-21	-17	-6	2	-1	0	2	6	7	25	0	-82
Background + Project	60	534	99	92	612	166	110	303	154	229	639	159	3157
Cumulative No Project	291	771	205	131	674	173	204	464	211	314	816	378	4254
<b>Cumulative Project Trips</b>													
BART	-102	-38	-23	-10	-2	-2	-3	-13	1	1	6	-9	-194
Joint Development	0	1	3	0	6	0	1	1	2	10	31	13	68
Net 2035 Trips	-102	-37	-20	-10	4	-2	-2	-12	3	11	37	4	-126
Cumulative With Project	189	734	185	121	678	171	202	452	214	325	853	382	4506

Intersection Number: 18  
 Traffix Node Number: 3063  
 Intersection Name: Jackson Ave & Alum Rock Ave  
 Peak Hour: PM  
 Count Date: 09/30/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	117	867	120	156	479	238	168	385	127	105	454	213	3429
<b>Approved Project Trips</b>													
San Jose ATI	9	85	30	15	21	25	31	61	75	61	7	6	426
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	9	85	30	15	21	25	31	61	75	61	7	6	426
Background Conditions	126	952	150	171	500	263	199	446	202	166	461	219	3855
<b>2015 Project Trips</b>													
BART	0	13	0	0	-2	-10	0	0	6	9	-4	0	12
Joint Development	0	0	0	0	3	0	0	0	0	13	27	1	44
Net 2015 Trips	0	13	0	0	1	-10	0	0	6	22	23	1	56
Existing + Project	117	880	120	156	480	228	168	385	133	127	477	214	3485
<b>2025 Project Trips</b>													
BART	0	-9	0	-1	-3	-5	0	0	-7	-16	-3	0	-44
Joint Development	1	0	0	0	2	1	0	0	0	8	16	1	29
Net 2025 Trips	1	-9	0	-1	-1	-4	0	0	-7	-8	13	1	-15
Background + Project	127	943	150	170	499	259	199	446	195	158	474	220	3840
Cumulative No Project	181	952	230	171	500	312	204	595	243	316	610	241	4314
<b>Cumulative Project Trips</b>													
BART	0	-15	0	-2	-4	-2	0	0	-10	-7	-5	-1	-46
Joint Development	0	0	1	0	2	0	0	0	2	12	20	1	38
Net 2035 Trips	0	-15	1	-2	-2	-2	0	0	-8	5	15	0	-8
Cumulative With Project	181	937	231	169	498	310	204	595	235	321	625	241	4547

Intersection Number: **19**  
 Traffic Node Number: 3043  
 Intersection Name: I-680 S & Alum Rock Ave (West)  
 Peak Hour: PM  
 Count Date: 09/25/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	282	27	340	592	539	34	41	0	20	45	651	0	2571
<b>Approved Project Trips</b>													
San Jose ATI	12	0	0	0	16	0	0	0	0	0	35	0	63
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	0	0	0	16	0	0	0	0	0	35	0	63
Background Conditions	294	27	340	592	555	34	41	0	20	45	686	0	2634
<b>2015 Project Trips</b>													
BART	-11	0	-2	0	-1	0	0	0	0	0	-4	0	-18
Joint Development	0	0	1	0	3	0	0	0	0	0	26	0	30
Net 2015 Trips	-11	0	-1	0	2	0	0	0	0	0	22	0	12
Existing + Project	271	27	339	592	541	34	41	0	20	45	673	0	2583
<b>2025 Project Trips</b>													
BART	-5	0	-9	0	-3	0	0	0	0	0	-4	0	-21
Joint Development	1	0	1	0	2	0	0	0	0	0	15	0	19
Net 2025 Trips	-4	0	-8	0	-1	0	0	0	0	0	11	0	-2
Background + Project	290	27	332	592	554	34	41	0	20	45	697	0	2632
Cumulative No Project	476	35	340	592	555	34	59	0	32	57	943	0	3123
<b>Cumulative Project Trips</b>													
BART	-3	0	-2	0	-5	0	0	0	0	0	-5	0	-15
Joint Development	0	0	2	0	2	0	0	0	0	0	20	0	24
Net 2035 Trips	-3	0	0	0	-3	0	0	0	0	0	15	0	9
Cumulative With Project	473	35	340	592	552	34	59	0	32	57	958	0	3132

Intersection Number: **20**  
 Traffic Node Number: 3042  
 Intersection Name: I-680 N & Alum Rock Ave (East)  
 Peak Hour: PM  
 Count Date: 09/25/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	240	1047	0	1038	0	154	0	873	0	3352
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	4	37	0	0	0	0	8	32	0	81
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	4	37	0	0	0	0	8	32	0	81
Background Conditions	0	0	0	244	1084	0	1038	0	154	8	905	0	3433
<b>2015 Project Trips</b>													
BART	0	0	0	0	-2	0	-1	0	0	0	-3	0	-6
Joint Development	0	0	0	0	3	0	0	0	0	0	13	0	16
Net 2015 Trips	0	0	0	0	1	0	-1	0	0	0	10	0	10
Existing + Project	0	0	0	240	1048	0	1037	0	154	0	883	0	3362
<b>2025 Project Trips</b>													
BART	0	0	0	0	-8	0	-6	0	-3	0	-9	0	-26
Joint Development	0	0	0	0	2	0	0	0	0	0	10	0	12
Net 2025 Trips	0	0	0	0	-6	0	-6	0	-3	0	1	0	-14
Background + Project	0	0	0	244	1078	0	1032	0	151	8	906	0	3419
Cumulative No Project	0	0	0	244	1214	0	1038	0	154	8	927	0	3585
<b>Cumulative Project Trips</b>													
BART	0	0	0	0	-7	0	-7	0	-5	0	-4	0	-23
Joint Development	0	0	0	0	2	0	1	0	0	0	12	0	15
Net 2035 Trips	0	0	0	0	-5	0	-6	0	-5	0	8	0	-8
Cumulative With Project	0	0	0	244	1209	0	1032	0	149	8	935	0	3577

Intersection Number: **21**  
 Traffic Node Number: 3762  
 Intersection Name: 24th St & San Antonio St  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	20	329	20	29	80	87	102	270	41	38	143	7	1166
<b>Approved Project Trips</b>													
San Jose ATI	0	10	1	0	0	0	1	3	0	0	0	0	15
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	10	1	0	0	0	1	3	0	0	0	0	15
Background Conditions	20	339	21	29	80	87	103	273	41	38	143	7	1181
<b>2015 Project Trips</b>													
BART	1	6	0	0	0	0	0	5	0	0	0	0	12
Joint Development	1	36	0	0	0	0	2	14	0	0	3	1	57
Net 2015 Trips	2	42	0	0	0	0	2	19	0	0	3	1	69
Existing + Project	22	371	20	29	80	87	104	289	41	38	146	8	1235
<b>2025 Project Trips</b>													
BART	-3	12	0	0	0	0	0	10	0	0	0	1	20
Joint Development	1	38	0	0	0	0	10	10	0	0	7	0	66
Net 2025 Trips	-2	50	0	0	0	0	10	20	0	0	7	1	86
Background + Project	18	389	21	29	80	87	113	293	41	38	150	8	1267
Cumulative No Project	24	339	53	39	94	105	130	422	48	52	347	56	1653
<b>Cumulative Project Trips</b>													
BART	1	14	-1	0	0	0	-1	9	0	0	0	-2	20
Joint Development	1	25	0	0	0	0	3	10	0	0	3	3	45
Net 2035 Trips	2	39	-1	0	0	0	2	19	0	0	3	1	65
Cumulative With Project	26	378	52	39	94	105	132	441	48	52	350	57	1774

Intersection Number: **22**  
 Traffic Node Number: 3627  
 Intersection Name: King Rd & E. San Antonio St.  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	62	528	167	80	206	88	149	318	126	112	241	37	2114
<b>Approved Project Trips</b>													
San Jose ATI	2	54	2	1	2	0	1	52	1	0	1	1	117
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	54	2	1	2	0	1	52	1	0	1	1	117
Background Conditions	64	582	169	81	208	88	150	370	127	112	242	38	2231
<b>2015 Project Trips</b>													
BART	0	10	0	0	0	0	0	2	0	2	1	-2	13
Joint Development	0	12	0	0	0	0	0	1	0	5	5	5	28
Net 2015 Trips	0	22	0	0	0	0	0	3	0	7	6	3	41
Existing + Project	62	550	167	80	206	88	149	321	126	119	247	40	2155
<b>2025 Project Trips</b>													
BART	-2	-21	0	0	0	-1	-2	-4	0	-1	1	-2	-32
Joint Development	0	8	0	0	0	0	0	2	0	8	11	12	41
Net 2025 Trips	-2	-13	0	0	0	-1	-2	-2	0	7	12	10	9
Background + Project	62	569	169	81	208	87	148	368	127	119	254	48	2240
Cumulative No Project	128	810	220	81	222	106	173	544	150	112	315	197	2861
<b>Cumulative Project Trips</b>													
BART	-4	-33	-1	0	0	-2	-3	-14	0	0	5	-3	-55
Joint Development	0	11	0	0	0	0	0	2	2	3	4	2	24
Net 2035 Trips	-4	-22	-1	0	0	-2	-3	-12	2	3	9	-1	-31
Cumulative With Project	124	788	219	81	222	104	170	532	152	115	324	196	3027

Intersection Number: **23**  
 Traffix Node Number: 3384  
 Intersection Name: Jackson Ave & E. San Antonio St/Capitol Expy  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	186	762	350	222	249	39	84	339	167	223	323	133	3077
<b>Approved Project Trips</b>													
San Jose ATI	26	63	57	36	7	0	0	37	1	0	5	11	243
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	26	63	57	36	7	0	0	37	1	0	5	11	243
Background Conditions	212	825	407	258	256	39	84	376	168	223	328	144	3320
<b>2015 Project Trips</b>													
BART	0	-8	21	6	0	0	0	0	0	0	0	0	19
Joint Development	0	1	12	0	0	0	0	0	0	3	3	0	19
Net 2015 Trips	0	-7	33	6	0	0	0	0	0	3	3	0	38
Existing + Project	186	755	383	228	249	39	84	339	167	226	326	133	3115
<b>2025 Project Trips</b>													
BART	0	-11	-20	-6	0	0	0	-1	0	0	0	0	-38
Joint Development	0	1	7	0	0	0	0	0	0	5	6	0	19
Net 2025 Trips	0	-10	-13	-6	0	0	0	-1	0	5	6	0	-19
Background + Project	212	815	394	252	256	39	84	375	168	228	334	144	3301
Cumulative No Project	212	825	803	445	269	76	100	486	190	410	328	149	4144
<b>Cumulative Project Trips</b>													
BART	0	-9	-14	-9	0	0	0	-1	0	1	-2	0	-34
Joint Development	0	1	10	2	0	0	0	0	0	3	1	0	17
Net 2035 Trips	0	-8	-4	-7	0	0	0	-1	0	4	-1	0	-17
Cumulative With Project	212	817	799	438	269	76	100	485	190	414	327	149	4276

Intersection Number: **24**  
 Traffix Node Number: 3832  
 Intersection Name: 24th St & E. William St.  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	25	425	7	3	17	30	69	364	121	192	35	40	1328
<b>Approved Project Trips</b>													
San Jose ATI	0	10	0	0	1	2	0	0	0	0	0	0	13
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	10	0	0	1	2	0	0	0	0	0	0	13
Background Conditions	25	435	7	3	18	32	69	364	121	192	35	40	1341
<b>2015 Project Trips</b>													
BART	0	8	-4	-1	0	-1	-1	7	0	0	0	0	8
Joint Development	0	35	0	0	0	0	0	14	0	0	0	0	49
Net 2015 Trips	0	43	-4	-1	0	-1	-1	21	0	0	0	0	57
Existing + Project	25	468	3	2	17	29	68	385	121	192	35	40	1385
<b>2025 Project Trips</b>													
BART	0	15	-3	-1	0	-3	-2	11	0	0	0	0	17
Joint Development	0	38	0	0	0	0	0	15	0	0	0	4	57
Net 2025 Trips	0	53	-3	-1	0	-3	-2	26	0	0	0	4	74
Background + Project	25	488	4	2	18	29	67	390	121	192	35	44	1415
Cumulative No Project	25	459	7	59	84	32	69	477	149	252	119	58	1732
<b>Cumulative Project Trips</b>													
BART	0	20	-5	-3	0	-2	-2	11	0	0	-1	0	18
Joint Development	0	24	0	0	0	0	0	12	0	0	0	2	38
Net 2035 Trips	0	44	-5	-3	0	-2	-2	23	0	0	-1	2	56
Cumulative With Project	25	503	2	56	84	30	67	500	149	252	118	60	1846

Intersection Number: **25**  
 Traffix Node Number: 3036  
 Intersection Name: McLaughlin Ave & I-280 SB Ramp  
 Peak Hour: PM  
 Count Date: 09/24/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	557	0	0	0	0	0	783	0	546	0	273	2159
<b>Approved Project Trips</b>													
San Jose ATI	0	64	0	0	0	0	0	142	0	102	0	18	326
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	64	0	0	0	0	0	142	0	102	0	18	326
Background Conditions	0	621	0	0	0	0	0	925	0	648	0	291	2485
<b>2015 Project Trips</b>													
BART	0	4	0	0	0	0	0	6	0	-2	0	0	8
Joint Development	0	10	0	0	0	0	0	9	0	3	0	4	26
Net 2015 Trips	0	14	0	0	0	0	0	15	0	1	0	4	34
Existing + Project	0	571	0	0	0	0	0	798	0	547	0	277	2193
<b>2025 Project Trips</b>													
BART	0	13	0	0	0	0	0	7	0	-7	0	0	13
Joint Development	0	15	0	0	0	0	0	9	0	1	0	5	30
Net 2025 Trips	0	28	0	0	0	0	0	16	0	-6	0	5	43
Background + Project	0	649	0	0	0	0	0	941	0	642	0	296	2528
Cumulative No Project	0	640	0	0	0	0	0	1004	0	648	0	291	2292
<b>Cumulative Project Trips</b>													
BART	0	14	0	0	0	0	0	7	0	-9	0	-1	11
Joint Development	0	11	0	0	0	0	0	8	0	1	0	2	22
Net 2035 Trips	0	25	0	0	0	0	0	15	0	-8	0	1	33
Cumulative With Project	0	665	0	0	0	0	0	1019	0	640	0	292	2616

Intersection Number: **26**  
 Traffix Node Number: 3683  
 Intersection Name: McLaughlin Ave & Story Rd  
 Peak Hour: PM  
 Count Date: 10/09/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	224	669	249	214	970	494	201	284	122	101	1112	284	4924
<b>Approved Project Trips</b>													
San Jose ATI	120	17	3	5	410	11	5	14	71	73	411	120	1260
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	120	17	3	5	410	11	5	14	71	73	411	120	1260
Background Conditions	344	686	252	219	1380	505	206	298	193	174	1523	404	6184
<b>2015 Project Trips</b>													
BART	1	0	1	0	1	1	-4	4	0	0	-1	2	5
Joint Development	5	4	2	0	7	5	0	3	0	1	3	5	35
Net 2015 Trips	6	4	3	0	8	6	-4	7	0	1	2	7	40
Existing + Project	230	673	252	214	978	500	197	291	122	102	1114	291	4964
<b>2025 Project Trips</b>													
BART	3	1	0	0	-1	-11	-7	3	0	0	-17	6	-23
Joint Development	8	9	0	0	9	4	0	2	0	1	4	6	43
Net 2025 Trips	11	10	0	0	8	-7	-7	5	0	1	-13	12	20
Background + Project	355	696	252	219	1388	498	199	303	193	175	1510	416	6204
Cumulative No Project	344	686	252	425	1380	505	219	308	193	240	1773	404	6325
<b>Cumulative Project Trips</b>													
BART	5	2	-2	0	-3	-8	-8	4	0	-1	-17	3	-25
Joint Development	2	4	4	0	7	4	0	2	0	0	1	5	29
Net 2035 Trips	7	6	2	0	4	-4	-8	6	0	-1	-16	8	4
Cumulative With Project	351	692	254	425	1384	501	211	314	193	239	1757	412	6733

Intersection Number: **27**  
 Traffix Node Number: 3623  
 Intersection Name: King Rd & Mabury Rd  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	81	657	219	98	208	79	94	292	112	173	417	92	2522
<b>Approved Project Trips</b>													
San Jose ATI	55	305	48	47	55	19	18	279	137	153	61	41	1218
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	55	305	48	47	55	19	18	279	137	153	61	41	1218
Background Conditions	136	962	267	145	263	98	112	571	249	326	478	133	3740
<b>2015 Project Trips</b>													
BART	-10	-8	0	0	2	0	0	-5	16	19	36	0	50
Joint Development	0	11	0	0	1	0	0	16	0	1	2	0	31
Net 2015 Trips	-10	3	0	0	3	0	0	11	16	20	38	0	81
Existing + Project	71	660	219	98	211	79	94	303	128	193	455	92	2603
<b>2025 Project Trips</b>													
BART	-8	-14	-1	0	-1	0	0	-8	-21	-150	-8	-7	-218
Joint Development	0	11	0	0	1	0	0	21	2	6	5	2	48
Net 2025 Trips	-8	-3	-1	0	0	0	0	13	-19	-144	-3	-5	-170
Background + Project	128	959	266	145	263	98	112	584	230	182	475	128	3570
Cumulative No Project	177	962	278	145	388	98	128	715	427	326	656	573	4300
<b>Cumulative Project Trips</b>													
BART	-6	-15	0	0	-1	0	0	-29	-58	-164	-14	7	-280
Joint Development	0	8	0	0	1	0	1	14	3	3	5	3	38
Net 2035 Trips	-6	-7	0	0	0	0	1	-15	-55	-161	-9	10	-242
Cumulative With Project	171	955	278	145	388	98	129	700	372	165	647	583	4631

Intersection Number: **28**  
 Traffix Node Number: 5332  
 Intersection Name: Scott Blvd & Central Expy  
 Peak Hour: PM  
 Count Date: 10/02/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	77	510	328	53	646	315	203	161	142	407	1718	41	4601
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	67	91	36	99	1	4	23	24	105	347	0	797
Total Approved Trips	0	67	91	36	99	1	4	23	24	105	347	0	797
Background Conditions	77	577	419	89	745	316	207	184	166	512	2065	41	5398
<b>2015 Project Trips</b>													
BART	0	0	-1	0	-2	-1	0	0	0	0	-3	0	-7
Joint Development	0	0	2	7	22	0	0	0	0	0	11	0	42
Net 2015 Trips	0	0	1	7	20	-1	0	0	0	0	8	0	35
Existing + Project	77	510	329	60	666	314	203	161	142	407	1726	41	4636
<b>2025 Project Trips</b>													
BART	0	-2	-4	-1	-8	-5	-2	-1	0	0	-15	0	-38
Joint Development	0	0	4	11	32	0	0	0	0	0	13	0	60
Net 2025 Trips	0	-2	0	10	24	-5	-2	-1	0	0	-2	0	22
Background + Project	77	575	419	99	769	311	205	183	166	512	2063	41	5420
Cumulative No Project	140	609	736	203	1466	736	207	184	329	512	2574	106	7696
<b>Cumulative Project Trips</b>													
BART	0	-2	-2	0	-5	-6	-1	0	0	0	-10	0	-26
Joint Development	0	0	4	7	35	0	0	0	0	0	13	0	59
Net 2035 Trips	0	-2	2	7	30	-6	-1	0	0	0	3	0	33
Cumulative With Project	140	607	738	210	1496	730	206	184	329	512	2577	106	7835



Intersection Number: **29**  
 Traffic Node Number: 5334  
 Intersection Name: Lafayette St & Central Expy  
 Peak Hour: PM  
 Count Date: 09/24/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	276	897	354	79	706	197	291	275	152	389	2478	97	6191
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	2	24	0	0	100	2	16	14	29	109	326	4	626
Total Approved Trips	2	24	0	0	100	2	16	14	29	109	326	4	626
Background Conditions	278	921	354	79	806	199	307	289	181	498	2804	101	6817
<b>2015 Project Trips</b>													
BART	0	0	-1	0	-3	0	0	0	0	0	-4	0	-8
Joint Development	0	2	8	16	29	2	0	0	0	2	13	0	72
Net 2015 Trips	0	2	7	16	26	2	0	0	0	2	9	0	64
Existing + Project	276	899	361	95	732	199	291	275	152	391	2487	97	6255
<b>2025 Project Trips</b>													
BART	-2	-3	-5	-1	-12	0	-1	-1	-1	-3	-18	0	-47
Joint Development	0	2	8	27	42	7	0	1	3	2	16	0	108
Net 2025 Trips	-2	-1	3	26	30	7	-1	0	2	-1	-2	0	61
Background + Project	276	920	357	105	836	206	306	289	183	497	2802	101	6878
Cumulative No Project	919	921	425	260	1269	199	311	574	305	825	3083	271	9091
<b>Cumulative Project Trips</b>													
BART	-1	-1	-1	-1	-10	-1	0	-2	0	-1	-11	0	-29
Joint Development	0	2	4	21	39	4	0	4	3	4	14	0	95
Net 2035 Trips	-1	1	3	20	29	3	0	2	3	3	3	0	66
Cumulative With Project	918	922	428	280	1298	202	311	576	308	828	3086	271	9428

Intersection Number: **30**  
 Traffic Node Number: 5335  
 Intersection Name: De La Cruz Blvd & Central Expy  
 Peak Hour: PM  
 Count Date: 10/02/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	817	1092	0	0	0	0	0	657	182	1026	0	2083	5857
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	62	5	0	0	0	0	0	3	52	162	0	180	464
Total Approved Trips	62	5	0	0	0	0	0	3	52	162	0	180	464
Background Conditions	879	1097	0	0	0	0	0	660	234	1188	0	2263	6321
<b>2015 Project Trips</b>													
BART	-2	-5	0	0	0	0	0	-5	-2	-4	0	-2	-20
Joint Development	4	21	0	0	0	0	0	104	46	19	0	2	196
Net 2015 Trips	2	16	0	0	0	0	0	99	44	15	0	0	176
Existing + Project	819	1108	0	0	0	0	0	756	226	1041	0	2083	6033
<b>2025 Project Trips</b>													
BART	-10	-16	0	0	0	0	0	-14	-5	-8	0	-18	-71
Joint Development	9	18	0	0	0	0	0	73	66	20	0	3	189
Net 2025 Trips	-1	2	0	0	0	0	0	59	61	12	0	-15	118
Background + Project	878	1099	0	0	0	0	0	719	295	1200	0	2248	6439
Cumulative No Project	879	1097	0	0	0	0	0	660	917	1407	0	2399	4960
<b>Cumulative Project Trips</b>													
BART	-9	-12	0	0	0	0	0	-10	-5	-7	0	-8	-51
Joint Development	5	13	0	0	0	0	0	43	60	15	0	3	139
Net 2035 Trips	-4	1	0	0	0	0	0	33	55	8	0	-5	88
Cumulative With Project	875	1098	0	0	0	0	0	693	972	1415	0	2394	7447

Intersection Number: **31**  
 Traffic Node Number: 6  
 Intersection Name: De La Cruz Blvd & Martin Ave  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	1980	138	70	18	14	11	402	56	407	139	151	3432
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	179	0	0	0	0	0	54	9	24	0	1	267
Total Approved Trips	0	179	0	0	0	0	0	54	9	24	0	1	267
Background Conditions	46	2159	138	70	18	14	11	456	65	431	139	152	3699
<b>2015 Project Trips</b>													
BART	0	-9	0	0	0	0	0	-6	-1	-1	0	-1	-18
Joint Development	0	41	0	0	0	0	4	150	8	2	8	0	213
Net 2015 Trips	0	32	0	0	0	0	4	144	7	1	8	-1	195
Existing + Project	46	2012	138	70	18	14	15	546	63	408	147	150	3627
<b>2025 Project Trips</b>													
BART	0	-24	0	0	0	0	0	-15	-2	-2	0	-3	-46
Joint Development	0	39	0	5	21	0	6	135	9	2	20	0	237
Net 2025 Trips	0	15	0	5	21	0	6	120	7	0	20	-3	191
Background + Project	46	2174	138	75	39	14	17	576	72	431	159	149	3890
Cumulative No Project	50	2159	138	75	83	14	17	880	136	431	160	152	4143
<b>Cumulative Project Trips</b>													
BART	0	-21	0	0	0	0	0	-14	-4	-2	0	-1	-42
Joint Development	0	30	0	1	26	0	8	103	6	2	20	0	196
Net 2035 Trips	0	9	0	1	26	0	8	89	2	0	20	-1	154
Cumulative With Project	50	2168	138	76	109	14	25	969	138	431	180	151	4449

Intersection Number: **32**  
 Traffic Node Number: 175  
 Intersection Name: De La Cruz Blvd & Reed St  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	33	2440	26	17	5	78	10	398	54	231	10	15	3317
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	202	0	0	0	0	0	63	0	19	0	0	284
Total Approved Trips	0	202	0	0	0	0	0	63	0	19	0	0	284
Background Conditions	33	2642	26	17	5	78	10	461	54	250	10	15	3601
<b>2015 Project Trips</b>													
BART	0	-11	0	-1	0	-2	-1	-7	0	-1	0	0	-23
Joint Development	0	45	0	0	0	2	4	161	7	3	0	0	222
Net 2015 Trips	0	34	0	-1	0	0	3	154	7	2	0	0	199
Existing + Project	33	2474	26	16	5	78	13	552	61	233	10	15	3516
<b>2025 Project Trips</b>													
BART	0	-25	0	-1	0	-5	-1	-15	0	-2	0	0	-49
Joint Development	0	42	0	0	0	1	3	150	11	2	0	0	209
Net 2025 Trips	0	17	0	-1	0	-4	2	135	11	0	0	0	160
Background + Project	33	2659	26	16	5	74	12	596	65	250	10	15	3761
Cumulative No Project	33	2642	26	24	29	78	10	944	91	250	14	24	4141
<b>Cumulative Project Trips</b>													
BART	-1	-20	0	-1	0	-3	-1	-17	4	-1	0	0	-40
Joint Development	0	35	0	0	0	1	3	121	10	3	0	0	173
Net 2035 Trips	-1	15	0	-1	0	-2	2	104	14	2	0	0	133
Cumulative With Project	32	2657	26	23	29	76	12	1048	105	252	14	24	4298

Intersection Number: **33**  
 Traffic Node Number: 9  
 Intersection Name: Coleman Ave & Brokaw Rd  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	55	1875	7	23	28	362	44	555	197	305	7	203	3661
<b>Approved Project Trips</b>													
San Jose ATI	0	352	0	0	0	0	0	704	0	0	0	0	1056
Santa Clara ATI	0	190	0	0	0	0	0	54	0	0	0	0	244
Total Approved Trips	0	542	0	0	0	0	0	758	0	0	0	0	1300
Background Conditions	55	2417	7	23	28	362	44	1313	197	305	7	203	4961
<b>2015 Project Trips</b>													
BART	3	-17	0	0	0	0	0	-17	-1	0	0	27	-5
Joint Development	96	3	0	0	14	0	0	8	98	162	2	389	772
Net 2015 Trips	99	-14	0	0	14	0	0	-9	97	162	2	416	767
Existing + Project	154	1861	7	23	42	362	44	546	294	467	9	619	4428
<b>2025 Project Trips</b>													
BART	5	-30	0	0	0	0	0	-23	1	5	0	40	-2
Joint Development	91	2	0	0	29	0	0	8	86	154	30	368	768
Net 2025 Trips	96	-28	0	0	29	0	0	-15	87	159	30	408	766
Background + Project	151	2389	7	23	57	362	44	1298	284	464	37	611	5727
Cumulative No Project	61	2417	7	38	35	376	108	1313	201	305	16	242	4877
<b>Cumulative Project Trips</b>													
BART	9	-25	0	0	0	0	0	-27	4	13	0	77	51
Joint Development	83	2	0	0	31	0	0	9	73	124	31	309	662
Net 2035 Trips	92	-23	0	0	31	0	0	-18	77	137	31	386	713
Cumulative With Project	153	2394	7	38	66	376	108	1295	278	442	47	628	5832

Intersection Number: **34**  
 Traffic Node Number: 3411  
 Intersection Name: Coleman Ave & Aviation Ave  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2721	5	7	0	45	26	795	16	10	0	1	3626
<b>Approved Project Trips</b>													
San Jose ATI	48	296	8	8	0	0	1	519	95	152	12	177	1316
Santa Clara ATI	0	190	0	0	0	0	0	54	0	0	0	0	244
Total Approved Trips	48	486	8	8	0	0	1	573	95	152	12	177	1560
Background Conditions	48	3207	13	15	0	45	27	1368	111	162	12	178	5186
<b>2015 Project Trips</b>													
BART	0	-17	0	0	0	0	0	-18	0	0	0	0	-35
Joint Development	0	165	0	0	0	0	0	106	0	0	0	0	271
Net 2015 Trips	0	148	0	0	0	0	0	88	0	0	0	0	236
Existing + Project	0	2869	5	7	0	45	26	883	16	10	0	1	3862
<b>2025 Project Trips</b>													
BART	0	-26	0	0	0	0	0	-22	0	0	0	0	-48
Joint Development	0	156	0	0	0	0	0	94	0	0	0	0	250
Net 2025 Trips	0	130	0	0	0	0	0	72	0	0	0	0	202
Background + Project	48	3337	13	15	0	45	27	1440	111	162	12	178	5388
Cumulative No Project	48	3207	13	15	0	45	27	1377	111	162	12	178	5017
<b>Cumulative Project Trips</b>													
BART	0	-13	0	0	0	0	0	-24	0	0	0	0	-37
Joint Development	0	126	0	0	0	0	0	82	0	0	0	0	208
Net 2035 Trips	0	113	0	0	0	0	0	58	0	0	0	0	171
Cumulative With Project	48	3320	13	15	0	45	27	1435	111	162	12	178	5366

Intersection Number: **35**  
 Traffic Node Number: 4047  
 Intersection Name: Coleman Ave & Newhall Dr  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	182	2578	0	0	0	0	0	729	335	362	0	73	4259
<b>Approved Project Trips</b>													
San Jose ATI	43	822	0	0	0	0	0	351	64	42	0	0	1322
Santa Clara ATI	0	190	0	0	0	0	0	54	0	0	0	0	244
Total Approved Trips	43	1012	0	0	0	0	0	405	64	42	0	0	1566
Background Conditions	225	3590	0	0	0	0	0	1134	399	404	0	73	5825
<b>2015 Project Trips</b>													
BART	0	-17	0	0	0	0	0	-18	-1	-1	0	0	-37
Joint Development	0	163	0	0	0	0	0	103	0	0	0	0	266
Net 2015 Trips	0	146	0	0	0	0	0	85	-1	-1	0	0	229
Existing + Project	182	2724	0	0	0	0	0	814	334	361	0	73	4488
<b>2025 Project Trips</b>													
BART	0	-29	0	0	0	0	0	-22	-5	-12	0	0	-68
Joint Development	0	150	0	0	0	0	0	86	3	0	0	0	239
Net 2025 Trips	0	121	0	0	0	0	0	64	-2	-12	0	0	171
Background + Project	225	3711	0	0	0	0	0	1198	397	392	0	73	5996
Cumulative No Project	225	3590	0	0	0	0	0	1134	399	404	0	162	5752
	246	3235	0	0	0	0	0	1094	510	686	0	232	
<b>Cumulative Project Trips</b>													
BART	0	-23	0	0	0	0	0	-26	-11	-13	0	0	-73
Joint Development	0	119	0	0	0	0	0	72	4	0	0	1	196
Net 2035 Trips	0	96	0	0	0	0	0	46	-7	-13	0	1	123
Cumulative With Project	225	3686	0	0	0	0	0	1180	392	391	0	163	6037

Intersection Number: **36**  
 Traffic Node Number: 3052  
 Intersection Name: Coleman Ave & I-880 SB Ramps  
 Peak Hour: PM  
 Count Date: 09/25/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	709	2074	0	207	0	201	291	1033	0	0	0	0	4515
<b>Approved Project Trips</b>													
San Jose ATI	0	1008	5	145	4	39	10	384	0	0	0	0	1595
Santa Clara ATI	64	126	0	18	0	0	0	36	0	0	0	0	244
Total Approved Trips	64	1134	5	163	4	39	10	420	0	0	0	0	1839
Background Conditions	773	3208	5	370	4	240	301	1453	0	0	0	0	6354
<b>2015 Project Trips</b>													
BART	0	-22	0	-5	0	-6	0	-17	0	0	0	0	-50
Joint Development	0	128	0	33	0	0	0	68	0	0	0	0	229
Net 2015 Trips	0	106	0	28	0	-6	0	51	0	0	0	0	179
Existing + Project	709	2180	0	235	0	195	291	1084	0	0	0	0	4694
<b>2025 Project Trips</b>													
BART	0	-39	0	-6	0	-11	0	-24	0	0	0	0	-80
Joint Development	0	128	0	25	0	0	0	61	0	0	0	0	214
Net 2025 Trips	0	89	0	19	0	-11	0	37	0	0	0	0	134
Background + Project	773	3297	5	389	4	229	301	1490	0	0	0	0	6488
Cumulative No Project	773	3208	5	428	4	351	301	1533	0	0	0	0	6603
<b>Cumulative Project Trips</b>													
BART	0	-39	0	-9	0	-14	0	-31	0	0	0	0	-93
Joint Development	0	97	0	24	0	0	0	49	0	0	0	0	170
Net 2035 Trips	0	58	0	15	0	-14	0	18	0	0	0	0	77
Cumulative With Project	773	3266	5	443	4	337	301	1551	0	0	0	0	6680

Intersection Number: **37**  
 Traffix Node Number: 3053  
 Intersection Name: Coleman Ave & I-880 NB Ramps  
 Peak Hour: PM  
 Count Date: 09/25/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	1713	644	443	0	208	419	832	0	10	0	0	4282
<b>Approved Project Trips</b>													
San Jose ATI	0	681	347	154	0	7	6	294	0	0	0	0	1489
Santa Clara ATI	0	63	63	18	0	0	0	18	0	0	0	0	162
Total Approved Trips	0	744	410	172	0	7	6	312	0	0	0	0	1651
Background Conditions	13	2457	1054	615	0	215	425	1144	0	10	0	0	5933
<b>2015 Project Trips</b>													
BART	0	-24	-4	0	0	-6	-7	-9	0	0	0	0	-50
Joint Development	0	99	29	23	0	0	0	51	0	0	0	0	202
Net 2015 Trips	0	75	25	23	0	-6	-7	42	0	0	0	0	152
Existing + Project	13	1788	669	466	0	202	412	874	0	10	0	0	4434
<b>2025 Project Trips</b>													
BART	0	-39	-10	-1	0	-6	-18	-48	0	0	0	0	-122
Joint Development	0	99	30	13	0	0	0	51	0	0	0	0	193
Net 2025 Trips	0	60	20	12	0	-6	-18	3	0	0	0	0	71
Background + Project	13	2517	1074	627	0	209	407	1147	0	10	0	0	6004
Cumulative No Project	13	2457	1054	615	0	215	496	1556	0	10	0	0	6416
<b>Cumulative Project Trips</b>													
BART	0	-44	-8	0	0	-6	-21	-51	0	0	0	0	-130
Joint Development	0	82	15	10	0	0	0	43	0	0	0	0	150
Net 2035 Trips	0	38	7	10	0	-6	-21	-8	0	0	0	0	20
Cumulative With Project	13	2495	1061	625	0	209	475	1548	0	10	0	0	6436

Intersection Number: **38**  
 Traffix Node Number: 3413  
 Intersection Name: Coleman Ave & W. Hedding St  
 Peak Hour: PM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	288	1301	427	328	448	72	45	766	118	158	437	170	4558
<b>Approved Project Trips</b>													
San Jose ATI	86	552	98	28	51	5	1	225	10	16	23	13	1108
Santa Clara ATI	0	63	0	0	0	0	0	18	0	0	0	0	81
Total Approved Trips	86	615	98	28	51	5	1	243	10	16	23	13	1189
Background Conditions	374	1916	525	356	499	77	46	1009	128	174	460	183	5747
<b>2015 Project Trips</b>													
BART	-5	-18	-7	10	18	0	0	-26	0	0	0	-1	-29
Joint Development	9	66	23	10	0	0	0	34	0	0	0	7	149
Net 2015 Trips	4	48	16	20	18	0	0	8	0	0	0	6	120
Existing + Project	292	1349	443	348	466	72	45	774	118	158	437	176	4678
<b>2025 Project Trips</b>													
BART	-3	-31	-12	-20	-3	-1	-2	-45	0	-1	-4	-1	-123
Joint Development	8	71	18	10	0	0	0	33	0	0	1	7	148
Net 2025 Trips	5	40	6	-10	-3	-1	-2	-12	0	-1	-3	6	25
Background + Project	379	1956	531	346	496	76	44	997	128	173	457	189	5772
Cumulative No Project	400	1916	525	479	577	116	120	1251	163	327	1271	331	7145
<b>Cumulative Project Trips</b>													
BART	-7	-31	-11	-10	-6	0	-1	-53	0	0	-14	-7	-140
Joint Development	16	38	25	10	0	0	0	27	0	4	2	7	129
Net 2035 Trips	9	7	14	0	-6	0	-1	-26	0	4	-12	0	-11
Cumulative With Project	409	1923	539	479	571	116	119	1225	163	331	1259	331	7465

Intersection Number: **39**  
 Traffic Node Number: 3417  
 Intersection Name: Coleman Ave & W. Taylor St  
 Peak Hour: PM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	191	1026	355	215	548	306	54	455	261	324	563	176	4474
<b>Approved Project Trips</b>													
San Jose ATI	146	221	290	79	85	3	68	135	81	24	70	36	1238
Santa Clara ATI	0	63	0	0	0	0	0	18	0	0	0	0	81
Total Approved Trips	146	284	290	79	85	3	68	153	81	24	70	36	1319
Background Conditions	337	1310	645	294	633	309	122	608	342	348	633	212	5793
<b>2015 Project Trips</b>													
BART	-1	-14	-1	-2	3	0	-1	-22	-2	-5	-1	-2	-48
Joint Development	3	42	21	10	0	0	0	21	6	3	0	2	108
Net 2015 Trips	2	28	20	8	3	0	-1	-1	4	-2	-1	0	60
Existing + Project	193	1054	375	223	551	306	53	454	265	322	562	176	4534
<b>2025 Project Trips</b>													
BART	-4	-25	-3	-5	-2	-1	-2	-38	2	-8	-7	-4	-97
Joint Development	5	47	18	10	3	0	0	23	9	2	3	1	121
Net 2025 Trips	1	22	15	5	1	-1	-2	-15	11	-6	-4	-3	24
Background + Project	338	1332	660	299	634	308	120	593	353	342	629	209	5817
Cumulative No Project	337	1310	645	366	863	485	142	971	435	420	935	212	6909
<b>Cumulative Project Trips</b>													
BART	-1	-28	-3	-6	-3	-1	-2	-47	-1	-10	-11	0	-113
Joint Development	0	34	10	6	1	0	0	19	11	2	4	2	89
Net 2035 Trips	-1	6	7	0	-2	-1	-2	-28	10	-8	-7	2	-24
Cumulative With Project	336	1316	652	366	861	484	140	943	445	412	928	214	7097

Intersection Number: **40**  
 Traffic Node Number: 4038  
 Intersection Name: SR 87 & W. Taylor St  
 Peak Hour: PM  
 Count Date: 05/12/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	155	0	65	150	369	812	711	0	603	637	468	113	4083
<b>Approved Project Trips</b>													
San Jose ATI	0	0	69	36	27	69	119	0	16	118	90	0	544
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	69	36	27	69	119	0	16	118	90	0	544
Background Conditions	155	0	134	186	396	881	830	0	619	755	558	113	4627
<b>2015 Project Trips</b>													
BART	-1	0	-1	-2	3	-6	-31	0	-2	-1	-2	-2	-45
Joint Development	0	0	5	1	0	0	0	0	10	18	3	0	37
Net 2015 Trips	-1	0	4	-1	3	-6	-31	0	8	17	1	-2	-8
Existing + Project	154	0	69	149	372	806	680	0	611	654	469	111	4075
<b>2025 Project Trips</b>													
BART	-4	0	-6	-7	0	-21	-41	0	-3	-5	-3	-7	-97
Joint Development	0	0	4	2	5	0	0	0	8	16	6	0	41
Net 2025 Trips	-4	0	-2	-5	5	-21	-41	0	5	11	3	-7	-56
Background + Project	151	0	132	181	401	860	789	0	624	766	561	106	4571
Cumulative No Project	520	0	411	263	454	881	830	0	800	807	558	311	5524
<b>Cumulative Project Trips</b>													
BART	-3	0	-4	-5	0	-16	-37	0	-5	-2	-5	-9	-86
Joint Development	0	0	3	2	1	0	0	0	6	7	6	0	25
Net 2035 Trips	-3	0	-1	-3	1	-16	-37	0	1	5	1	-9	-61
Cumulative With Project	517	0	410	260	455	865	793	0	801	812	559	302	5774

Intersection Number: 41  
 Traffix Node Number: 5416  
 Intersection Name: San Tomas Expy & El Camino Real  
 Peak Hour: PM  
 Count Date: 09/23/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	491	2771	209	155	682	139	187	1054	171	312	1010	283	7464
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	162	938	46	12	57	2	2	219	40	24	37	94	1633
Total Approved Trips	162	938	46	12	57	2	2	219	40	24	37	94	1633
Background Conditions	653	3709	255	167	739	141	189	1273	211	336	1047	377	9097
<b>2015 Project Trips</b>													
BART	2	-6	0	0	-2	0	0	0	0	0	-2	1	-7
Joint Development	0	0	0	0	26	13	9	0	0	0	6	0	54
Net 2015 Trips	2	-6	0	0	24	13	9	0	0	0	4	1	47
Existing + Project	493	2765	209	155	706	152	196	1054	171	312	1014	284	7511
<b>2025 Project Trips</b>													
BART	-3	-41	0	0	-4	0	0	-12	0	0	-6	-2	-68
Joint Development	0	0	0	0	28	13	3	0	0	0	7	0	51
Net 2025 Trips	-3	-41	0	0	24	13	3	-12	0	0	1	-2	-17
Background + Project	650	3668	255	167	763	154	192	1261	211	336	1048	375	9080
Cumulative No Project	653	3709	340	169	897	196	189	1422	211	336	1253	389	9375
<b>Cumulative Project Trips</b>													
BART	-2	-32	0	0	-4	1	0	-8	0	0	-5	-1	-51
Joint Development	1	0	0	0	21	12	2	0	0	0	6	0	42
Net 2035 Trips	-1	-32	0	0	17	13	2	-8	0	0	1	-1	-9
Cumulative With Project	652	3677	340	169	914	209	191	1414	211	336	1254	388	9755

Intersection Number: 42  
 Traffix Node Number: 1205  
 Intersection Name: Scott Blvd & El Camino Real  
 Peak Hour: PM  
 Count Date: 09/17/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	193	789	212	85	779	243	65	220	136	82	804	147	3755
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	2	142	5	6	62	0	0	39	7	40	44	1	348
Total Approved Trips	2	142	5	6	62	0	0	39	7	40	44	1	348
Background Conditions	195	931	217	91	841	243	65	259	143	122	848	148	4103
<b>2015 Project Trips</b>													
BART	0	0	0	0	-2	2	1	0	0	0	-1	0	0
Joint Development	0	0	0	1	40	23	7	0	0	0	15	0	86
Net 2015 Trips	0	0	0	1	38	25	8	0	0	0	14	0	86
Existing + Project	193	789	212	86	817	268	73	220	136	82	818	147	3841
<b>2025 Project Trips</b>													
BART	0	-5	0	0	-4	2	0	-1	0	0	-5	0	-13
Joint Development	1	2	0	1	42	17	12	0	0	0	10	0	85
Net 2025 Trips	1	-3	0	1	38	19	12	-1	0	0	5	0	72
Background + Project	196	928	217	92	879	262	77	258	143	122	853	148	4175
Cumulative No Project	220	1213	263	118	951	243	138	452	199	272	900	148	4969
<b>Cumulative Project Trips</b>													
BART	0	-1	-1	0	-2	5	2	0	0	0	-5	0	-2
Joint Development	0	1	0	1	33	14	13	0	0	0	6	0	68
Net 2035 Trips	0	0	-1	1	31	19	15	0	0	0	1	0	66
Cumulative With Project	220	1213	262	119	982	262	153	452	199	272	901	148	5183

Intersection Number: **43**  
 Traffic Node Number: 1203  
 Intersection Name: Lincoln St & El Camino Real  
 Peak Hour: PM  
 Count Date: 09/17/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	59	66	74	48	846	101	60	31	48	87	982	47	2449
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	38	35	0	0	3	5	35	0	116
Total Approved Trips	0	0	0	0	38	35	0	0	3	5	35	0	116
Background Conditions	59	66	74	48	884	136	60	31	51	92	1017	47	2565
<b>2015 Project Trips</b>													
BART	0	0	0	1	-1	0	0	0	0	0	-2	0	-2
Joint Development	0	0	1	1	64	0	0	0	0	0	22	0	88
Net 2015 Trips	0	0	1	2	63	0	0	0	0	0	20	0	86
Existing + Project	59	66	75	50	909	101	60	31	48	87	1002	47	2535
<b>2025 Project Trips</b>													
BART	0	0	0	1	-1	0	0	0	0	0	-6	0	-6
Joint Development	0	0	0	1	59	3	0	0	0	0	22	0	85
Net 2025 Trips	0	0	0	2	58	3	0	0	0	0	16	0	79
Background + Project	59	66	74	50	942	139	60	31	51	92	1033	47	2644
Cumulative No Project	59	124	80	49	929	136	63	43	73	139	1140	54	2835
<b>Cumulative Project Trips</b>													
BART	0	0	1	0	0	0	1	0	0	0	-3	0	-1
Joint Development	0	0	1	1	50	0	0	0	0	0	19	0	71
Net 2035 Trips	0	0	2	1	50	0	1	0	0	0	16	0	70
Cumulative With Project	59	124	82	50	979	136	64	43	73	139	1156	54	2959

Intersection Number: **44**  
 Traffic Node Number: 1204  
 Intersection Name: Monroe St & El Camino Real  
 Peak Hour: PM  
 Count Date: 09/17/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	238	421	48	57	907	87	64	153	26	85	766	125	2977
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	28	46	7	64	4	0	6	1	2	41	0	199
Total Approved Trips	0	28	46	7	64	4	0	6	1	2	41	0	199
Background Conditions	238	449	94	64	971	91	64	159	27	87	807	125	3176
<b>2015 Project Trips</b>													
BART	0	0	-3	2	1	0	0	0	0	0	-1	0	-1
Joint Development	0	0	1	4	65	0	0	0	0	0	24	0	94
Net 2015 Trips	0	0	-2	6	66	0	0	0	0	0	23	0	93
Existing + Project	238	421	46	63	973	87	64	153	26	85	789	125	3070
<b>2025 Project Trips</b>													
BART	0	0	-5	3	-1	0	0	0	0	0	-5	0	-8
Joint Development	0	0	1	4	63	0	0	0	0	0	24	0	92
Net 2025 Trips	0	0	-4	7	62	0	0	0	0	0	19	0	84
Background + Project	238	449	90	71	1033	91	64	159	27	87	826	125	3260
Cumulative No Project	238	449	173	124	1039	91	70	159	27	93	899	144	3362
<b>Cumulative Project Trips</b>													
BART	0	0	-5	2	4	0	1	0	0	0	-1	0	1
Joint Development	0	0	1	5	51	0	0	0	0	0	20	0	77
Net 2035 Trips	0	0	-4	7	55	0	1	0	0	0	19	0	78
Cumulative With Project	238	449	169	131	1094	91	71	159	27	93	918	144	3584



Intersection Number: **45**  
 Traffic Node Number: 7  
 Intersection Name: Lafayette St & Reed St  
 Peak Hour: PM  
 Count Date: 01/01/13  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	9	1631	53	22	3	53	50	443	0	6	4	6	2280
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	200	19	0	0	0	0	50	0	0	0	0	269
Total Approved Trips	0	200	19	0	0	0	0	50	0	0	0	0	269
Background Conditions	9	1831	72	22	3	53	50	493	0	6	4	6	2549
<b>2015 Project Trips</b>													
BART	0	-1	-1	0	0	0	0	0	0	0	0	0	-2
Joint Development	0	0	3	4	0	3	0	2	0	0	0	0	12
Net 2015 Trips	0	-1	2	4	0	3	0	2	0	0	0	0	10
Existing + Project	9	1630	55	26	3	56	50	445	0	6	4	6	2290
<b>2025 Project Trips</b>													
BART	0	-10	-2	0	0	1	0	-1	0	0	0	0	-12
Joint Development	0	15	2	3	0	6	0	5	0	0	0	0	31
Net 2025 Trips	0	5	0	3	0	7	0	4	0	0	0	0	19
Background + Project	9	1836	72	25	3	60	50	497	0	6	4	6	2568
Cumulative No Project	9	1962	72	33	3	87	67	845	0	6	4	6	3088
<b>Cumulative Project Trips</b>													
BART	0	-5	-1	0	0	2	0	-1	0	0	0	0	-5
Joint Development	0	15	3	4	0	5	0	6	0	0	0	0	33
Net 2035 Trips	0	10	2	4	0	7	0	5	0	0	0	0	28
Cumulative With Project	9	1972	74	37	3	94	67	850	0	6	4	6	3122

Intersection Number: **46**  
 Traffic Node Number: 1202  
 Intersection Name: Lafayette St & El Camino Real  
 Peak Hour: PM  
 Count Date: 09/17/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	168	947	285	37	640	50	194	255	152	195	870	232	4025
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	17	152	31	0	65	0	0	31	6	21	50	18	391
Total Approved Trips	17	152	31	0	65	0	0	31	6	21	50	18	391
Background Conditions	185	1099	316	37	705	50	194	286	158	216	920	250	4416
<b>2015 Project Trips</b>													
BART	0	-1	0	2	3	0	1	0	0	-1	-4	0	0
Joint Development	3	0	1	5	67	0	5	0	0	0	25	0	106
Net 2015 Trips	3	-1	1	7	70	0	6	0	0	-1	21	0	106
Existing + Project	171	946	286	44	710	50	200	255	152	194	891	232	4131
<b>2025 Project Trips</b>													
BART	0	-5	-4	3	1	0	0	-1	0	-1	-9	0	-16
Joint Development	5	11	3	5	62	0	9	2	0	0	26	0	123
Net 2025 Trips	5	6	-1	8	63	0	9	1	0	-1	17	0	107
Background + Project	190	1105	315	45	768	50	203	287	158	215	937	250	4523
Cumulative No Project	185	1191	426	174	814	50	194	534	174	216	1107	250	5065
<b>Cumulative Project Trips</b>													
BART	1	-1	0	1	6	0	1	-1	0	-1	-6	0	0
Joint Development	2	12	5	5	53	0	9	2	0	0	23	0	111
Net 2035 Trips	3	11	5	6	59	0	10	1	0	-1	17	0	111
Cumulative With Project	188	1202	431	180	873	50	204	535	174	215	1124	250	5426

Intersection Number: 47  
 Traffix Node Number: 5444  
 Intersection Name: Lafayette St & Lewis St  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	22	1146	0	267	270	518	0	380	3	0	0	0	2606
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	172	0	0	0	0	0	37	0	0	0	0	209
Total Approved Trips	0	172	0	0	0	0	0	37	0	0	0	0	209
Background Conditions	22	1318	0	267	270	518	0	417	3	0	0	0	2815
<b>2015 Project Trips</b>													
BART	0	-1	0	0	3	5	0	0	0	0	0	0	7
Joint Development	0	0	0	0	13	87	0	5	0	0	0	0	105
Net 2015 Trips	0	-1	0	0	16	92	0	5	0	0	0	0	112
Existing + Project	22	1145	0	267	286	610	0	385	3	0	0	0	2718
<b>2025 Project Trips</b>													
BART	0	-5	0	0	0	7	0	-1	0	0	0	0	1
Joint Development	0	11	0	0	28	72	0	11	0	0	0	0	122
Net 2025 Trips	0	6	0	0	28	79	0	10	0	0	0	0	123
Background + Project	22	1324	0	267	298	597	0	427	3	0	0	0	2938
Cumulative No Project	23	1401	0	311	426	518	0	633	5	0	0	0	3317
<b>Cumulative Project Trips</b>													
BART	0	-2	0	0	13	12	0	-1	0	0	0	0	22
Joint Development	0	12	0	0	30	52	0	10	0	0	0	0	104
Net 2035 Trips	0	10	0	0	43	64	0	9	0	0	0	0	126
Cumulative With Project	23	1411	0	311	469	582	0	642	5	0	0	0	3443

Intersection Number: 48  
 Traffix Node Number: 1008  
 Intersection Name: Lafayette St & Harrison St  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	1519	145	7	4	4	40	372	4	9	20	3	2128
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	172	0	0	0	0	0	37	0	0	0	0	209
Total Approved Trips	0	172	0	0	0	0	0	37	0	0	0	0	209
Background Conditions	1	1691	145	7	4	4	40	409	4	9	20	3	2337
<b>2015 Project Trips</b>													
BART	0	4	0	0	0	0	0	0	0	0	0	0	4
Joint Development	0	87	0	0	0	0	0	5	0	0	0	0	92
Net 2015 Trips	0	91	0	0	0	0	0	5	0	0	0	0	96
Existing + Project	1	1610	145	7	4	4	40	377	4	9	20	3	2224
<b>2025 Project Trips</b>													
BART	0	0	0	0	0	0	-1	-1	0	0	0	0	-2
Joint Development	0	82	0	0	0	0	0	10	0	0	0	0	92
Net 2025 Trips	0	82	0	0	0	0	-1	9	0	0	0	0	90
Background + Project	1	1773	145	7	4	4	39	418	4	9	20	3	2427
Cumulative No Project	1	1691	193	7	4	25	134	628	4	9	26	3	2722
<b>Cumulative Project Trips</b>													
BART	0	7	0	0	0	-1	-1	-1	0	0	1	0	5
Joint Development	0	63	0	0	0	0	2	9	0	0	0	0	74
Net 2035 Trips	0	70	0	0	0	-1	1	8	0	0	1	0	79
Cumulative With Project	1	1761	193	7	4	24	135	636	4	9	27	3	2804

Intersection Number: **49**  
 Traffic Node Number: 107  
 Intersection Name: Lafayette St & Benton St  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	55	1420	16	8	149	59	75	387	1	73	201	41	2485
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	12	156	29	1	41	0	0	37	0	16	41	7	340
Total Approved Trips	12	156	29	1	41	0	0	37	0	16	41	7	340
Background Conditions	67	1576	45	9	190	59	75	424	1	89	242	48	2825
<b>2015 Project Trips</b>													
BART	1	3	0	0	1	1	2	0	0	0	1	0	9
Joint Development	2	85	0	0	0	0	0	4	0	0	0	1	92
Net 2015 Trips	3	88	0	0	1	1	2	4	0	0	1	1	101
Existing + Project	58	1508	16	8	150	60	77	391	1	73	202	42	2586
<b>2025 Project Trips</b>													
BART	1	0	0	0	1	1	2	-1	0	0	1	-1	4
Joint Development	1	80	0	0	0	0	0	8	0	0	0	1	90
Net 2025 Trips	2	80	0	0	1	1	2	7	0	0	1	0	94
Background + Project	69	1656	45	9	191	60	77	431	1	89	243	48	2919
Cumulative No Project	67	1576	45	11	190	70	79	724	18	89	242	52	3111
<b>Cumulative Project Trips</b>													
BART	1	5	0	0	4	-2	5	-1	-1	0	1	-1	11
Joint Development	1	62	0	0	0	0	0	10	0	0	0	1	74
Net 2035 Trips	2	67	0	0	4	-2	5	9	-1	0	1	0	85
Cumulative With Project	69	1643	45	11	194	68	84	733	17	89	243	52	3248

Intersection Number: **50**  
 Traffic Node Number: 128  
 Intersection Name: Lafayette St & Homestead Rd  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	176	1257	0	0	0	0	0	379	72	142	0	98	2124
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	141	0	0	0	0	0	31	0	0	0	0	172
Total Approved Trips	0	141	0	0	0	0	0	31	0	0	0	0	172
Background Conditions	176	1398	0	0	0	0	0	410	72	142	0	98	2296
<b>2015 Project Trips</b>													
BART	1	2	0	0	0	0	0	1	-1	-4	0	1	0
Joint Development	0	83	0	0	0	0	0	4	0	0	0	0	87
Net 2015 Trips	1	85	0	0	0	0	0	5	-1	-4	0	1	87
Existing + Project	177	1342	0	0	0	0	0	384	71	138	0	99	2211
<b>2025 Project Trips</b>													
BART	2	-6	0	0	0	0	0	-2	-1	-5	0	1	-11
Joint Development	0	80	0	0	0	0	0	8	0	0	0	0	88
Net 2025 Trips	2	74	0	0	0	0	0	6	-1	-5	0	1	77
Background + Project	178	1472	0	0	0	0	0	416	71	137	0	99	2373
Cumulative No Project	176	1398	0	0	0	0	0	725	76	142	0	103	2517
<b>Cumulative Project Trips</b>													
BART	3	6	0	0	0	0	0	0	-1	-5	0	1	4
Joint Development	0	62	0	0	0	0	0	10	0	0	0	0	72
Net 2035 Trips	3	68	0	0	0	0	0	10	-1	-5	0	1	76
Cumulative With Project	179	1466	0	0	0	0	0	735	75	137	0	104	2696

Intersection Number: **51**  
 Traffic Node Number: 121  
 Intersection Name: Lafayette St & Market St  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	20	1094	316	126	93	19	22	341	49	10	59	13	2162
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	141	0	0	0	0	0	31	0	0	0	0	172
Total Approved Trips	0	141	0	0	0	0	0	31	0	0	0	0	172
Background Conditions	20	1235	316	126	93	19	22	372	49	10	59	13	2334
<b>2015 Project Trips</b>													
BART	3	1	-5	-1	-2	0	0	0	0	0	-1	1	-4
Joint Development	34	49	0	0	0	0	0	2	0	0	0	2	87
Net 2015 Trips	37	50	-5	-1	-2	0	0	2	0	0	-1	3	83
Existing + Project	57	1144	311	125	91	19	22	343	49	10	58	16	2245
<b>2025 Project Trips</b>													
BART	-1	-4	-5	-3	-4	0	0	-1	0	-1	-1	1	-19
Joint Development	24	52	4	0	0	0	0	4	0	0	0	4	88
Net 2025 Trips	23	48	-1	-3	-4	0	0	3	0	-1	-1	5	69
Background + Project	43	1283	315	123	89	19	22	375	49	9	58	18	2403
Cumulative No Project	20	1235	316	163	192	19	22	566	63	19	82	100	2697
<b>Cumulative Project Trips</b>													
BART	5	-1	-4	-4	-5	0	0	0	0	-1	-2	1	-11
Joint Development	20	42	0	0	0	0	0	6	0	0	0	4	72
Net 2035 Trips	25	41	-4	-4	-5	0	0	6	0	-1	-2	5	61
Cumulative With Project	45	1276	312	159	187	19	22	572	63	18	80	105	2858

Intersection Number: **52**  
 Traffic Node Number: 106  
 Intersection Name: El Camino Real & Benton St  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	29	1231	76	48	33	19	6	542	145	190	26	40	2385
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	92	0	0	0	31	6	58	4	2	0	1	194
Total Approved Trips	0	92	0	0	0	31	6	58	4	2	0	1	194
Background Conditions	29	1323	76	48	33	50	12	600	149	192	26	41	2579
<b>2015 Project Trips</b>													
BART	0	1	4	3	2	0	0	0	-1	-4	3	0	8
Joint Development	0	40	0	0	0	0	0	5	0	0	0	0	45
Net 2015 Trips	0	41	4	3	2	0	0	5	-1	-4	3	0	53
Existing + Project	29	1272	80	51	35	19	6	547	144	186	29	40	2438
<b>2025 Project Trips</b>													
BART	0	-3	3	3	3	0	0	-2	-3	-5	2	0	-2
Joint Development	0	40	0	0	0	0	0	7	0	0	0	0	47
Net 2025 Trips	0	37	3	3	3	0	0	5	-3	-5	2	0	45
Background + Project	29	1360	79	51	36	50	12	605	146	187	28	41	2624
Cumulative No Project	29	1786	76	48	33	50	12	1037	233	219	26	41	3549
<b>Cumulative Project Trips</b>													
BART	0	1	5	2	4	0	0	-3	-5	-6	6	0	4
Joint Development	0	48	0	0	0	0	0	12	0	0	0	0	60
Net 2035 Trips	0	49	5	2	4	0	0	9	-5	-6	6	0	64
Cumulative With Project	29	1835	81	50	37	50	12	1046	228	213	32	41	3654

Intersection Number: **53**  
 Traffic Node Number: 1012  
 Intersection Name: El Camino Real & Railroad Ave  
 Peak Hour: PM  
 Count Date: 10/08/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	113	1085	51	36	4	58	24	580	143	146	3	59	2302
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	105	0	0	0	0	0	166	0	0	0	0	271
Total Approved Trips	0	105	0	0	0	0	0	166	0	0	0	0	271
Background Conditions	113	1190	51	36	4	58	24	746	143	146	3	59	2573
<b>2015 Project Trips</b>													
BART	-1	-3	0	0	0	2	2	0	-3	-4	0	0	-7
Joint Development	0	39	0	0	0	0	0	5	0	0	0	0	44
Net 2015 Trips	-1	36	0	0	0	2	2	5	-3	-4	0	0	37
Existing + Project	112	1211	51	36	4	60	26	585	140	142	3	59	2339
<b>2025 Project Trips</b>													
BART	0	-7	0	0	0	1	3	-3	-3	-4	0	-1	-14
Joint Development	0	40	0	0	0	0	0	7	0	0	0	0	47
Net 2025 Trips	0	33	0	0	0	1	3	4	-3	-4	0	-1	33
Background + Project	113	1223	51	36	4	59	27	750	140	142	3	58	2606
Cumulative No Project	116	1666	51	36	4	58	24	1135	143	146	3	87	3382
<b>Cumulative Project Trips</b>													
BART	0	-3	0	0	0	2	4	-7	-4	-5	0	-2	-15
Joint Development	0	48	0	0	0	0	0	12	0	0	0	0	60
Net 2035 Trips	0	45	0	0	0	2	4	5	-4	-5	0	-2	45
Cumulative With Project	116	1711	51	36	4	60	28	1140	139	141	3	85	3514

Intersection Number: **54**  
 Traffic Node Number: 1213  
 Intersection Name: El Camino Real & The Alameda  
 Peak Hour: PM  
 Count Date: 09/17/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	155	1454	7	8	8	29	23	645	242	281	3	123	2978
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	125	0	0	0	0	0	69	0	0	0	0	194
Total Approved Trips	0	125	0	0	0	0	0	69	0	0	0	0	194
Background Conditions	155	1579	7	8	8	29	23	714	242	281	3	123	3172
<b>2015 Project Trips</b>													
BART	2	-18	0	0	0	0	0	-6	-4	-6	0	1	-31
Joint Development	0	34	0	0	0	0	0	1	0	0	0	1	36
Net 2015 Trips	2	16	0	0	0	0	0	-5	-4	-6	0	2	5
Existing + Project	157	1470	7	8	8	29	23	640	238	275	3	125	2983
<b>2025 Project Trips</b>													
BART	1	-27	0	0	0	0	0	-11	-6	-9	0	1	-51
Joint Development	0	35	0	0	0	0	0	3	1	0	0	1	40
Net 2025 Trips	1	8	0	0	0	0	0	-8	-5	-9	0	2	-11
Background + Project	156	1587	7	8	8	29	23	706	237	272	3	125	3161
Cumulative No Project	230	1882	7	8	8	29	23	1206	350	281	3	123	4027
<b>Cumulative Project Trips</b>													
BART	1	-27	0	0	0	0	0	-19	-9	-9	0	2	-61
Joint Development	2	40	0	0	0	0	0	7	1	0	0	1	51
Net 2035 Trips	3	13	0	0	0	0	0	-12	-8	-9	0	3	-10
Cumulative With Project	233	1895	7	8	8	29	23	1194	342	272	3	126	4140

Intersection Number: **55**  
 Traffic Node Number: 1214  
 Intersection Name: The Alameda & Newhall Dr  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	53	1675	40	27	26	84	64	819	61	95	24	36	3004
<b>Approved Project Trips</b>													
San Jose ATI	0	125	0	0	0	0	0	76	0	1	0	0	202
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	125	0	0	0	0	0	76	0	1	0	0	202
Background Conditions	53	1800	40	27	26	84	64	895	61	96	24	36	3206
<b>2015 Project Trips</b>													
BART	0	-23	0	0	0	-2	-2	-11	1	-1	0	0	-38
Joint Development	2	32	0	0	0	0	1	2	3	0	0	0	40
Net 2015 Trips	2	9	0	0	0	-2	-1	-9	4	-1	0	0	2
Existing + Project	55	1684	40	27	26	82	63	810	65	94	24	36	3006
<b>2025 Project Trips</b>													
BART	2	-37	0	0	0	-3	-4	-18	-2	-2	0	0	-64
Joint Development	5	30	0	0	0	0	1	3	2	0	0	0	41
Net 2025 Trips	7	-7	0	0	0	-3	-3	-15	0	-2	0	0	-23
Background + Project	60	1793	40	27	26	81	61	880	61	94	24	36	3183
Cumulative No Project	119	1961	40	30	128	84	64	1439	136	96	89	84	4186
<b>Cumulative Project Trips</b>													
BART	3	-37	0	0	0	-3	-6	-31	-2	-1	0	0	-77
Joint Development	16	24	0	0	0	0	1	7	1	0	0	0	49
Net 2035 Trips	19	-13	0	0	0	-3	-5	-24	-1	-1	0	0	-28
Cumulative With Project	138	1948	40	30	128	81	59	1415	135	95	89	84	4242

Intersection Number: **56**  
 Traffic Node Number: 3046  
 Intersection Name: The Alameda & I-880 (South)  
 Peak Hour: PM  
 Count Date: 09/25/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	322	1588	0	237	0	202	389	824	0	0	0	0	3562
<b>Approved Project Trips</b>													
San Jose ATI	40	89	0	20	0	9	5	51	0	0	0	0	214
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	40	89	0	20	0	9	5	51	0	0	0	0	214
Background Conditions	362	1677	0	257	0	211	394	875	0	0	0	0	3776
<b>2015 Project Trips</b>													
BART	0	-26	0	-10	0	0	0	-2	0	0	0	0	-38
Joint Development	0	26	0	5	0	17	0	1	0	0	0	0	49
Net 2015 Trips	0	0	0	-5	0	17	0	-1	0	0	0	0	11
Existing + Project	322	1588	0	232	0	219	389	823	0	0	0	0	3573
<b>2025 Project Trips</b>													
BART	0	-42	0	-21	0	-1	0	-6	0	0	0	0	-70
Joint Development	0	19	0	3	0	9	0	3	0	0	0	0	34
Net 2025 Trips	0	-23	0	-18	0	8	0	-3	0	0	0	0	-36
Background + Project	362	1654	0	239	0	219	394	872	0	0	0	0	3740
Cumulative No Project	362	1680	0	530	0	213	394	1218	0	0	0	0	4397
<b>Cumulative Project Trips</b>													
BART	0	-43	0	-28	0	0	0	-11	0	0	0	0	-82
Joint Development	0	21	0	2	0	6	0	6	0	0	0	0	35
Net 2035 Trips	0	-22	0	-26	0	6	0	-5	0	0	0	0	-47
Cumulative With Project	362	1658	0	504	0	219	394	1213	0	0	0	0	4350

Intersection Number: **57**  
 Traffic Node Number: 3047  
 Intersection Name: The Alameda & I-880 (North)  
 Peak Hour: PM  
 Count Date: 09/25/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	424	1375	0	0	0	0	224	946	0	386	0	252	3607
<b>Approved Project Trips</b>													
San Jose ATI	42	60	0	0	0	0	1	35	0	2	0	22	162
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	42	60	0	0	0	0	1	35	0	2	0	22	162
Background Conditions	466	1435	0	0	0	0	225	981	0	388	0	274	3769
<b>2015 Project Trips</b>													
BART	0	-11	0	0	0	0	0	-1	0	1	0	-2	-13
Joint Development	0	35	0	0	0	0	0	3	0	1	0	0	39
Net 2015 Trips	0	24	0	0	0	0	0	2	0	2	0	-2	26
Existing + Project	424	1399	0	0	0	0	224	948	0	388	0	250	3633
<b>2025 Project Trips</b>													
BART	0	-22	0	0	0	0	0	-19	0	-1	0	-4	-46
Joint Development	0	22	0	0	0	0	0	6	0	4	0	0	32
Net 2025 Trips	0	0	0	0	0	0	0	-13	0	3	0	-4	-14
Background + Project	466	1435	0	0	0	0	225	968	0	391	0	270	3755
Cumulative No Project	466	1476	0	0	0	0	225	1061	0	630	0	274	3858
<b>Cumulative Project Trips</b>													
BART	0	-22	0	0	0	0	0	-23	0	-1	0	-3	-49
Joint Development	0	17	0	0	0	0	0	8	0	1	0	0	26
Net 2035 Trips	0	-5	0	0	0	0	0	-15	0	0	0	-3	-23
Cumulative With Project	466	1471	0	0	0	0	225	1046	0	630	0	271	4109

Intersection Number: **58**  
 Traffic Node Number: 3057  
 Intersection Name: The Alameda & W. Hedding St  
 Peak Hour: PM  
 Count Date: 09/30/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	58	1297	189	169	459	158	49	738	65	73	343	77	3675
<b>Approved Project Trips</b>													
San Jose ATI	5	60	6	15	65	11	3	75	14	9	20	7	290
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	5	60	6	15	65	11	3	75	14	9	20	7	290
Background Conditions	63	1357	195	184	524	169	52	813	79	82	363	84	3965
<b>2015 Project Trips</b>													
BART	0	-11	0	6	10	-3	0	-7	0	0	0	0	-5
Joint Development	4	30	1	0	1	0	2	2	0	0	0	0	40
Net 2015 Trips	4	19	1	6	11	-3	2	-5	0	0	0	0	35
Existing + Project	62	1316	190	175	470	155	51	733	65	73	343	77	3710
<b>2025 Project Trips</b>													
BART	1	-22	-2	-1	-2	-3	-1	-16	-2	-1	-5	-2	-56
Joint Development	1	19	4	0	2	1	2	5	0	3	1	0	38
Net 2025 Trips	2	-3	2	-1	0	-2	1	-11	-2	2	-4	-2	-18
Background + Project	65	1354	197	183	524	167	53	802	77	84	359	82	3947
Cumulative No Project	63	1357	195	184	524	169	52	813	79	82	363	84	3965
<b>Cumulative Project Trips</b>													
BART	1	-21	-5	-1	-3	-4	-1	-21	-1	-1	-6	-2	-65
Joint Development	1	14	3	0	2	3	2	7	0	1	8	0	41
Net 2035 Trips	2	-7	-2	-1	-1	-1	1	-14	-1	0	2	-2	-24
Cumulative With Project	65	1350	194	183	523	166	53	802	77	82	361	82	3941

Intersection Number: **59**  
 Traffic Node Number: 3058  
 Intersection Name: The Alameda & W. Taylor St/Naglee Ave  
 Peak Hour: PM  
 Count Date: 09/30/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	70	1124	297	166	413	114	35	540	150	79	432	88	3508
<b>Approved Project Trips</b>													
San Jose ATI	8	146	6	7	71	8	0	133	40	24	34	11	488
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	146	6	7	71	8	0	133	40	24	34	11	488
Background Conditions	78	1270	303	173	484	122	35	673	190	103	466	99	3996
<b>2015 Project Trips</b>													
BART	0	-7	-8	-1	1	0	0	-6	0	3	0	0	-18
Joint Development	1	28	2	1	3	0	0	3	0	0	2	0	40
Net 2015 Trips	1	21	-6	0	4	0	0	-3	0	3	2	0	22
Existing + Project	71	1145	291	166	417	114	35	537	150	82	434	88	3530
<b>2025 Project Trips</b>													
BART	0	-14	-13	-2	4	0	0	-15	4	6	-3	0	-33
Joint Development	1	19	4	3	8	1	0	3	0	1	2	0	42
Net 2025 Trips	1	5	-9	1	12	1	0	-12	4	7	-1	0	9
Background + Project	79	1275	294	174	496	123	35	661	194	110	465	99	4005
Cumulative No Project	78	1270	363	351	748	122	85	713	291	296	808	117	5125
<b>Cumulative Project Trips</b>													
BART	0	-15	-9	-5	4	-1	0	-19	7	8	-4	0	-34
Joint Development	1	15	2	4	7	0	0	4	0	2	5	0	40
Net 2035 Trips	1	0	-7	-1	11	-1	0	-15	7	10	1	0	6
Cumulative With Project	79	1270	356	350	759	121	85	698	298	306	809	117	5248

Intersection Number: **60**  
 Traffic Node Number: 127  
 Intersection Name: Homestead Rd & Lincoln St/Winchester Blvd  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	37	351	50	11	158	61	32	171	27	15	205	34	1152
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	11	6	22	16	10	0	0	0	30	0	95
Total Approved Trips	0	0	11	6	22	16	10	0	0	0	30	0	95
Background Conditions	37	351	61	17	180	77	42	171	27	15	235	34	1247
<b>2015 Project Trips</b>													
BART	1	0	0	0	0	0	0	0	0	0	0	0	1
Joint Development	1	10	0	0	0	0	0	0	0	0	0	0	11
Net 2015 Trips	2	10	0	0	0	0	0	0	0	0	0	0	12
Existing + Project	39	361	50	11	158	61	32	171	27	15	205	34	1164
<b>2025 Project Trips</b>													
BART	1	-2	0	0	0	0	0	0	0	0	0	0	-1
Joint Development	1	28	0	0	0	0	0	0	0	0	0	0	29
Net 2025 Trips	2	26	0	0	0	0	0	0	0	0	0	0	28
Background + Project	39	377	61	17	180	77	42	171	27	15	235	34	1275
Cumulative No Project	37	643	61	17	180	77	43	220	60	15	235	34	1588
<b>Cumulative Project Trips</b>													
BART	1	7	0	0	0	0	0	-1	0	0	0	1	8
Joint Development	0	25	0	0	0	0	0	0	0	0	0	0	25
Net 2035 Trips	1	32	0	0	0	0	0	-1	0	0	0	1	33
Cumulative With Project	38	675	61	17	180	77	43	219	60	15	235	35	1655



Intersection Number: **61**  
 Traffic Node Number: 123  
 Intersection Name: Homestead Rd & Monroe St  
 Peak Hour: PM  
 Count Date: 05/20/15  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	29	609	56	49	181	37	17	255	30	50	163	18	1494
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	5	24	0	0	0	0	0	9	0	0	0	3	41
Total Approved Trips	5	24	0	0	0	0	0	9	0	0	0	3	41
Background Conditions	34	633	56	49	181	37	17	264	30	50	163	21	1535
<b>2015 Project Trips</b>													
BART	1	0	0	0	0	0	0	0	0	0	0	0	1
Joint Development	0	0	0	0	0	0	0	0	0	0	0	0	0
Net 2015 Trips	1	0	0	0	0	0	0	0	0	0	0	0	1
Existing + Project	30	609	56	49	181	37	17	255	30	50	163	18	1495
<b>2025 Project Trips</b>													
BART	1	0	0	0	0	0	0	0	0	0	0	0	1
Joint Development	0	1	0	0	0	0	0	0	0	0	0	0	1
Net 2025 Trips	1	1	0	0	0	0	0	0	0	0	0	0	2
Background + Project	35	634	56	49	181	37	17	264	30	50	163	21	1537
Cumulative No Project	34	659	56	49	181	108	18	264	52	75	163	21	1659
<b>Cumulative Project Trips</b>													
BART	1	0	0	0	0	-1	0	0	-1	-1	0	0	-2
Joint Development	0	1	0	0	0	0	0	0	0	0	0	0	1
Net 2035 Trips	1	1	0	0	0	-1	0	0	-1	-1	0	0	-1
Cumulative With Project	35	660	56	49	181	107	18	264	51	74	163	21	1679

Intersection Number: **62**  
 Traffic Node Number: 4069  
 Intersection Name: US 101 & Trimble  
 Peak Hour: PM  
 Count Date: 10/07/14  
 Scenario: BART Extension Phase II  
 Date of Analysis: 09/02/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	735	1948	0	318	0	507	205	1131	0	4844
<b>Approved Project Trips</b>													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	103	0	3	0	27	0	32	0	165
Total Approved Trips	0	0	0	0	103	0	3	0	27	0	32	0	165
Background Conditions	0	0	0	735	2051	0	321	0	534	205	1163	0	5009
<b>2015 Project Trips</b>													
BART	0	0	0	0	-5	0	-3	0	-2	0	-6	0	-16
Joint Development	0	0	0	0	11	0	3	0	5	0	42	0	61
Net 2015 Trips	0	0	0	0	6	0	0	0	3	0	36	0	45
Existing + Project	0	0	0	735	1954	0	318	0	510	205	1167	0	4889
<b>2025 Project Trips</b>													
BART	0	0	0	0	-29	0	-3	0	-5	0	-15	0	-52
Joint Development	0	0	0	0	11	0	3	0	11	0	34	0	59
Net 2025 Trips	0	0	0	0	-18	0	0	0	6	0	19	0	7
Background + Project	0	0	0	735	2033	0	321	0	540	205	1182	0	5016
Cumulative No Project	0	0	0	735	2389	0	407	0	534	205	1369	0	5639
<b>Cumulative Project Trips</b>													
BART	0	0	0	0	-17	0	-1	0	-2	0	-12	0	-32
Joint Development	0	0	0	0	8	0	3	0	6	0	18	0	35
Net 2035 Trips	0	0	0	0	-9	0	2	0	4	0	6	0	3
Cumulative With Project	0	0	0	735	2380	0	409	0	538	205	1375	0	5642

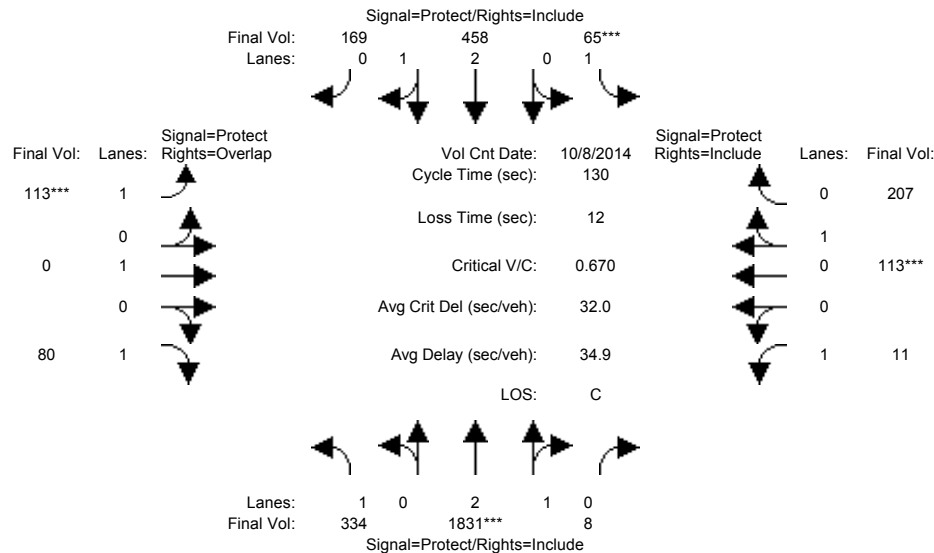
## **Appendix E**

### **Intersection Level of Service Calculations**

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



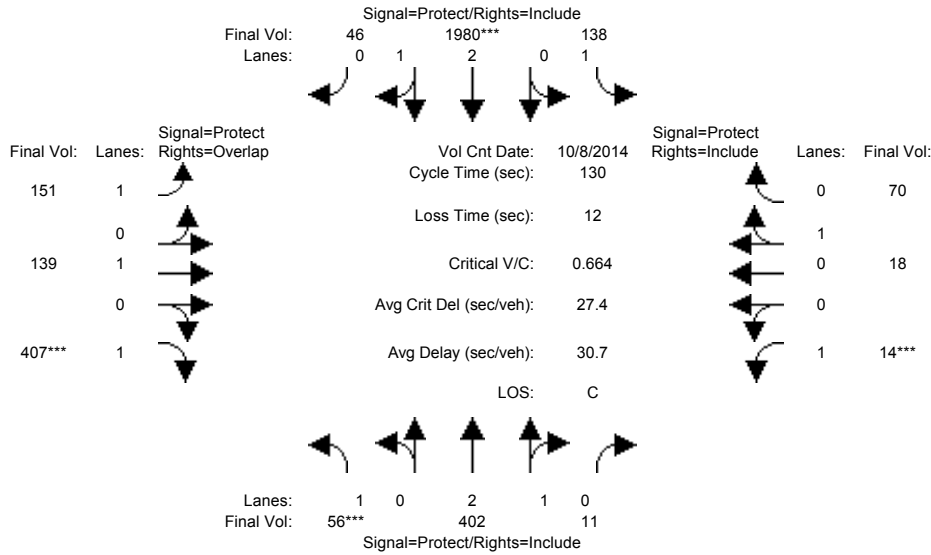
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	334	1831	8	65	458	169	113	0	80	11	113	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	1831	8	65	458	169	113	0	80	11	113	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	1831	8	65	458	169	113	0	80	11	113	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	1831	8	65	458	169	113	0	80	11	113	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1831	8	65	458	169	113	0	80	11	113	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	1831	8	65	458	169	113	0	80	11	113	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.16	0.84	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1750	5576	24	1750	4089	1509	1750	1900	1750	1750	636	1164
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.33	0.04	0.11	0.11	0.06	0.00	0.05	0.01	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.7	63.7	63.7	7.2	26.2	26.2	12.5	0.0	57.2	47.0	34.5	34.5
Volume/Cap:	0.55	0.67	0.67	0.67	0.55	0.55	0.67	0.00	0.10	0.02	0.67	0.67
Delay/Veh:	35.7	25.8	25.8	76.9	47.2	47.2	66.7	0.0	21.4	26.6	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	25.8	25.8	76.9	47.2	47.2	66.7	0.0	21.4	26.6	46.3	46.3
LOS by Move:	D	C	C	E	D	D	E	A	C	C	D	D
HCM2k95thQ:	21	32	32	6	14	14	10	0	4	1	23	23

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



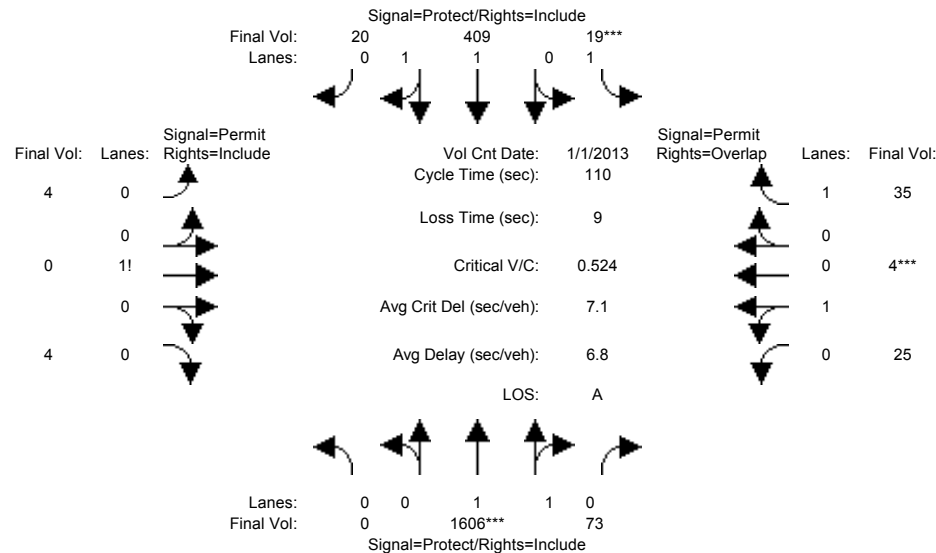
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	56	402	11	138	1980	46	151	139	407	14	18	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	402	11	138	1980	46	151	139	407	14	18	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	402	11	138	1980	46	151	139	407	14	18	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	402	11	138	1980	46	151	139	407	14	18	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	402	11	138	1980	46	151	139	407	14	18	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	402	11	138	1980	46	151	139	407	14	18	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.20	0.80
Final Sat.:	1750	5451	149	1750	5473	127	1750	1900	1750	1750	368	1432
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.08	0.36	0.36	0.09	0.07	0.23	0.01	0.05	0.05
Crit Moves:	****			****			****		****	****		
Green Time:	7.0	37.8	37.8	38.8	69.6	69.6	21.9	34.4	41.4	7.0	19.5	19.5
Volume/Cap:	0.59	0.25	0.25	0.26	0.68	0.68	0.51	0.28	0.73	0.15	0.33	0.33
Delay/Veh:	70.0	35.4	35.4	35.0	22.6	22.6	50.7	38.2	44.3	59.4	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	35.4	35.4	35.0	22.6	22.6	50.7	38.2	44.3	59.4	50.1	50.1
LOS by Move:	E	D	D	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	8	8	9	34	34	11	8	28	1	7	7

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



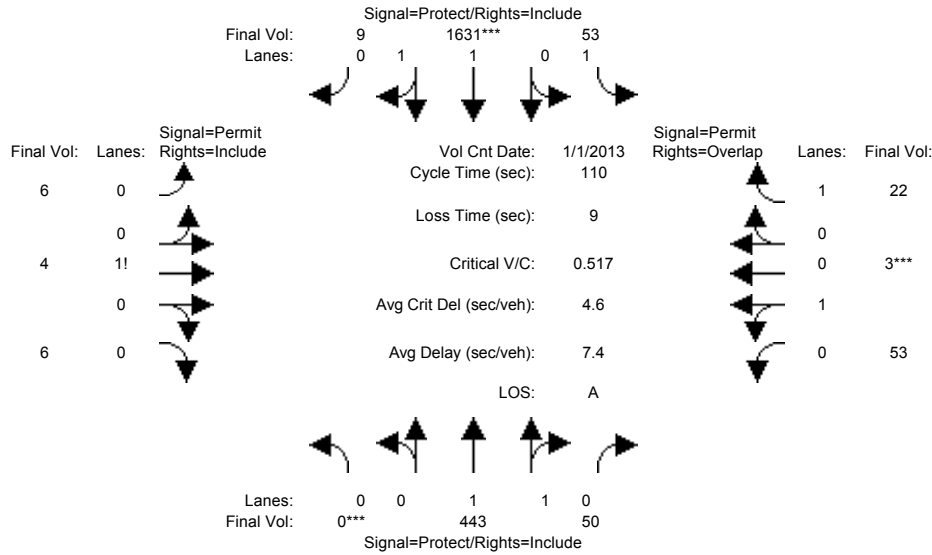
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	1606	73	19	409	20	4	0	4	25	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1606	73	19	409	20	4	0	4	25	4	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1606	73	19	409	20	4	0	4	25	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1606	73	19	409	20	4	0	4	25	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1606	73	19	409	20	4	0	4	25	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1606	73	19	409	20	4	0	4	25	4	35
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.91	0.09	1.00	1.90	0.10	0.50	0.00	0.50	0.86	0.14	1.00
Final Sat.:	0	3539	161	1750	3527	172	875	0	875	1552	248	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.01	0.12	0.12	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	84.0	84.0	7.0	91.0	91.0	10.0	0.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.00	0.59	0.59	0.17	0.14	0.14	0.05	0.00	0.05	0.18	0.18	0.13
Delay/Veh:	0.0	6.0	6.0	49.5	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.0	6.0	49.5	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
LOS by Move:	A	A	A	D	A	A	D	A	D	D	D	D
HCM2k95thQ:	0	23	23	1	3	3	1	0	1	2	2	2

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



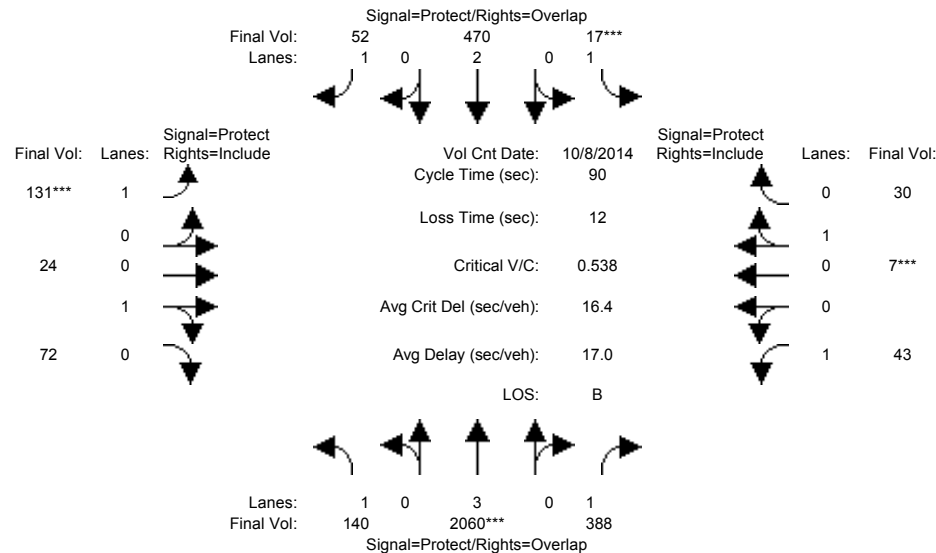
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	443	50	53	1631	9	6	4	6	53	3	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	443	50	53	1631	9	6	4	6	53	3	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	50	53	1631	9	6	4	6	53	3	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	443	50	53	1631	9	6	4	6	53	3	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	50	53	1631	9	6	4	6	53	3	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	443	50	53	1631	9	6	4	6	53	3	22
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.79	0.21	1.00	1.99	0.01	0.37	0.25	0.38	0.95	0.05	1.00
Final Sat.:	0	3324	375	1750	3680	20	656	438	656	1704	96	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.03	0.44	0.44	0.01	0.01	0.01	0.03	0.03	0.01
Crit Moves:	****			****						****		
Green Time:	0.0	61.6	61.6	29.4	91.0	91.0	10.0	10.0	10.0	10.0	10.0	39.4
Volume/Cap:	0.00	0.24	0.24	0.11	0.54	0.54	0.10	0.10	0.10	0.34	0.34	0.04
Delay/Veh:	0.0	12.4	12.4	30.6	3.1	3.1	46.2	46.2	46.2	48.2	48.2	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	12.4	30.6	3.1	3.1	46.2	46.2	46.2	48.2	48.2	23.0
LOS by Move:	A	B	B	C	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	8	8	3	17	17	1	1	1	4	4	1

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



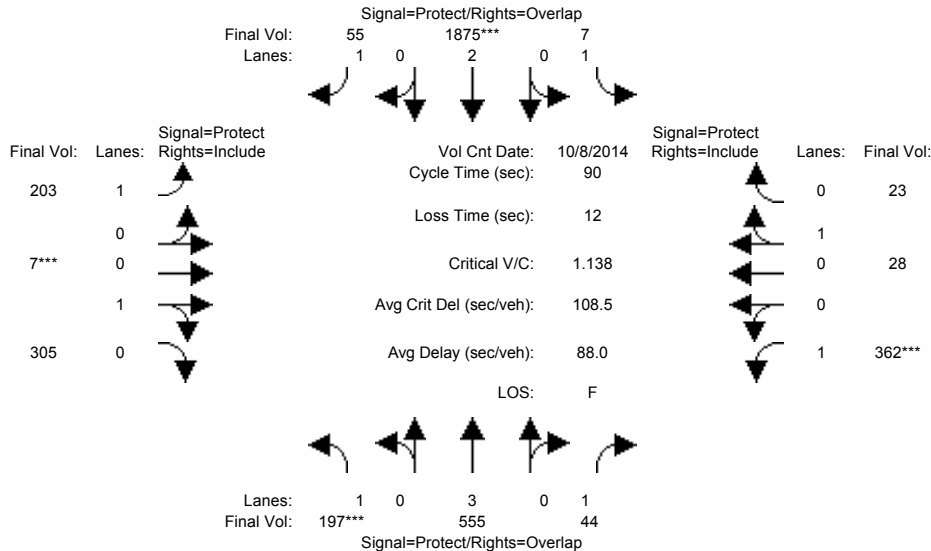
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	140	2060	388	17	470	52	131	24	72	43	7	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2060	388	17	470	52	131	24	72	43	7	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2060	388	17	470	52	131	24	72	43	7	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2060	388	17	470	52	131	24	72	43	7	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2060	388	17	470	52	131	24	72	43	7	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	2060	388	17	470	52	131	24	72	43	7	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.25	0.75	1.00	0.19	0.81
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	450	1350	1750	341	1459
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.22	0.01	0.12	0.03	0.07	0.05	0.05	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.6	50.5	59.0	7.0	34.9	45.4	10.5	12.0	12.0	8.4	10.0	10.0
Volume/Cap:	0.32	0.64	0.34	0.12	0.32	0.06	0.64	0.40	0.40	0.26	0.19	0.19
Delay/Veh:	27.9	14.0	7.1	39.1	19.3	11.4	44.9	36.8	36.8	38.8	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	14.0	7.1	39.1	19.3	11.4	44.9	36.8	36.8	38.8	36.8	36.8
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	22	9	1	9	2	10	6	6	2	2	2

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	197	555	44	7	1875	55	203	7	305	362	28	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	555	44	7	1875	55	203	7	305	362	28	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	555	44	7	1875	55	203	7	305	362	28	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	555	44	7	1875	55	203	7	305	362	28	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	555	44	7	1875	55	203	7	305	362	28	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	555	44	7	1875	55	203	7	305	362	28	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.55	0.45
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	40	1760	1750	988	812
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.03	0.00	0.49	0.03	0.12	0.17	0.17	0.21	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.9	28.2	44.6	19.7	39.0	54.4	15.4	13.7	13.7	16.4	14.7	14.7
Volume/Cap:	1.14	0.31	0.05	0.02	1.14	0.05	0.68	1.14	1.14	1.14	0.17	0.17
Delay/Veh:	150.9	23.6	11.8	27.6	95.5	7.3	41.2	135	134.9	130.0	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.9	23.6	11.8	27.6	95.5	7.3	41.2	135	134.9	130.0	32.7	32.7
LOS by Move:	F	C	B	C	F	A	D	F	F	F	C	C
HCM2k95thQ:	18	7	1	0	65	1	13	30	30	31	3	3

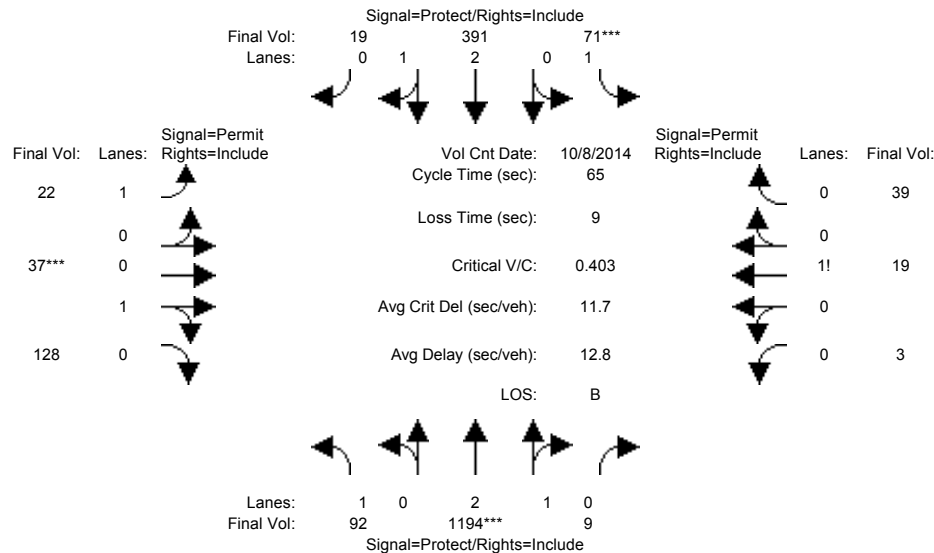
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #106: Benton/E/ Camino Real [Study Int 52]



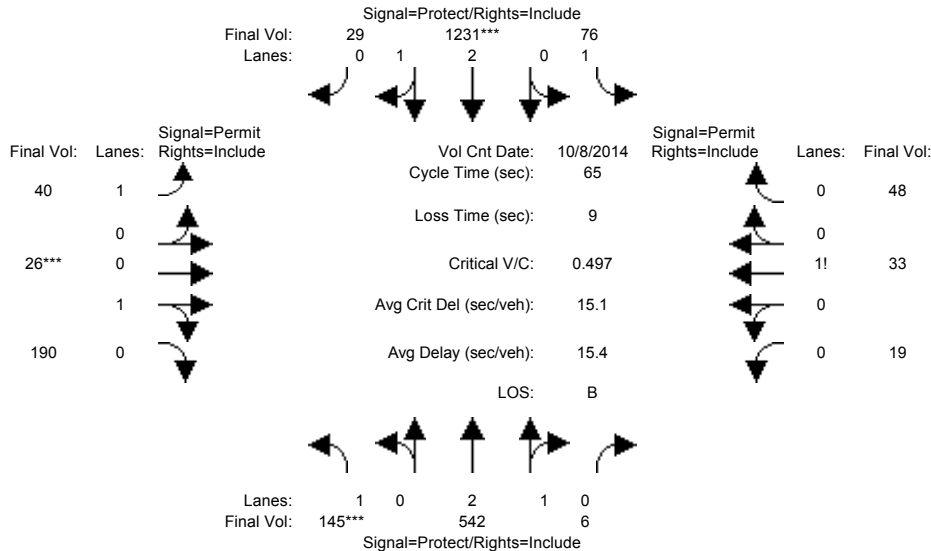
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	92	1194	9	71	391	19	22	37	128	3	19	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1194	9	71	391	19	22	37	128	3	19	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1194	9	71	391	19	22	37	128	3	19	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1194	9	71	391	19	22	37	128	3	19	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1194	9	71	391	19	22	37	128	3	19	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1194	9	71	391	19	22	37	128	3	19	39
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.98	0.02	1.00	2.86	0.14	1.00	0.22	0.78	0.05	0.31	0.64
Final Sat.:	1750	5558	42	1750	5340	259	1750	404	1396	86	545	1119
-----												
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.04	0.07	0.07	0.01	0.09	0.09	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	17.0	34.3	34.3	7.0	24.3	24.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.20	0.41	0.41	0.38	0.20	0.20	0.06	0.41	0.41	0.15	0.15	0.15
Delay/Veh:	18.9	9.3	9.3	28.2	13.8	13.8	19.8	22.1	22.1	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	9.3	9.3	28.2	13.8	13.8	19.8	22.1	22.1	20.4	20.4	20.4
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	9	9	3	4	4	1	6	6	2	2	2

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

BART

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

Intersection #106: Benton/EI Camino Real [Study Int 52]



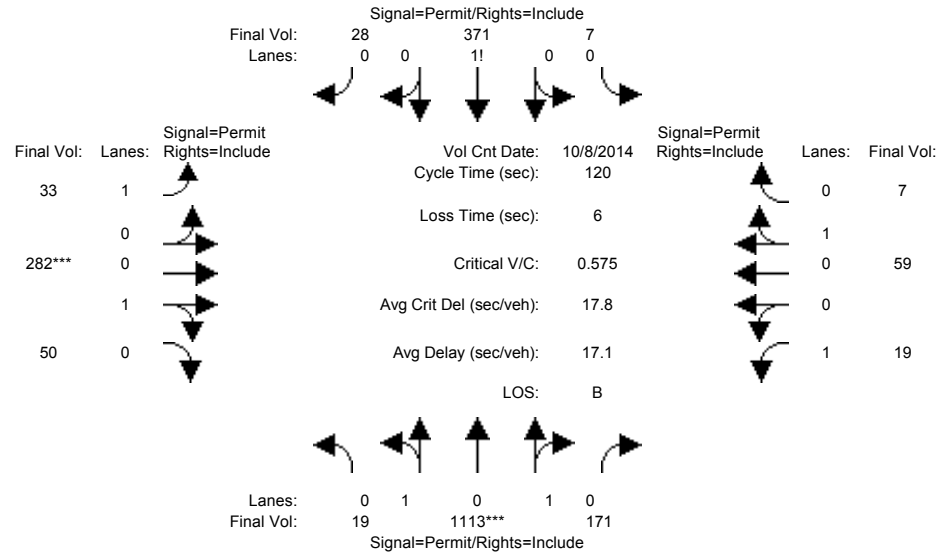
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	145	542	6	76	1231	29	40	26	190	19	33	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	542	6	76	1231	29	40	26	190	19	33	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	542	6	76	1231	29	40	26	190	19	33	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	542	6	76	1231	29	40	26	190	19	33	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	542	6	76	1231	29	40	26	190	19	33	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	542	6	76	1231	29	40	26	190	19	33	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.93	0.07	1.00	0.12	0.88	0.19	0.33	0.48
Final Sat.:	1750	5539	61	1750	5471	129	1750	217	1583	333	578	840
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.04	0.23	0.23	0.02	0.12	0.12	0.06	0.06	0.06
Crit Moves:	****			****			****					
Green Time:	10.8	23.7	23.7	16.6	29.4	29.4	15.7	15.7	15.7	15.7	15.7	15.7
Volume/Cap:	0.50	0.27	0.27	0.17	0.50	0.50	0.09	0.50	0.50	0.24	0.24	0.24
Delay/Veh:	25.9	14.6	14.6	19.0	12.7	12.7	19.2	22.1	22.1	20.1	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	14.6	14.6	19.0	12.7	12.7	19.2	22.1	22.1	20.1	20.1	20.1
LOS by Move:	C	B	B	B	B	B	B	C	C	C	C	C
HCM2k95thQ:	6	5	5	3	11	11	1	8	8	4	4	4

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



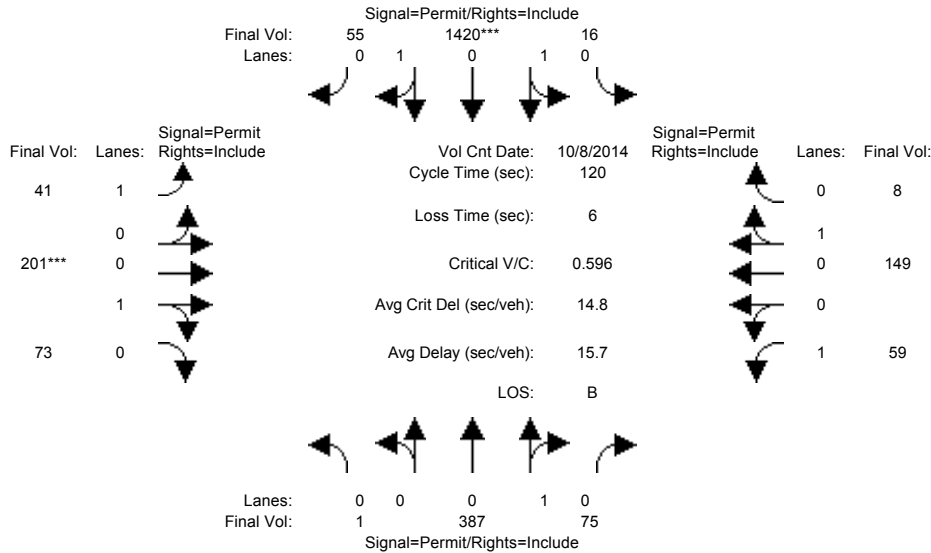
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	19	1113	171	7	371	28	33	282	50	19	59	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1113	171	7	371	28	33	282	50	19	59	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1113	171	7	371	28	33	282	50	19	59	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1113	171	7	371	28	33	282	50	19	59	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1113	171	7	371	28	33	282	50	19	59	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1113	171	7	371	28	33	282	50	19	59	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.71	0.26	0.02	0.91	0.07	1.00	0.85	0.15	1.00	0.89	0.11
Final Sat.:	52	3075	472	30	1599	121	1750	1529	271	1750	1609	191
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.23	0.23	0.23	0.02	0.18	0.18	0.01	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	75.5	75.5	75.5	75.5	75.5	75.5	38.5	38.5	38.5	38.5	38.5	38.5
Volume/Cap:	0.58	0.58	0.58	0.37	0.37	0.37	0.06	0.58	0.58	0.03	0.11	0.11
Delay/Veh:	13.3	13.3	13.3	10.9	10.9	10.9	28.3	35.4	35.4	28.0	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	10.9	10.9	10.9	28.3	35.4	35.4	28.0	28.8	28.8
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	24	24	24	14	14	14	2	19	19	1	4	4

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



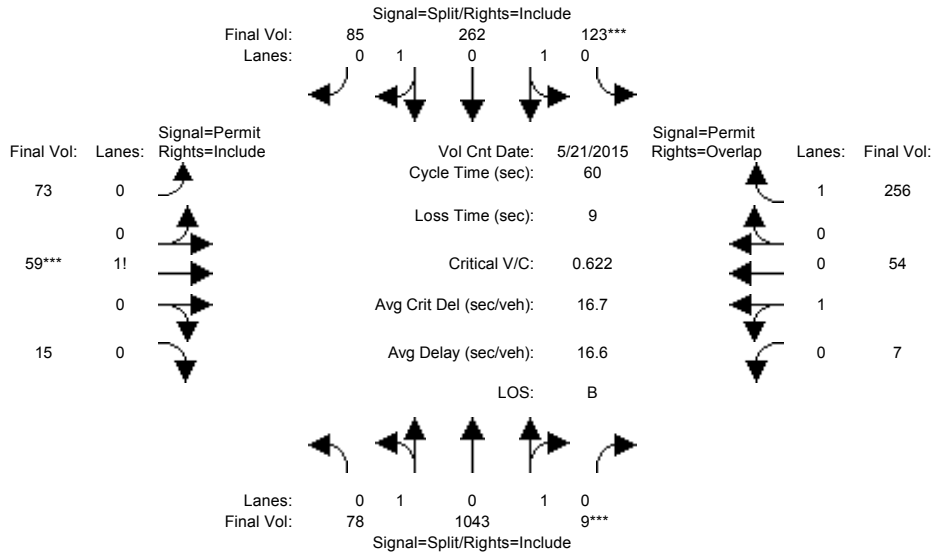
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1	387	75	16	1420	55	41	201	73	59	149	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	387	75	16	1420	55	41	201	73	59	149	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	387	75	16	1420	55	41	201	73	59	149	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	387	75	16	1420	55	41	201	73	59	149	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	387	75	16	1420	55	41	201	73	59	149	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	387	75	16	1420	55	41	201	73	59	149	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.83	0.16	0.02	1.91	0.07	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	4	1463	283	39	3429	133	1750	1320	480	1750	1708	92
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.41	0.41	0.41	0.02	0.15	0.15	0.03	0.09	0.09
Crit Moves:	*****											
Green Time:	83.4	83.4	83.4	83.4	83.4	83.4	30.6	30.6	30.6	30.6	30.6	30.6
Volume/Cap:	0.38	0.38	0.38	0.60	0.60	0.60	0.09	0.60	0.60	0.13	0.34	0.34
Delay/Veh:	7.8	7.8	7.8	9.9	9.9	9.9	34.2	41.4	41.4	34.6	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	9.9	9.9	9.9	34.2	41.4	41.4	34.6	36.9	36.9
LOS by Move:	A	A	A	A	A	A	C	D	D	C	D	D
HCM2k95thQ:	14	14	14	25	25	25	2	17	17	4	10	10

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



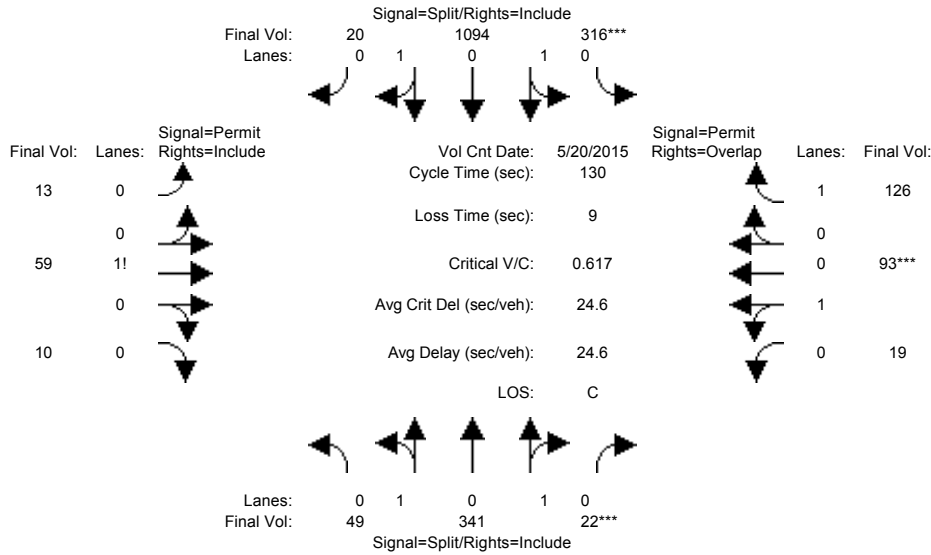
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	78	1043	9	123	262	85	73	59	15	7	54	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1043	9	123	262	85	73	59	15	7	54	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1043	9	123	262	85	73	59	15	7	54	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1043	9	123	262	85	73	59	15	7	54	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1043	9	123	262	85	73	59	15	7	54	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	78	1043	9	123	262	85	73	59	15	7	54	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.14	1.85	0.01	0.52	1.12	0.36	0.50	0.40	0.10	0.11	0.89	1.00
Final Sat.:	248	3323	29	942	2007	651	869	702	179	207	1593	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.13	0.13	0.13	0.08	0.08	0.08	0.03	0.03	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.0	29.0	29.0	12.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	22.0
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.65	0.50	0.50	0.50	0.20	0.20	0.40
Delay/Veh:	12.6	12.6	12.6	24.1	24.1	24.1	24.2	24.2	24.2	21.9	21.9	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	24.1	24.1	24.1	24.2	24.2	24.2	21.9	21.9	14.5
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	B
HCM2k95thQ:	16	16	16	9	9	9	5	5	5	2	2	8

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



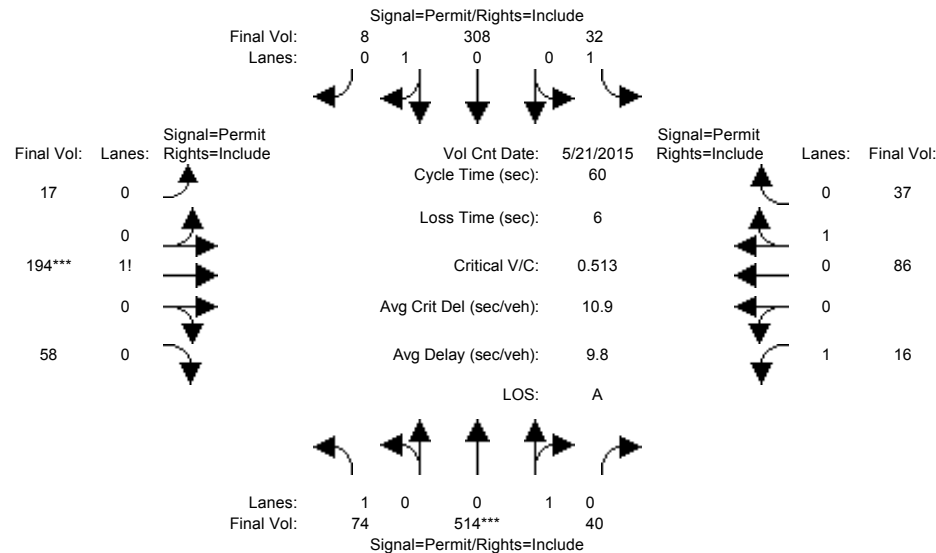
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	49	341	22	316	1094	20	13	59	10	19	93	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	341	22	316	1094	20	13	59	10	19	93	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	341	22	316	1094	20	13	59	10	19	93	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	341	22	316	1094	20	13	59	10	19	93	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	341	22	316	1094	20	13	59	10	19	93	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	341	22	316	1094	20	13	59	10	19	93	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.24	1.65	0.11	0.44	1.53	0.03	0.16	0.72	0.12	0.17	0.83	1.00
Final Sat.:	428	2980	192	796	2754	50	277	1259	213	305	1495	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.40	0.40	0.40	0.05	0.05	0.05	0.06	0.06	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.1	24.1	24.1	83.8	83.8	83.8	13.1	13.1	13.1	13.1	13.1	96.9
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.46	0.46	0.46	0.62	0.62	0.10
Delay/Veh:	50.4	50.4	50.4	14.2	14.2	14.2	57.1	57.1	57.1	62.3	62.3	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	50.4	50.4	14.2	14.2	14.2	57.1	57.1	57.1	62.3	62.3	4.6
LOS by Move:	D	D	D	B	B	B	E	E	E	E	E	A
HCM2k95thQ:	15	15	15	30	30	30	7	7	7	11	11	3

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



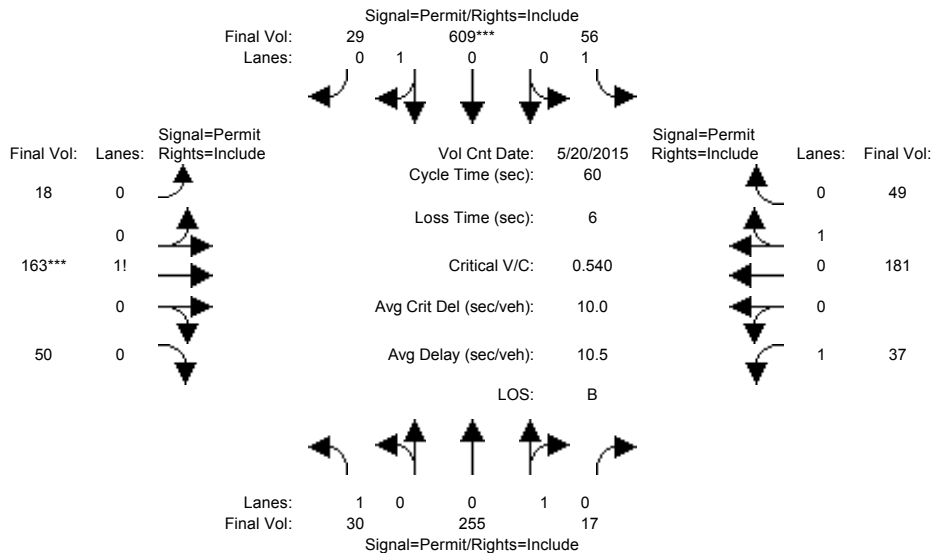
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	74	514	40	32	308	8	17	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	32	308	8	17	194	58	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	514	40	32	308	8	17	194	58	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	514	40	32	308	8	17	194	58	16	86	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	514	40	32	308	8	17	194	58	16	86	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	514	40	32	308	8	17	194	58	16	86	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.06	0.72	0.22	1.00	0.70	0.30
Final Sat.:	1750	1670	130	1750	1754	46	111	1262	377	1750	1259	541
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.02	0.18	0.18	0.15	0.15	0.15	0.01	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	36.0	36.0	36.0	36.0	36.0	36.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.07	0.51	0.51	0.03	0.29	0.29	0.51	0.51	0.51	0.03	0.23	0.23
Delay/Veh:	5.0	7.3	7.3	4.9	6.0	6.0	18.2	18.2	18.2	14.9	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	7.3	7.3	4.9	6.0	6.0	18.2	18.2	18.2	14.9	16.0	16.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	12	12	1	6	6	9	9	9	0	4	4

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 20 May 2015 <<											
Base Vol:	30	255	17	56	609	29	18	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	56	609	29	18	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	255	17	56	609	29	18	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	255	17	56	609	29	18	163	50	37	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	255	17	56	609	29	18	163	50	37	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	255	17	56	609	29	18	163	50	37	181	49
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.70	0.22	1.00	0.79	0.21
Final Sat.:	1750	1687	112	1750	1718	82	136	1235	379	1750	1417	383
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.03	0.35	0.35	0.13	0.13	0.13	0.02	0.13	0.13
Crit Moves:	*****											
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.03	0.23	0.23	0.05	0.54	0.54	0.54	0.54	0.54	0.09	0.52	0.52
Delay/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.1	21.1	21.1	17.6	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.1	21.1	21.1	17.6	20.8	20.8
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	0	4	4	1	13	13	8	8	8	1	8	8

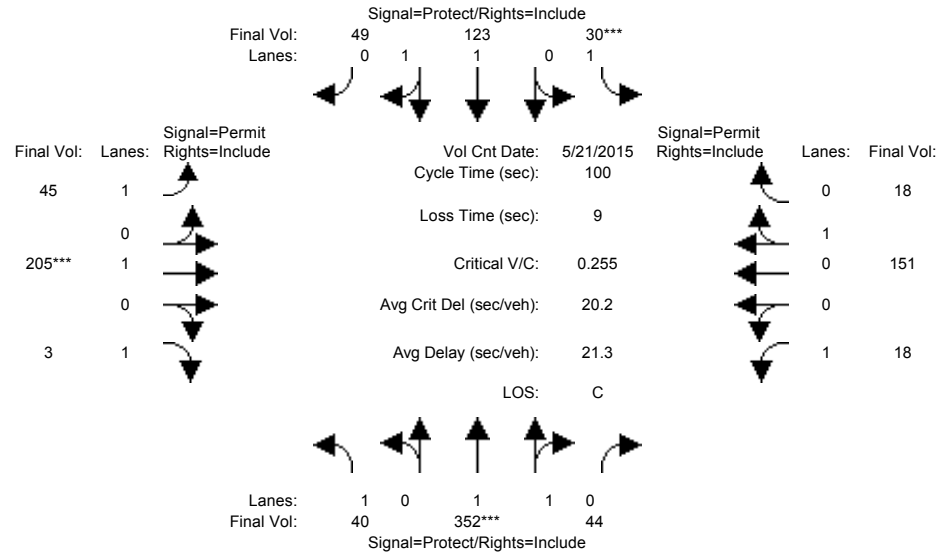
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



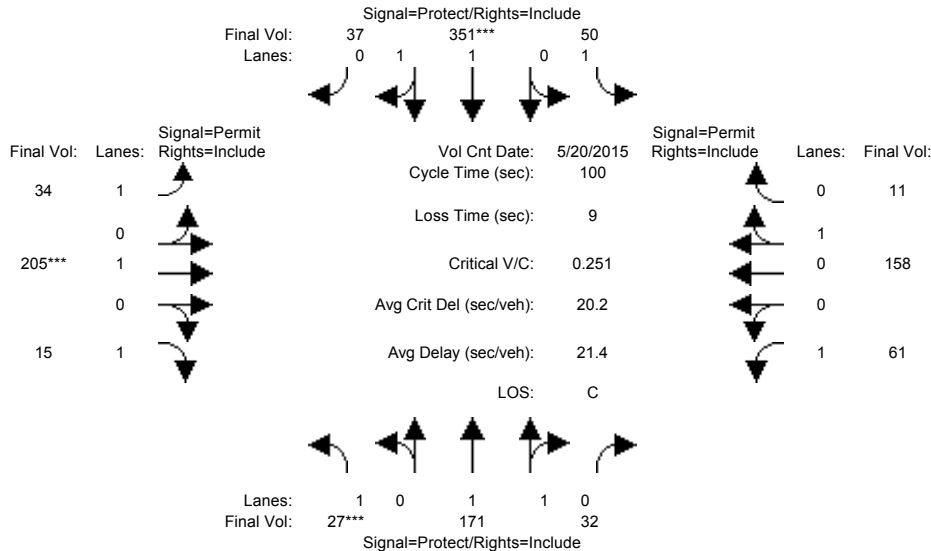
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	40	352	44	30	123	49	45	205	3	18	151	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	352	44	30	123	49	45	205	3	18	151	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	352	44	30	123	49	45	205	3	18	151	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	352	44	30	123	49	45	205	3	18	151	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	352	44	30	123	49	45	205	3	18	151	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	352	44	30	123	49	45	205	3	18	151	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.77	0.23	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3289	411	1750	2645	1054	1750	1900	1750	1750	1608	192
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.02	0.05	0.05	0.03	0.11	0.00	0.01	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	41.8	41.8	7.0	28.7	28.7	42.2	42.2	42.2	42.2	42.2	42.2
Volume/Cap:	0.11	0.26	0.26	0.24	0.16	0.16	0.06	0.26	0.00	0.02	0.22	0.22
Delay/Veh:	32.8	19.0	19.0	45.0	26.7	26.7	17.2	18.9	16.8	16.9	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	19.0	19.0	45.0	26.7	26.7	17.2	18.9	16.8	16.9	18.6	18.6
LOS by Move:	C	B	B	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	8	8	2	4	4	2	8	0	1	7	7

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



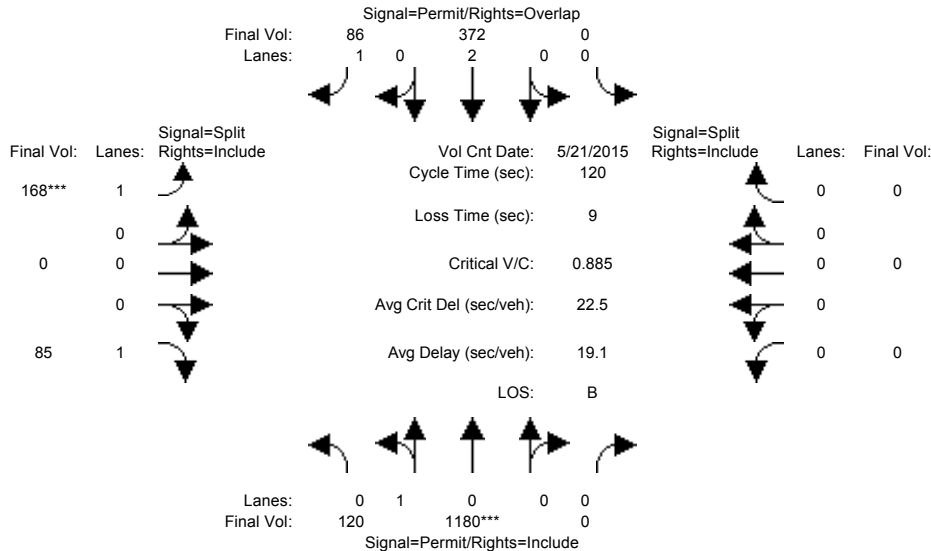
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 20 May 2015 <<											
Base Vol:	27	171	32	50	351	37	34	205	15	61	158	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	171	32	50	351	37	34	205	15	61	158	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	171	32	50	351	37	34	205	15	61	158	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	171	32	50	351	37	34	205	15	61	158	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	171	32	50	351	37	34	205	15	61	158	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	171	32	50	351	37	34	205	15	61	158	11
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.80	0.20	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	1750	3116	583	1750	3347	353	1750	1900	1750	1750	1683	117
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.10	0.10	0.02	0.11	0.01	0.03	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	7.0	28.5	28.5	19.9	41.4	41.4	42.6	42.6	42.6	42.6	42.6	42.6
Volume/Cap:	0.22	0.19	0.19	0.14	0.25	0.25	0.05	0.25	0.02	0.08	0.22	0.22
Delay/Veh:	44.8	27.2	27.2	33.2	19.3	19.3	16.8	18.6	16.6	17.1	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	27.2	27.2	33.2	19.3	19.3	16.8	18.6	16.6	17.1	18.3	18.3
LOS by Move:	D	C	C	C	B	B	B	B	B	B	B	B
HCM2k95thQ:	2	5	5	3	8	8	1	8	1	2	7	7

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



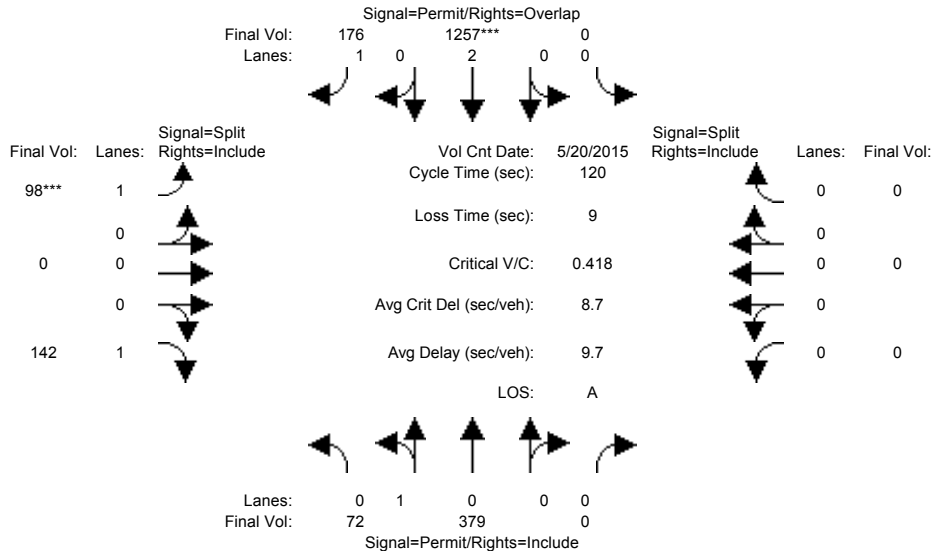
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	120	1180	0	0	372	86	168	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1180	0	0	372	86	168	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1180	0	0	372	86	168	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1180	0	0	372	86	168	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1180	0	0	372	86	168	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	1180	0	0	372	86	168	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	166	1634	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.00	0.00	0.10	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	98.0	98.0	0.0	0.0	98.0	111.0	13.0	0.0	13.0	0.0	0.0	0.0
Volume/Cap:	0.88	0.88	0.00	0.00	0.12	0.05	0.88	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	14.0	14.0	0.0	0.0	2.3	0.4	88.0	0.0	51.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	0.0	0.0	2.3	0.4	88.0	0.0	51.8	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	58	58	0	0	3	1	14	0	6	0	0	0

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



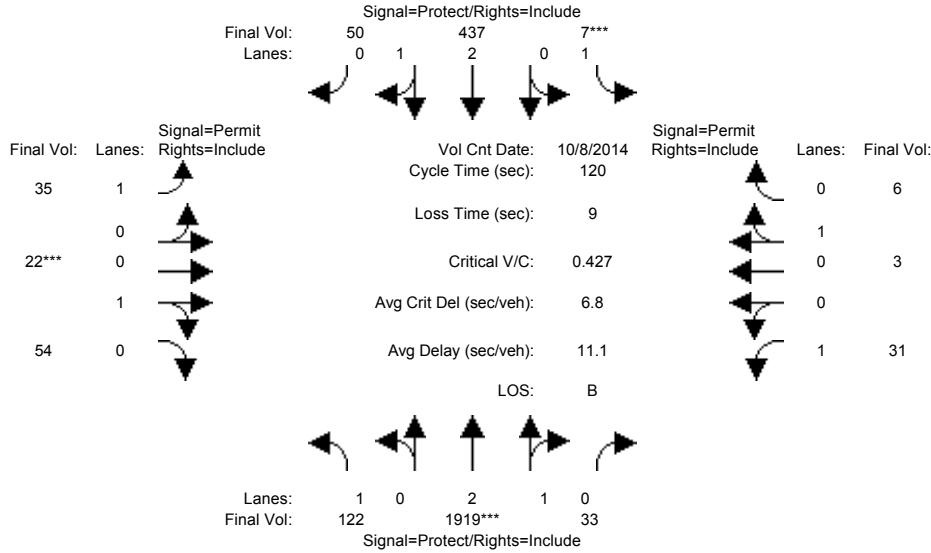
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 20 May 2015 <<											
Base Vol:	72	379	0	0	1257	176	98	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	379	0	0	1257	176	98	0	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	379	0	0	1257	176	98	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	379	0	0	1257	176	98	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	379	0	0	1257	176	98	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	379	0	0	1257	176	98	0	142	0	0	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.84	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	287	1513	0	0	3800	1750	1750	0	1750	0	0	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.00	0.33	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	89.1	89.1	0.0	0.0	89.1	111.0	21.9	0.0	21.9	0.0	0.0	0.0
Volume/Cap:	0.34	0.34	0.00	0.00	0.45	0.11	0.31	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	5.4	5.4	0.0	0.0	6.0	0.4	43.1	0.0	44.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	0.0	0.0	6.0	0.4	43.1	0.0	44.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	12	12	0	0	16	1	7	0	10	0	0	0

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



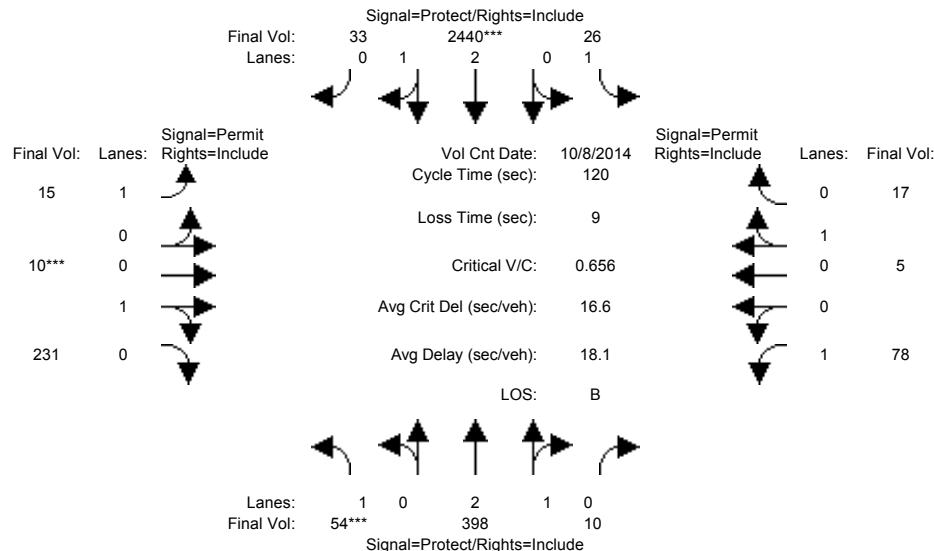
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	122	1919	33	7	437	50	35	22	54	31	3	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1919	33	7	437	50	35	22	54	31	3	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1919	33	7	437	50	35	22	54	31	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1919	33	7	437	50	35	22	54	31	3	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1919	33	7	437	50	35	22	54	31	3	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	1919	33	7	437	50	35	22	54	31	3	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.68	0.32	1.00	0.29	0.71	1.00	0.33	0.67
Final Sat.:	1750	5505	95	1750	5024	575	1750	521	1279	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.00	0.09	0.09	0.02	0.04	0.04	0.02	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.4	92.8	92.8	7.0	55.4	55.4	11.2	11.2	11.2	11.2	11.2	11.2
Volume/Cap:	0.19	0.45	0.45	0.07	0.19	0.19	0.21	0.45	0.45	0.19	0.05	0.05
Delay/Veh:	25.7	4.8	4.8	53.7	19.1	19.1	51.0	53.4	53.4	50.7	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	4.8	4.8	53.7	19.1	19.1	51.0	53.4	53.4	50.7	49.7	49.7
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	16	16	1	7	7	3	6	6	3	1	1

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



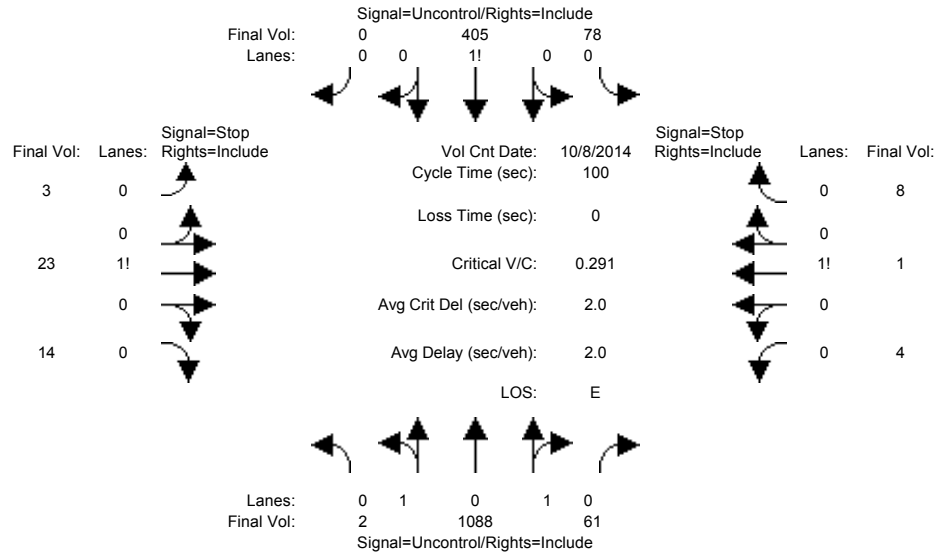
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	54	398	10	26	2440	33	15	10	231	78	5	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	398	10	26	2440	33	15	10	231	78	5	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	398	10	26	2440	33	15	10	231	78	5	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	398	10	26	2440	33	15	10	231	78	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	398	10	26	2440	33	15	10	231	78	5	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	398	10	26	2440	33	15	10	231	78	5	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.23	0.77
Final Sat.:	1750	5463	137	1750	5525	75	1750	75	1725	1750	409	1391
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.44	0.44	0.01	0.13	0.13	0.04	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	51.1	51.1	35.7	79.8	79.8	24.2	24.2	24.2	24.2	24.2	24.2
Volume/Cap:	0.53	0.17	0.17	0.05	0.66	0.66	0.04	0.66	0.66	0.22	0.06	0.06
Delay/Veh:	60.0	21.4	21.4	30.1	12.5	12.5	38.6	48.7	48.7	40.3	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	21.4	21.4	30.1	12.5	12.5	38.6	48.7	48.7	40.3	38.8	38.8
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	6	6	1	32	32	1	16	16	5	1	1

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

BART

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

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Volume Module: >> Count Date: 8 Oct 2014 <<				
Base Vol:	2 1088	61 78 405	0 3 23 14	4 1 8
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	2 1088	61 78 405	0 3 23 14	4 1 8
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	2 1088	61 78 405	0 3 23 14	4 1 8
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	2 1088	61 78 405	0 3 23 14	4 1 8
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	2 1088	61 78 405	0 3 23 14	4 1 8
Critical Gap Module:				
Critical Gp:	4.1 xxxxx xxxxx	4.1 xxxxx xxxxx	7.1 6.5 6.2	7.1 6.5 6.2
FollowUpTim:	2.2 xxxxx xxxxx	2.2 xxxxx xxxxx	3.5 4.0 3.3	3.5 4.0 3.3
Capacity Module:				
Cnflct Vol:	405 xxxxx xxxxx	1149 xxxxx xxxxx	1110 1714 405	1702 1684 575
Potent Cap.:	1165 xxxxx xxxxx	615 xxxxx xxxxx	188 91 650	73 95 522
Move Cap.:	1165 xxxxx xxxxx	615 xxxxx xxxxx	165 79 650	50 82 522
Volume/Cap:	0.00 xxxxx xxxxx	0.13 xxxxx xxxxx	0.02 0.29 0.02	0.08 0.01 0.02
Level Of Service Module:				
2Way95thQ:	0.0 xxxxx xxxxx	0.4 xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
Control Del:	8.1 xxxxx xxxxx	11.7 xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
LOS by Move:	A * *	B * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx 121 xxxxx	xxxx 121 xxxxx
SharedQueue:	0.0 xxxxx xxxxx	0.4 xxxxx xxxxx	1.3 xxxxx xxxxx	0.4 xxxxx
Shrd ConDel:	8.1 xxxxx xxxxx	11.7 xxxxx xxxxx	48.9 xxxxx xxxxx	38.2 xxxxx
Shared LOS:	A * *	B * *	* E *	* E *
ApproachDel:	xxxxxx	xxxxxx	48.9	38.2
ApproachLOS:	*	*	E	E
Note: Queue reported is the number of cars per lane.				
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed:	4.00 feet/sec			
LaneWidth:	12 feet	12 feet	12 feet	12 feet
Time Period:	0.25 hour			
Upstream Signals:				
Link Index:	#718	#974		
Dist(miles):	0.000	0.000		
Speed (mph):	0.00	0.00		
SignalIndex:	#107	#5444		
Cycle Time:	0 secs	0 secs		
InitVolume:	0 0	0 0		
Saturation:	0 0	0 0		
ArrivalType:	0 0	0 0		
G/C:	0.00 0.00	0.00 0.00		
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection				
P:	0.000 0.000	0.000 0.000		
gg1:	0.00 0.00	0.00 0.00		
gg2:	0.00 0.00	0.00 0.00		
gg:	0.00 0.00	0.00 0.00		
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons				
alpha:	0.000	0.000		
beta:	0.000	0.000		
ta (secs):	0.000	0.000		
F:	0.000	0.000		
f:	0.000 0.000	0.000 0.000		
vcmax:	0 0	0 0		
vcg:	0 0	0 0		
vcmin:	0 0	0 0		
tp:	0.0 0.0	0.0 0.0		
P1:	0.000	0.000		
*** Computation 3: Platoon Event Periods				
pdom/psubo:	0.000/0.000/Unconstrained			
*** Computation 4: Conflicting Flows During Each Unblocked Period				
InitCnflVol:	405 xxxxx xxxxx	1149 xxxxx xxxxx	1110 1714 405	1702 1684 575
AdjCnflVol:	405 xxxxx xxxxx	1149 xxxxx xxxxx	1110 1714 405	1702 1684 575
UpstreamAdj:	1.00 x.xxx x.xxx	1.00 x.xxx x.xxx	1.00 1.000 1.000	1.00 1.000 1.000

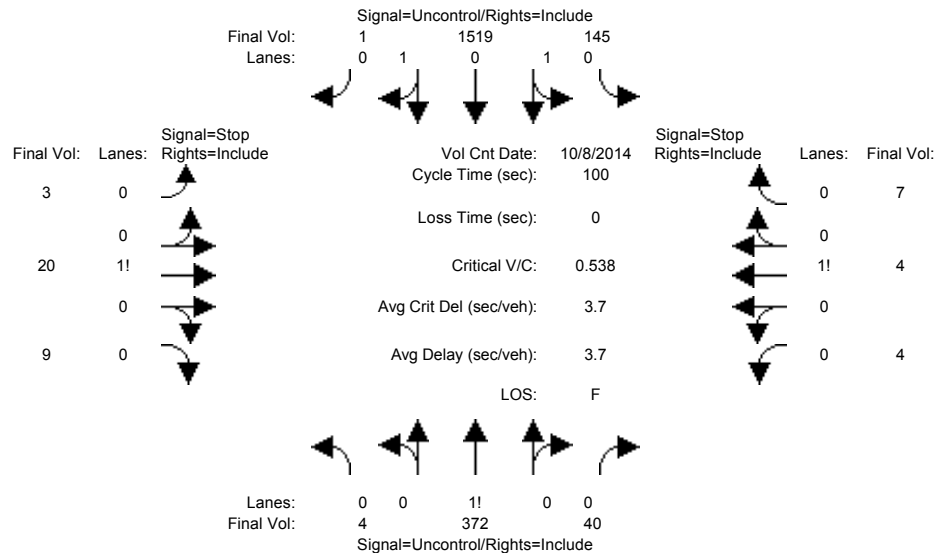
ConflictVol: 405 xxxxx xxxxx 1149 xxxxx xxxxx 1110 1714 405 1702 1684 575  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 1165 xxxxx xxxxx 615 xxxxx xxxxx 188 91 650 73 95 522  
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.:1165 xxxxx xxxxx 615 xxxxx xxxxx 188 91 650 73 95 522



BART

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

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]



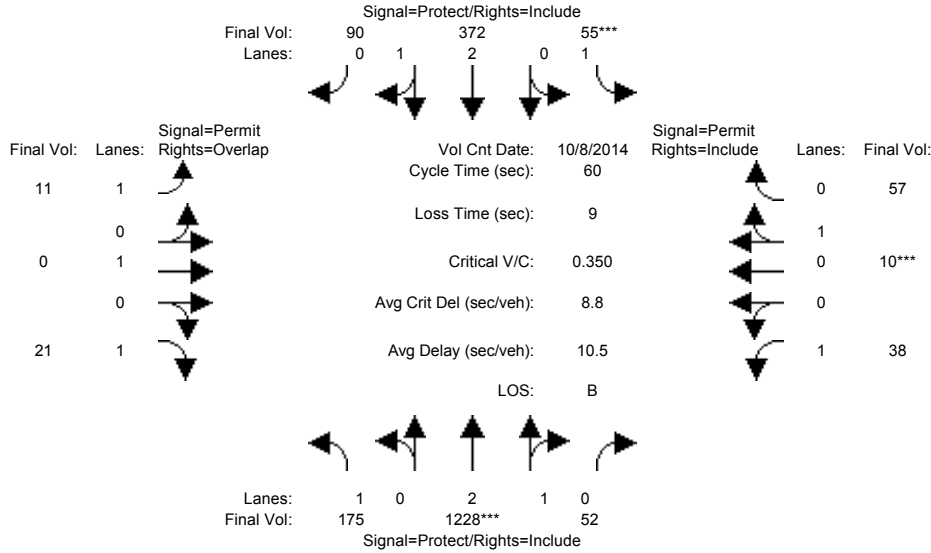
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	4	372	40	145	1519	1	3	20	9	4	4	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	372	40	145	1519	1	3	20	9	4	4	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	372	40	145	1519	1	3	20	9	4	4	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	372	40	145	1519	1	3	20	9	4	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	372	40	145	1519	1	3	20	9	4	4	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1520	xxxx	xxxxx	412	xxxx	xxxxx	2215	2230	760	1460	2210	392
Potent Cap.:	445	xxxx	xxxxx	1158	xxxx	xxxxx	32	43	409	108	45	661
Move Cap.:	445	xxxx	xxxxx	1158	xxxx	xxxxx	26	37	409	55	38	661
Volume/Cap:	0.01	xxxx	xxxx	0.13	xxxx	xxxx	0.12	0.54	0.02	0.07	0.10	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.2	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	47	xxxxx	xxxx	80	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	2.6	xxxxx	xxxxx	0.6	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	177	xxxxx	xxxxx	60.3	xxxxx	
Shared LOS:	*	*	*	A	*	*	F	*	xxxxx	F	*	
ApproachDel:	xxxxxx			xxxxxx			176.9			60.3		
ApproachLOS:	*			*			F			F		
Note: Queue reported is the number of cars per lane.												
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											
Upstream Signals:												
Link Index:	#718			#974								
Dist (miles):	0.000			0.000								
Speed (mph):	0.00			0.00								
SignalIndex:	#107			#5444								
Cycle Time:	0 secs			0 secs								
InitVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation:	0	0	0	0	0	0	0	0	0	0	0	0
ArrivalType:	0	0	0	0	0	0	0	0	0	0	0	0
G/C:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection												
P:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
gg1:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg2:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons												
alpha:	0.000			0.000								
beta:	0.000			0.000								
ta (secs):	0.000			0.000								
F:	0.000			0.000								
f:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
vcmax:	0	0	0	0	0	0	0	0	0	0	0	0
vcg:	0	0	0	0	0	0	0	0	0	0	0	0
vcmin:	0	0	0	0	0	0	0	0	0	0	0	0
tp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P:	0.000			0.000								
*** Computation 3: Platoon Event Periods												
pdom/psubo:	0.000/0.000/Unconstrained											
*** Computation 4: Conflicting Flows During Each Unblocked Period												
InitCnflVol:	1520	xxxx	xxxxx	412	xxxx	xxxxx	2215	2230	760	1460	2210	392
AdjCnflVol:	1520	xxxx	xxxxx	412	xxxx	xxxxx	2215	2230	760	1460	2210	392
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000

ConflictVol:1520 xxxxx xxxxx 412 xxxxx xxxxx 2215 2230 760 1460 2210 392  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 445 xxxxx xxxxx 1158 xxxxx xxxxx 32 43 409 108 45 661  
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.: 445 xxxxx xxxxx 1158 xxxxx xxxxx 32 43 409 108 45 661

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



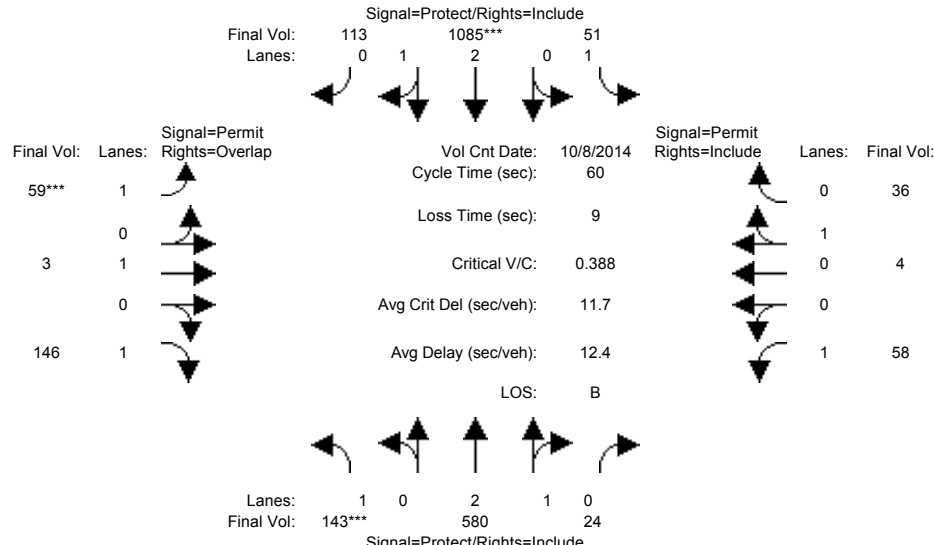
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	175	1228	52	55	372	90	11	0	21	38	10	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1228	52	55	372	90	11	0	21	38	10	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1228	52	55	372	90	11	0	21	38	10	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1228	52	55	372	90	11	0	21	38	10	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1228	52	55	372	90	11	0	21	38	10	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	1228	52	55	372	90	11	0	21	38	10	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.87	0.13	1.00	2.39	0.61	1.00	1.00	1.00	1.00	0.15	0.85
Final Sat.:	1750	5372	227	1750	4508	1091	1750	1900	1750	1750	269	1531
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.03	0.08	0.08	0.01	0.00	0.01	0.02	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	0.0	26.9	10.0	10.0	10.0
Volume/Cap:	0.36	0.40	0.40	0.27	0.21	0.21	0.04	0.00	0.03	0.13	0.22	0.22
Delay/Veh:	17.7	7.4	7.4	24.9	11.7	11.7	21.0	0.0	9.3	21.5	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	7.4	7.4	24.9	11.7	11.7	21.0	0.0	9.3	21.5	22.0	22.0
LOS by Move:	B	A	A	C	B	B	C	A	A	C	C	C
HCM2k95thQ:	6	9	9	2	4	4	0	0	1	2	3	3

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

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



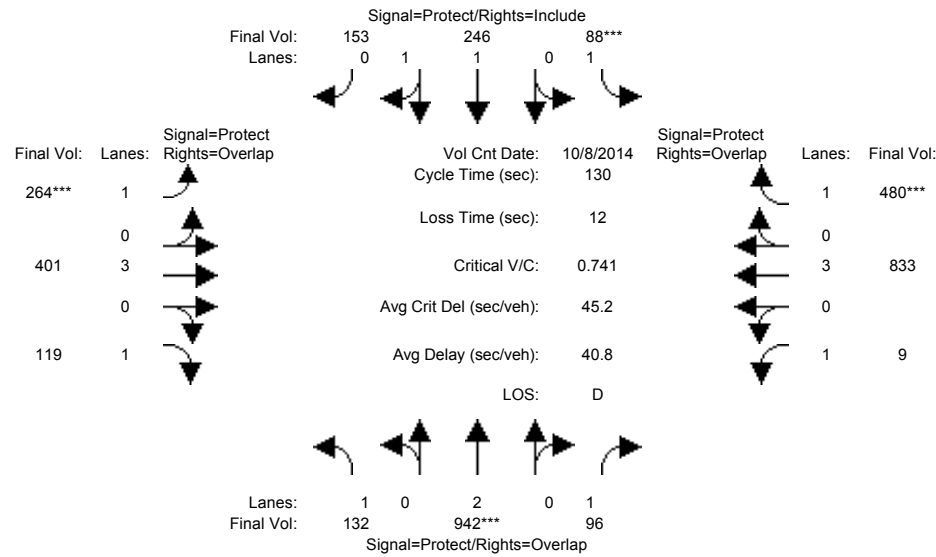
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	143	580	24	51	1085	113	59	3	146	58	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	580	24	51	1085	113	59	3	146	58	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	580	24	51	1085	113	59	3	146	58	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	580	24	51	1085	113	59	3	146	58	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	580	24	51	1085	113	59	3	146	58	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	580	24	51	1085	113	59	3	146	58	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.71	0.29	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5377	223	1750	5071	528	1750	1900	1750	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.03	0.21	0.21	0.03	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****											
Green Time:	11.3	24.1	24.1	16.9	29.7	29.7	10.0	10.0	21.3	10.0	10.0	10.0
Volume/Cap:	0.43	0.27	0.27	0.10	0.43	0.43	0.20	0.01	0.23	0.20	0.13	0.13
Delay/Veh:	22.4	12.1	12.1	16.1	9.9	9.9	21.9	20.9	13.8	21.9	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	12.1	12.1	16.1	9.9	9.9	21.9	20.9	13.8	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	6	5	5	1	9	9	2	0	4	2	2	2

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



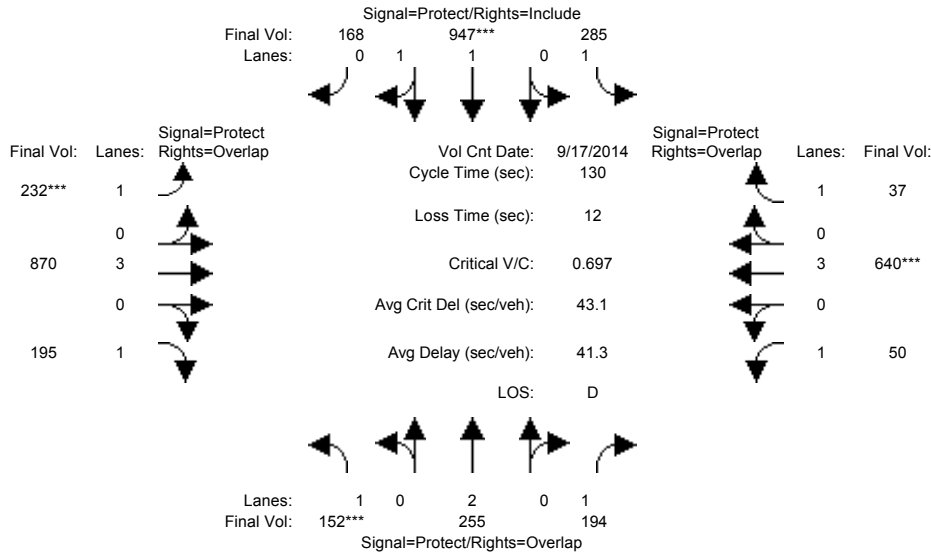
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	132	942	96	88	246	153	264	401	119	9	833	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	942	96	88	246	153	264	401	119	9	833	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	942	96	88	246	153	264	401	119	9	833	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	942	96	88	246	153	264	401	119	9	833	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	942	96	88	246	153	264	401	119	9	833	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	942	96	88	246	153	264	401	119	9	833	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.21	0.79	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2280	1418	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.05	0.05	0.11	0.11	0.15	0.07	0.07	0.01	0.15	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.5	43.5	70.3	8.8	30.8	30.8	26.4	38.3	59.8	26.8	38.6	47.5
Volume/Cap:	0.46	0.74	0.10	0.74	0.46	0.46	0.74	0.24	0.15	0.02	0.49	0.75
Delay/Veh:	50.1	40.7	14.6	81.4	42.8	42.8	56.7	34.9	20.4	41.2	37.8	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	40.7	14.6	81.4	42.8	42.8	56.7	34.9	20.4	41.2	37.8	41.1
LOS by Move:	D	D	B	F	D	D	E	C	C	D	D	D
HCM2k95thQ:	10	29	4	8	13	13	20	8	6	1	17	33

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



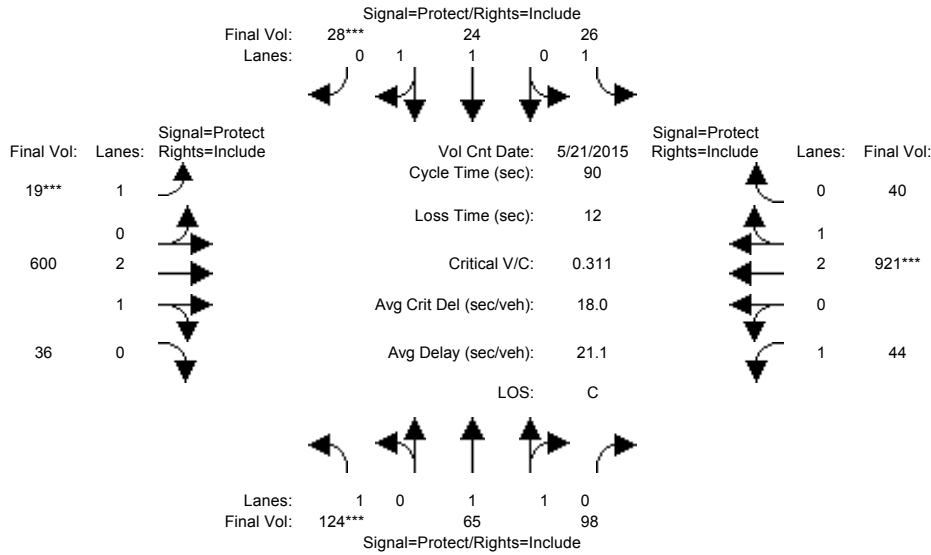
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	152	255	194	285	947	168	232	870	195	50	640	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	255	194	285	947	168	232	870	195	50	640	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	255	194	285	947	168	232	870	195	50	640	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	255	194	285	947	168	232	870	195	50	640	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	255	194	285	947	168	232	870	195	50	640	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	255	194	285	947	168	232	870	195	50	640	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3142	557	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.11	0.16	0.30	0.30	0.13	0.15	0.11	0.03	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	16.2	24.3	36.2	48.1	56.2	56.2	24.7	33.7	49.9	11.9	20.9	69.0
Volume/Cap:	0.70	0.36	0.40	0.44	0.70	0.70	0.70	0.59	0.29	0.31	0.70	0.04
Delay/Veh:	64.1	46.4	38.6	31.3	31.4	31.4	55.5	42.7	28.0	56.3	53.9	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	46.4	38.6	31.3	31.4	31.4	55.5	42.7	28.0	56.3	53.9	14.6
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2k95thQ:	12	8	13	17	32	32	17	18	11	5	17	2

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



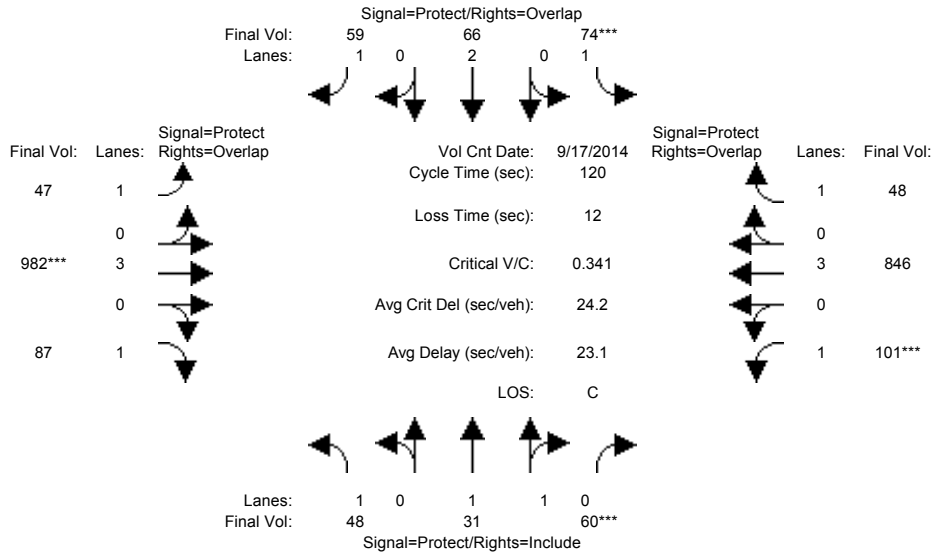
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	124	65	98	26	24	28	19	600	36	44	921	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	65	98	26	24	28	19	600	36	44	921	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	65	98	26	24	28	19	600	36	44	921	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	65	98	26	24	28	19	600	36	44	921	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	65	98	26	24	28	19	600	36	44	921	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	65	98	26	24	28	19	600	36	44	921	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.82	0.18	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5283	317	1750	5367	233
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.06	0.01	0.01	0.02	0.01	0.11	0.11	0.03	0.17	0.17
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	17.8	16.4	16.4	11.5	10.0	10.0	7.0	29.8	29.8	20.4	43.2	43.2
Volume/Cap:	0.36	0.19	0.31	0.12	0.11	0.14	0.14	0.34	0.34	0.11	0.36	0.36
Delay/Veh:	31.8	31.3	32.2	35.0	36.1	36.3	39.2	22.8	22.8	27.7	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.3	32.2	35.0	36.1	36.3	39.2	22.8	22.8	27.7	14.8	14.8
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	5	2	1	2	1	9	9	2	11	11

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 4:45-5:45PM												
Base Vol:	48	31	60	74	66	59	47	982	87	101	846	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	31	60	74	66	59	47	982	87	101	846	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	31	60	74	66	59	47	982	87	101	846	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	31	60	74	66	59	47	982	87	101	846	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	31	60	74	66	59	47	982	87	101	846	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	31	60	74	66	59	47	982	87	101	846	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.04	0.02	0.03	0.03	0.17	0.05	0.06	0.15	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.1	12.1	12.1	14.9	15.9	38.7	22.9	60.7	71.8	20.3	58.2	73.1
Volume/Cap:	0.30	0.16	0.34	0.34	0.13	0.10	0.14	0.34	0.08	0.34	0.31	0.05
Delay/Veh:	51.8	49.5	51.0	49.0	46.1	28.6	40.6	17.8	10.2	44.6	18.8	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	49.5	51.0	49.0	46.1	28.6	40.6	17.8	10.2	44.6	18.8	9.5
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	4	2	4	6	2	3	3	13	3	7	12	2

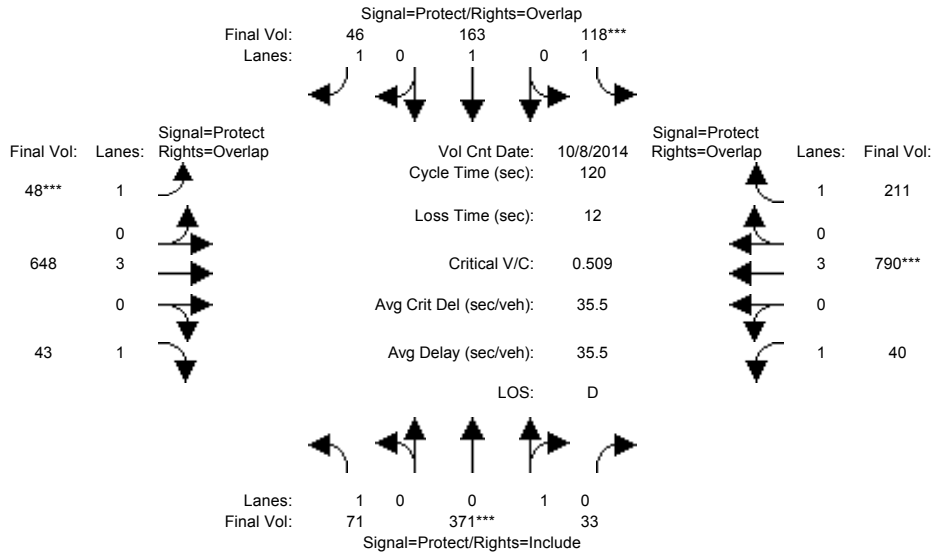
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



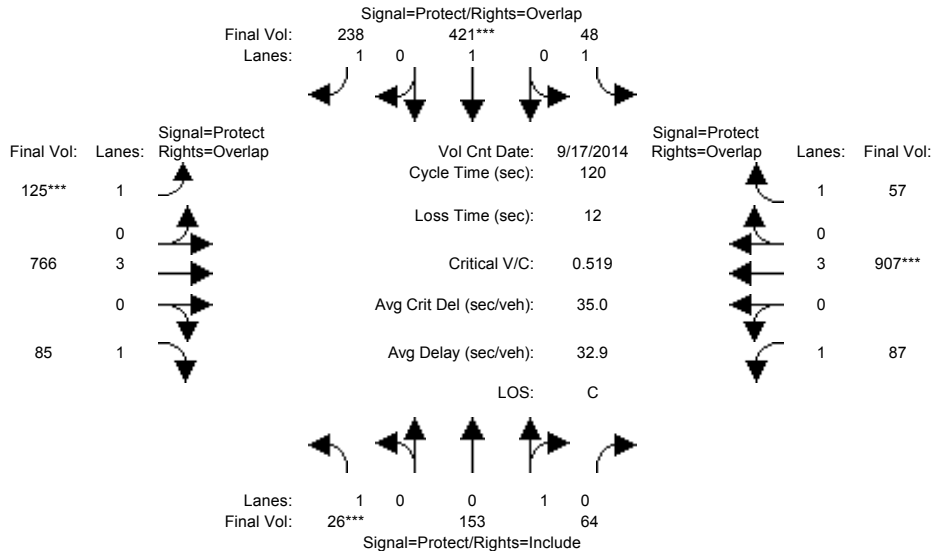
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	71	371	33	118	163	46	48	648	43	40	790	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	371	33	118	163	46	48	648	43	40	790	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	371	33	118	163	46	48	648	43	40	790	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	371	33	118	163	46	48	648	43	40	790	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	371	33	118	163	46	48	648	43	40	790	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	371	33	118	163	46	48	648	43	40	790	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1653	147	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.07	0.09	0.03	0.03	0.11	0.02	0.02	0.14	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.7	52.7	52.7	15.8	40.8	47.8	7.0	26.1	53.8	13.4	32.5	48.3
Volume/Cap:	0.18	0.51	0.51	0.51	0.25	0.07	0.47	0.52	0.05	0.20	0.51	0.30
Delay/Veh:	37.2	24.9	24.9	50.4	28.8	22.4	58.1	41.8	18.7	49.0	37.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	24.9	24.9	50.4	28.8	22.4	58.1	41.8	18.7	49.0	37.3	24.6
LOS by Move:	D	C	C	D	C	C	E	D	B	D	D	C
HCM2k95thQ:	5	21	21	9	8	2	4	13	2	3	15	11

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



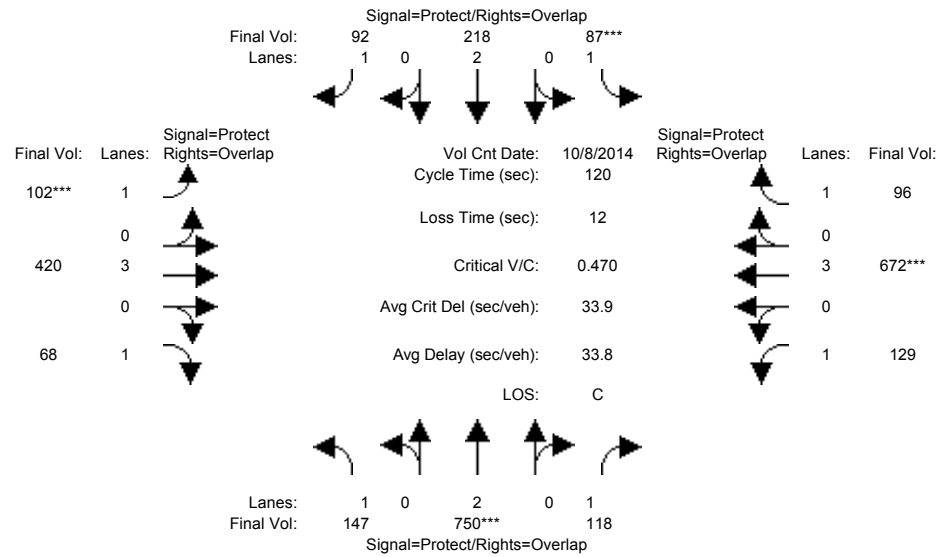
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	26	153	64	48	421	238	125	766	85	87	907	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	153	64	48	421	238	125	766	85	87	907	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	153	64	48	421	238	125	766	85	87	907	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	153	64	48	421	238	125	766	85	87	907	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	153	64	48	421	238	125	766	85	87	907	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	153	64	48	421	238	125	766	85	87	907	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1269	531	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.03	0.22	0.14	0.07	0.13	0.05	0.05	0.16	0.03
Crit Moves:	****			****			****			****		
Green Time:	7.0	38.1	38.1	18.4	49.5	65.5	16.0	35.9	42.9	15.6	35.5	54.0
Volume/Cap:	0.25	0.38	0.38	0.18	0.54	0.25	0.54	0.45	0.14	0.38	0.54	0.07
Delay/Veh:	55.3	32.2	32.2	44.5	27.3	14.5	51.1	34.2	26.1	48.9	35.7	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	32.2	32.2	44.5	27.3	14.5	51.1	34.2	26.1	48.9	35.7	18.8
LOS by Move:	E	C	C	D	C	B	D	C	C	D	D	B
HCM2k95thQ:	3	13	13	3	21	9	9	14	4	6	17	2

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



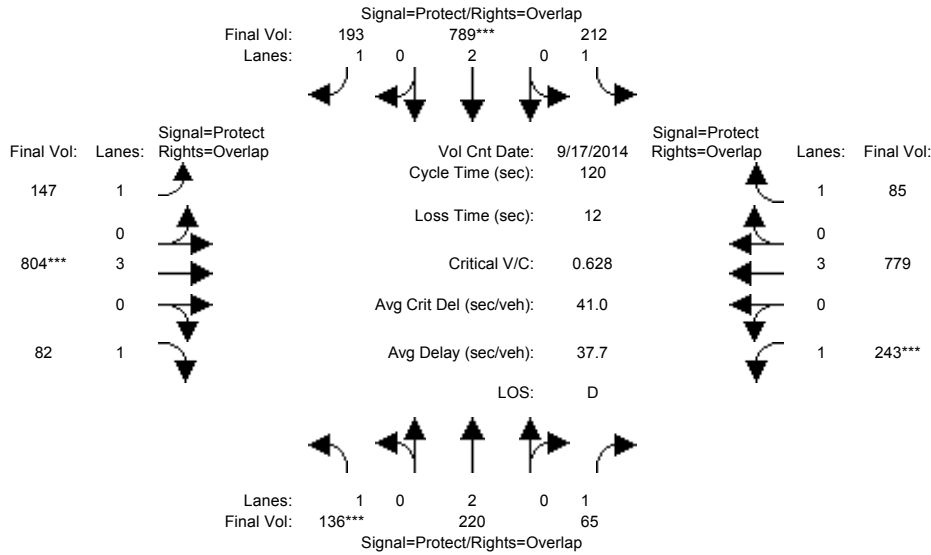
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	147	750	118	87	218	92	102	420	68	129	672	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	750	118	87	218	92	102	420	68	129	672	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	750	118	87	218	92	102	420	68	129	672	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	750	118	87	218	92	102	420	68	129	672	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	750	118	87	218	92	102	420	68	129	672	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	750	118	87	218	92	102	420	68	129	672	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.07	0.05	0.06	0.05	0.06	0.07	0.04	0.07	0.12	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.6	50.4	71.5	12.7	31.4	46.3	14.9	23.9	55.5	21.1	30.1	42.8
Volume/Cap:	0.32	0.47	0.11	0.47	0.22	0.14	0.47	0.37	0.08	0.42	0.47	0.15
Delay/Veh:	35.9	25.4	10.6	52.4	34.8	24.0	50.5	41.8	18.1	44.9	38.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	25.4	10.6	52.4	34.8	24.0	50.5	41.8	18.1	44.9	38.4	26.4
LOS by Move:	D	C	B	D	C	C	D	D	B	D	D	C
HCM2k95thQ:	9	18	4	6	6	5	7	8	3	9	13	5

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



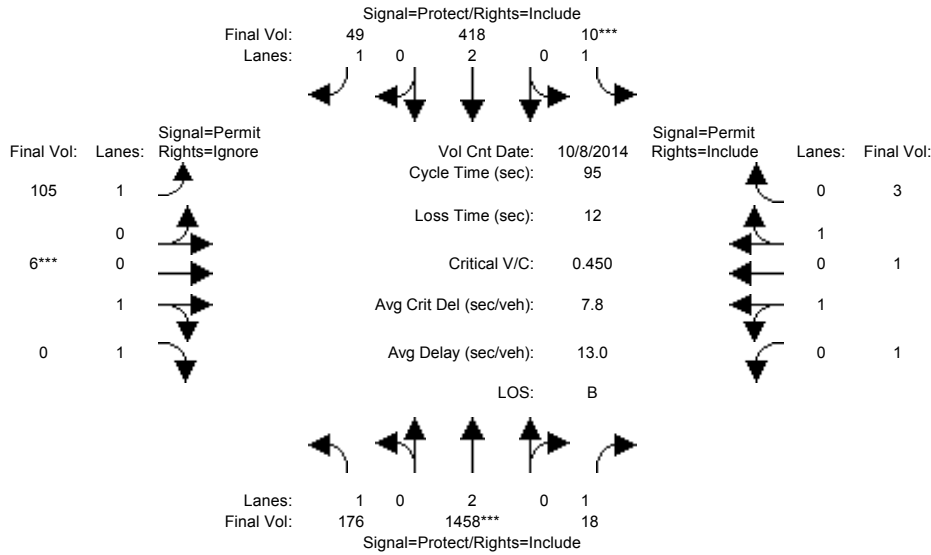
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	136	220	65	212	789	193	147	804	82	243	779	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	220	65	212	789	193	147	804	82	243	779	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	220	65	212	789	193	147	804	82	243	779	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	220	65	212	789	193	147	804	82	243	779	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	220	65	212	789	193	147	804	82	243	779	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	220	65	212	789	193	147	804	82	243	779	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.04	0.12	0.21	0.11	0.08	0.14	0.05	0.14	0.14	0.05
Crit Moves:	****			****			****			****		
Green Time:	14.8	22.2	48.7	32.3	39.7	60.0	20.4	27.0	41.8	26.5	33.1	65.4
Volume/Cap:	0.63	0.31	0.09	0.45	0.63	0.22	0.50	0.63	0.13	0.63	0.50	0.09
Delay/Veh:	55.7	42.5	22.0	37.2	35.0	17.0	46.5	43.0	26.8	45.5	36.7	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	42.5	22.0	37.2	35.0	17.0	46.5	43.0	26.8	45.5	36.7	13.1
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2k95thQ:	10	7	3	13	22	8	10	17	4	16	15	3

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



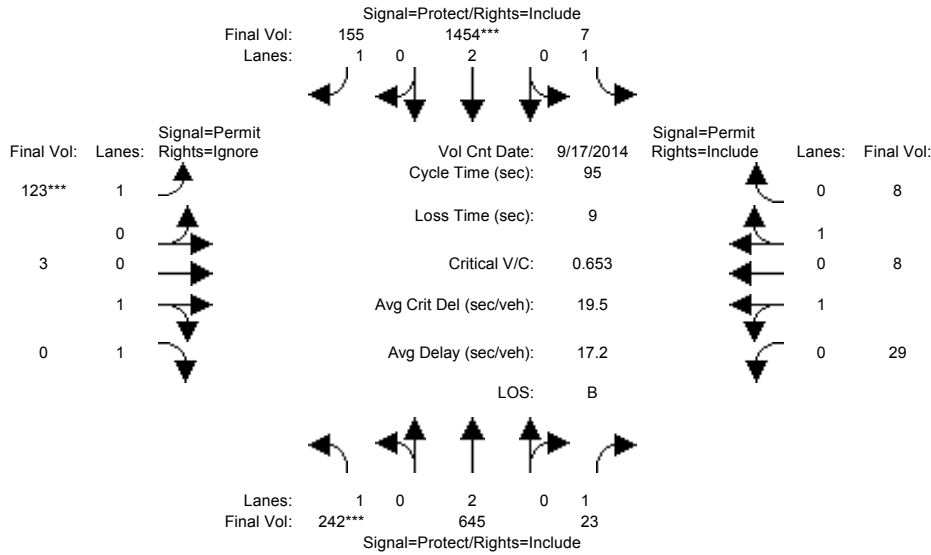
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	176	1458	18	10	418	49	105	6	108	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1458	18	10	418	49	105	6	108	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1458	18	10	418	49	105	6	108	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	176	1458	18	10	418	49	105	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1458	18	10	418	49	105	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	176	1458	18	10	418	49	105	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.01	0.01	0.11	0.03	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.9	66.0	66.0	7.0	38.1	38.1	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.27	0.55	0.01	0.08	0.27	0.07	0.57	0.03	0.00	0.01	0.01	0.02
Delay/Veh:	21.4	7.4	4.5	41.3	19.2	17.6	44.7	38.2	0.0	38.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	7.4	4.5	41.3	19.2	17.6	44.7	38.2	0.0	38.1	38.1	38.1
LOS by Move:	C	A	A	D	B	B	D	D	A	D	D	D
HCM2k95thQ:	7	19	0	1	8	2	8	0	0	0	0	0

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



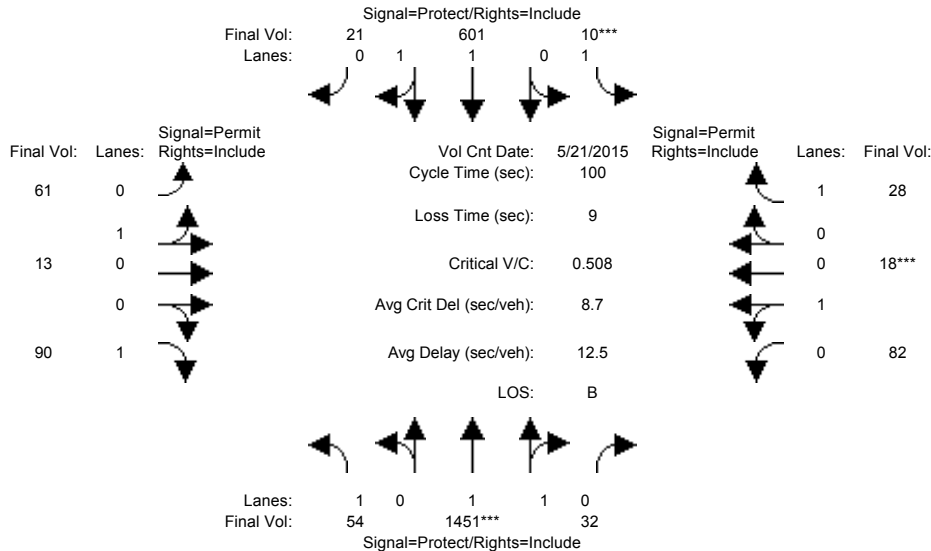
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	242	645	23	7	1454	155	123	3	281	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	645	23	7	1454	155	123	3	281	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	645	23	7	1454	155	123	3	281	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	242	645	23	7	1454	155	123	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	645	23	7	1454	155	123	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	242	645	23	7	1454	155	123	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.01	0.00	0.38	0.09	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	20.1	52.8	52.8	22.9	55.7	55.7	10.2	10.2	0.0	10.2	10.2	10.2
Volume/Cap:	0.65	0.31	0.02	0.02	0.65	0.15	0.65	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	38.4	11.4	9.5	27.5	13.9	9.0	48.6	37.9	0.0	38.7	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	11.4	9.5	27.5	13.9	9.0	48.6	37.9	0.0	38.7	38.2	38.2
LOS by Move:	D	B	A	C	B	A	D	D	A	D	D	D
HCM2k95thQ:	13	9	1	0	26	4	10	0	0	2	1	1

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



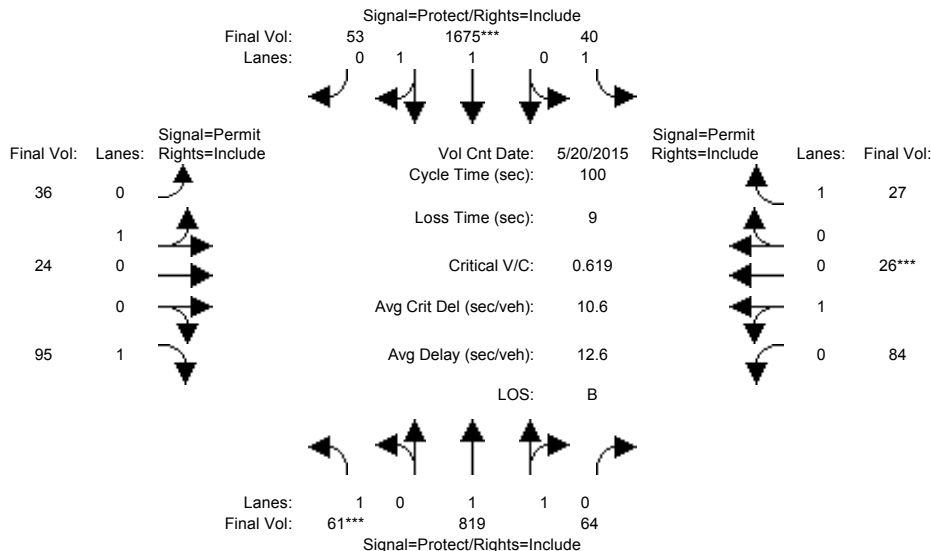
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	54	1451	32	10	601	21	61	13	90	82	18	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1451	32	10	601	21	61	13	90	82	18	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1451	32	10	601	21	61	13	90	82	18	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1451	32	10	601	21	61	13	90	82	18	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1451	32	10	601	21	61	13	90	82	18	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	1451	32	10	601	21	61	13	90	82	18	28
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.93	0.07	0.82	0.18	1.00	0.82	0.18	1.00
Final Sat.:	1750	3620	80	1750	3575	125	1484	316	1750	1476	324	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.01	0.17	0.17	0.04	0.04	0.05	0.06	0.06	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.7	73.8	73.8	7.0	57.0	57.0	10.2	10.2	10.2	10.2	10.2	10.2
Volume/Cap:	0.13	0.54	0.54	0.08	0.29	0.29	0.40	0.40	0.50	0.54	0.54	0.16
Delay/Veh:	30.1	6.0	6.0	43.8	11.2	11.2	43.5	43.5	44.7	46.0	46.0	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	6.0	6.0	43.8	11.2	11.2	43.5	43.5	44.7	46.0	46.0	41.4
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	3	19	19	1	10	10	4	4	6	8	8	2

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	61	819	64	40	1675	53	36	24	95	84	26	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	819	64	40	1675	53	36	24	95	84	26	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	819	64	40	1675	53	36	24	95	84	26	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	819	64	40	1675	53	36	24	95	84	26	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	819	64	40	1675	53	36	24	95	84	26	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	819	64	40	1675	53	36	24	95	84	26	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	1.00	1.94	0.06	0.60	0.40	1.00	0.76	0.24	1.00
Final Sat.:	1750	3432	268	1750	3586	113	1080	720	1750	1375	425	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.02	0.47	0.47	0.03	0.03	0.05	0.06	0.06	0.02
Crit Moves:	****			****						****		
Green Time:	7.0	62.6	62.6	18.4	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.38	0.38	0.12	0.63	0.63	0.33	0.33	0.54	0.61	0.61	0.15
Delay/Veh:	48.0	9.3	9.3	34.3	6.8	6.8	43.0	43.0	46.3	49.2	49.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	9.3	9.3	34.3	6.8	6.8	43.0	43.0	46.3	49.2	49.2	41.5
LOS by Move:	D	A	A	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	13	13	2	23	23	4	4	6	9	9	2

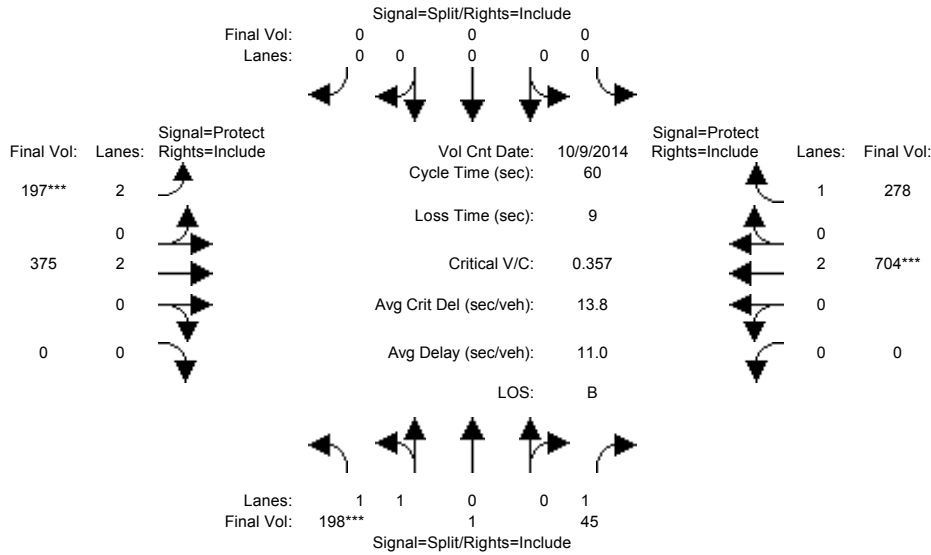
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



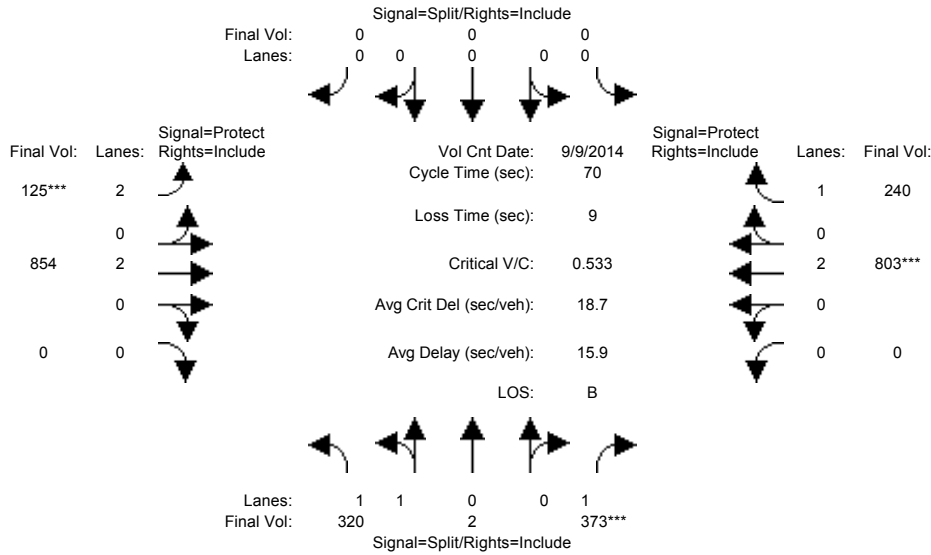
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	198	1	45	0	0	0	197	375	0	0	704	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1	45	0	0	0	197	375	0	0	704	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1	45	0	0	0	197	375	0	0	704	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1	45	0	0	0	197	375	0	0	704	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1	45	0	0	0	197	375	0	0	704	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1	45	0	0	0	197	375	0	0	704	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.06	0.10	0.00	0.00	0.19	0.16
Crit Moves:	****						****			****		
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	10.3	41.0	0.0	0.0	30.7	30.7
Volume/Cap:	0.34	0.34	0.15	0.00	0.00	0.00	0.36	0.14	0.00	0.00	0.36	0.31
Delay/Veh:	22.4	22.4	21.6	0.0	0.0	0.0	22.3	3.4	0.0	0.0	8.9	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	21.6	0.0	0.0	0.0	22.3	3.4	0.0	0.0	8.9	8.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	4	4	2	0	0	0	4	2	0	0	8	6

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



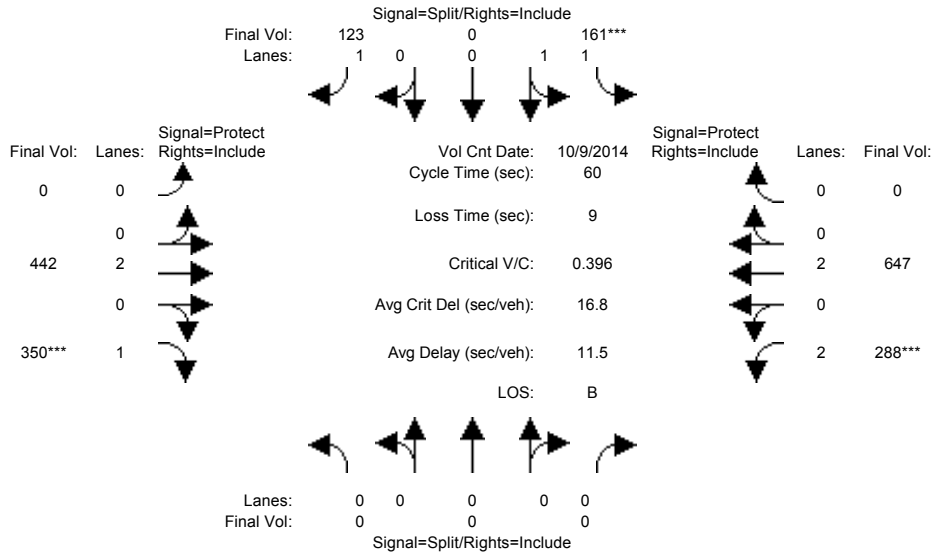
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	320	2	373	0	0	0	125	854	0	0	803	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	2	373	0	0	0	125	854	0	0	803	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2	373	0	0	0	125	854	0	0	803	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2	373	0	0	0	125	854	0	0	803	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2	373	0	0	0	125	854	0	0	803	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2	373	0	0	0	125	854	0	0	803	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3528	22	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.21	0.00	0.00	0.00	0.04	0.22	0.00	0.00	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	27.1	27.1	27.1	0.0	0.0	0.0	7.0	33.9	0.0	0.0	26.9	26.9
Volume/Cap:	0.23	0.23	0.55	0.00	0.00	0.00	0.40	0.46	0.00	0.00	0.55	0.36
Delay/Veh:	14.5	14.5	17.7	0.0	0.0	0.0	30.3	12.2	0.0	0.0	17.3	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	17.7	0.0	0.0	0.0	30.3	12.2	0.0	0.0	17.3	15.7
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	5	5	14	0	0	0	3	12	0	0	13	8

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



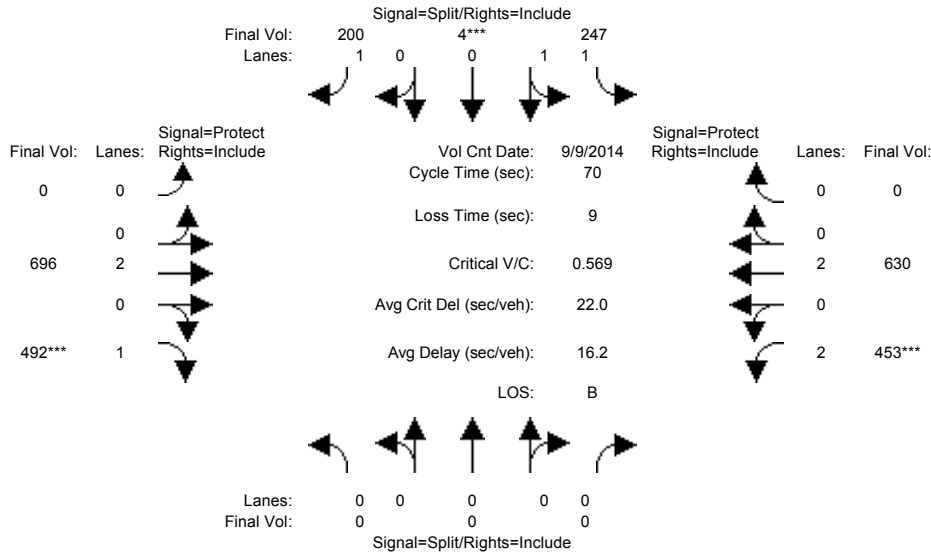
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	161	0	123	0	442	350	288	647	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	161	0	123	0	442	350	288	647	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	161	0	123	0	442	350	288	647	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	161	0	123	0	442	350	288	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	0	123	0	442	350	288	647	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	161	0	123	0	442	350	288	647	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3550	0	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.00	0.12	0.20	0.09	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.6	0.0	10.6	0.0	27.7	27.7	12.7	40.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.40	0.00	0.25	0.43	0.43	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	22.7	0.0	9.9	11.2	21.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	22.7	0.0	9.9	11.2	21.0	3.9	0.0
LOS by Move:	A	A	A	C	A	C	A	A	B	C	A	A
HCM2k95thQ:	0	0	0	3	0	5	0	5	9	6	5	0

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



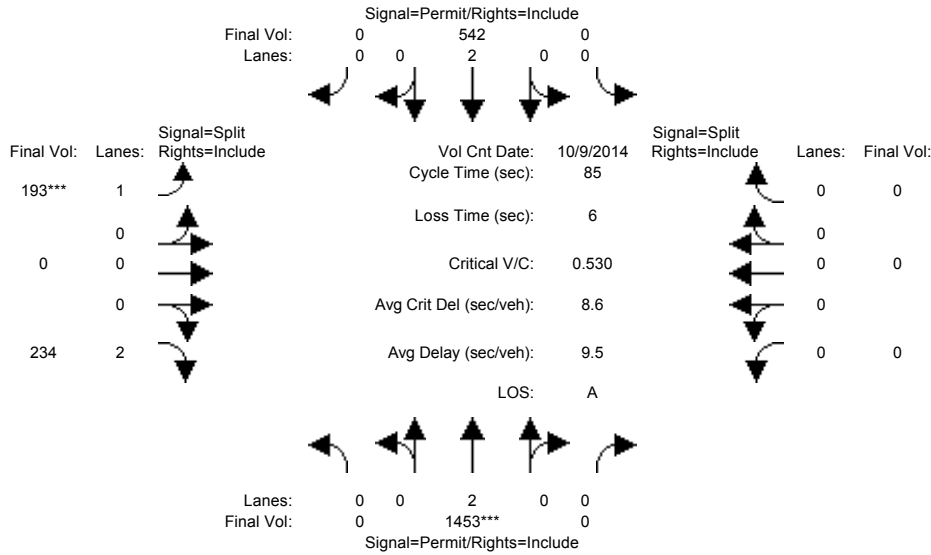
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	0	0	0	247	4	200	0	696	492	453	630	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	247	4	200	0	696	492	453	630	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	247	4	200	0	696	492	453	630	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	247	4	200	0	696	492	453	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	4	200	0	696	492	453	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	247	4	200	0	696	492	453	630	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3493	57	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.11	0.00	0.18	0.28	0.14	0.17	0.00
Crit Moves:				****			****		****	****		
Green Time:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	31.1	31.1	15.9	46.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.57	0.00	0.41	0.63	0.63	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	24.3	24.3	27.4	0.0	13.4	16.8	26.3	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.3	24.3	27.4	0.0	13.4	16.8	26.3	4.6	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	6	6	10	0	10	16	10	5	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



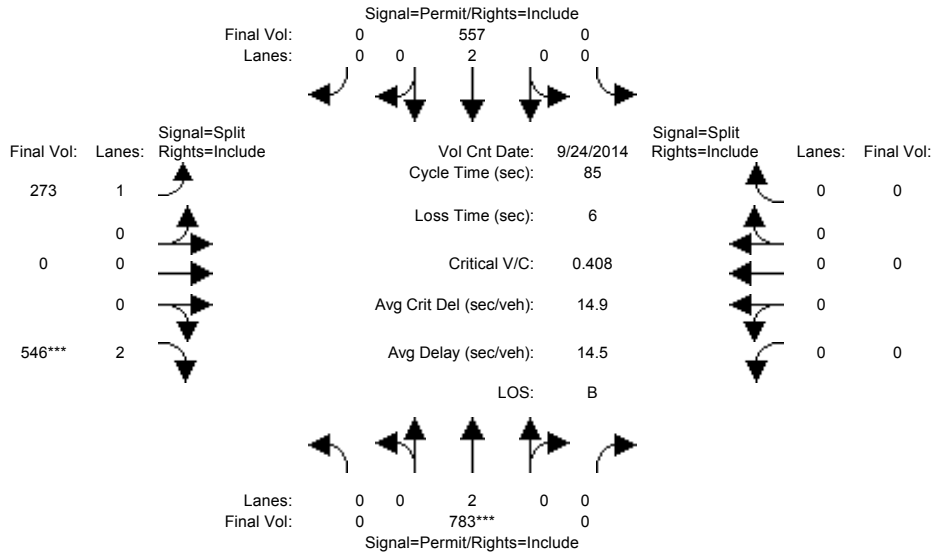
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	1453	0	0	542	0	193	0	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1453	0	0	542	0	193	0	234	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1453	0	0	542	0	193	0	234	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1453	0	0	542	0	193	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1453	0	0	542	0	193	0	234	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1453	0	0	542	0	193	0	234	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.14	0.00	0.11	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	61.3	0.0	0.0	61.3	0.0	17.7	0.0	17.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.20	0.00	0.53	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	0.0	5.5	0.0	0.0	3.9	0.0	31.4	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	3.9	0.0	31.4	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	16	0	0	5	0	11	0	7	0	0	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



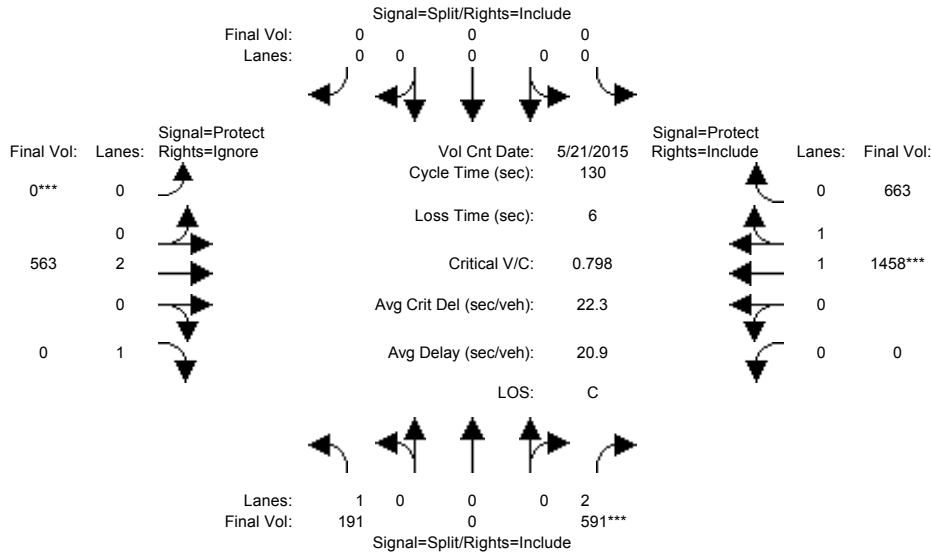
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	783	0	0	557	0	273	0	546	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	783	0	0	557	0	273	0	546	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	783	0	0	557	0	273	0	546	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	783	0	0	557	0	273	0	546	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	783	0	0	557	0	273	0	546	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	783	0	0	557	0	273	0	546	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.15	0.00	0.16	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	42.9	0.0	0.0	42.9	0.0	36.1	0.0	36.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.29	0.00	0.37	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	0.0	0.0	12.3	0.0	17.0	0.0	17.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	0.0	12.3	0.0	17.0	0.0	17.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	12	0	0	8	0	10	0	12	0	0	0

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



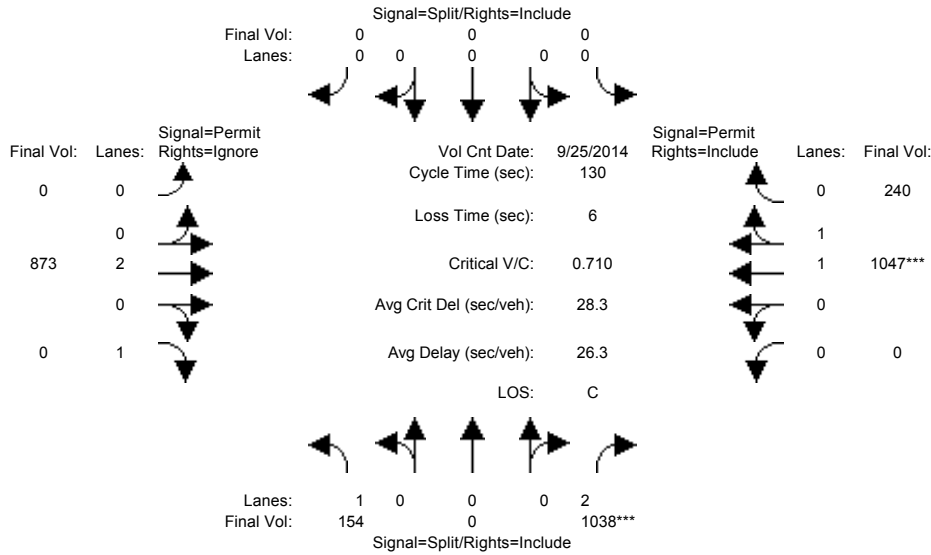
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	191	0	591	0	0	0	0	563	335	0	1458	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	0	591	0	0	0	0	563	335	0	1458	663
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	0	591	0	0	0	0	563	335	0	1458	663
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	191	0	591	0	0	0	0	563	0	0	1458	663
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	591	0	0	0	0	563	0	0	1458	663
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	191	0	591	0	0	0	0	563	0	0	1458	663
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.36	0.64
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	2543	1156
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	30.6	0.0	30.6	0.0	0.0	0.0	0.0	93.4	0.0	0.0	93.4	93.4
Volume/Cap:	0.46	0.00	0.80	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.80	0.80
Delay/Veh:	43.5	0.0	52.9	0.0	0.0	0.0	0.0	6.1	0.0	0.0	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	52.9	0.0	0.0	0.0	0.0	6.1	0.0	0.0	13.8	13.8
LOS by Move:	D	A	D	A	A	A	A	A	A	A	B	B
HCM2k95thQ:	14	0	27	0	0	0	0	7	0	0	48	48

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM												
Base Vol:	154	0	1038	0	0	0	0	873	0	0	1047	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	0	1038	0	0	0	0	873	0	0	1047	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	0	1038	0	0	0	0	873	0	0	1047	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	154	0	1038	0	0	0	0	873	0	0	1047	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	1038	0	0	0	0	873	0	0	1047	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	154	0	1038	0	0	0	0	873	0	0	1047	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.62	0.38
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3010	690
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	60.3	0.0	60.3	0.0	0.0	0.0	0.0	63.7	0.0	0.0	63.7	63.7
Volume/Cap:	0.19	0.00	0.71	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.71	0.71
Delay/Veh:	20.6	0.0	29.5	0.0	0.0	0.0	0.0	22.1	0.0	0.0	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	0.0	29.5	0.0	0.0	0.0	0.0	22.1	0.0	0.0	27.3	27.3
LOS by Move:	C	A	C	A	A	A	A	C	A	A	C	C
HCM2k95thQ:	8	0	34	0	0	0	0	21	0	0	35	35

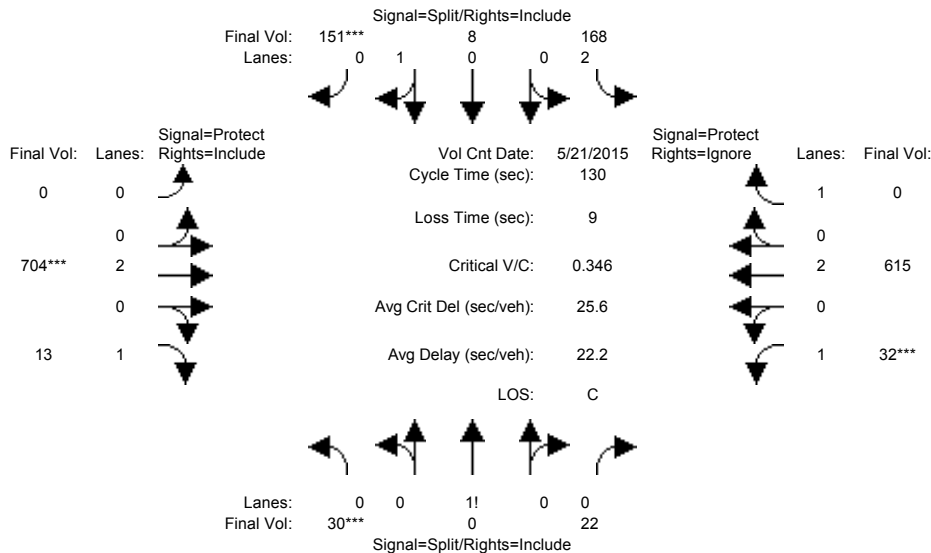
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



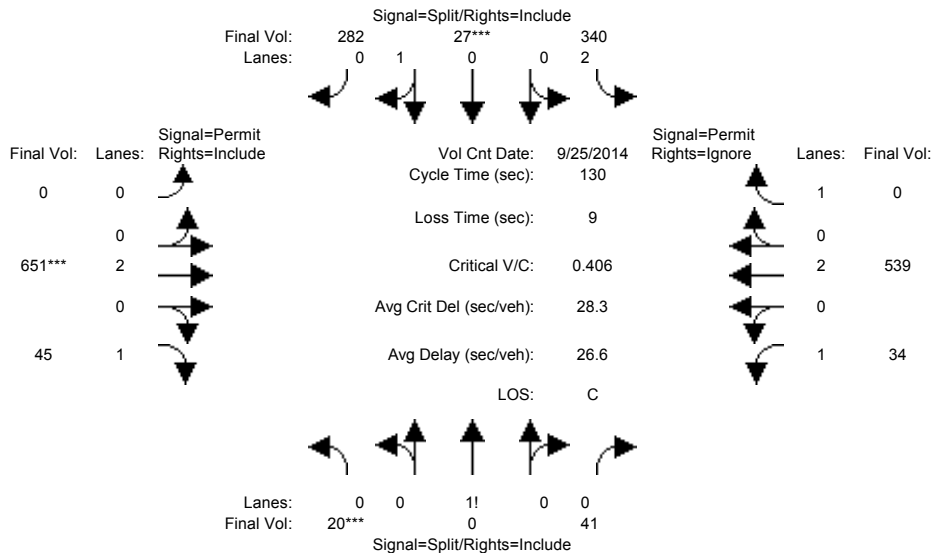
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	30	0	22	168	8	151	0	704	13	32	615	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	22	168	8	151	0	704	13	32	615	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	22	168	8	151	0	704	13	32	615	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	0	22	168	8	151	0	704	13	32	615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	22	168	8	151	0	704	13	32	615	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	0	22	168	8	151	0	704	13	32	615	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.00	0.42	2.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1010	0	740	3150	91	1709	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.05	0.09	0.09	0.00	0.19	0.01	0.02	0.16	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.9	0.0	10.9	32.3	32.3	32.3	0.0	67.8	67.8	10.0	77.8	0.0
Volume/Cap:	0.36	0.00	0.36	0.21	0.36	0.36	0.00	0.36	0.01	0.24	0.27	0.00
Delay/Veh:	57.7	0.0	57.7	38.9	40.7	40.7	0.0	18.4	15.0	57.3	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	0.0	57.7	38.9	40.7	40.7	0.0	18.4	15.0	57.3	12.6	0.0
LOS by Move:	E	A	E	D	D	D	A	B	B	E	B	A
HCM2k95thQ:	5	0	5	6	11	11	0	15	1	3	11	0

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



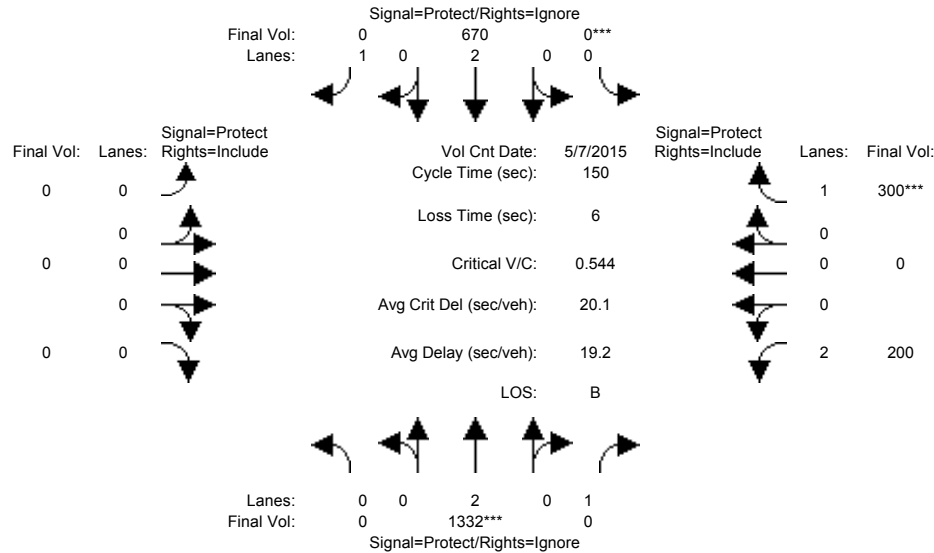
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:15-5:15PM												
Base Vol:	20	0	41	340	27	282	0	651	45	34	539	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	41	340	27	282	0	651	45	34	539	592
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	41	340	27	282	0	651	45	34	539	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	0	41	340	27	282	0	651	45	34	539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	41	340	27	282	0	651	45	34	539	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	20	0	41	340	27	282	0	651	45	34	539	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.33	0.00	0.67	2.00	0.09	0.91	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	574	0	1176	3150	157	1643	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.11	0.17	0.17	0.00	0.17	0.03	0.02	0.14	0.00
Crit Moves:	****			****			****					
Green Time:	11.2	0.0	11.2	55.0	55.0	55.0	0.0	54.9	54.9	54.9	54.9	0.0
Volume/Cap:	0.41	0.00	0.41	0.26	0.41	0.41	0.00	0.41	0.06	0.05	0.34	0.00
Delay/Veh:	58.1	0.0	58.1	24.4	26.5	26.5	0.0	26.4	22.3	22.2	25.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.0	58.1	24.4	26.5	26.5	0.0	26.4	22.3	22.2	25.4	0.0
LOS by Move:	E	A	E	C	C	C	A	C	C	C	C	A
HCM2k95thQ:	6	0	6	10	17	17	0	16	2	2	13	0

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



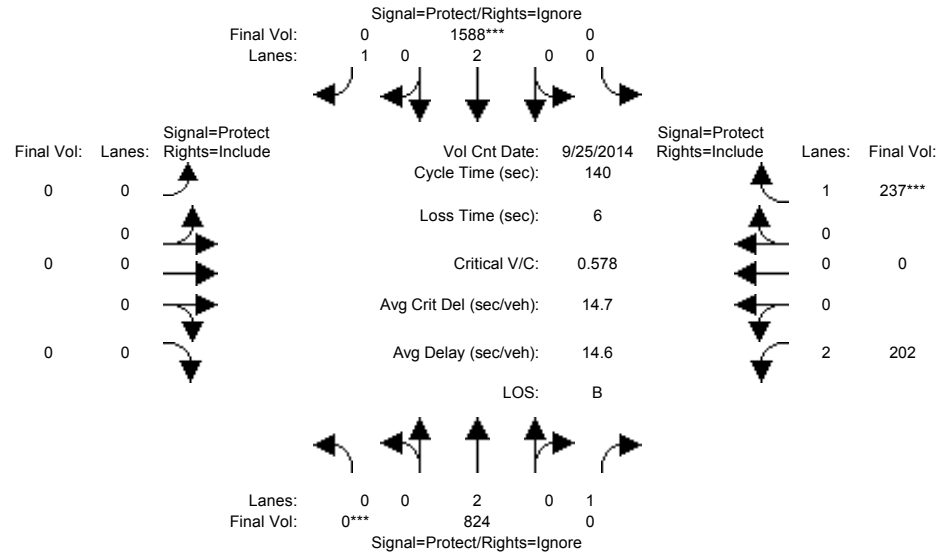
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:35-8:35AM												
Base Vol:	0	1332	308	0	670	176	0	0	0	200	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1332	308	0	670	176	0	0	0	200	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1332	308	0	670	176	0	0	0	200	0	300
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1332	0	0	670	0	0	0	0	200	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1332	0	0	670	0	0	0	0	200	0	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1332	0	0	670	0	0	0	0	200	0	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.06	0.00	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	96.7	0.0	0.0	96.7	0.0	0.0	0.0	0.0	47.3	0.0	47.3
Volume/Cap:	0.00	0.54	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.54
Delay/Veh:	0.0	14.8	0.0	0.0	11.6	0.0	0.0	0.0	0.0	37.6	0.0	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	0.0	0.0	11.6	0.0	0.0	0.0	0.0	37.6	0.0	43.6
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	28	0	0	12	0	0	0	0	8	0	22

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



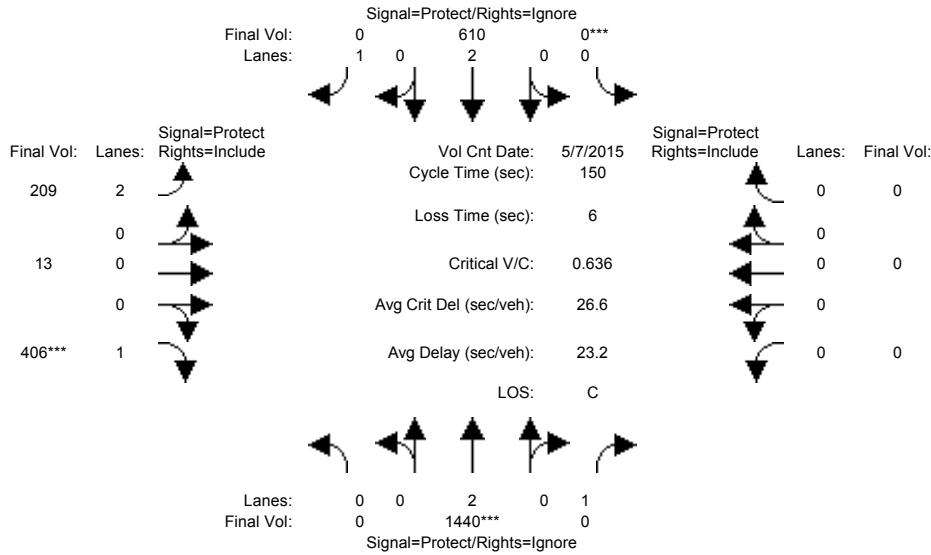
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:00PM												
Base Vol:	0	824	389	0	1588	322	0	0	0	202	0	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	824	389	0	1588	322	0	0	0	202	0	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	824	389	0	1588	322	0	0	0	202	0	237
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	824	0	0	1588	0	0	0	0	202	0	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	0	0	1588	0	0	0	0	202	0	237
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	824	0	0	1588	0	0	0	0	202	0	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.06	0.00	0.14
Crit Moves:	****			****								****
Green Time:	0.0	101	0.0	0.0	101	0.0	0.0	0.0	0.0	32.8	0.0	32.8
Volume/Cap:	0.00	0.30	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.27	0.00	0.58
Delay/Veh:	0.0	6.9	0.0	0.0	9.5	0.0	0.0	0.0	0.0	44.1	0.0	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	0.0	0.0	9.5	0.0	0.0	0.0	0.0	44.1	0.0	49.5
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	12	0	0	28	0	0	0	0	8	0	19

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



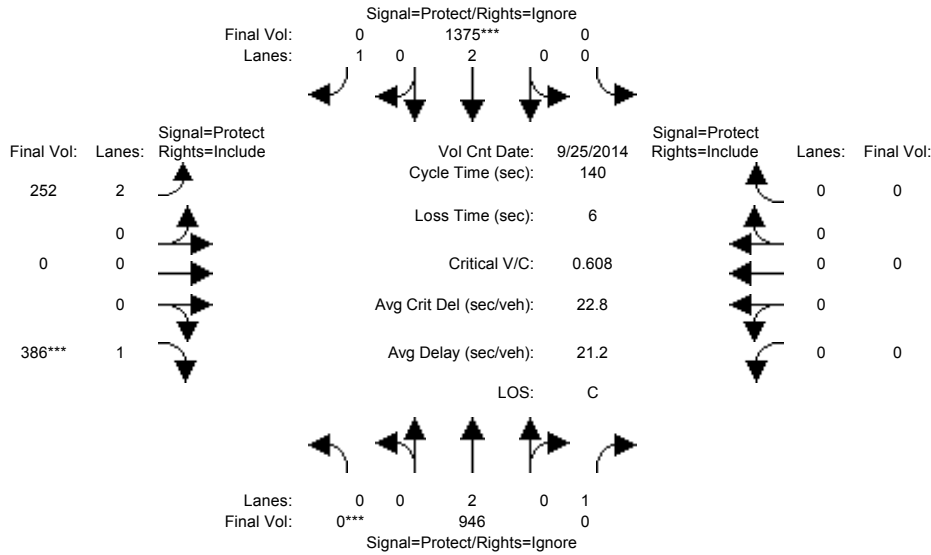
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:50-8:50AM												
Base Vol:	0	1440	469	0	610	250	209	13	406	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1440	469	0	610	250	209	13	406	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1440	469	0	610	250	209	13	406	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1440	0	0	610	0	209	13	406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1440	0	0	610	0	209	13	406	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1440	0	0	610	0	209	13	406	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3310	206	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.16	0.00	0.06	0.06	0.23	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	89.3	0.0	0.0	89.3	0.0	54.7	54.7	54.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.00	0.00	0.27	0.00	0.17	0.17	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	0.0	0.0	14.7	0.0	32.3	32.3	40.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	0.0	0.0	14.7	0.0	32.3	32.3	40.8	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	C	C	D	A	A	A
HCM2k95thQ:	0	35	0	0	12	0	7	7	29	0	0	0

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



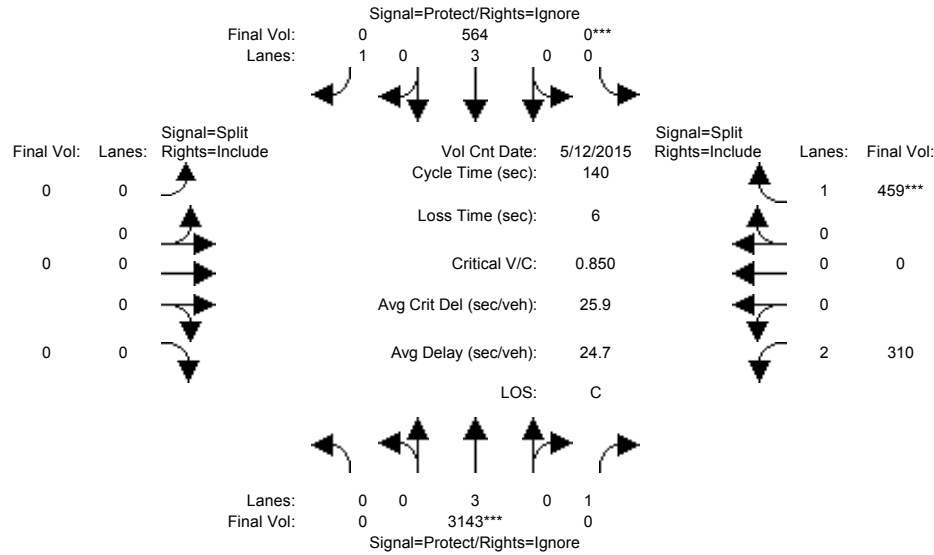
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date:	25 Sep 2014 << 4:45-5:45PM											
Base Vol:	0	946	224	0	1375	424	252	0	386	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	946	224	0	1375	424	252	0	386	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	946	224	0	1375	424	252	0	386	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	946	0	0	1375	0	252	0	386	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	946	0	0	1375	0	252	0	386	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	946	0	0	1375	0	252	0	386	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.36	0.00	0.08	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	83.3	0.0	0.0	83.3	0.0	50.7	0.0	50.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.61	0.00	0.22	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	15.4	0.0	0.0	18.5	0.0	31.0	0.0	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.4	0.0	0.0	18.5	0.0	31.0	0.0	38.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	D	A	A	A
HCM2k95thQ:	0	19	0	0	32	0	9	0	26	0	0	0

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



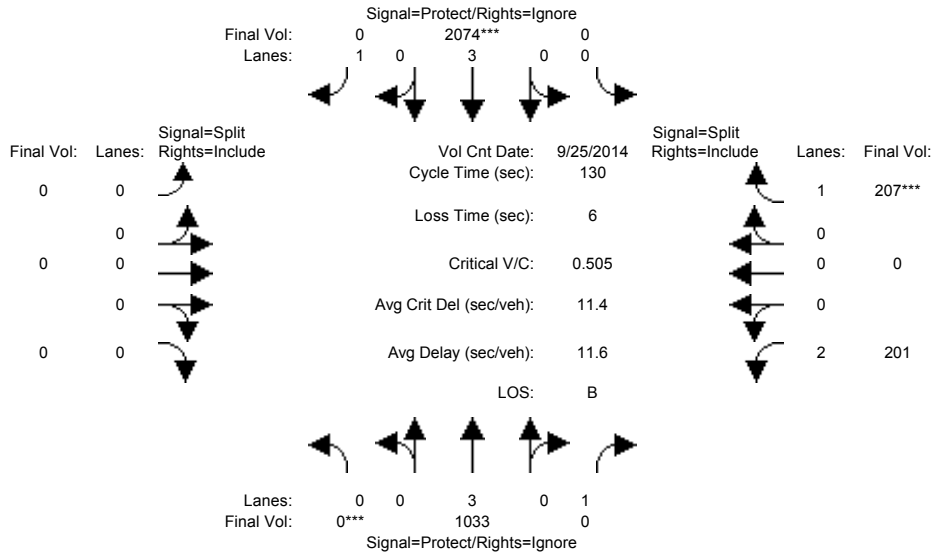
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3143	178	0	564	183	0	0	0	310	0	459
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3143	0	0	564	0	0	0	0	310	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3143	0	0	564	0	0	0	0	310	0	459
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3143	0	0	564	0	0	0	0	310	0	459
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	90.8	0.0	0.0	90.8	0.0	0.0	0.0	0.0	43.2	0.0	43.2
Volume/Cap:	0.00	0.85	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.32	0.00	0.85
Delay/Veh:	0.0	21.3	0.0	0.0	9.6	0.0	0.0	0.0	0.0	37.3	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	9.6	0.0	0.0	0.0	0.0	37.3	0.0	57.5
LOS by Move:	A	C	A	A	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	58	0	0	6	0	0	0	0	12	0	37

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:30 PM to 5:30 PM												
Base Vol:	0	1033	291	0	2074	709	0	0	0	201	0	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1033	291	0	2074	709	0	0	0	201	0	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1033	291	0	2074	709	0	0	0	201	0	207
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1033	0	0	2074	0	0	0	0	201	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1033	0	0	2074	0	0	0	0	201	0	207
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1033	0	0	2074	0	0	0	0	201	0	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****							****	
Green Time:	0.0	93.6	0.0	0.0	93.6	0.0	0.0	0.0	0.0	30.4	0.0	30.4
Volume/Cap:	0.00	0.25	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.27	0.00	0.51
Delay/Veh:	0.0	6.3	0.0	0.0	8.1	0.0	0.0	0.0	0.0	40.9	0.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	8.1	0.0	0.0	0.0	0.0	40.9	0.0	44.3
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	9	0	0	22	0	0	0	0	8	0	15

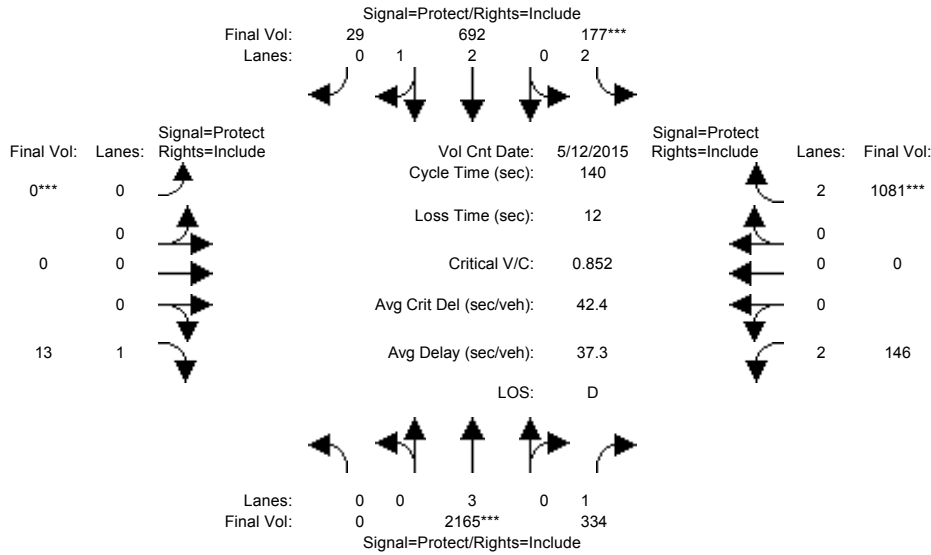
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



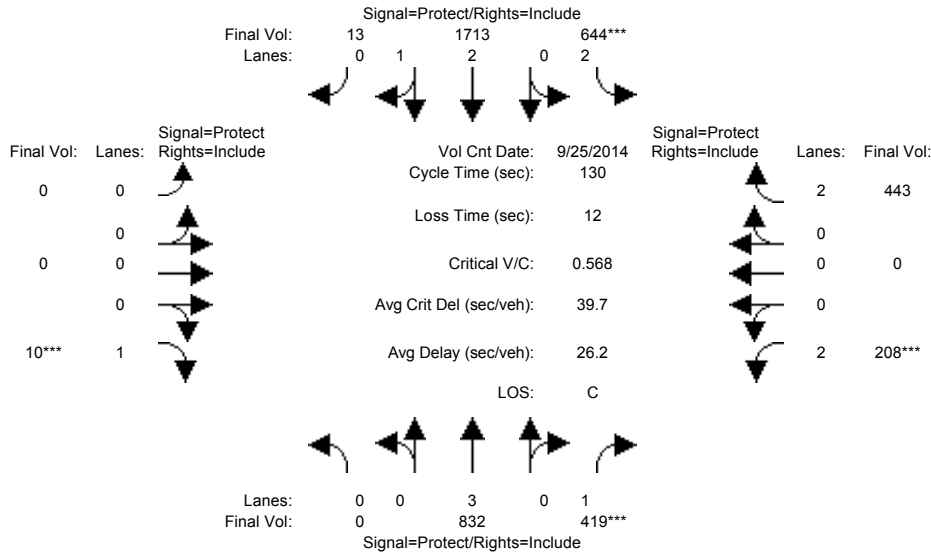
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2165	334	177	692	29	0	0	13	146	0	1081
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2165	334	177	692	29	0	0	13	146	0	1081
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2165	334	177	692	29	0	0	13	146	0	1081
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.87	0.13	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5374	225	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.19	0.06	0.13	0.13	0.00	0.00	0.01	0.05	0.00	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.4	62.4	9.2	71.6	71.6	0.0	0.0	5.3	51.1	0.0	56.4
Volume/Cap:	0.00	0.85	0.43	0.85	0.25	0.25	0.00	0.00	0.20	0.13	0.00	0.85
Delay/Veh:	0.0	37.7	27.0	91.8	19.2	19.2	0.0	0.0	66.7	29.7	0.0	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.7	27.0	91.8	19.2	19.2	0.0	0.0	66.7	29.7	0.0	43.8
LOS by Move:	A	D	C	F	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	44	18	13	11	11	0	0	2	5	0	45

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



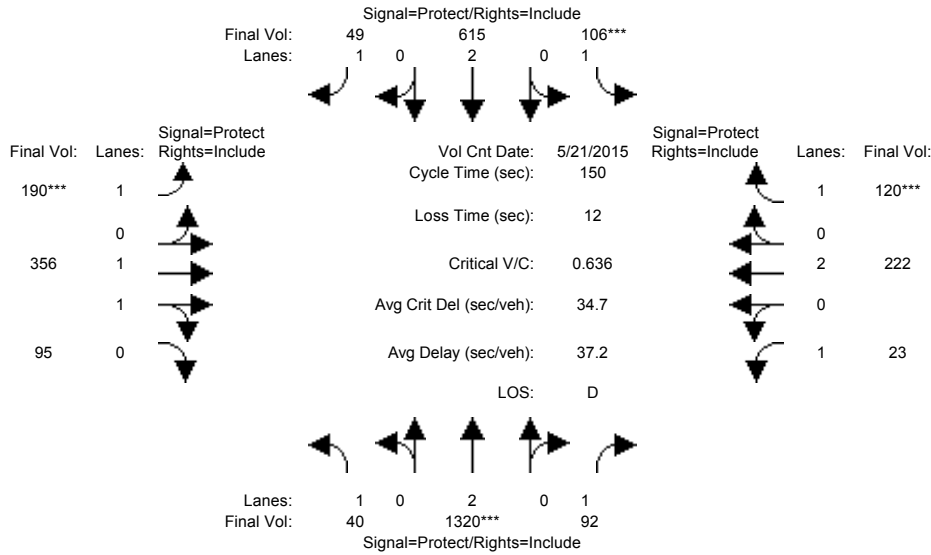
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	832	419	644	1713	13	0	0	10	208	0	443
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	832	419	644	1713	13	0	0	10	208	0	443
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	832	419	644	1713	13	0	0	10	208	0	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	832	419	644	1713	13	0	0	10	208	0	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	832	419	644	1713	13	0	0	10	208	0	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	832	419	644	1713	13	0	0	10	208	0	443
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.98	0.02	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5558	42	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.24	0.20	0.31	0.31	0.00	0.00	0.01	0.07	0.00	0.14
Crit Moves:	0.00	50.7	50.7	43.3	94.0	94.0	0.00	0.00	10.0	14.0	0.00	24.0
Green Time:	0.00	0.37	0.61	0.61	0.43	0.43	0.00	0.00	0.07	0.61	0.00	0.76
Delay/Veh:	0.00	28.4	33.5	37.4	7.3	7.3	0.00	0.00	55.9	58.8	0.00	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.00	28.4	33.5	37.4	7.3	7.3	0.00	0.00	55.9	58.8	0.00	56.2
LOS by Move:	A	C	C	D	A	A	A	A	E	E	A	E
HCM2k95thQ:	0	14	25	24	17	17	0	0	1	11	0	21

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



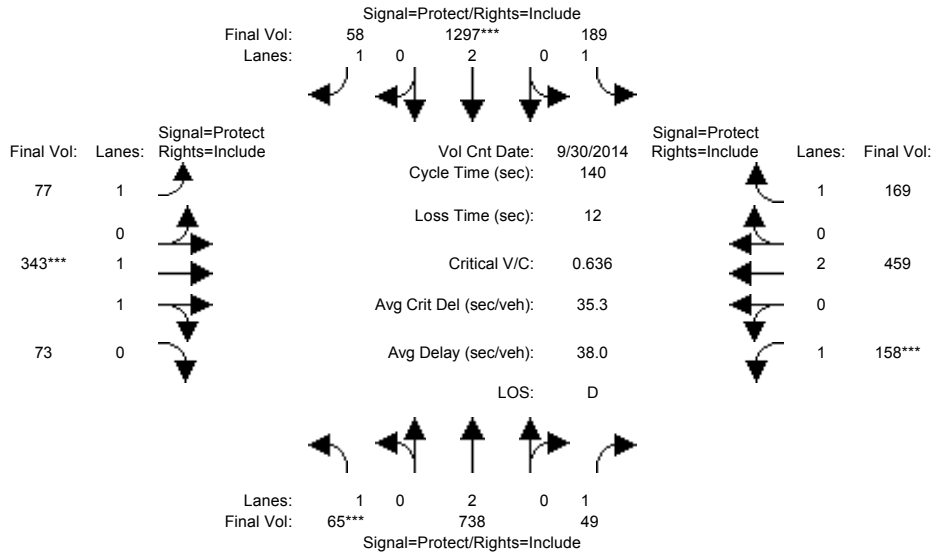
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	40	1320	92	106	615	49	190	356	95	23	222	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1320	92	106	615	49	190	356	95	23	222	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1320	92	106	615	49	190	356	95	23	222	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1320	92	106	615	49	190	356	95	23	222	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1320	92	106	615	49	190	356	95	23	222	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1320	92	106	615	49	190	356	95	23	222	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2920	779	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.05	0.06	0.16	0.03	0.11	0.12	0.12	0.01	0.06	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.5	81.9	81.9	14.3	74.7	74.7	25.6	30.2	30.2	11.6	16.2	16.2
Volume/Cap:	0.16	0.64	0.10	0.64	0.33	0.06	0.64	0.61	0.61	0.17	0.54	0.64
Delay/Veh:	56.6	24.3	16.3	73.2	22.7	19.5	62.3	55.9	55.9	65.3	64.9	71.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	24.3	16.3	73.2	22.7	19.5	62.3	55.9	55.9	65.3	64.9	71.1
LOS by Move:	E	C	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	3	34	4	10	15	2	18	19	19	2	9	11

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



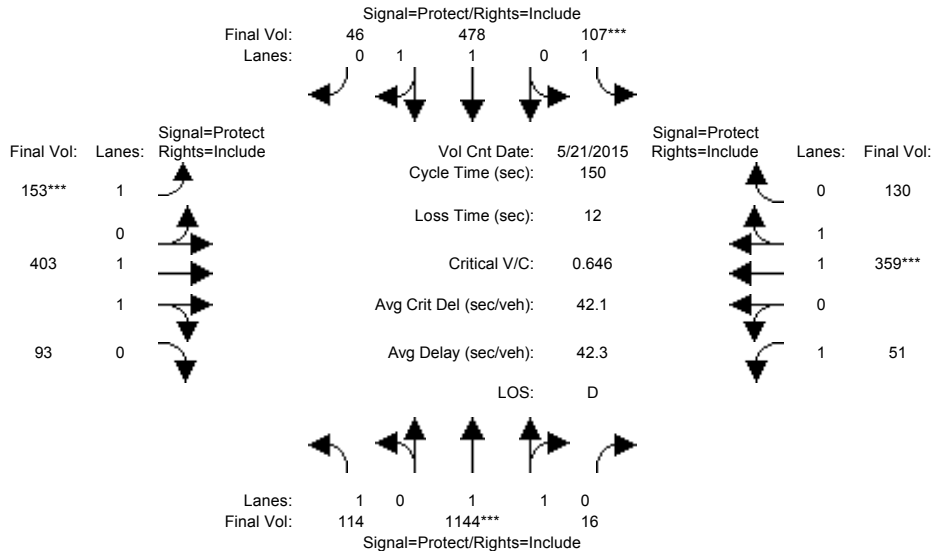
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	65	738	49	189	1297	58	77	343	73	158	459	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	738	49	189	1297	58	77	343	73	158	459	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	738	49	189	1297	58	77	343	73	158	459	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	738	49	189	1297	58	77	343	73	158	459	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	738	49	189	1297	58	77	343	73	158	459	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	738	49	189	1297	58	77	343	73	158	459	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3050	649	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.03	0.11	0.34	0.03	0.04	0.11	0.11	0.09	0.12	0.10
Crit Moves:	****			****			****			****		
Green Time:	8.2	53.6	53.6	29.8	75.2	75.2	13.1	24.8	24.8	19.9	31.6	31.6
Volume/Cap:	0.64	0.51	0.07	0.51	0.64	0.06	0.47	0.64	0.64	0.64	0.54	0.43
Delay/Veh:	76.9	33.4	27.5	49.8	23.5	15.6	62.3	55.5	55.5	62.0	48.4	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	33.4	27.5	49.8	23.5	15.6	62.3	55.5	55.5	62.0	48.4	47.2
LOS by Move:	E	C	C	D	C	B	E	E	E	E	D	D
HCM2k95thQ:	6	21	3	14	32	3	8	17	17	13	16	12

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



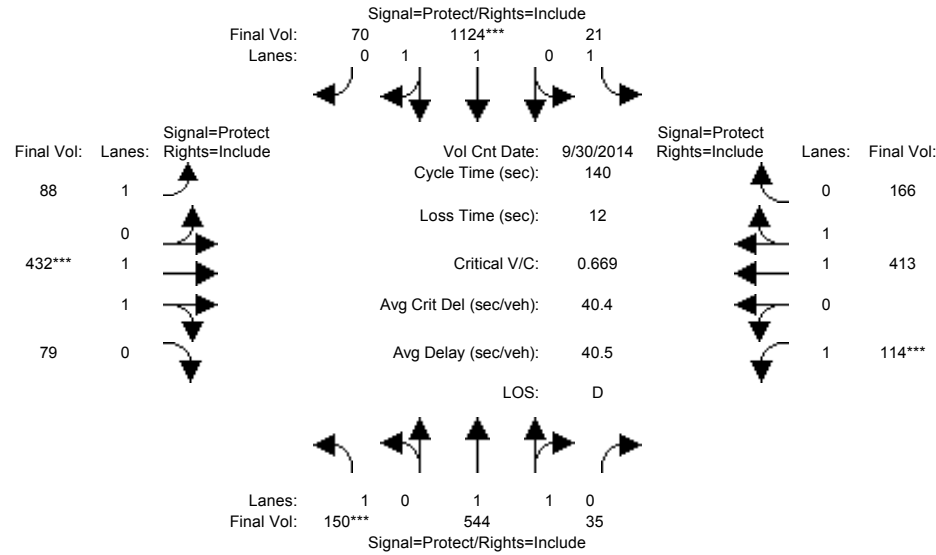
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	114	1144	16	107	478	46	153	403	93	51	359	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1144	16	107	478	46	153	403	93	51	359	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1144	16	107	478	46	153	403	93	51	359	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1144	16	107	478	46	153	403	93	51	359	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1144	16	107	478	46	153	403	93	51	359	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	1144	16	107	478	46	153	403	93	51	359	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.61	0.39	1.00	1.45	0.55
Final Sat.:	1750	3649	51	1750	3375	325	1750	3006	694	1750	2716	983
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.06	0.14	0.14	0.09	0.13	0.13	0.03	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.4	72.8	72.8	14.2	59.6	59.6	20.3	37.8	37.8	13.2	30.7	30.7
Volume/Cap:	0.36	0.65	0.65	0.65	0.36	0.36	0.65	0.53	0.53	0.33	0.65	0.65
Delay/Veh:	54.3	29.8	29.8	74.0	31.9	31.9	67.5	49.0	49.0	65.6	56.6	56.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	29.8	29.8	74.0	31.9	31.9	67.5	49.0	49.0	65.6	56.6	56.6
LOS by Move:	D	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	10	34	34	10	16	16	15	19	19	5	19	19

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



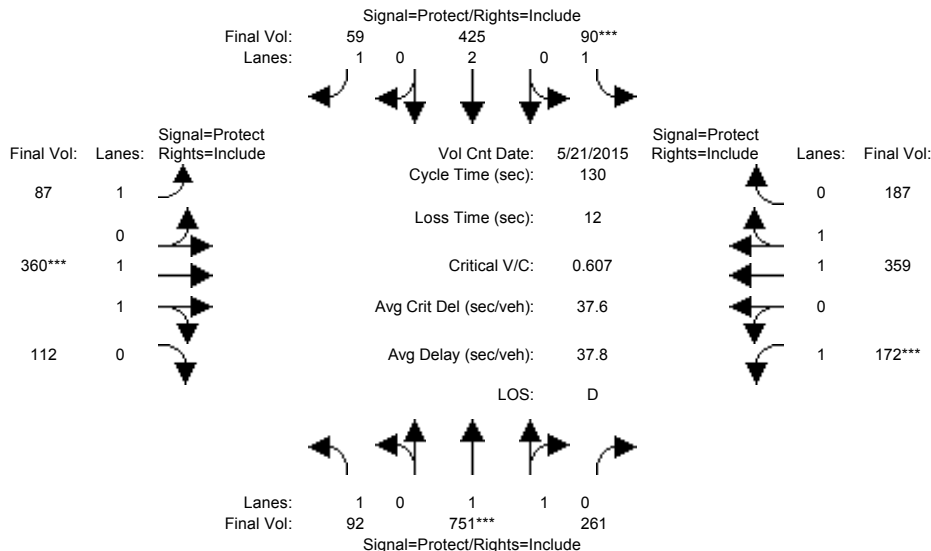
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 500-600PM												
Base Vol:	150	544	35	21	1124	70	88	432	79	114	413	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	544	35	21	1124	70	88	432	79	114	413	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	544	35	21	1124	70	88	432	79	114	413	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	544	35	21	1124	70	88	432	79	114	413	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	544	35	21	1124	70	88	432	79	114	413	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	544	35	21	1124	70	88	432	79	114	413	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.88	0.12	1.00	1.68	0.32	1.00	1.41	0.59
Final Sat.:	1750	3476	224	1750	3483	217	1750	3128	572	1750	2638	1060
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.32	0.32	0.05	0.14	0.14	0.07	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.9	64.8	64.8	20.7	67.5	67.5	10.3	28.9	28.9	13.6	32.2	32.2
Volume/Cap:	0.67	0.34	0.34	0.08	0.67	0.67	0.68	0.67	0.67	0.67	0.68	0.68
Delay/Veh:	65.8	24.1	24.1	51.6	28.7	28.7	77.0	53.4	53.4	70.8	51.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	24.1	24.1	51.6	28.7	28.7	77.0	53.4	53.4	70.8	51.5	51.5
LOS by Move:	E	C	C	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	15	15	15	2	33	33	10	20	20	10	21	21

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



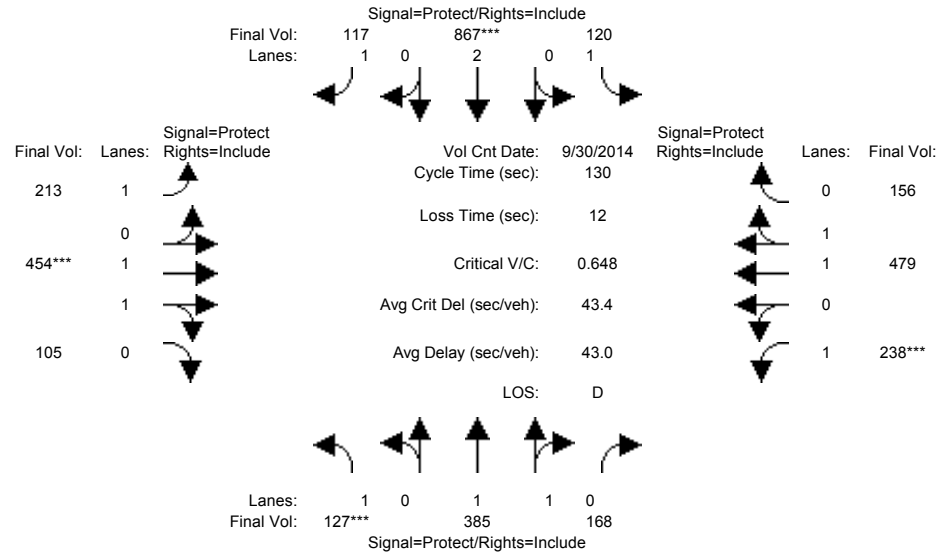
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:45-8:45AM												
Base Vol:	92	751	261	90	425	59	87	360	112	172	359	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	751	261	90	425	59	87	360	112	172	359	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	751	261	90	425	59	87	360	112	172	359	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	751	261	90	425	59	87	360	112	172	359	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	751	261	90	425	59	87	360	112	172	359	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	751	261	90	425	59	87	360	112	172	359	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.47	0.53	1.00	2.00	1.00	1.00	1.51	0.49	1.00	1.30	0.70
Final Sat.:	1750	2745	954	1750	3800	1750	1750	2821	878	1750	2432	1267
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.05	0.11	0.03	0.05	0.13	0.13	0.10	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.6	58.6	58.6	11.0	47.0	47.0	12.9	27.3	27.3	21.1	35.5	35.5
Volume/Cap:	0.30	0.61	0.61	0.61	0.31	0.09	0.50	0.61	0.61	0.61	0.54	0.54
Delay/Veh:	47.4	27.6	27.6	64.5	30.0	27.5	57.7	47.9	47.9	54.4	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	27.6	27.6	64.5	30.0	27.5	57.7	47.9	47.9	54.4	40.9	40.9
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	7	27	27	9	12	3	7	16	16	13	17	17

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 4:15-5:15PM												
Base Vol:	127	385	168	120	867	117	213	454	105	238	479	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	385	168	120	867	117	213	454	105	238	479	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	385	168	120	867	117	213	454	105	238	479	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	385	168	120	867	117	213	454	105	238	479	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	385	168	120	867	117	213	454	105	238	479	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	385	168	120	867	117	213	454	105	238	479	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.38	0.62	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.50	0.50
Final Sat.:	1750	2575	1124	1750	3800	1750	1750	3004	695	1750	2790	909
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.07	0.23	0.07	0.12	0.15	0.15	0.14	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	14.6	41.4	41.4	19.0	45.8	45.8	23.9	30.3	30.3	27.3	33.7	33.7
Volume/Cap:	0.65	0.47	0.47	0.47	0.65	0.19	0.66	0.65	0.65	0.65	0.66	0.66
Delay/Veh:	62.6	35.8	35.8	52.3	36.4	29.4	54.4	46.7	46.7	51.0	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	35.8	35.8	52.3	36.4	29.4	54.4	46.7	46.7	51.0	44.8	44.8
LOS by Move:	E	D	D	D	D	C	D	D	D	D	D	D
HCM2k95thQ:	12	17	17	10	26	7	16	19	19	17	21	21

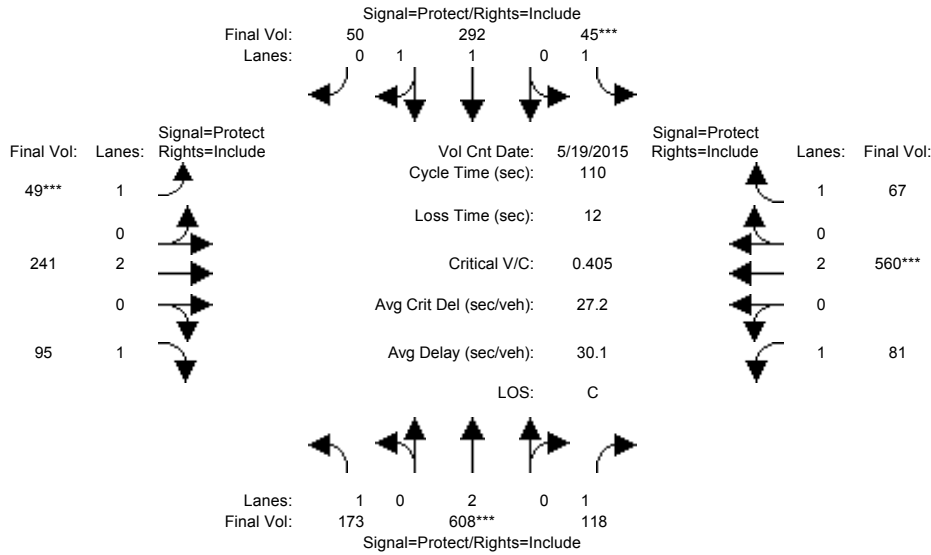
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



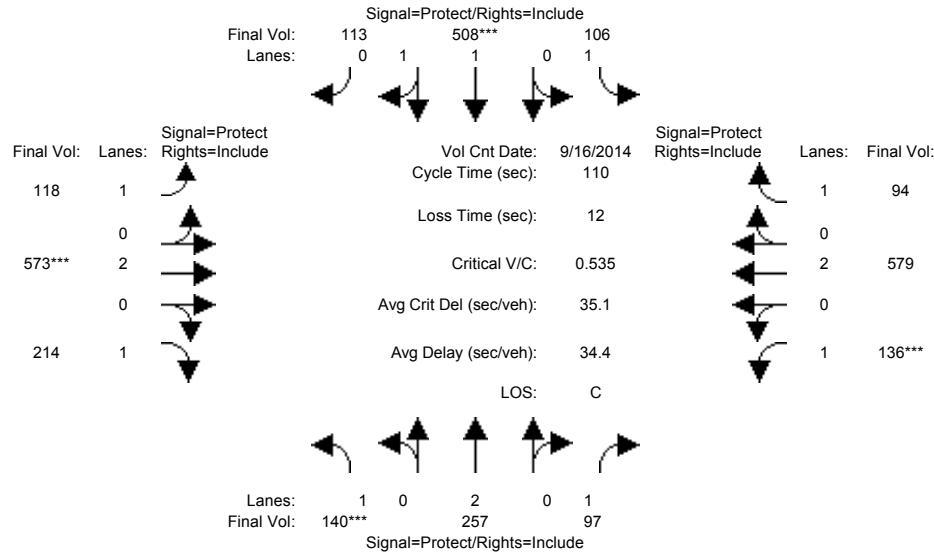
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	173	608	118	45	292	50	49	241	95	81	560	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	608	118	45	292	50	49	241	95	81	560	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	608	118	45	292	50	49	241	95	81	560	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	608	118	45	292	50	49	241	95	81	560	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	608	118	45	292	50	49	241	95	81	560	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	608	118	45	292	50	49	241	95	81	560	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3159	541	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.03	0.09	0.09	0.03	0.06	0.05	0.05	0.15	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.1	43.4	43.4	7.0	24.4	24.4	7.6	28.0	28.0	19.6	40.0	40.0
Volume/Cap:	0.42	0.41	0.17	0.40	0.42	0.42	0.41	0.25	0.21	0.26	0.41	0.11
Delay/Veh:	36.2	24.2	21.7	51.9	37.1	37.1	51.3	32.8	32.6	39.4	26.3	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	24.2	21.7	51.9	37.1	37.1	51.3	32.8	32.6	39.4	26.3	23.2
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	10	14	5	3	10	10	4	6	5	5	13	3

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



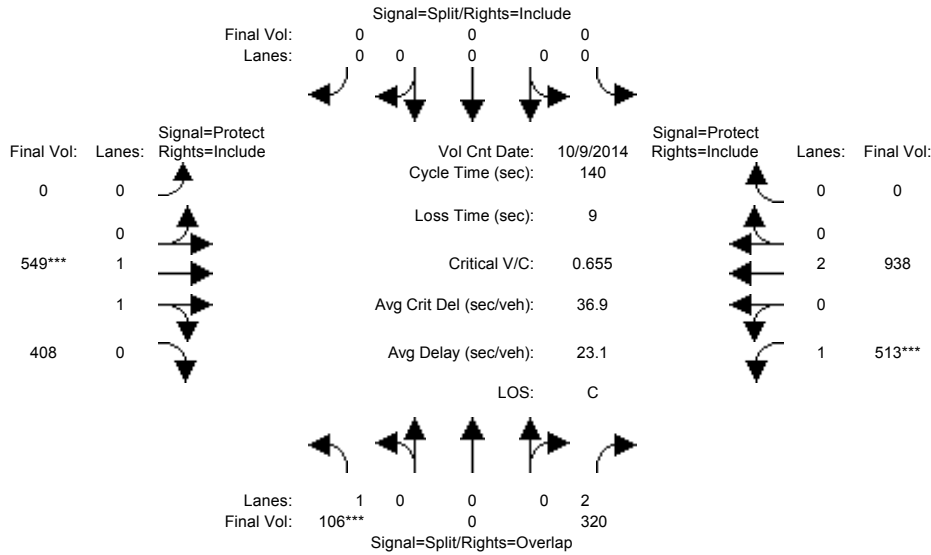
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00 - 6:00 PM												
Base Vol:	140	257	97	106	508	113	118	573	214	136	579	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	257	97	106	508	113	118	573	214	136	579	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	257	97	106	508	113	118	573	214	136	579	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	257	97	106	508	113	118	573	214	136	579	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	257	97	106	508	113	118	573	214	136	579	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	257	97	106	508	113	118	573	214	136	579	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3026	673	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.06	0.06	0.17	0.17	0.07	0.15	0.12	0.08	0.15	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.5	30.0	30.0	21.0	34.5	34.5	14.4	31.0	31.0	16.0	32.6	32.6
Volume/Cap:	0.53	0.25	0.20	0.32	0.53	0.53	0.51	0.53	0.43	0.53	0.51	0.18
Delay/Veh:	45.4	31.3	31.0	38.9	31.6	31.6	46.5	33.9	32.9	45.8	32.5	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	31.3	31.0	38.9	31.6	31.6	46.5	33.9	32.9	45.8	32.5	29.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	9	6	5	6	16	16	8	15	12	10	16	5

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



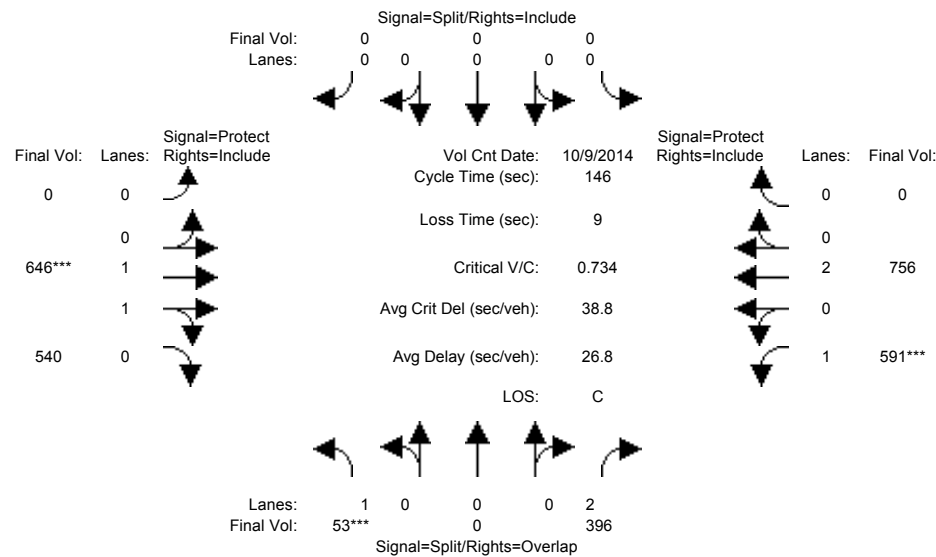
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	106	0	320	0	0	0	0	549	408	513	938	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	320	0	0	0	0	549	408	513	938	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	320	0	0	0	0	549	408	513	938	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	320	0	0	0	0	549	408	513	938	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	320	0	0	0	0	549	408	513	938	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	320	0	0	0	0	549	408	513	938	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.12	0.88	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2121	1577	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.26	0.26	0.29	0.25	0.00
Crit Moves:	****						****			****		
Green Time:	13.0	0.0	75.7	0.0	0.0	0.0	0.0	55.3	55.3	62.7	118	0.0
Volume/Cap:	0.65	0.00	0.19	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.29	0.00
Delay/Veh:	70.7	0.0	16.5	0.0	0.0	0.0	0.0	35.6	35.6	32.2	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	0.0	16.5	0.0	0.0	0.0	0.0	35.6	35.6	32.2	2.3	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	C	A	A
HCM2k95thQ:	11	0	8	0	0	0	0	29	29	32	8	0

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



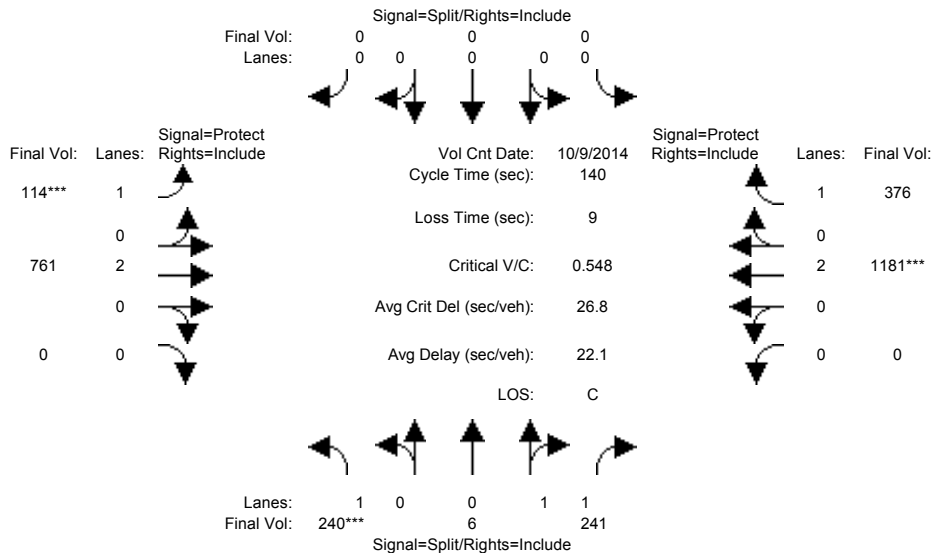
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	53	0	396	0	0	0	0	646	540	591	756	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	0	396	0	0	0	0	646	540	591	756	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	396	0	0	0	0	646	540	591	756	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	0	396	0	0	0	0	646	540	591	756	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	396	0	0	0	0	646	540	591	756	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	396	0	0	0	0	646	540	591	756	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.06	0.94	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2014	1684	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.13	0.00	0.00	0.00	0.00	0.32	0.32	0.34	0.20	0.00
Crit Moves:	****						****			****		
Green Time:	10.0	0.0	75.1	0.0	0.0	0.0	0.0	61.9	61.9	65.1	127	0.0
Volume/Cap:	0.44	0.00	0.24	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.23	0.00
Delay/Veh:	67.9	0.0	19.7	0.0	0.0	0.0	0.0	37.9	37.9	38.1	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	0.0	19.7	0.0	0.0	0.0	0.0	37.9	37.9	38.1	1.6	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	6	0	11	0	0	0	0	39	39	41	6	0

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

BART

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

Intersection #3211: 101/McKee(E) [Study Int 5]



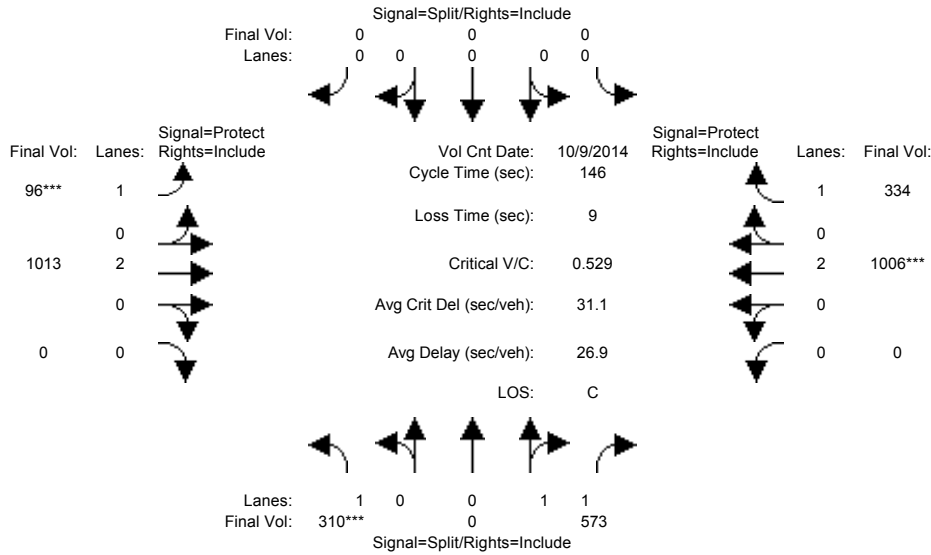
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	6	241	0	0	0	114	761	0	0	1181	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	6	241	0	0	0	114	761	0	0	1181	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	6	241	0	0	0	114	761	0	0	1181	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	1.95	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	87	3513	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.07	0.00	0.00	0.00	0.07	0.20	0.00	0.00	0.31	0.21
Crit Moves:	****						****			****		
Green Time:	35.0	35.0	35.0	0.0	0.0	0.0	16.6	96.0	0.0	0.0	79.4	79.4
Volume/Cap:	0.55	0.27	0.27	0.00	0.00	0.00	0.55	0.29	0.00	0.00	0.55	0.38
Delay/Veh:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	18	9	9	0	0	0	11	12	0	0	27	17

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

BART

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

Intersection #3211: 101/McKee(E) [Study Int 5]



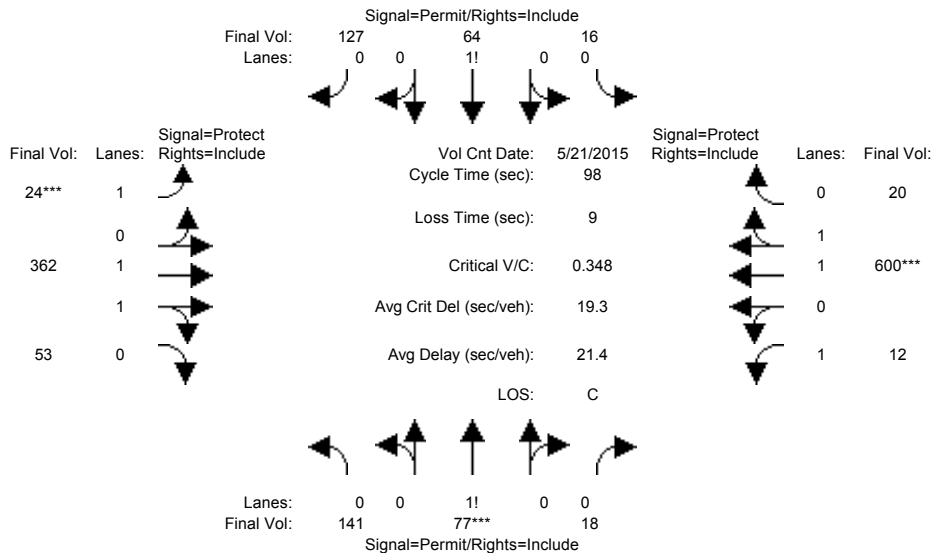
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	573	0	0	0	96	1013	0	0	1006	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	573	0	0	0	96	1013	0	0	1006	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	573	0	0	0	96	1013	0	0	1006	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	0	573	0	0	0	96	1013	0	0	1006	334
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.16	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.26	0.19
Crit Moves:	****						****			****		
Green Time:	48.9	0.0	48.9	0.0	0.0	0.0	15.1	88.1	0.0	0.0	73.0	73.0
Volume/Cap:	0.53	0.00	0.48	0.00	0.00	0.00	0.53	0.44	0.00	0.00	0.53	0.38
Delay/Veh:	40.2	0.0	38.7	0.0	0.0	0.0	65.0	15.8	0.0	0.0	25.1	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	0.0	38.7	0.0	0.0	0.0	65.0	15.8	0.0	0.0	25.1	22.8
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	22	0	19	0	0	0	10	22	0	0	26	18

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



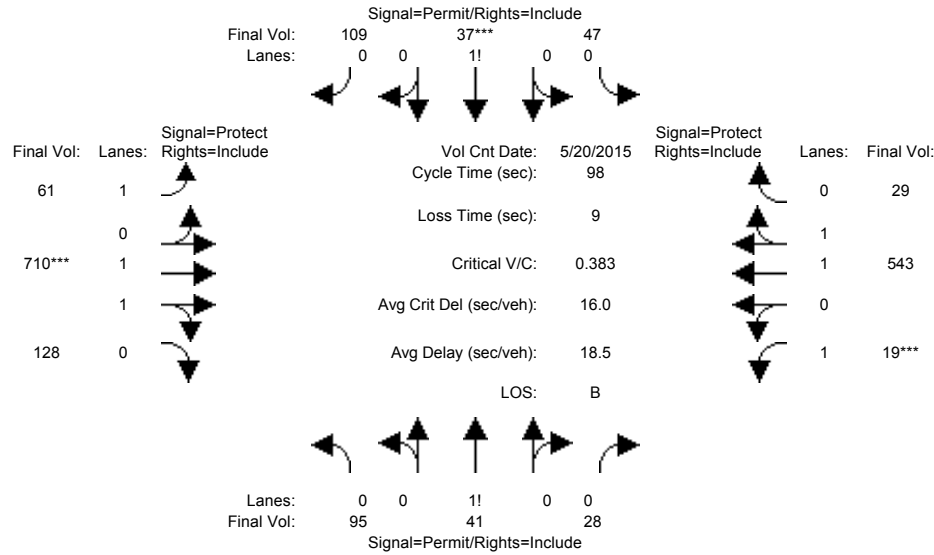
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	141	77	18	16	64	127	24	362	53	12	600	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	77	18	16	64	127	24	362	53	12	600	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	77	18	16	64	127	24	362	53	12	600	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	77	18	16	64	127	24	362	53	12	600	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	77	18	16	64	127	24	362	53	12	600	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	77	18	16	64	127	24	362	53	12	600	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.60	0.33	0.07	0.08	0.31	0.61	1.00	1.74	0.26	1.00	1.93	0.07
Final Sat.:	1046	571	133	135	541	1074	1750	3227	472	1750	3581	119
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.12	0.01	0.11	0.11	0.01	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	36.6	36.6	36.6	36.6	36.6	36.6	7.0	32.0	32.0	20.4	45.4	45.4
Volume/Cap:	0.36	0.36	0.36	0.32	0.32	0.32	0.19	0.34	0.34	0.03	0.36	0.36
Delay/Veh:	22.6	22.6	22.6	22.1	22.1	22.1	43.6	25.2	25.2	31.0	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	22.6	22.1	22.1	22.1	43.6	25.2	25.2	31.0	17.1	17.1
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	11	11	11	9	9	9	1	9	9	1	12	12

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:15-5:15PM												
Base Vol:	95	41	28	47	37	109	61	710	128	19	543	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	41	28	47	37	109	61	710	128	19	543	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	41	28	47	37	109	61	710	128	19	543	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	41	28	47	37	109	61	710	128	19	543	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	41	28	47	37	109	61	710	128	19	543	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	41	28	47	37	109	61	710	128	19	543	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.58	0.25	0.17	0.24	0.19	0.57	1.00	1.69	0.31	1.00	1.90	0.10
Final Sat.:	1014	438	299	426	335	988	1750	3134	565	1750	3512	188
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.03	0.23	0.23	0.01	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	26.9	26.9	26.9	26.9	26.9	26.9	19.6	55.1	55.1	7.0	42.5	42.5
Volume/Cap:	0.34	0.34	0.34	0.40	0.40	0.40	0.17	0.40	0.40	0.15	0.36	0.36
Delay/Veh:	28.9	28.9	28.9	29.6	29.6	29.6	32.7	12.2	12.2	43.3	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.9	29.6	29.6	29.6	32.7	12.2	12.2	43.3	18.7	18.7
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	9	9	9	10	10	10	3	13	13	1	11	11

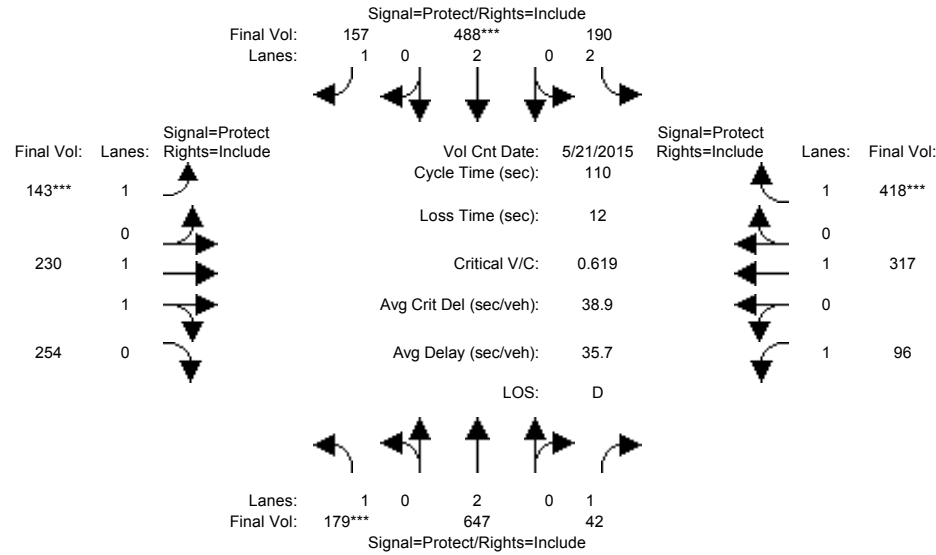
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



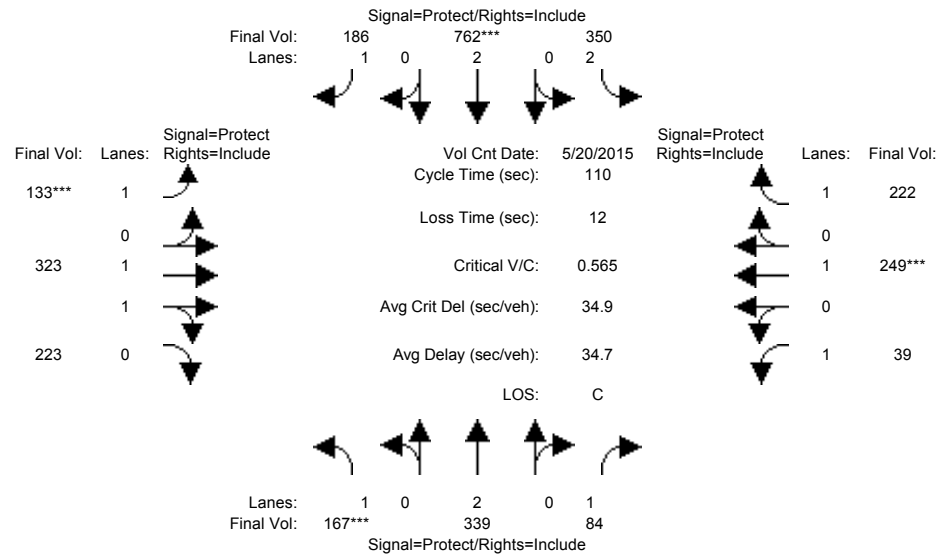
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	179	647	42	190	488	157	143	230	254	96	317	418
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	647	42	190	488	157	143	230	254	96	317	418
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	647	42	190	488	157	143	230	254	96	317	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	647	42	190	488	157	143	230	254	96	317	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	647	42	190	488	157	143	230	254	96	317	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	647	42	190	488	157	143	230	254	96	317	418
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.02	0.06	0.13	0.09	0.08	0.12	0.15	0.05	0.17	0.24
Crit Moves:	****			****			****			****		
Green Time:	18.2	29.9	29.9	11.2	22.8	22.8	14.5	39.6	39.6	17.4	42.5	42.5
Volume/Cap:	0.62	0.63	0.09	0.59	0.62	0.43	0.62	0.34	0.40	0.35	0.43	0.62
Delay/Veh:	46.7	36.4	30.0	50.3	41.1	38.8	50.2	25.8	26.6	42.0	25.3	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	36.4	30.0	50.3	41.1	38.8	50.2	25.8	26.6	42.0	25.3	29.0
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	18	2	9	16	10	10	10	11	7	15	23

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



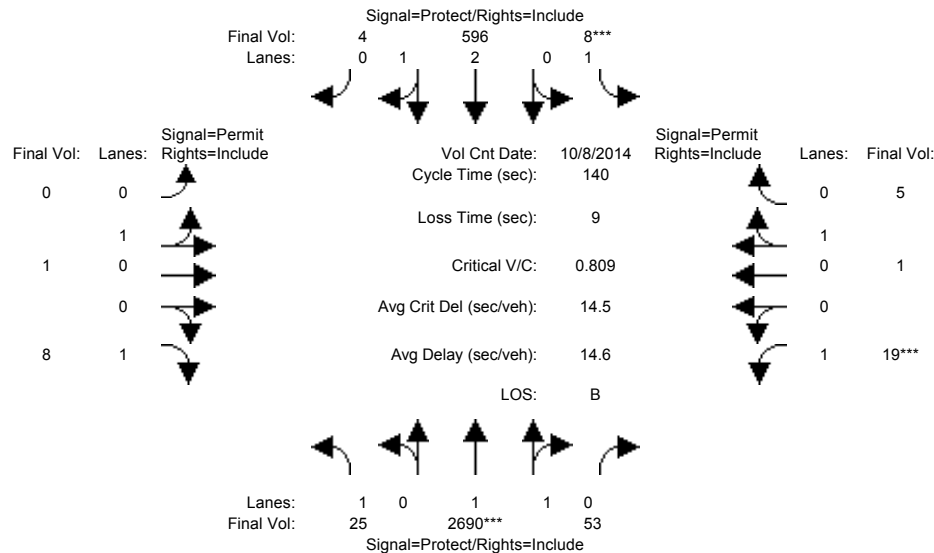
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	167	339	84	350	762	186	133	323	223	39	249	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	339	84	350	762	186	133	323	223	39	249	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	339	84	350	762	186	133	323	223	39	249	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	339	84	350	762	186	133	323	223	39	249	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	339	84	350	762	186	133	323	223	39	249	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	339	84	350	762	186	133	323	223	39	249	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	2188	1510	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.05	0.11	0.20	0.11	0.08	0.15	0.15	0.02	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	18.6	25.9	25.9	31.7	39.1	39.1	14.8	28.2	28.2	12.2	25.5	25.5
Volume/Cap:	0.56	0.38	0.20	0.39	0.56	0.30	0.56	0.58	0.58	0.20	0.56	0.55
Delay/Veh:	44.5	35.5	34.0	31.6	29.2	25.9	47.7	36.6	36.6	45.0	39.0	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.5	34.0	31.6	29.2	25.9	47.7	36.6	36.6	45.0	39.0	38.7
LOS by Move:	D	D	C	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	11	9	5	11	20	10	9	15	15	3	15	14

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



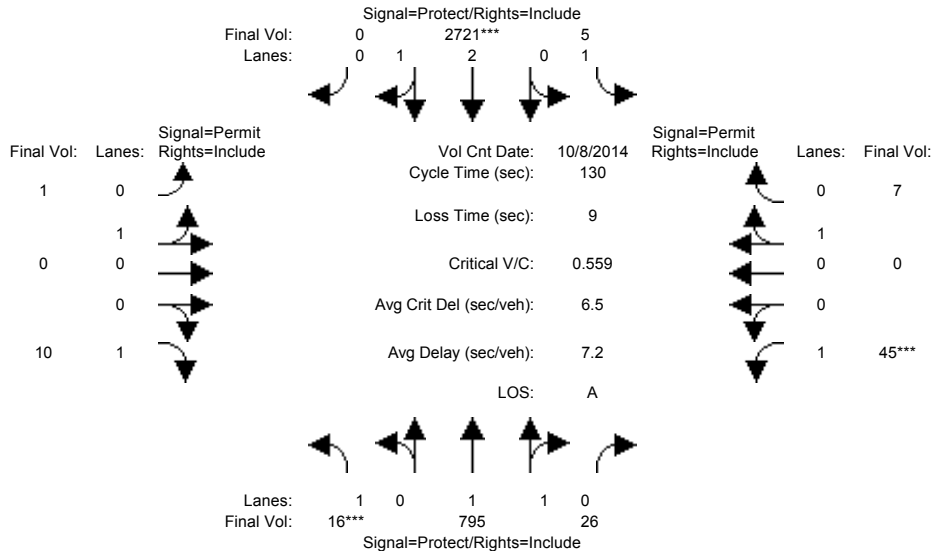
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	25	2690	53	8	596	4	0	1	8	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2690	53	8	596	4	0	1	8	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2690	53	8	596	4	0	1	8	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	2690	53	8	596	4	0	1	8	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	2690	53	8	596	4	0	1	8	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	2690	53	8	596	4	0	1	8	19	1	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.98	0.02	0.00	1.00	1.00	1.00	0.17	0.83
Final Sat.:	1750	3628	71	1750	5563	37	0	1800	1750	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.74	0.74	0.00	0.11	0.11	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.5	114	114.0	7.0	82.5	82.5	0.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.05	0.91	0.91	0.09	0.18	0.18	0.00	0.01	0.06	0.15	0.05	0.05
Delay/Veh:	37.4	14.0	14.0	63.9	13.3	13.3	0.0	60.4	60.9	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	14.0	14.0	63.9	13.3	13.3	0.0	60.4	60.9	61.6	60.7	60.7
LOS by Move:	D	B	B	E	B	B	A	E	E	E	E	E
HCM2k95thQ:	2	71	71	1	8	8	0	0	1	2	1	1

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



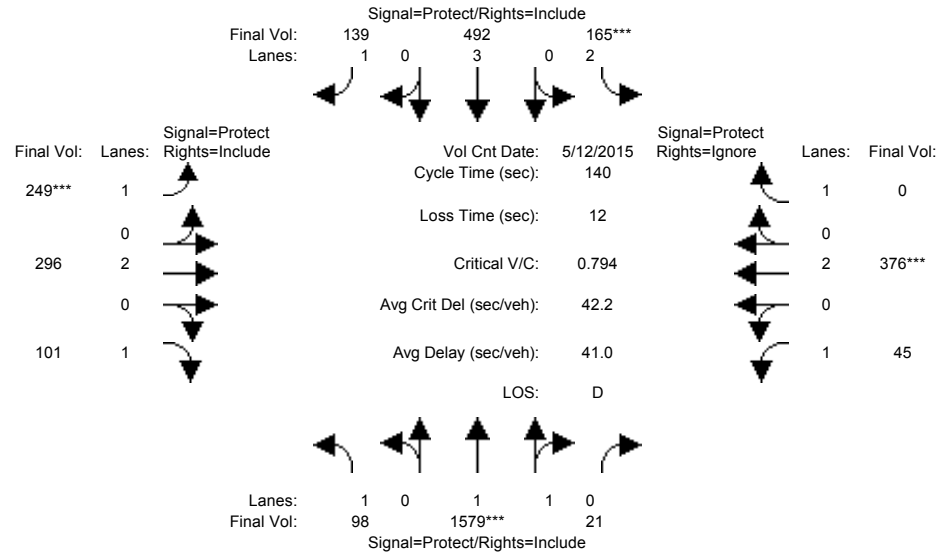
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	16	795	26	5	2721	0	1	0	10	45	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	795	26	5	2721	0	1	0	10	45	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	795	26	5	2721	0	1	0	10	45	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	795	26	5	2721	0	1	0	10	45	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	795	26	5	2721	0	1	0	10	45	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	795	26	5	2721	0	1	0	10	45	0	7
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.92	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.93	0.07	1.00	3.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3583	117	1750	5600	0	1800	0	1750	1750	0	1800
-----												
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.00	0.49	0.00	0.00	0.00	0.01	0.03	0.00	0.00
Crit Moves:	****			****					****			
Green Time:	7.0	89.3	89.3	21.7	104	0.0	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.17	0.32	0.32	0.02	0.61	0.00	0.01	0.00	0.07	0.33	0.00	0.05
Delay/Veh:	59.6	8.3	8.3	45.3	5.3	0.0	55.4	0.0	55.9	58.3	0.0	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	8.3	8.3	45.3	5.3	0.0	55.4	0.0	55.9	58.3	0.0	55.8
LOS by Move:	E	A	A	D	A	A	E	A	E	E	A	E
HCM2k95thQ:	1	13	13	0	23	0	0	0	1	4	0	1

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



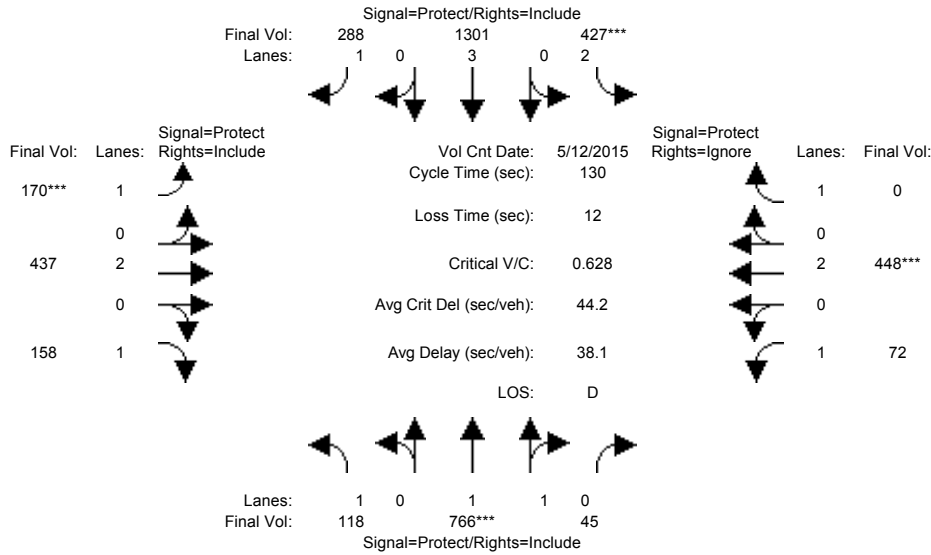
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	98	1579	21	165	492	139	249	296	101	45	376	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1579	21	165	492	139	249	296	101	45	376	746
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1579	21	165	492	139	249	296	101	45	376	746
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	98	1579	21	165	492	139	249	296	101	45	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1579	21	165	492	139	249	296	101	45	376	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	98	1579	21	165	492	139	249	296	101	45	376	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3651	49	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.05	0.10	0.08	0.14	0.08	0.06	0.03	0.10	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.0	76.2	76.2	9.2	55.5	55.5	25.1	25.9	25.9	16.6	17.4	0.0
Volume/Cap:	0.26	0.79	0.79	0.79	0.26	0.20	0.79	0.42	0.31	0.22	0.79	0.00
Delay/Veh:	46.2	27.8	27.8	83.1	28.5	27.9	68.0	50.8	49.9	56.3	68.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	27.8	27.8	83.1	28.5	27.9	68.0	50.8	49.9	56.3	68.5	0.0
LOS by Move:	D	C	C	F	C	C	E	D	D	E	E	A
HCM2k95thQ:	7	45	45	9	9	8	21	10	8	4	18	0

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



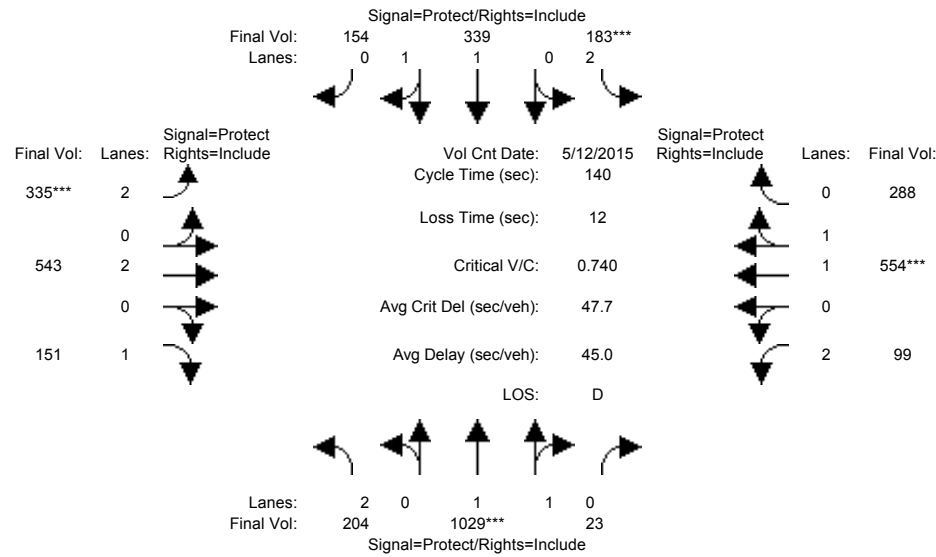
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	766	45	427	1301	288	170	437	158	72	448	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	766	45	427	1301	288	170	437	158	72	448	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	766	45	427	1301	288	170	437	158	72	448	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	118	766	45	427	1301	288	170	437	158	72	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	766	45	427	1301	288	170	437	158	72	448	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	118	766	45	427	1301	288	170	437	158	72	448	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3495	205	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.14	0.27	0.16	0.10	0.12	0.09	0.04	0.12	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.5	45.4	45.4	28.1	59.0	59.0	20.1	30.3	30.3	14.2	24.4	0.0
Volume/Cap:	0.60	0.63	0.63	0.63	0.60	0.36	0.63	0.49	0.39	0.38	0.63	0.00
Delay/Veh:	60.3	36.3	36.3	48.1	27.2	23.5	56.1	43.6	42.6	55.0	50.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	36.3	36.3	48.1	27.2	23.5	56.1	43.6	42.6	55.0	50.4	0.0
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	A
HCM2k95thQ:	9	24	24	17	23	15	13	14	11	6	17	0

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



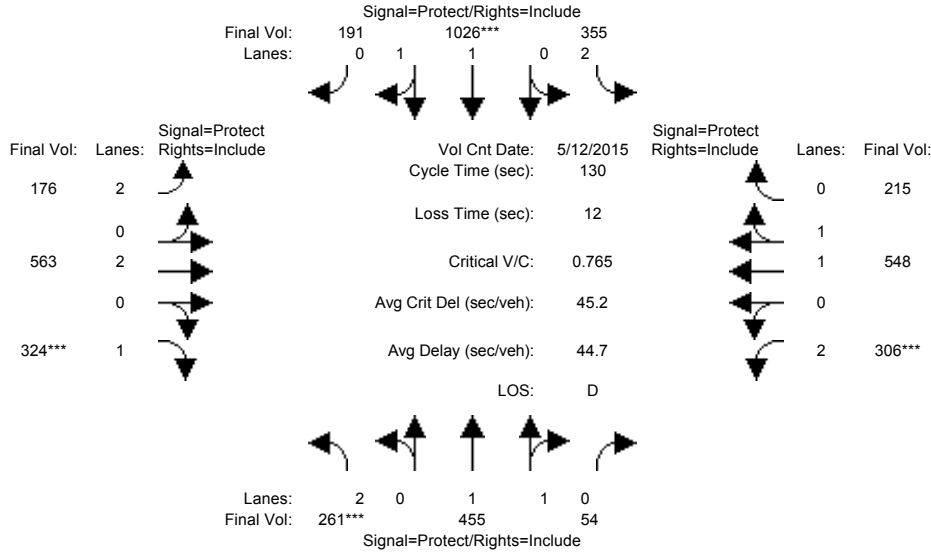
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1029	23	183	339	154	335	543	151	99	554	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1029	23	183	339	154	335	543	151	99	554	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1029	23	183	339	154	335	543	151	99	554	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.96	0.04	2.00	1.36	0.64	2.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3150	3619	81	3150	2543	1155	3150	3800	1750	3150	2434	1265
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.13	0.13	0.11	0.14	0.09	0.03	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.2	53.8	53.8	11.0	43.6	43.6	20.1	46.8	46.8	16.4	43.1	43.1
Volume/Cap:	0.43	0.74	0.74	0.74	0.43	0.43	0.74	0.43	0.26	0.27	0.74	0.74
Delay/Veh:	54.5	39.2	39.2	74.4	38.5	38.5	63.8	36.4	34.2	56.7	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	39.2	39.2	74.4	38.5	38.5	63.8	36.4	34.2	56.7	46.1	46.1
LOS by Move:	D	D	D	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	10	35	35	10	16	16	16	16	9	5	29	29

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	455	54	355	1026	191	176	563	324	306	548	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	455	54	355	1026	191	176	563	324	306	548	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	455	54	355	1026	191	176	563	324	306	548	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.78	0.22	2.00	1.68	0.32	2.00	2.00	1.00	2.00	1.42	0.58
Final Sat.:	3150	3307	392	3150	3119	581	3150	3800	1750	3150	2657	1042
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.11	0.33	0.33	0.06	0.15	0.19	0.10	0.21	0.21
Crit Moves:	****			****			****		****	****		
Green Time:	14.1	38.5	38.5	31.5	55.9	55.9	10.2	31.5	31.5	16.5	37.8	37.8
Volume/Cap:	0.76	0.46	0.46	0.46	0.76	0.76	0.71	0.61	0.76	0.76	0.71	0.71
Delay/Veh:	66.2	37.7	37.7	42.5	33.7	33.7	67.7	45.1	53.9	63.4	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	37.7	37.7	42.5	33.7	33.7	67.7	45.1	53.9	63.4	43.5	43.5
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	15	16	16	13	35	35	8	18	23	14	25	25

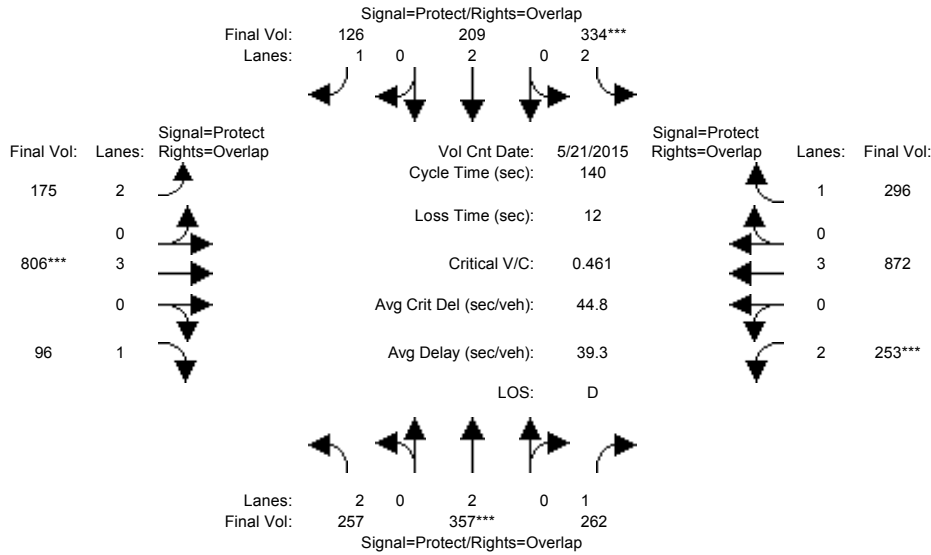
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



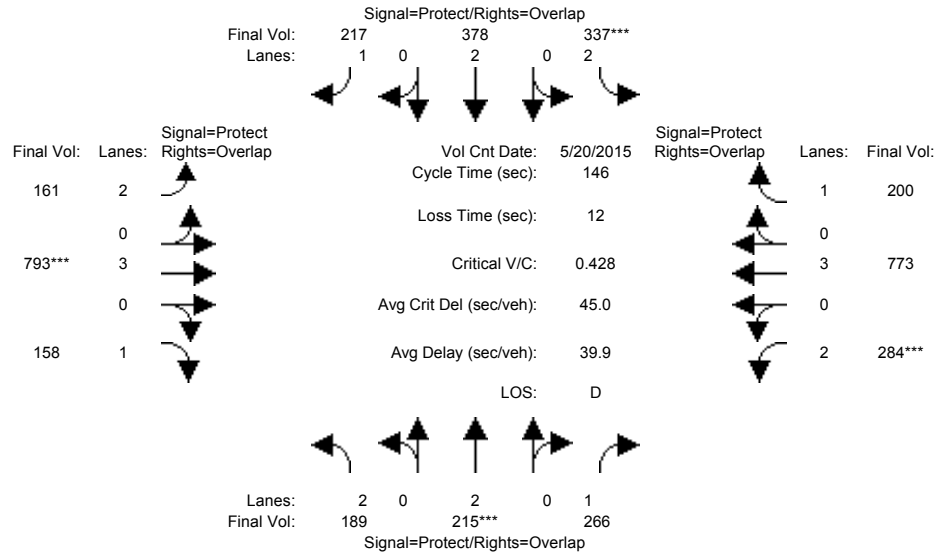
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	257	357	262	334	209	126	175	806	96	253	872	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	357	262	334	209	126	175	806	96	253	872	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	357	262	334	209	126	175	806	96	253	872	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	357	262	334	209	126	175	806	96	253	872	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	357	262	334	209	126	175	806	96	253	872	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	257	357	262	334	209	126	175	806	96	253	872	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.15	0.11	0.06	0.07	0.06	0.14	0.05	0.08	0.15	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.4	28.5	52.9	32.2	28.3	46.3	17.9	42.9	75.3	24.4	49.4	81.6
Volume/Cap:	0.35	0.46	0.40	0.46	0.27	0.22	0.43	0.46	0.10	0.46	0.43	0.29
Delay/Veh:	45.3	49.4	32.3	46.9	47.3	34.0	57.1	39.4	15.9	52.5	34.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	49.4	32.3	46.9	47.3	34.0	57.1	39.4	15.9	52.5	34.8	14.8
LOS by Move:	D	D	C	D	D	C	E	D	B	D	C	B
HCM2k95thQ:	11	13	16	14	7	8	8	17	4	12	17	13

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



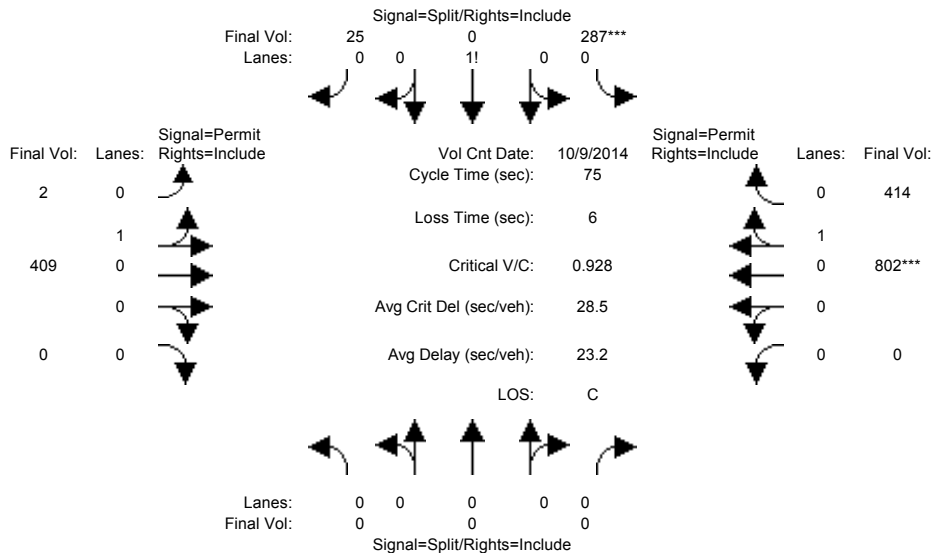
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	189	215	266	337	378	217	161	793	158	284	773	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	215	266	337	378	217	161	793	158	284	773	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	215	266	337	378	217	161	793	158	284	773	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	215	266	337	378	217	161	793	158	284	773	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	215	266	337	378	217	161	793	158	284	773	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	215	266	337	378	217	161	793	158	284	773	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.15	0.11	0.10	0.12	0.05	0.14	0.09	0.09	0.14	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.0	19.3	50.1	36.5	34.8	56.2	21.4	47.5	68.4	30.8	56.8	93.3
Volume/Cap:	0.42	0.43	0.44	0.43	0.42	0.32	0.35	0.43	0.19	0.43	0.35	0.18
Delay/Veh:	57.6	58.9	37.7	46.4	47.3	31.8	56.5	38.8	22.8	50.4	31.6	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	58.9	37.7	46.4	47.3	31.8	56.5	38.8	22.8	50.4	31.6	10.8
LOS by Move:	E	E	D	D	D	C	E	D	C	D	C	B
HCM2k95thQ:	10	9	18	14	13	13	7	17	8	13	15	8

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



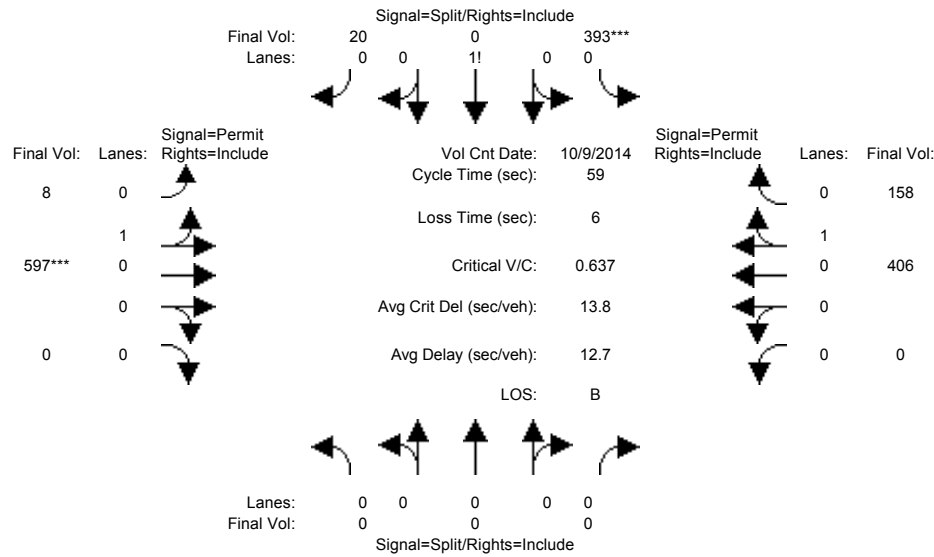
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	287	0	25	2	409	0	0	802	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	287	0	25	2	409	0	0	802	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	287	0	25	2	409	0	0	802	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	287	0	25	2	409	0	0	802	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	287	0	25	2	409	0	0	802	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	287	0	25	2	409	0	0	802	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	0.01	0.99	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	1610	0	140	9	1791	0	0	1187	613
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.23	0.23	0.00	0.00	0.68	0.68
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	14.4	0.0	14.4	54.6	54.6	0.0	0.0	54.6	54.6
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.93	0.31	0.31	0.00	0.00	0.93	0.93
Delay/Veh:	0.0	0.0	0.0	60.9	0.0	60.9	3.7	3.7	0.0	0.0	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	60.9	0.0	60.9	3.7	3.7	0.0	0.0	20.1	20.1
LOS by Move:	A	A	A	E	A	E	A	A	A	A	C	C
HCM2k95thQ:	0	0	0	22	0	22	7	7	0	0	46	46

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



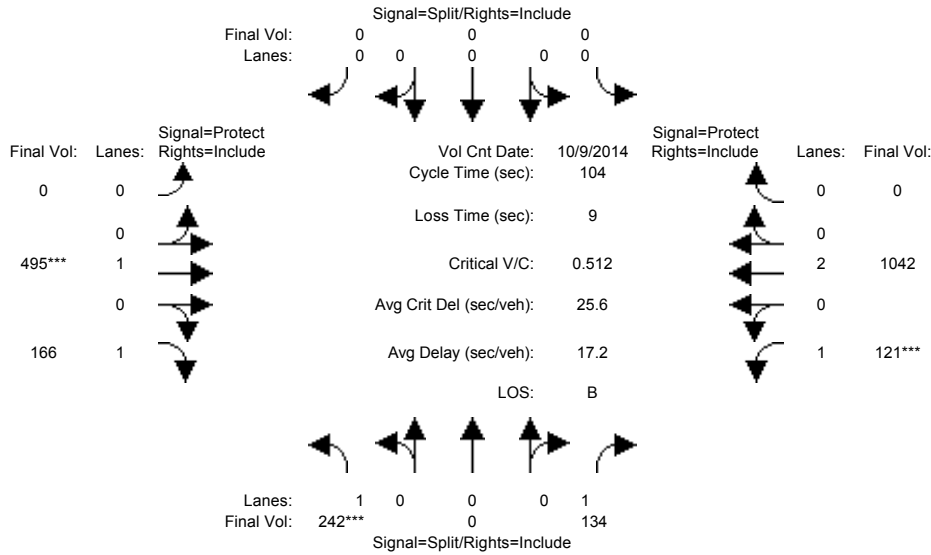
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	393	0	20	8	597	0	0	406	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	393	0	20	8	597	0	0	406	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	393	0	20	8	597	0	0	406	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	393	0	20	8	597	0	0	406	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	393	0	20	8	597	0	0	406	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	393	0	20	8	597	0	0	406	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.01	0.99	0.00	0.00	0.72	0.28
Final Sat.:	0	0	0	1665	0	85	24	1776	0	0	1296	504
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.34	0.34	0.00	0.00	0.31	0.31
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	21.9	0.0	21.9	31.1	31.1	0.0	0.0	31.1	31.1
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.64	0.64	0.64	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	17.4	11.4	11.4	0.0	0.0	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	17.4	11.4	11.4	0.0	0.0	10.6	10.6
LOS by Move:	A	A	A	B	A	B	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	15	0	15	16	16	0	0	14	14

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



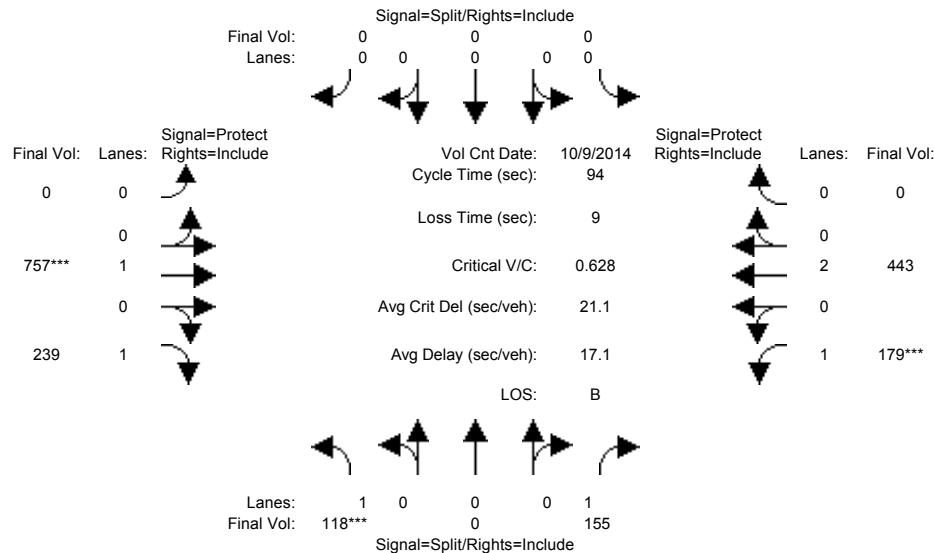
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	134	0	0	0	0	495	166	121	1042	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	134	0	0	0	0	495	166	121	1042	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	0	134	0	0	0	0	495	166	121	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	0	134	0	0	0	0	495	166	121	1042	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.09	0.07	0.27	0.00
Crit Moves:	****							****			****	
Green Time:	28.1	0.0	28.1	0.0	0.0	0.0	0.0	52.9	52.9	14.0	66.9	0.0
Volume/Cap:	0.51	0.00	0.28	0.00	0.00	0.00	0.00	0.51	0.19	0.51	0.43	0.00
Delay/Veh:	33.1	0.0	30.3	0.0	0.0	0.0	0.0	17.5	14.0	43.7	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	0.0	30.3	0.0	0.0	0.0	0.0	17.5	14.0	43.7	9.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	14	0	7	0	0	0	0	19	6	9	15	0

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



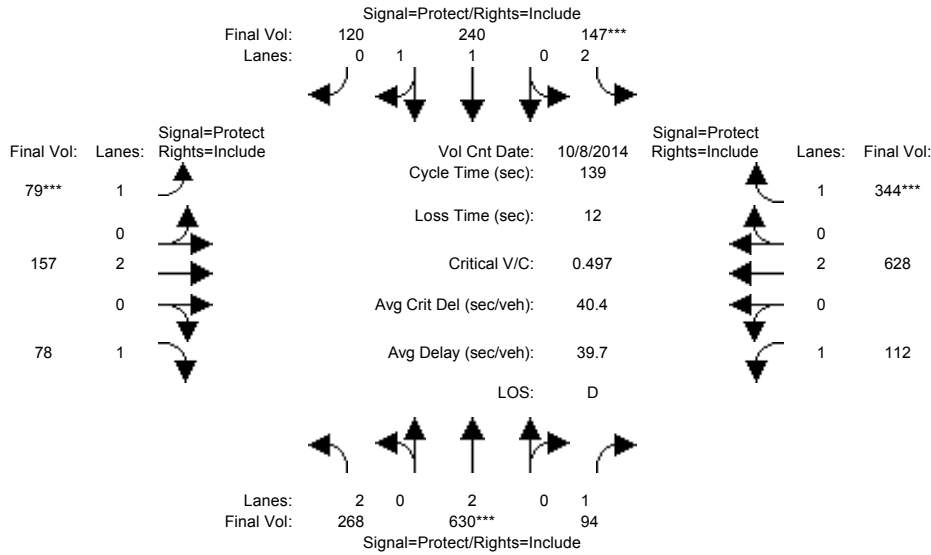
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	118	0	155	0	0	0	0	757	239	179	443	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	0	155	0	0	0	0	757	239	179	443	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	0	155	0	0	0	0	757	239	179	443	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	0	155	0	0	0	0	757	239	179	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	155	0	0	0	0	757	239	179	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	0	155	0	0	0	0	757	239	179	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.10	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	12.8	0.0	12.8	0.0	0.0	0.0	0.0	57.5	57.5	14.8	72.2	0.0
Volume/Cap:	0.50	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.22	0.65	0.15	0.00
Delay/Veh:	39.3	0.0	44.8	0.0	0.0	0.0	0.0	13.1	8.3	42.7	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	0.0	44.8	0.0	0.0	0.0	0.0	13.1	8.3	42.7	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	8	0	11	0	0	0	0	25	6	12	3	0

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



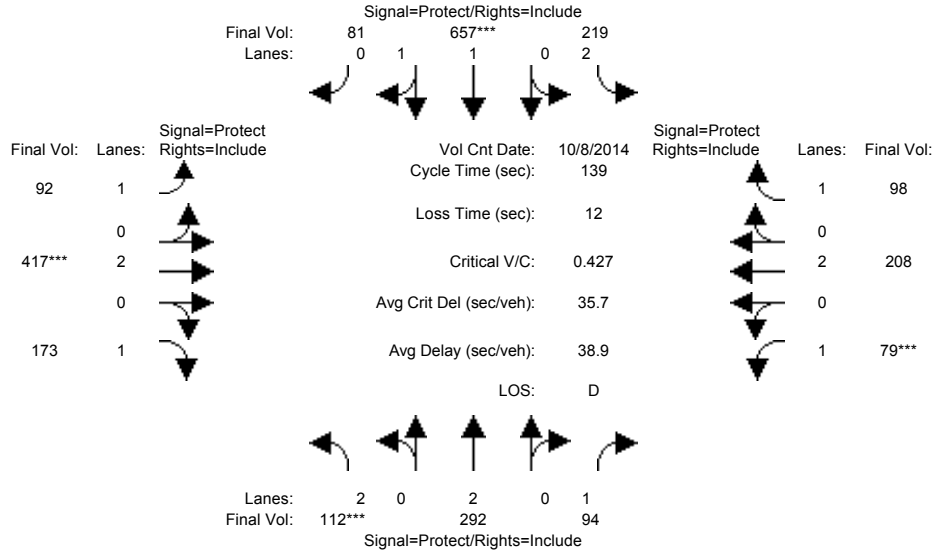
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	268	630	94	147	240	120	79	157	78	112	628	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	630	94	147	240	120	79	157	78	112	628	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	630	94	147	240	120	79	157	78	112	628	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	630	94	147	240	120	79	157	78	112	628	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	630	94	147	240	120	79	157	78	112	628	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	268	630	94	147	240	120	79	157	78	112	628	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2466	1233	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.05	0.05	0.10	0.10	0.05	0.04	0.04	0.06	0.17	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.7	46.4	46.4	13.0	31.7	31.7	12.6	35.8	35.8	31.8	55.0	55.0
Volume/Cap:	0.43	0.50	0.16	0.50	0.43	0.43	0.50	0.16	0.17	0.28	0.42	0.50
Delay/Veh:	49.2	37.3	32.8	61.2	46.2	46.2	62.6	40.1	40.3	44.5	30.6	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	37.3	32.8	61.2	46.2	46.2	62.6	40.1	40.3	44.5	30.6	32.2
LOS by Move:	D	D	C	E	D	D	E	D	D	D	C	C
HCM2k95thQ:	11	19	6	7	12	12	7	5	5	8	17	21

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	112	292	94	219	657	81	92	417	173	79	208	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	292	94	219	657	81	92	417	173	79	208	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	292	94	219	657	81	92	417	173	79	208	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	292	94	219	657	81	92	417	173	79	208	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	292	94	219	657	81	92	417	173	79	208	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	292	94	219	657	81	92	417	173	79	208	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3294	406	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.05	0.07	0.20	0.20	0.05	0.11	0.10	0.05	0.05	0.06
Crit Moves:	****			****			****			****		
Green Time:	11.6	40.2	40.2	36.4	65.0	65.0	21.3	35.7	35.7	14.7	29.1	29.1
Volume/Cap:	0.43	0.27	0.19	0.27	0.43	0.43	0.34	0.43	0.38	0.43	0.26	0.27
Delay/Veh:	61.7	38.2	37.3	40.9	24.8	24.8	53.4	43.4	43.1	59.8	46.1	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	38.2	37.3	40.9	24.8	24.8	53.4	43.4	43.1	59.8	46.1	46.4
LOS by Move:	E	D	D	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	9	6	8	19	19	7	14	12	7	7	7

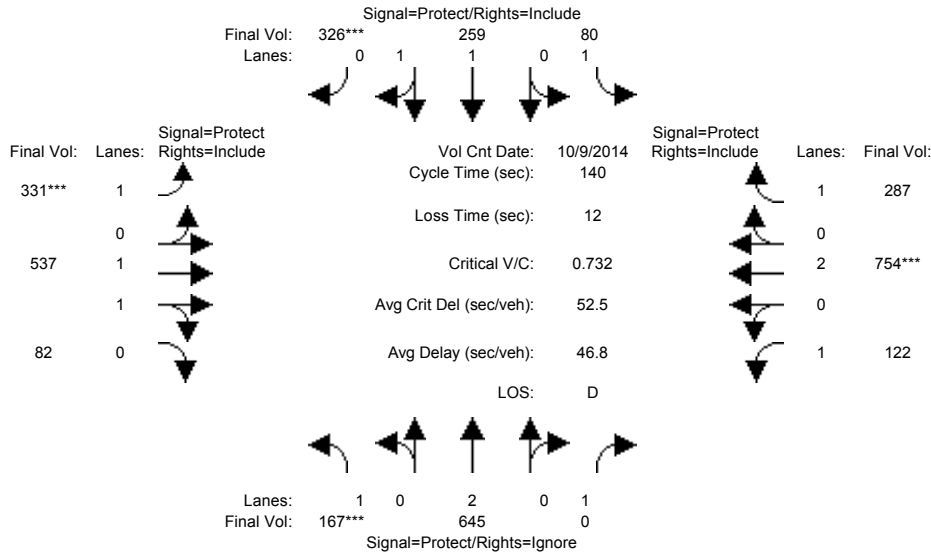
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3625: KING/McKEE [Study Int 7]



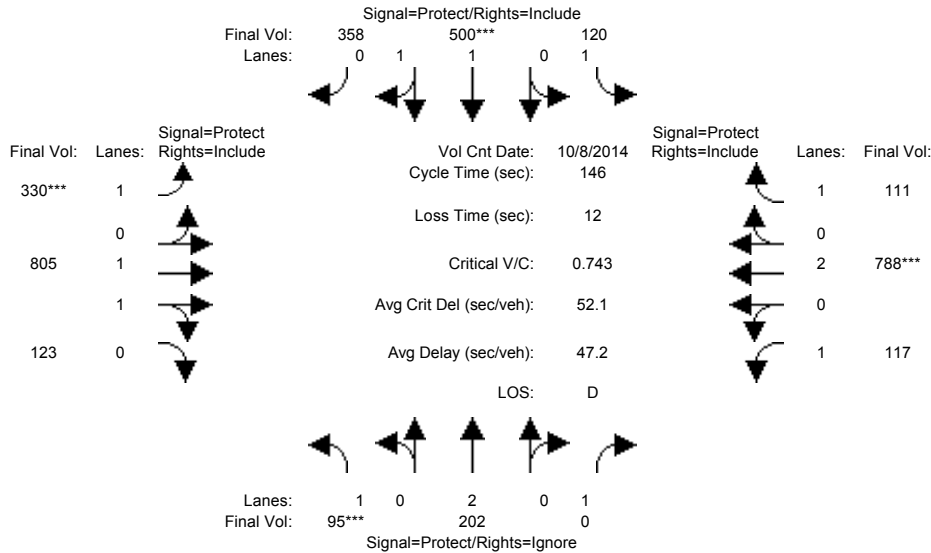
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	167	645	162	80	259	326	331	537	82	122	754	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	645	162	80	259	326	331	537	82	122	754	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	645	162	80	259	326	331	537	82	122	754	287
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	645	0	80	259	326	331	537	82	122	754	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	645	0	80	259	326	331	537	82	122	754	287
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	645	0	80	259	326	331	537	82	122	754	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3209	490	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.00	0.05	0.14	0.19	0.19	0.17	0.17	0.07	0.20	0.16
Crit Moves:	****			****	****	****	****	****	****	****		
Green Time:	18.3	41.6	0.0	12.3	35.6	35.6	36.2	52.3	52.3	21.8	37.9	37.9
Volume/Cap:	0.73	0.57	0.00	0.52	0.54	0.73	0.73	0.45	0.45	0.45	0.73	0.61
Delay/Veh:	70.0	42.3	0.0	64.3	45.6	51.3	53.5	33.2	33.2	54.8	49.1	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	42.3	0.0	64.3	45.6	51.3	53.5	33.2	33.2	54.8	49.1	46.7
LOS by Move:	E	D	A	E	D	D	D	C	C	D	D	D
HCM2k95thQ:	15	21	0	7	17	25	25	18	18	10	26	21

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



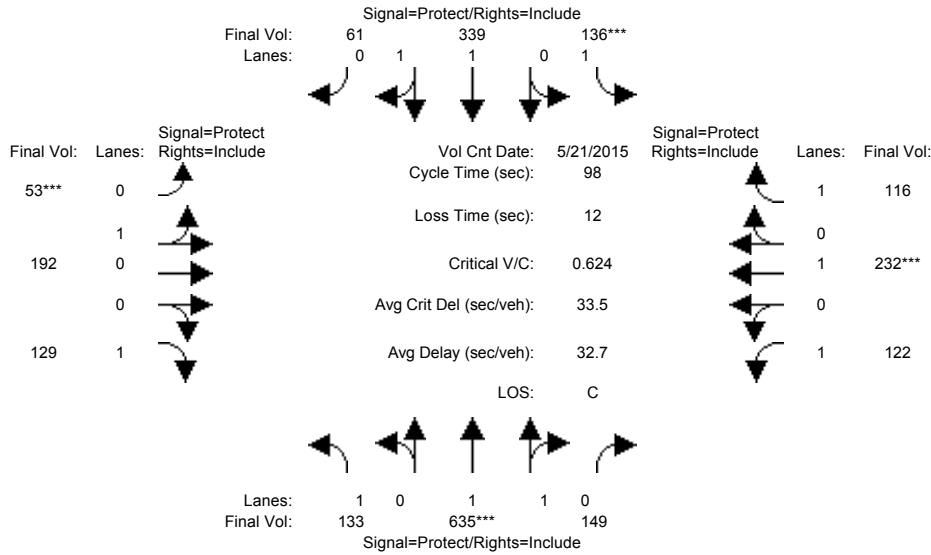
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	95	202	98	120	500	358	330	805	123	117	788	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	202	98	120	500	358	330	805	123	117	788	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	202	98	120	500	358	330	805	123	117	788	111
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	202	0	120	500	358	330	805	123	117	788	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	202	0	120	500	358	330	805	123	117	788	111
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	202	0	120	500	358	330	805	123	117	788	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2155	1543	1750	3209	490	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.07	0.23	0.23	0.19	0.25	0.25	0.07	0.21	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.7	28.1	0.0	28.1	45.6	45.6	37.0	61.4	61.4	16.4	40.7	40.7
Volume/Cap:	0.74	0.28	0.00	0.36	0.74	0.74	0.74	0.60	0.60	0.60	0.74	0.23
Delay/Veh:	87.1	50.5	0.0	51.7	47.6	47.6	56.8	33.4	33.4	66.6	50.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	50.5	0.0	51.7	47.6	47.6	56.8	33.4	33.4	66.6	50.8	40.8
LOS by Move:	F	D	A	D	D	D	E	C	C	E	D	D
HCM2k95thQ:	9	7	0	10	31	31	26	28	28	11	28	8

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



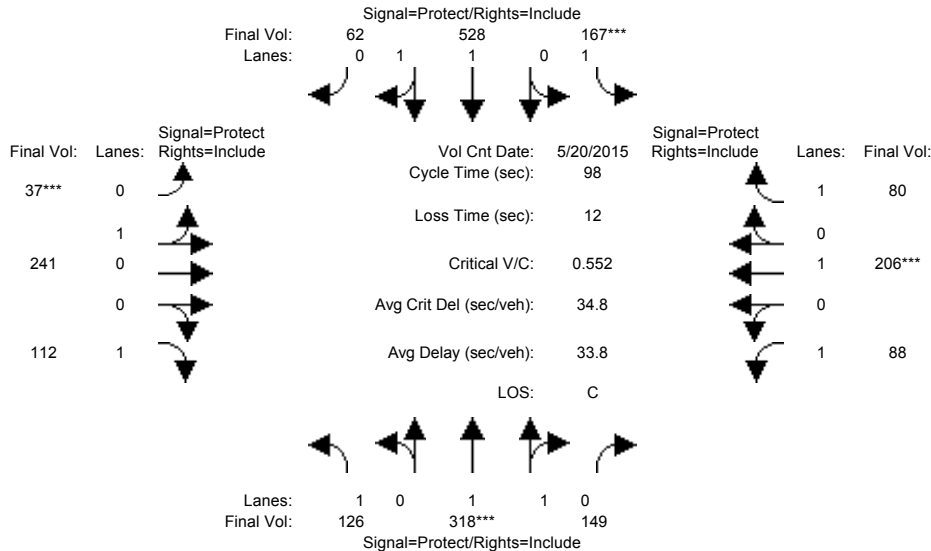
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	133	635	149	136	339	61	53	192	129	122	232	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	635	149	136	339	61	53	192	129	122	232	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	635	149	136	339	61	53	192	129	122	232	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	635	149	136	339	61	53	192	129	122	232	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	635	149	136	339	61	53	192	129	122	232	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	635	149	136	339	61	53	192	129	122	232	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.61	0.39	1.00	1.69	0.31	0.22	0.78	1.00	1.00	1.00	1.00
Final Sat.:	1750	2996	703	1750	3135	564	389	1411	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.08	0.11	0.11	0.14	0.14	0.07	0.07	0.12	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.8	33.3	33.3	12.2	26.7	26.7	21.4	23.2	23.2	17.4	19.2	19.2
Volume/Cap:	0.40	0.62	0.62	0.62	0.40	0.40	0.62	0.58	0.31	0.39	0.62	0.34
Delay/Veh:	35.4	28.1	28.1	46.3	29.3	29.3	37.8	35.0	31.3	36.5	39.4	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	28.1	28.1	46.3	29.3	29.3	37.8	35.0	31.3	36.5	39.4	34.5
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	C
HCM2k95thQ:	7	19	19	8	10	10	15	14	7	8	14	7

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



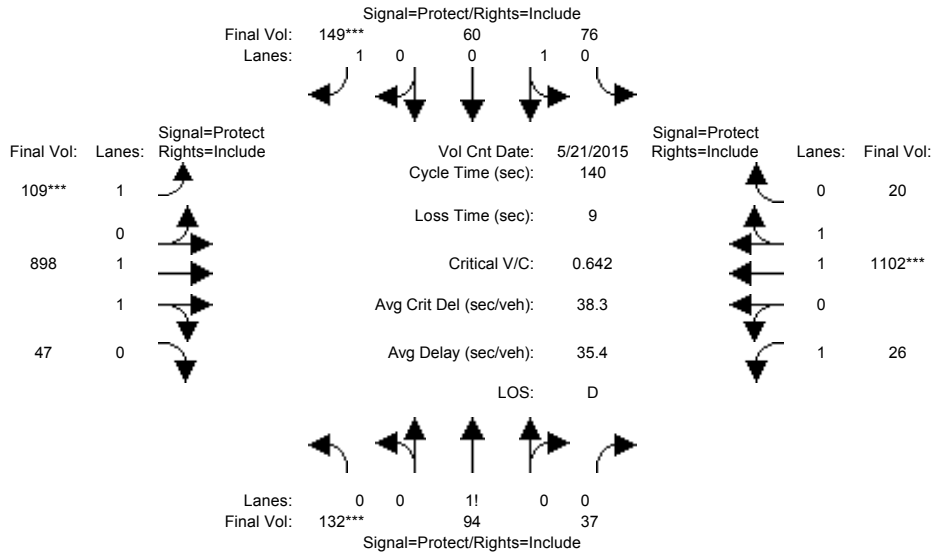
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:45-5:45PM												
Base Vol:	126	318	149	167	528	62	37	241	112	88	206	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	318	149	167	528	62	37	241	112	88	206	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	318	149	167	528	62	37	241	112	88	206	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	318	149	167	528	62	37	241	112	88	206	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	318	149	167	528	62	37	241	112	88	206	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	318	149	167	528	62	37	241	112	88	206	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.34	0.66	1.00	1.78	0.22	0.13	0.87	1.00	1.00	1.00	1.00
Final Sat.:	1750	2519	1180	1750	3311	389	240	1560	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.10	0.16	0.16	0.15	0.15	0.06	0.05	0.11	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.2	22.4	22.4	16.9	27.1	27.1	27.4	28.1	28.1	18.6	19.2	19.2
Volume/Cap:	0.58	0.55	0.55	0.55	0.58	0.58	0.55	0.54	0.22	0.27	0.55	0.23
Delay/Veh:	44.2	34.2	34.2	39.3	31.3	31.3	31.4	30.6	26.9	34.3	37.3	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	34.2	34.2	39.3	31.3	31.3	31.4	30.6	26.9	34.3	37.3	33.5
LOS by Move:	D	C	C	D	C	C	C	C	C	C	D	C
HCM2k95thQ:	8	12	12	10	15	15	15	15	6	5	12	5

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



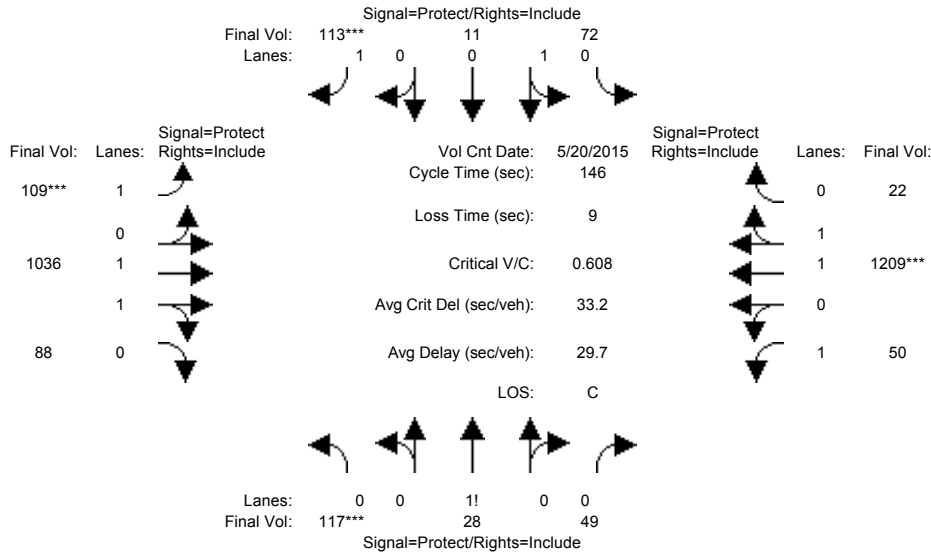
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	132	94	37	76	60	149	109	898	47	26	1102	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	94	37	76	60	149	109	898	47	26	1102	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	94	37	76	60	149	109	898	47	26	1102	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	94	37	76	60	149	109	898	47	26	1102	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	94	37	76	60	149	109	898	47	26	1102	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	94	37	76	60	149	109	898	47	26	1102	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.50	0.36	0.14	0.56	0.44	1.00	1.00	1.90	0.10	1.00	1.96	0.04
Final Sat.:	878	625	246	1006	794	1750	1750	3516	184	1750	3634	66
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.09	0.06	0.26	0.26	0.01	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.8	34.2	34.2	17.2	18.6	18.6	13.6	66.6	66.6	13.0	66.1	66.1
Volume/Cap:	0.64	0.62	0.62	0.62	0.57	0.64	0.64	0.54	0.54	0.16	0.64	0.64
Delay/Veh:	51.8	49.8	49.8	63.4	60.2	63.6	69.0	26.1	26.1	58.9	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	49.8	49.8	63.4	60.2	63.6	69.0	26.1	26.1	58.9	28.8	28.8
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	20	20	20	13	12	14	10	25	25	2	31	31

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



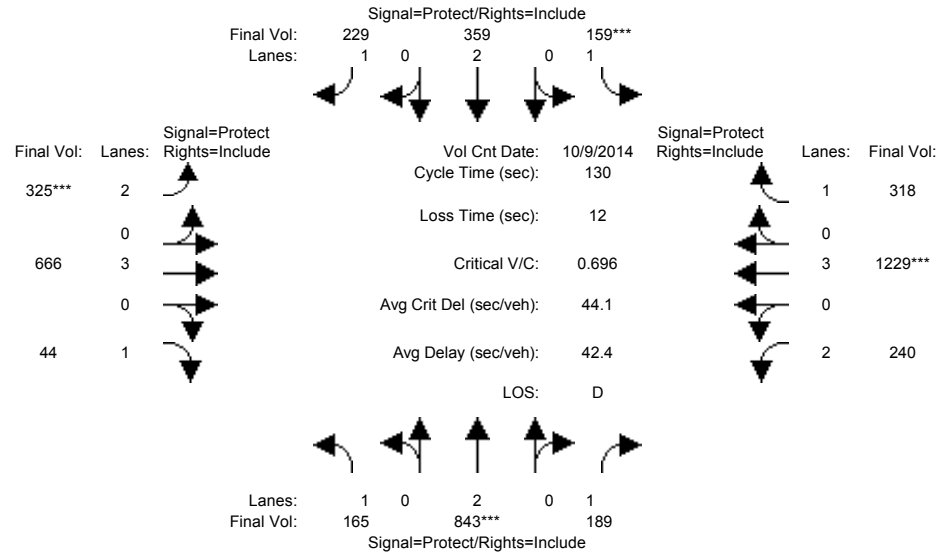
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	117	28	49	72	11	113	109	1036	88	50	1209	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	28	49	72	11	113	109	1036	88	50	1209	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	28	49	72	11	113	109	1036	88	50	1209	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	28	49	72	11	113	109	1036	88	50	1209	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	28	49	72	11	113	109	1036	88	50	1209	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	28	49	72	11	113	109	1036	88	50	1209	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.61	0.14	0.25	0.87	0.13	1.00	1.00	1.84	0.16	1.00	1.96	0.04
Final Sat.:	1055	253	442	1561	239	1750	1750	3410	290	1750	3634	66
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.05	0.05	0.06	0.06	0.30	0.30	0.03	0.33	0.33
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	26.6	26.0	26.0	16.1	15.5	15.5	15.0	81.9	81.9	12.9	79.9	79.9
Volume/Cap:	0.61	0.62	0.62	0.42	0.43	0.61	0.61	0.54	0.54	0.32	0.61	0.61
Delay/Veh:	58.3	59.3	59.3	62.0	62.7	68.1	68.6	20.5	20.5	63.6	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	59.3	59.3	62.0	62.7	68.1	68.6	20.5	20.5	63.6	23.0	23.0
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	16	16	16	8	8	12	10	28	28	4	31	31

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



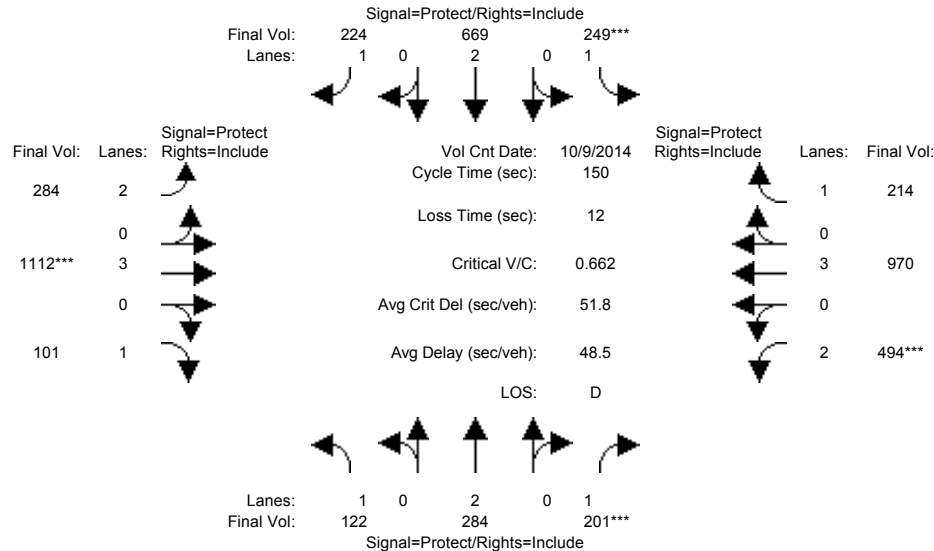
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	165	843	189	159	359	229	325	666	44	240	1229	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	843	189	159	359	229	325	666	44	240	1229	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	843	189	159	359	229	325	666	44	240	1229	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	843	189	159	359	229	325	666	44	240	1229	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	843	189	159	359	229	325	666	44	240	1229	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	843	189	159	359	229	325	666	44	240	1229	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.11	0.09	0.09	0.13	0.10	0.12	0.03	0.08	0.22	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.5	41.5	41.5	17.0	34.0	34.0	19.3	36.1	36.1	23.5	40.3	40.3
Volume/Cap:	0.50	0.70	0.34	0.70	0.36	0.50	0.70	0.42	0.09	0.42	0.70	0.59
Delay/Veh:	48.5	40.5	34.2	63.0	39.4	41.7	57.1	38.6	34.9	47.7	40.7	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	40.5	34.2	63.0	39.4	41.7	57.1	38.6	34.9	47.7	40.7	39.5
LOS by Move:	D	D	C	E	D	D	E	D	C	D	D	D
HCM2k95thQ:	13	27	12	13	11	15	16	14	3	10	25	21

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	122	284	201	249	669	224	284	1112	101	494	970	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	284	201	249	669	224	284	1112	101	494	970	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	284	201	249	669	224	284	1112	101	494	970	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	284	201	249	669	224	284	1112	101	494	970	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	284	201	249	669	224	284	1112	101	494	970	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	284	201	249	669	224	284	1112	101	494	970	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.11	0.14	0.18	0.13	0.09	0.20	0.06	0.16	0.17	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.5	26.0	26.0	32.2	41.7	41.7	27.6	44.2	44.2	35.5	52.1	52.1
Volume/Cap:	0.63	0.43	0.66	0.66	0.63	0.46	0.49	0.66	0.20	0.66	0.49	0.35
Delay/Veh:	70.5	55.8	63.3	58.3	48.7	45.5	55.5	47.4	39.8	54.0	38.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	55.8	63.3	58.3	48.7	45.5	55.5	47.4	39.8	54.0	38.7	36.7
LOS by Move:	E	E	E	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	13	12	19	21	24	17	14	27	7	22	21	14

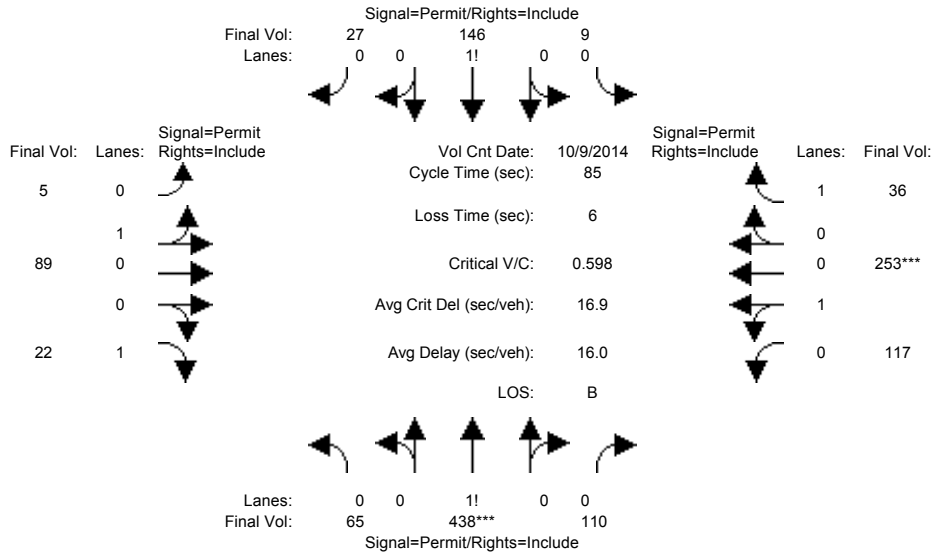
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



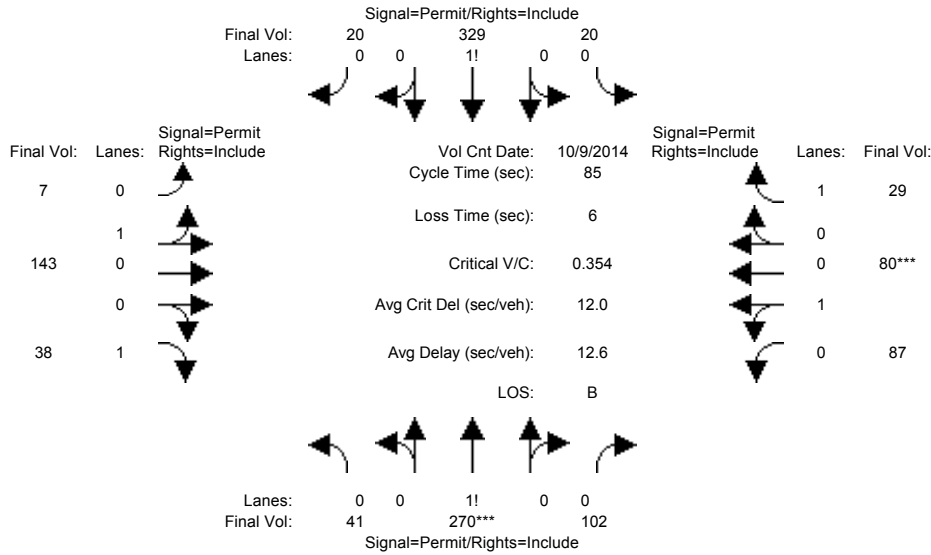
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	65	438	110	9	146	27	5	89	22	117	253	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	438	110	9	146	27	5	89	22	117	253	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	438	110	9	146	27	5	89	22	117	253	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	438	110	9	146	27	5	89	22	117	253	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	438	110	9	146	27	5	89	22	117	253	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	438	110	9	146	27	5	89	22	117	253	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.11	0.71	0.18	0.05	0.80	0.15	0.05	0.95	1.00	0.32	0.68	1.00
Final Sat.:	186	1250	314	87	1404	260	96	1704	1750	569	1231	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.10	0.10	0.10	0.05	0.05	0.01	0.21	0.21	0.02
Crit Moves:	****									****		
Green Time:	49.8	49.8	49.8	49.8	49.8	49.8	29.2	29.2	29.2	29.2	29.2	29.2
Volume/Cap:	0.60	0.60	0.60	0.18	0.18	0.18	0.15	0.15	0.04	0.60	0.60	0.06
Delay/Veh:	12.2	12.2	12.2	8.2	8.2	8.2	19.4	19.4	18.6	24.7	24.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	8.2	8.2	8.2	19.4	19.4	18.6	24.7	24.7	18.7
LOS by Move:	B	B	B	A	A	A	B	B	B	C	C	B
HCM2k95thQ:	20	20	20	5	5	5	4	4	1	16	16	1

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



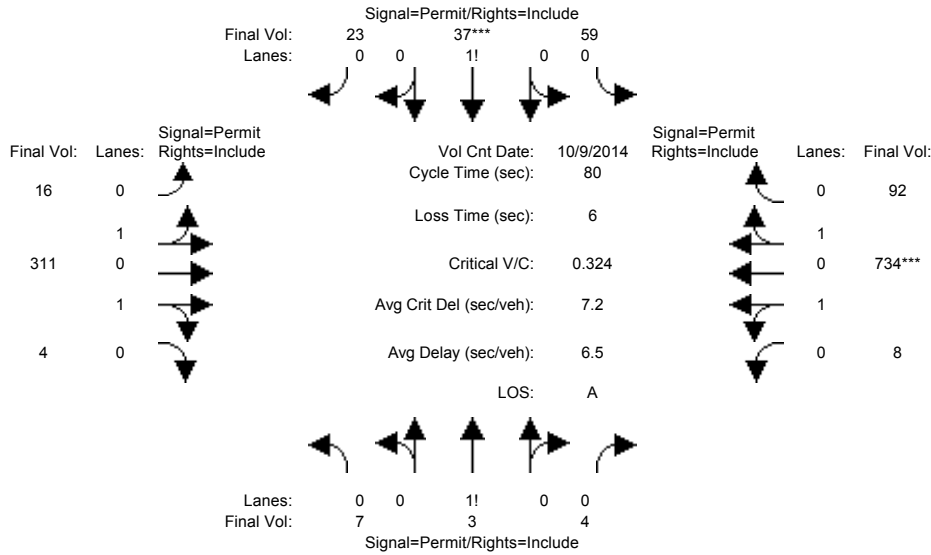
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	41	270	102	20	329	20	7	143	38	87	80	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	270	102	20	329	20	7	143	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	270	102	20	329	20	7	143	38	87	80	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	270	102	20	329	20	7	143	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	270	102	20	329	20	7	143	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	270	102	20	329	20	7	143	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.10	0.65	0.25	0.05	0.90	0.05	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	174	1144	432	95	1560	95	84	1716	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.08	0.08	0.02	0.09	0.09	0.02
Crit Moves:	*****											
Green Time:	56.7	56.7	56.7	56.7	56.7	56.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.32	0.32	0.08	0.35	0.35	0.06
Delay/Veh:	6.3	6.3	6.3	6.1	6.1	6.1	25.6	25.6	23.7	26.0	26.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	6.3	6.3	6.1	6.1	6.1	25.6	25.6	23.7	26.0	26.0	23.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	9	9	9	7	7	2	7	7	1

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



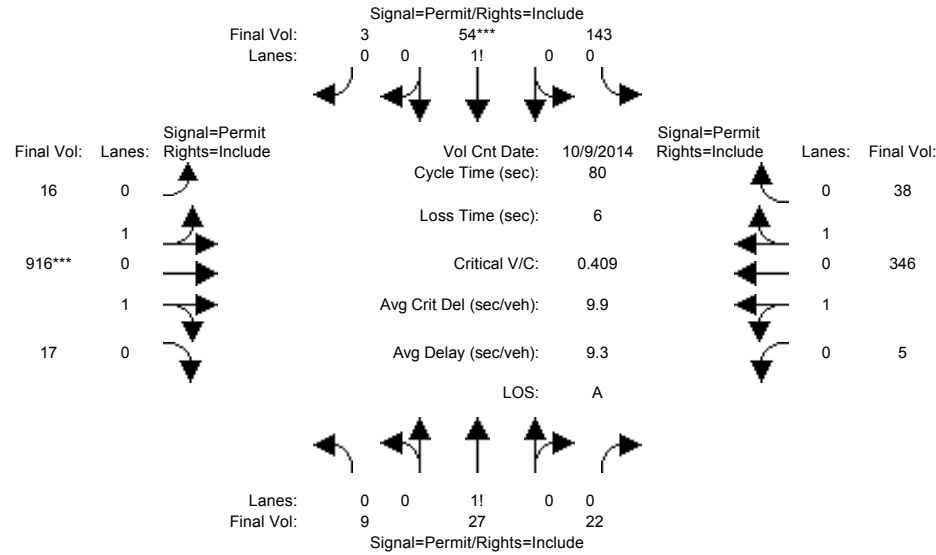
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	7	3	4	59	37	23	16	311	4	8	734	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	59	37	23	16	311	4	8	734	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	4	59	37	23	16	311	4	8	734	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	59	37	23	16	311	4	8	734	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	59	37	23	16	311	4	8	734	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	3	4	59	37	23	16	311	4	8	734	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.50	0.21	0.29	0.50	0.31	0.19	0.10	1.88	0.02	0.02	1.76	0.22
Final Sat.:	875	375	500	868	544	338	174	3382	44	35	3168	397
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:	*****											
Green Time:	16.8	16.8	16.8	16.8	16.8	16.8	57.2	57.2	57.2	57.2	57.2	57.2
Volume/Cap:	0.04	0.04	0.04	0.32	0.32	0.32	0.13	0.13	0.13	0.32	0.32	0.32
Delay/Veh:	25.2	25.2	25.2	27.3	27.3	27.3	3.6	3.6	3.6	4.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	27.3	27.3	27.3	3.6	3.6	3.6	4.3	4.3	4.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	1	1	1	6	6	6	3	3	3	8	8	8

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



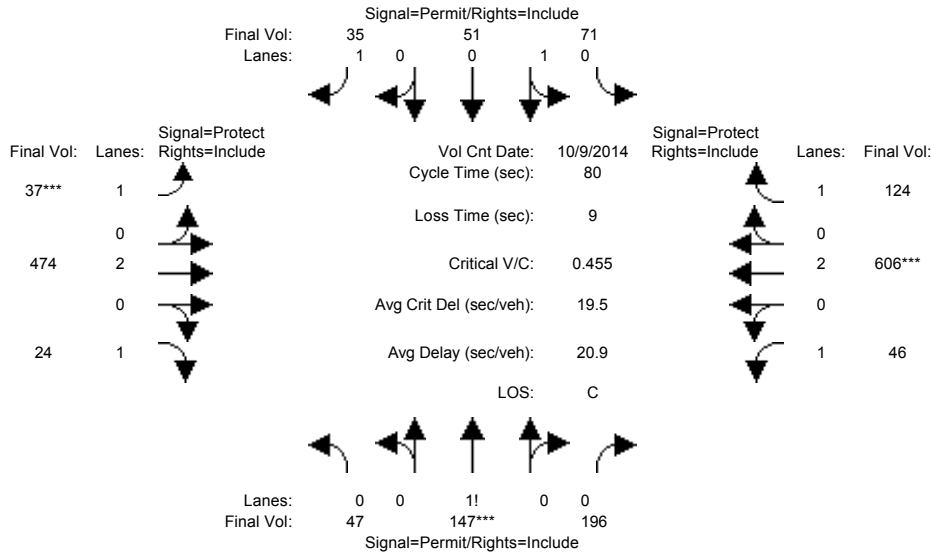
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	9	27	22	143	54	3	16	916	17	5	346	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	22	143	54	3	16	916	17	5	346	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	22	143	54	3	16	916	17	5	346	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	22	143	54	3	16	916	17	5	346	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	22	143	54	3	16	916	17	5	346	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	22	143	54	3	16	916	17	5	346	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.15	0.47	0.38	0.72	0.27	0.01	0.03	1.93	0.04	0.03	1.78	0.19
Final Sat.:	272	815	664	1251	473	26	61	3475	64	46	3202	352
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.11	0.26	0.26	0.26	0.11	0.11	0.11
Crit Moves:	*****											
Green Time:	22.4	22.4	22.4	22.4	22.4	22.4	51.6	51.6	51.6	51.6	51.6	51.6
Volume/Cap:	0.12	0.12	0.12	0.41	0.41	0.41	0.41	0.41	0.41	0.17	0.17	0.17
Delay/Veh:	21.6	21.6	21.6	24.0	24.0	24.0	7.0	7.0	7.0	5.7	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	24.0	24.0	24.0	7.0	7.0	7.0	5.7	5.7	5.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	2	9	9	9	12	12	12	4	4	4

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



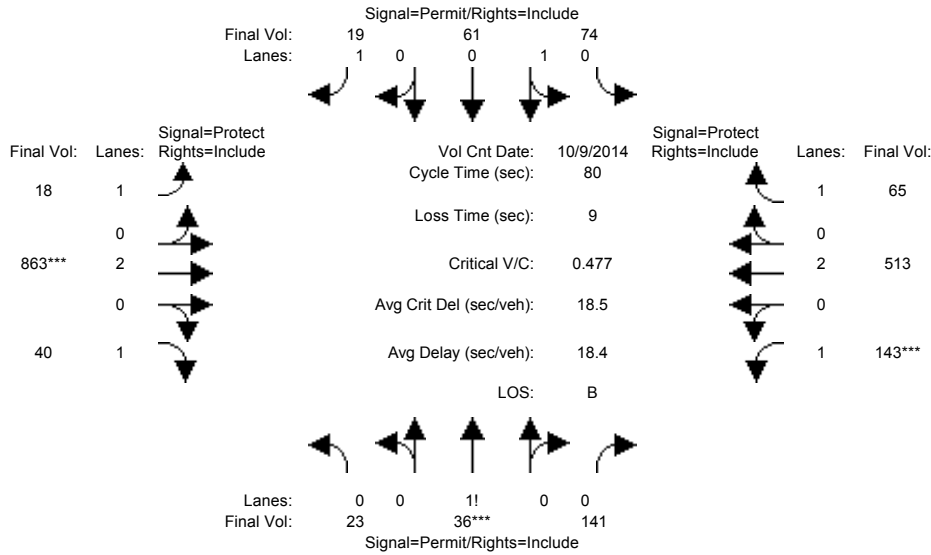
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Oct 2014 <<											
Base Vol:	47	147	196	71	51	35	37	474	24	46	606	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	71	51	35	37	474	24	46	606	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	147	196	71	51	35	37	474	24	46	606	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	71	51	35	37	474	24	46	606	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	71	51	35	37	474	24	46	606	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	147	196	71	51	35	37	474	24	46	606	124
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	1048	752	1750	1750	3800	1750	1750	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.02	0.12	0.01	0.03	0.16	0.07
Crit Moves:	****			****			****			****		
Green Time:	37.3	37.3	37.3	37.3	37.3	37.3	7.0	19.8	19.8	13.9	26.7	26.7
Volume/Cap:	0.48	0.48	0.48	0.15	0.15	0.04	0.24	0.50	0.06	0.15	0.48	0.21
Delay/Veh:	15.1	15.1	15.1	12.3	12.3	11.6	34.8	26.3	23.0	28.3	21.4	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	15.1	12.3	12.3	11.6	34.8	26.3	23.0	28.3	21.4	19.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2k95thQ:	13	13	13	4	4	1	2	10	1	2	11	5

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



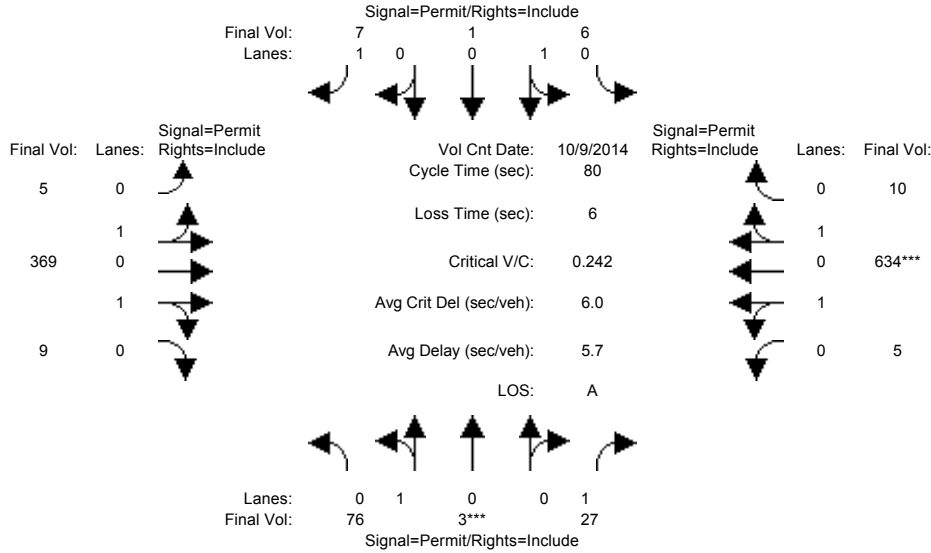
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	23	36	141	74	61	19	18	863	40	143	513	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	36	141	74	61	19	18	863	40	143	513	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	36	141	74	61	19	18	863	40	143	513	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	36	141	74	61	19	18	863	40	143	513	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	36	141	74	61	19	18	863	40	143	513	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	36	141	74	61	19	18	863	40	143	513	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.18	0.71	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	201	315	1234	987	813	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.01	0.01	0.23	0.02	0.08	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	19.2	19.2	19.2	19.2	19.2	19.2	20.4	38.1	38.1	13.7	31.4	31.4
Volume/Cap:	0.48	0.48	0.48	0.31	0.31	0.05	0.04	0.48	0.05	0.48	0.34	0.09
Delay/Veh:	27.0	27.0	27.0	25.4	25.4	23.4	22.5	14.4	11.2	31.1	17.2	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	25.4	25.4	23.4	22.5	14.4	11.2	31.1	17.2	15.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	9	9	9	6	6	1	1	13	1	7	8	2

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



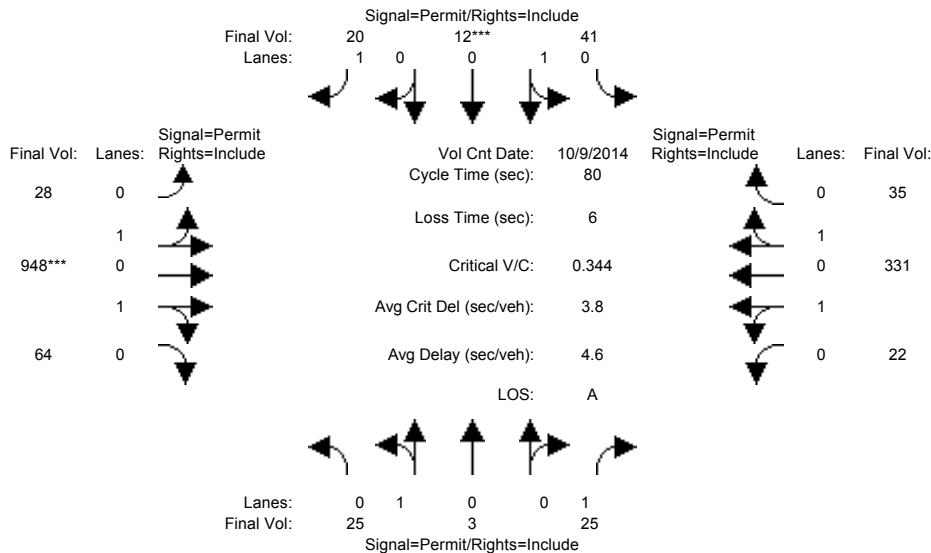
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	76	3	27	6	1	7	5	369	9	5	634	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	3	27	6	1	7	5	369	9	5	634	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	3	27	6	1	7	5	369	9	5	634	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	3	27	6	1	7	5	369	9	5	634	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	3	27	6	1	7	5	369	9	5	634	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	3	27	6	1	7	5	369	9	5	634	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.96	0.04	1.00	0.86	0.14	1.00	0.02	1.93	0.05	0.02	1.95	0.03
Final Sat.:	1732	68	1750	1543	257	1750	47	3468	85	28	3517	55
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.00	0.00	0.00	0.11	0.11	0.11	0.18	0.18	0.18
Crit Moves:	****									****		
Green Time:	14.5	14.5	14.5	14.5	14.5	14.5	59.5	59.5	59.5	59.5	59.5	59.5
Volume/Cap:	0.24	0.24	0.09	0.02	0.02	0.02	0.14	0.14	0.14	0.24	0.24	0.24
Delay/Veh:	28.4	28.4	27.4	27.0	27.0	27.0	3.0	3.0	3.0	3.2	3.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	28.4	27.4	27.0	27.0	27.0	3.0	3.0	3.0	3.2	3.2	3.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	0	0	0	3	3	3	5	5	5

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Oct 2014 <<											
Base Vol:	25	3	25	41	12	20	28	948	64	22	331	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	25	41	12	20	28	948	64	22	331	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	25	41	12	20	28	948	64	22	331	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	25	41	12	20	28	948	64	22	331	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	25	41	12	20	28	948	64	22	331	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	3	25	41	12	20	28	948	64	22	331	35
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.77	0.23	1.00	0.05	1.83	0.12	0.11	1.71	0.18
Final Sat.:	1607	193	1750	1392	408	1750	97	3282	222	204	3071	325
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.29	0.29	0.29	0.11	0.11	0.11
Crit Moves:	*****											
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.12	0.12	0.11	0.24	0.24	0.09	0.36	0.36	0.36	0.13	0.13	0.13
Delay/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	1	8	8	8	2	2	2

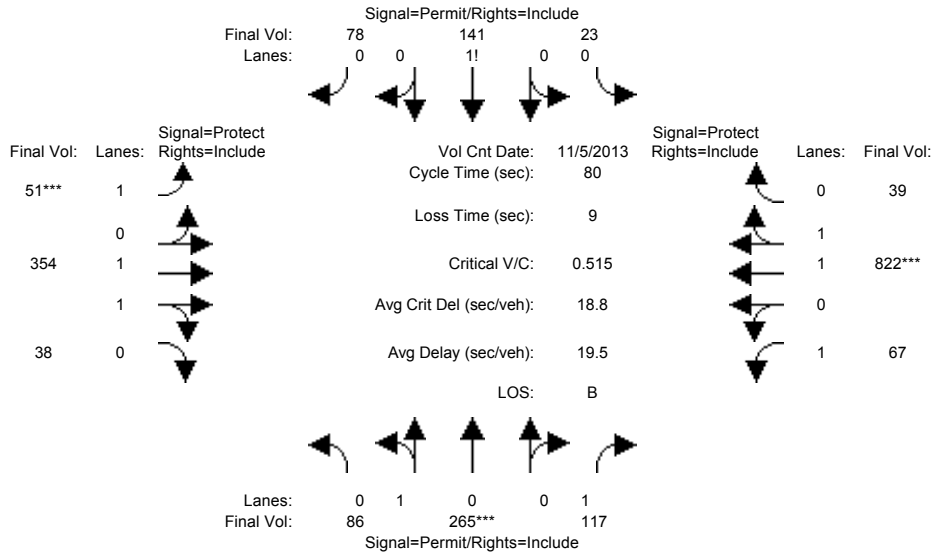
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



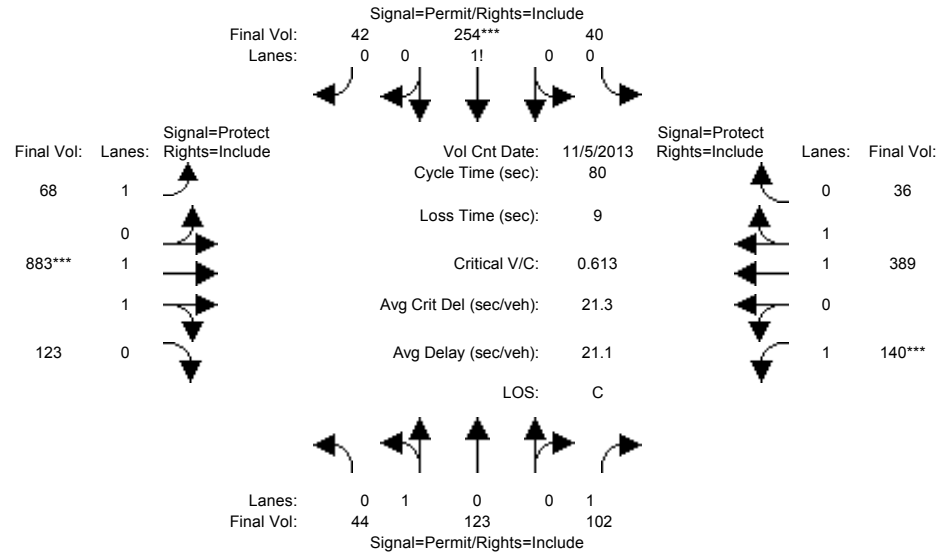
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 5 Nov 2013 <<											
Base Vol:	86	265	117	23	141	78	51	354	38	67	822	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	265	117	23	141	78	51	354	38	67	822	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	265	117	23	141	78	51	354	38	67	822	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	265	117	23	141	78	51	354	38	67	822	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	265	117	23	141	78	51	354	38	67	822	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	265	117	23	141	78	51	354	38	67	822	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.25	0.75	1.00	0.10	0.58	0.32	1.00	1.80	0.20	1.00	1.91	0.09
Final Sat.:	441	1359	1750	166	1020	564	1750	3341	359	1750	3532	168
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.14	0.14	0.14	0.03	0.11	0.11	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	29.2	29.2	29.2	29.2	29.2	29.2	7.0	24.6	24.6	17.2	34.8	34.8
Volume/Cap:	0.53	0.53	0.18	0.38	0.38	0.38	0.33	0.34	0.34	0.18	0.53	0.53
Delay/Veh:	20.9	20.9	17.4	19.1	19.1	19.1	35.6	21.6	21.6	25.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	17.4	19.1	19.1	19.1	35.6	21.6	21.6	25.8	17.0	17.0
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	13	13	4	10	10	10	3	7	7	3	15	15

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



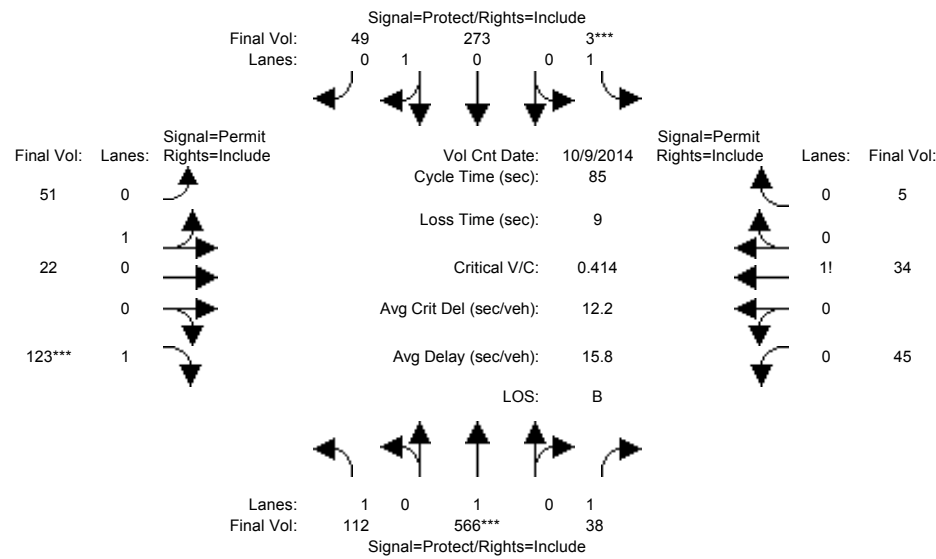
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	44	123	102	40	254	42	68	883	123	140	389	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	123	102	40	254	42	68	883	123	140	389	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	123	102	40	254	42	68	883	123	140	389	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	123	102	40	254	42	68	883	123	140	389	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	123	102	40	254	42	68	883	123	140	389	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	123	102	40	254	42	68	883	123	140	389	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.76	0.12	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	474	1326	1750	208	1323	219	1750	3247	452	1750	3386	313
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.19	0.19	0.19	0.04	0.27	0.27	0.08	0.11	0.11
Crit Moves:				****				****				****
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	18.9	35.5	35.5	10.4	27.0	27.0
Volume/Cap:	0.30	0.30	0.19	0.61	0.61	0.61	0.16	0.61	0.61	0.61	0.34	0.34
Delay/Veh:	21.1	21.1	20.2	25.4	25.4	25.4	24.5	17.7	17.7	37.7	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	20.2	25.4	25.4	25.4	24.5	17.7	17.7	37.7	20.0	20.0
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	6	6	4	16	16	16	3	18	18	7	8	8

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



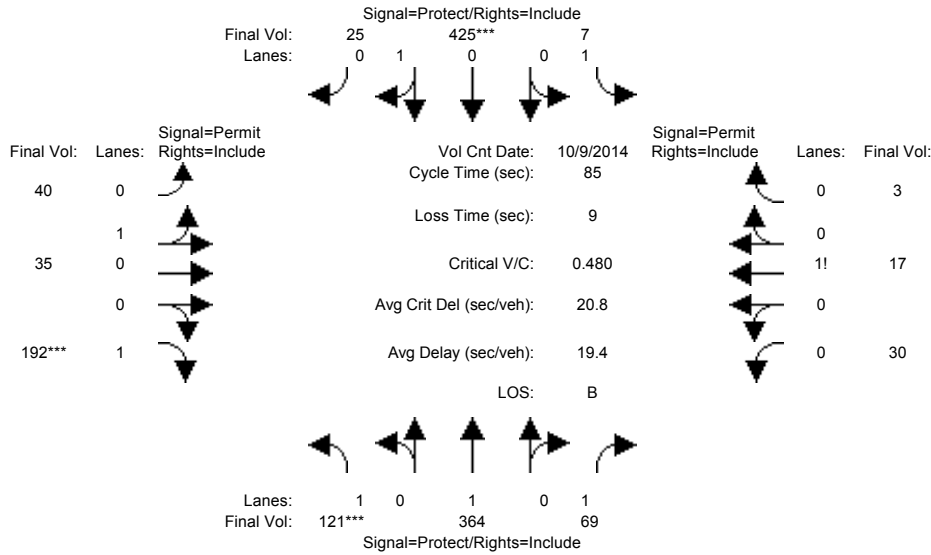
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	112	566	38	3	273	49	51	22	123	45	34	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	566	38	3	273	49	51	22	123	45	34	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	566	38	3	273	49	51	22	123	45	34	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	566	38	3	273	49	51	22	123	45	34	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	566	38	3	273	49	51	22	123	45	34	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	566	38	3	273	49	51	22	123	45	34	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.54	0.40	0.06
Final Sat.:	1750	1900	1750	1750	1526	274	1258	542	1750	938	708	104
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.8	55.8	55.8	7.0	43.0	43.0	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.27	0.45	0.03	0.02	0.35	0.35	0.26	0.26	0.45	0.31	0.31	0.31
Delay/Veh:	27.1	7.4	5.1	35.9	12.9	12.9	32.1	32.1	33.8	32.5	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	7.4	5.1	35.9	12.9	12.9	32.1	32.1	33.8	32.5	32.5	32.5
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	14	1	0	10	10	4	4	7	5	5	5

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



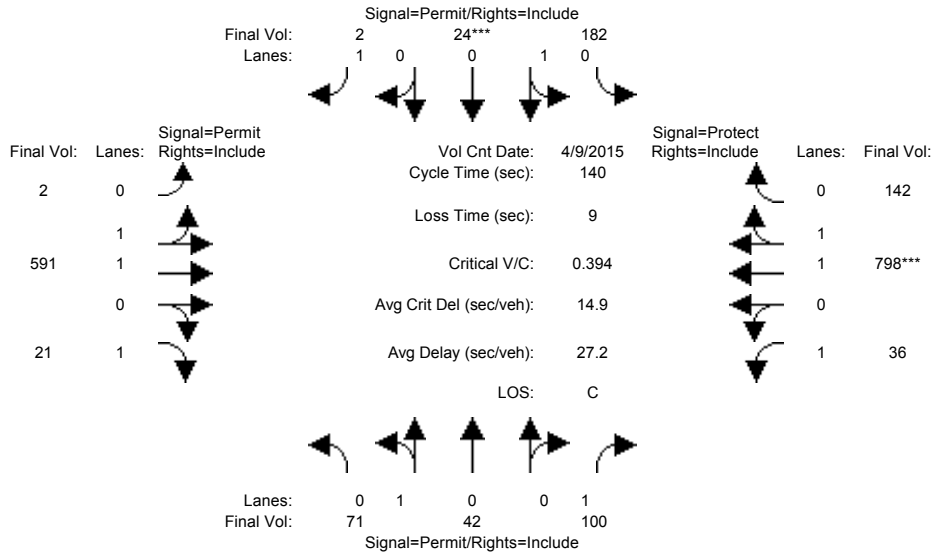
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	121	364	69	7	425	25	40	35	192	30	17	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	364	69	7	425	25	40	35	192	30	17	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	364	69	7	425	25	40	35	192	30	17	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	364	69	7	425	25	40	35	192	30	17	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	364	69	7	425	25	40	35	192	30	17	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	364	69	7	425	25	40	35	192	30	17	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1700	100	960	840	1750	1050	595	105
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.04	0.00	0.25	0.25	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****											****
Green Time:	12.3	39.6	39.6	17.0	44.3	44.3	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.48	0.41	0.08	0.02	0.48	0.48	0.18	0.18	0.48	0.12	0.12	0.12
Delay/Veh:	34.9	15.3	12.7	27.3	13.4	13.4	26.6	26.6	29.3	26.2	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	15.3	12.7	27.3	13.4	13.4	26.6	26.6	29.3	26.2	26.2	26.2
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	15	15	4	4	10	2	2	2

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



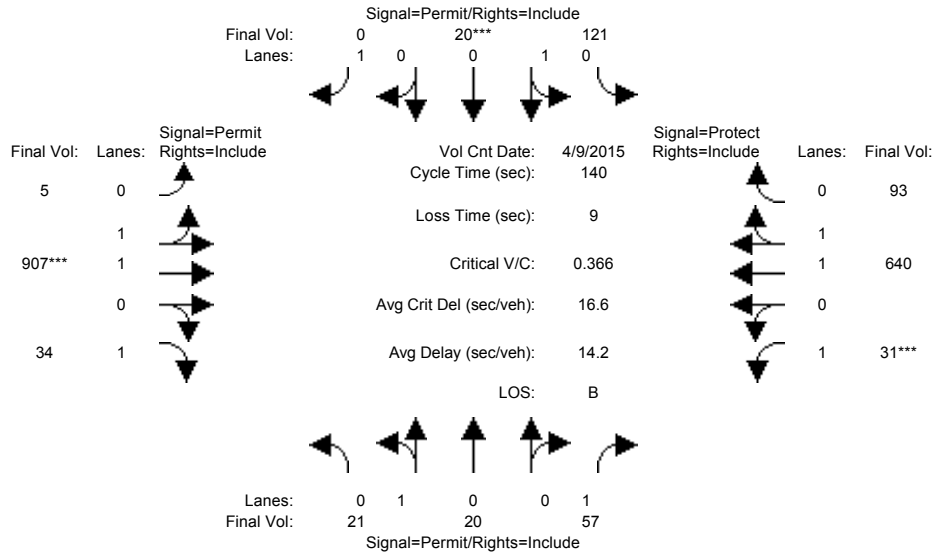
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Apr 2015 <<											
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	100	182	24	2	2	591	21	36	798	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	42	100	182	24	2	2	591	21	36	798	142
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3141	559
-----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:	*****											
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	39.7	39.7	39.7	62.9	103	102.6
Volume/Cap:	0.31	0.31	0.28	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
LOS by Move:	D	D	D	D	D	D	D	D	D	C	A	A
HCM2k95thQ:	8	8	7	17	17	0	20	20	1	2	14	14

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



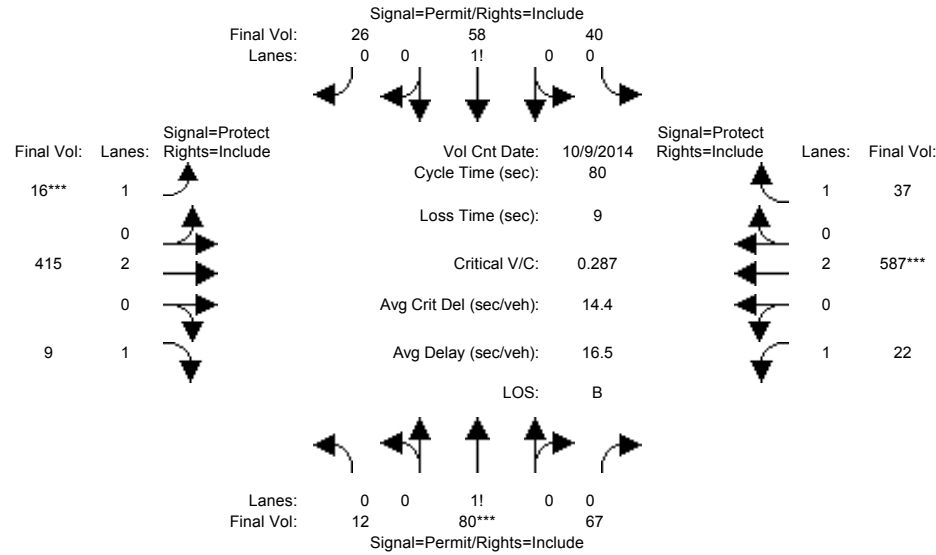
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Apr 2015 <<											
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	57	121	20	0	5	907	34	31	640	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	20	57	121	20	0	5	907	34	31	640	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	57	121	20	0	5	907	34	31	640	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	20	57	121	20	0	5	907	34	31	640	93
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	1750	20	3680	1750	1750	3230	469
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.25	0.25	0.02	0.02	0.20	0.20
Crit Moves:	*****											
Green Time:	29.9	29.9	29.9	29.9	29.9	0.0	94.1	94.1	94.1	7.0	101	101.1
Volume/Cap:	0.11	0.11	0.15	0.37	0.37	0.00	0.37	0.37	0.03	0.35	0.27	0.27
Delay/Veh:	44.4	44.4	44.9	47.6	47.6	0.0	10.1	10.1	7.7	66.8	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	44.4	44.9	47.6	47.6	0.0	10.1	10.1	7.7	66.8	6.8	6.8
LOS by Move:	D	D	D	D	D	A	B	B	A	E	A	A
HCM2k95thQ:	3	3	4	11	11	0	16	16	1	3	11	11

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



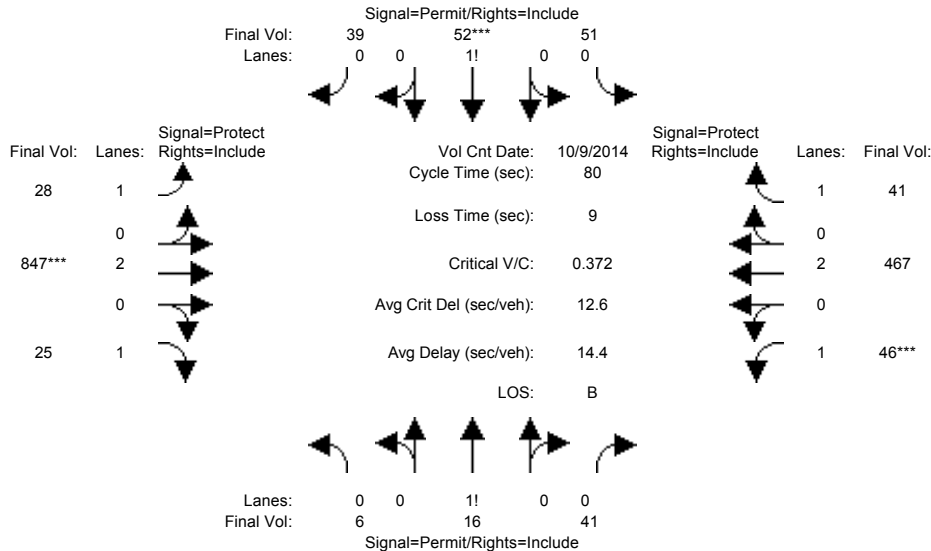
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	12	80	67	40	58	26	16	415	9	22	587	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	415	9	22	587	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	415	9	22	587	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	415	9	22	587	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	415	9	22	587	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	80	67	40	58	26	16	415	9	22	587	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.11	0.01	0.01	0.15	0.02
Crit Moves:	****			****			****			****		
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	7.0	27.8	27.8	19.5	40.3	40.3
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.31	0.01	0.05	0.31	0.04
Delay/Veh:	22.1	22.1	22.1	21.6	21.6	21.6	33.9	19.2	17.1	23.2	11.7	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	22.1	21.6	21.6	21.6	33.9	19.2	17.1	23.2	11.7	10.1
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	7	7	7	5	5	5	1	7	0	1	8	1

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	6	16	41	51	52	39	28	847	25	46	467	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	16	41	51	52	39	28	847	25	46	467	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	16	41	51	52	39	28	847	25	46	467	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	16	41	51	52	39	28	847	25	46	467	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	847	25	46	467	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	16	41	51	52	39	28	847	25	46	467	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.22	0.01	0.03	0.12	0.02
Crit Moves:				****				****				
Green Time:	17.1	17.1	17.1	17.1	17.1	17.1	22.2	46.9	46.9	7.0	31.7	31.7
Volume/Cap:	0.17	0.17	0.17	0.38	0.38	0.38	0.06	0.38	0.02	0.30	0.31	0.06
Delay/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	15.0
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	7	1	11	1	2	8	1

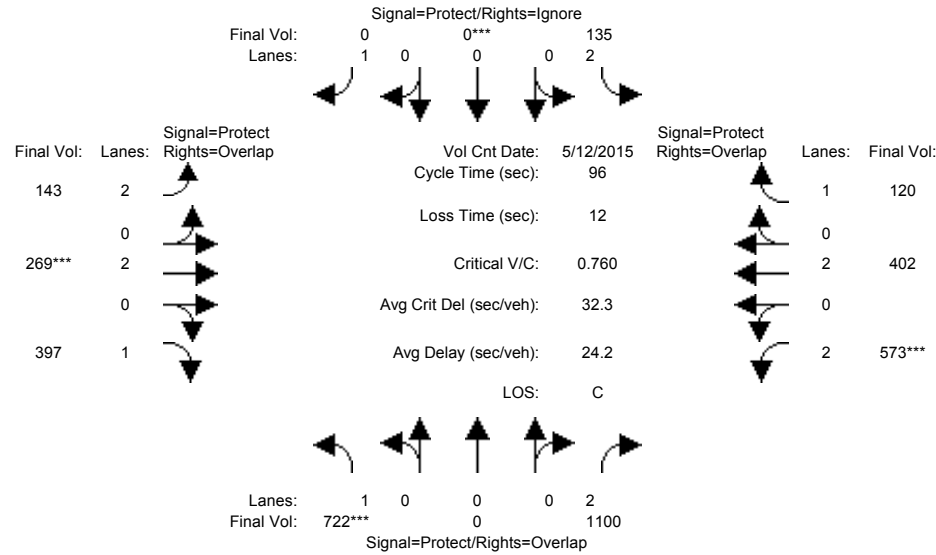
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #4038: 87/Taylor [Study Int 40]



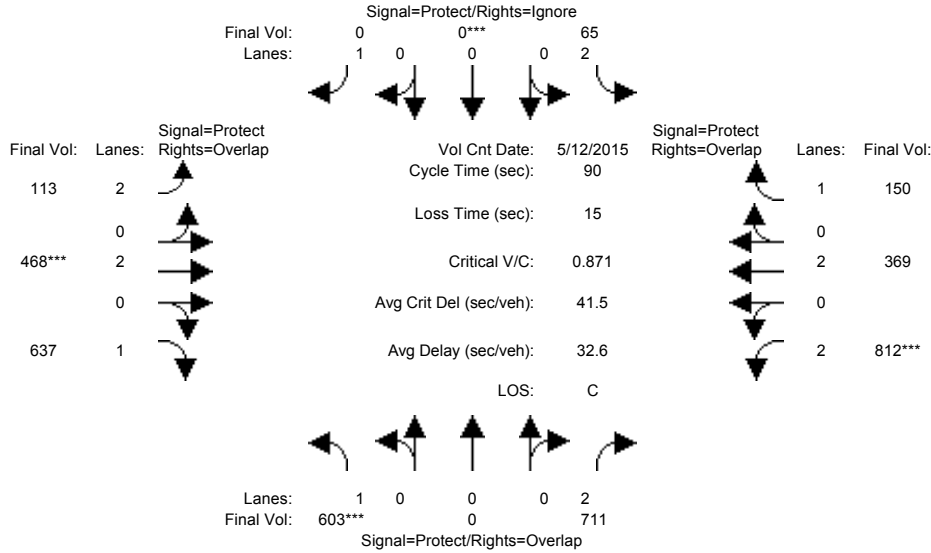
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	722	0	1100	135	0	146	143	269	397	573	402	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	0	1100	135	0	146	143	269	397	573	402	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	722	0	1100	135	0	146	143	269	397	573	402	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	0	1100	135	0	0	143	269	397	573	402	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	0	1100	135	0	0	143	269	397	573	402	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	722	0	1100	135	0	0	143	269	397	573	402	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.35	0.04	0.00	0.00	0.05	0.07	0.23	0.18	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	51.4	0.0	58.4	15.6	0.0	0.0	13.3	10.0	61.4	22.6	19.3	34.9
Volume/Cap:	0.77	0.00	0.57	0.26	0.00	0.00	0.33	0.68	0.35	0.77	0.53	0.19
Delay/Veh:	21.7	0.0	11.7	35.5	0.0	0.0	37.7	46.2	8.3	39.2	34.9	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	0.0	11.7	35.5	0.0	0.0	37.7	46.2	8.3	39.2	34.9	21.0
LOS by Move:	C	A	B	D	A	A	D	D	A	D	C	C
HCM2k95thQ:	33	0	22	5	0	0	5	8	11	21	11	5

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



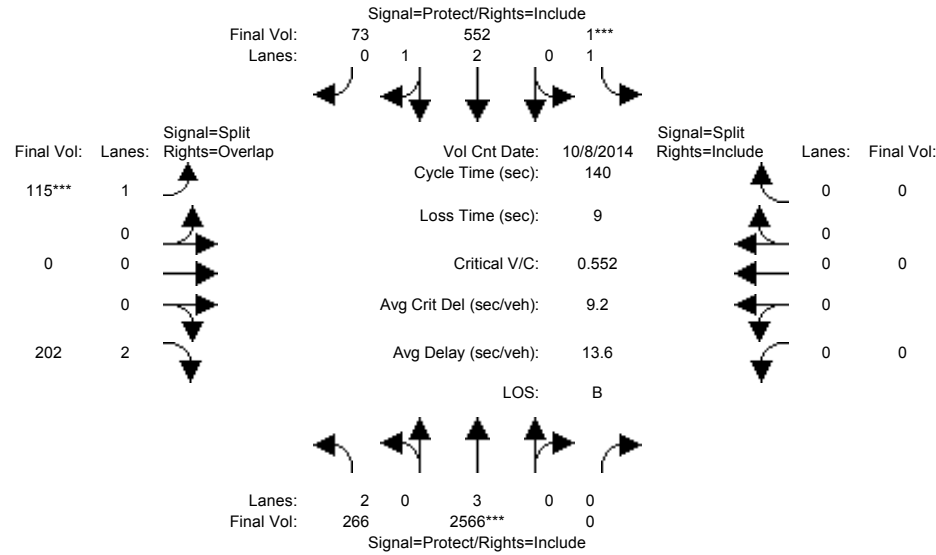
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	603	0	711	65	0	155	113	468	637	812	369	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	711	65	0	155	113	468	637	812	369	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	603	0	711	65	0	155	113	468	637	812	369	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	603	0	711	65	0	0	113	468	637	812	369	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	0	711	65	0	0	113	468	637	812	369	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	603	0	711	65	0	0	113	468	637	812	369	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.23	0.02	0.00	0.00	0.04	0.12	0.36	0.26	0.10	0.09
Crit Moves:	****			****			****			****		
Green Time:	35.6	0.0	26.6	35.6	0.0	0.0	16.2	12.7	48.4	26.6	23.2	58.8
Volume/Cap:	0.87	0.00	0.76	0.05	0.00	0.00	0.20	0.87	0.68	0.87	0.38	0.13
Delay/Veh:	36.6	0.0	32.5	16.8	0.0	0.0	31.5	52.2	17.2	39.0	27.7	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	0.0	32.5	16.8	0.0	0.0	31.5	52.2	17.2	39.0	27.7	6.0
LOS by Move:	D	A	C	B	A	A	C	D	B	D	C	A
HCM2k95thQ:	34	0	22	1	0	0	3	13	24	28	9	3

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



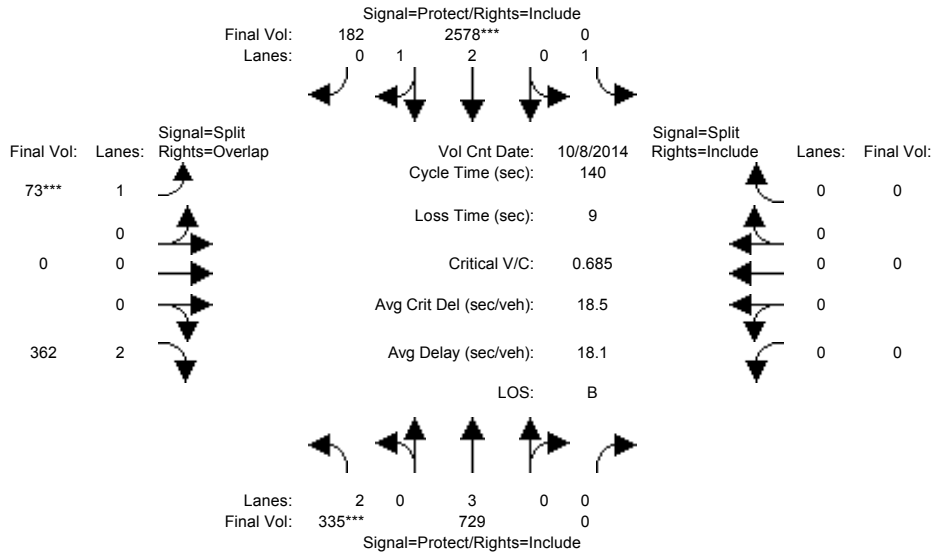
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	266	2566	0	1	552	73	115	0	202	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	2566	0	1	552	73	115	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	2566	0	1	552	73	115	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	2566	0	1	552	73	115	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2566	0	1	552	73	115	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	2566	0	1	552	73	115	0	202	0	0	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.64	0.36	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	4945	654	1750	0	3150	0	0	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.00	0.00	0.11	0.11	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.6	108	0.0	7.0	65.6	65.6	15.8	0.0	65.4	0.0	0.0	0.0
Volume/Cap:	0.24	0.58	0.00	0.01	0.24	0.24	0.58	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	32.0	6.8	0.0	63.3	22.3	22.3	63.3	0.0	21.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	6.8	0.0	63.3	22.3	22.3	63.3	0.0	21.3	0.0	0.0	0.0
LOS by Move:	C	A	A	E	C	C	E	A	C	A	A	A
HCM2k95thQ:	9	27	0	0	10	10	11	0	6	0	0	0

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



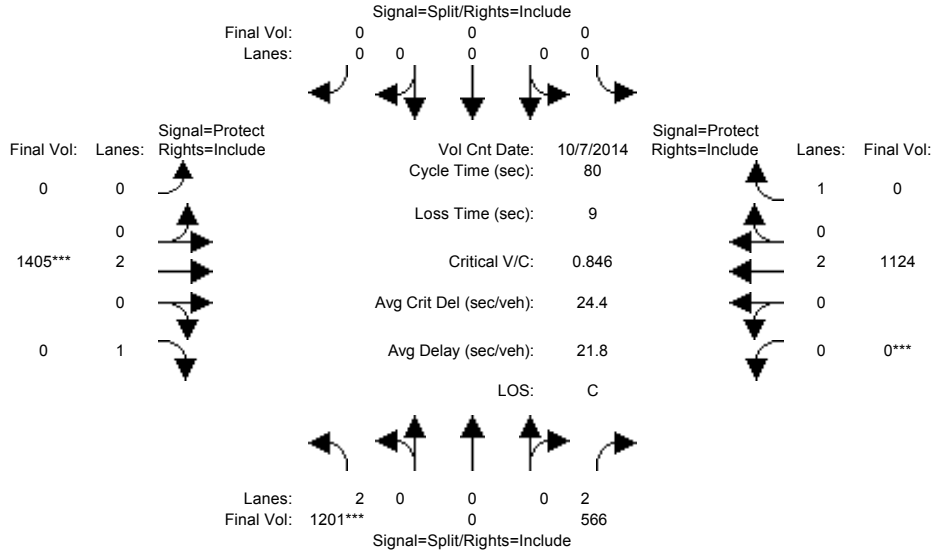
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	335	729	0	0	2578	182	73	0	362	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	729	0	0	2578	182	73	0	362	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	729	0	0	2578	182	73	0	362	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	729	0	0	2578	182	73	0	362	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	729	0	0	2578	182	73	0	362	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	729	0	0	2578	182	73	0	362	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.79	0.21	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5230	369	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.49	0.49	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.5	121	0.0	0.0	99.5	99.5	10.0	0.0	31.5	0.0	0.0	0.0
Volume/Cap:	0.69	0.15	0.00	0.00	0.69	0.69	0.58	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	60.5	1.5	0.0	0.0	12.1	12.1	69.9	0.0	48.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	1.5	0.0	0.0	12.1	12.1	69.9	0.0	48.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	D	A	A	A
HCM2k95thQ:	17	3	0	0	38	38	8	0	16	0	0	0

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



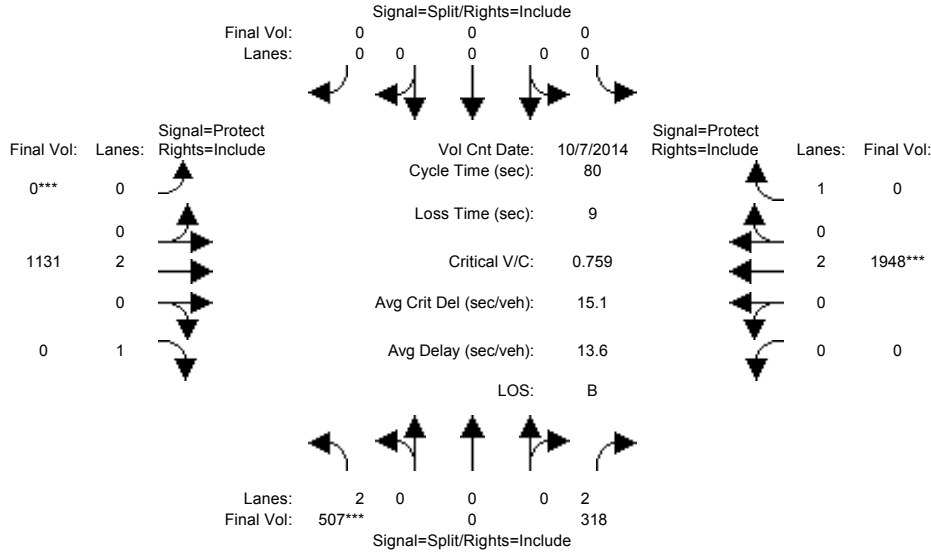
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date:	7 Oct 2014 << 7:55-8:55AM											
Base Vol:	1201	0	566	0	0	0	0	1405	397	0	1124	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1201	0	566	0	0	0	0	1405	397	0	1124	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1201	0	566	0	0	0	0	1405	397	0	1124	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1201	0	566	0	0	0	0	1405	0	0	1124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1201	0	566	0	0	0	0	1405	0	0	1124	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1201	0	566	0	0	0	0	1405	0	0	1124	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.18	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.30	0.00
Crit Moves:	****							****			****	
Green Time:	36.0	0.0	36.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Volume/Cap:	0.85	0.00	0.40	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.68	0.00
Delay/Veh:	24.4	0.0	14.9	0.0	0.0	0.0	0.0	24.4	0.0	0.0	19.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	0.0	14.9	0.0	0.0	0.0	0.0	24.4	0.0	0.0	19.1	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	32	0	11	0	0	0	0	29	0	0	22	0

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



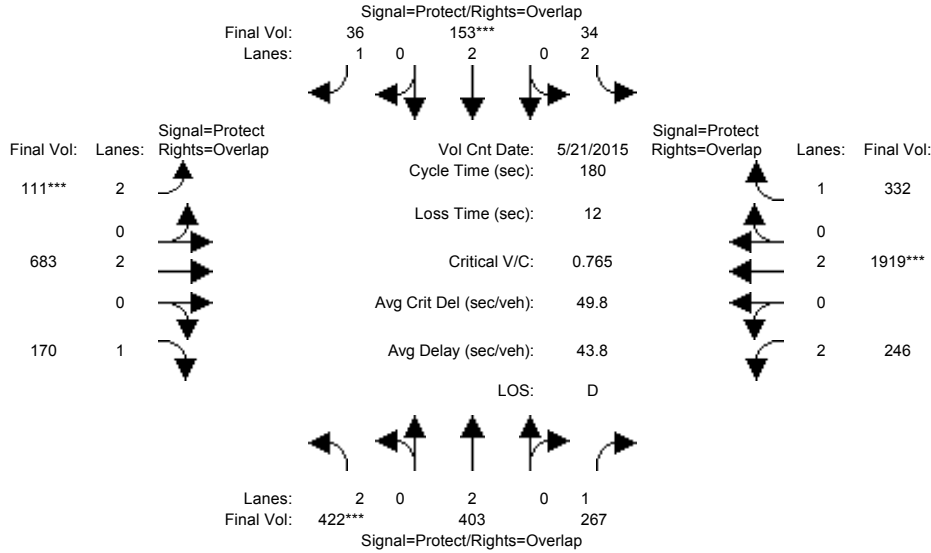
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 5:00-6:00PM												
Base Vol:	507	0	318	0	0	0	0	1131	205	0	1948	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	0	318	0	0	0	0	1131	205	0	1948	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	0	318	0	0	0	0	1131	205	0	1948	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	0	318	0	0	0	0	1131	0	0	1948	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	0	318	0	0	0	0	1131	0	0	1948	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	507	0	318	0	0	0	0	1131	0	0	1948	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.51	0.00
Crit Moves:	****						****			****		
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.76	0.00	0.48	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.76	0.00
Delay/Veh:	34.6	0.0	28.2	0.0	0.0	0.0	0.0	6.1	0.0	0.0	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	0.0	28.2	0.0	0.0	0.0	0.0	6.1	0.0	0.0	10.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	17	0	9	0	0	0	0	12	0	0	30	0

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



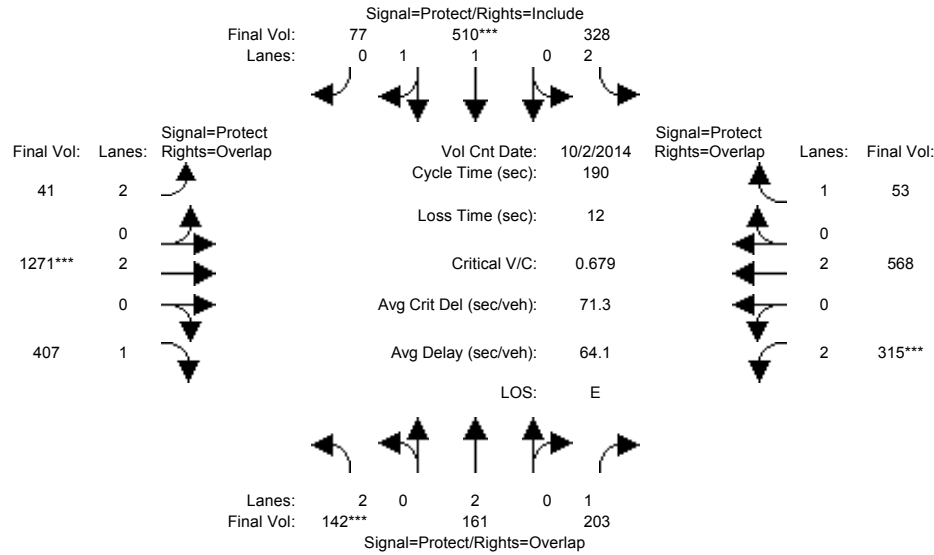
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00-6:00PM												
Base Vol:	422	403	267	34	153	36	111	785	170	246	2156	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	403	267	34	153	36	111	785	170	246	2156	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	403	267	34	153	36	111	785	170	246	2156	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	403	267	34	153	36	111	683	170	246	1919	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	403	267	34	153	36	111	683	170	246	1919	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	403	267	34	153	36	111	683	170	246	1919	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.15	0.01	0.04	0.02	0.04	0.18	0.10	0.08	0.50	0.19
Crit Moves:	****			****			****			****		
Green Time:	30.2	23.2	61.9	17.0	10.0	24.0	14.0	89.1	119.3	38.7	114	130.8
Volume/Cap:	0.80	0.82	0.44	0.11	0.72	0.15	0.45	0.36	0.15	0.36	0.80	0.26
Delay/Veh:	80.4	87.2	46.2	74.8	95.4	69.3	76.2	9.8	0.1	61.4	37.9	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	87.2	46.2	74.8	95.4	69.3	76.2	9.8	0.1	61.4	37.9	14.7
LOS by Move:	F	F	D	E	F	E	E	A	A	E	D	B
HCM2k95thQ:	25	21	23	2	9	4	8	9	0	13	68	20

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 5:15-6:15PM												
Base Vol:	142	161	203	328	510	77	41	2321	407	315	734	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
Initial Bse:	142	161	203	328	510	77	41	1718	407	315	646	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	161	203	328	510	77	41	1718	407	315	646	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	161	203	328	510	77	41	1271	407	315	568	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	161	203	328	510	77	41	1271	407	315	568	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	161	203	328	510	77	41	1271	407	315	568	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3214	485	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.12	0.10	0.16	0.16	0.01	0.33	0.23	0.10	0.15	0.03
Crit Moves:	****			****			****			****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.33	0.20	0.36	1.05	0.94	0.94	0.14	0.64	0.35	0.88	0.28	0.05
Delay/Veh:	78.9	66.3	53.0	156.2	106	105.9	84.2	45.0	23.6	109.2	17.7	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	66.3	53.0	156.2	106	105.9	84.2	45.0	23.6	109.2	17.7	6.4
LOS by Move:	E	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	9	8	18	26	34	34	3	51	29	22	12	1

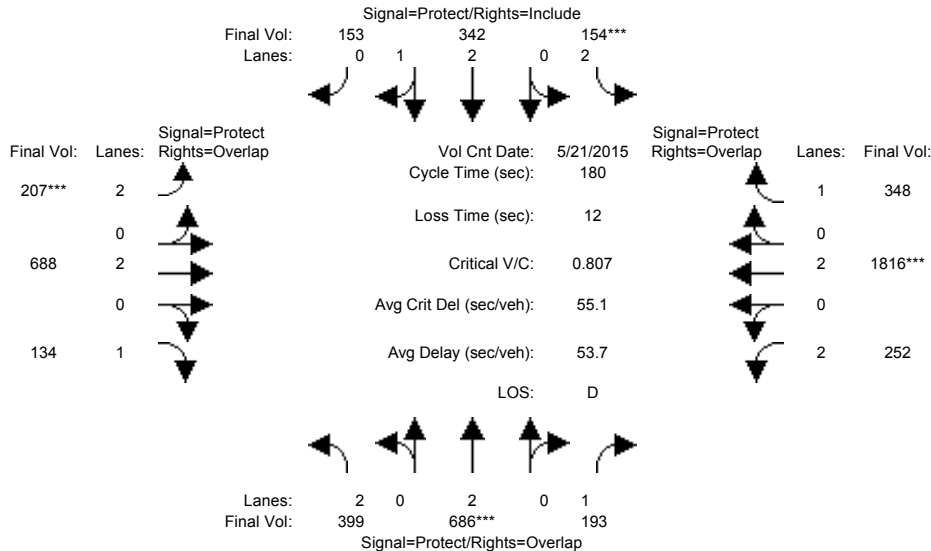
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



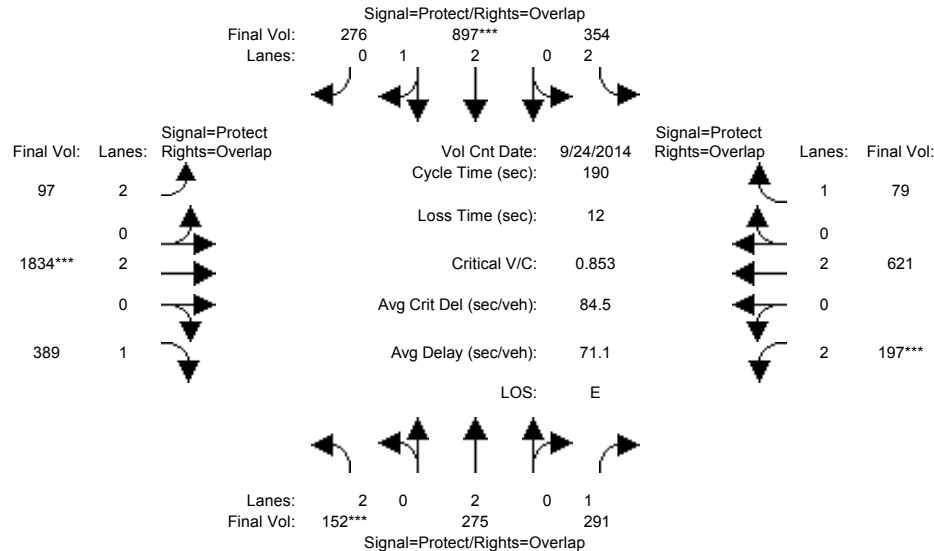
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:00-9:00												
Base Vol:	399	686	193	154	342	153	207	791	134	252	2041	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	686	193	154	342	153	207	791	134	252	2041	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	686	193	154	342	153	207	791	134	252	2041	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	686	193	154	342	153	207	688	134	252	1816	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	686	193	154	342	153	207	688	134	252	1816	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	399	686	193	154	342	153	207	688	134	252	1816	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.07	0.93	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	3800	1900	3800	3938	1762	3800	3230	1900	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.04	0.09	0.09	0.05	0.21	0.07	0.07	0.48	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.7	38.4	69.3	14.0	23.7	23.7	14.0	84.7	113.4	30.9	102	115.6
Volume/Cap:	0.66	0.85	0.26	0.52	0.66	0.66	0.70	0.45	0.11	0.39	0.85	0.29
Delay/Veh:	82.7	88.5	53.9	85.9	84.0	84.0	88.3	32.3	13.3	66.5	36.0	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	88.5	53.9	85.9	84.0	84.0	88.3	32.3	13.3	66.5	36.0	14.2
LOS by Move:	F	F	D	F	F	F	F	C	B	E	D	B
HCM2k95thQ:	19	33	17	8	17	17	11	22	6	12	72	21

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



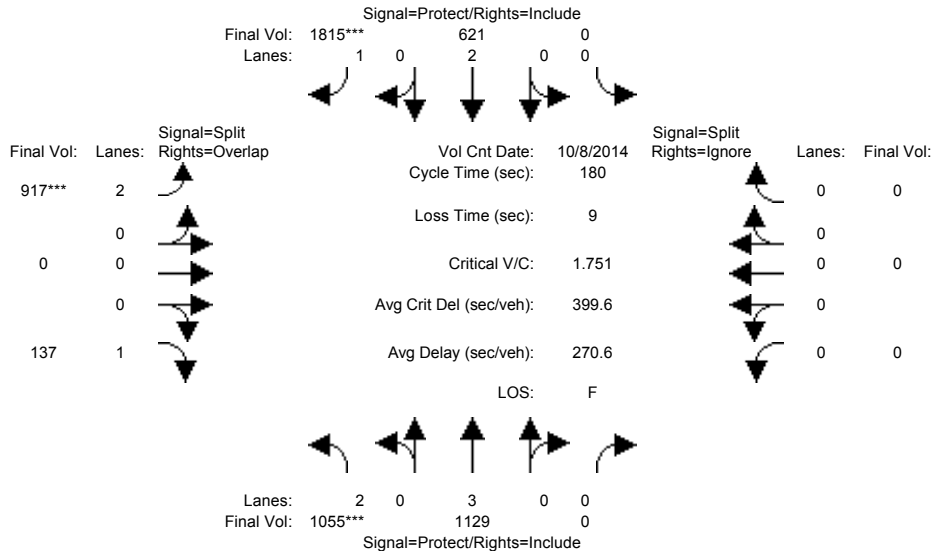
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	152	275	291	354	897	276	97	2478	389	197	706	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	275	291	354	897	276	97	2478	389	197	706	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	275	291	354	897	276	97	2478	389	197	706	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	275	291	354	897	276	97	1834	389	197	621	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	275	291	354	897	276	97	1834	389	197	621	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	275	291	354	897	276	97	1834	389	197	621	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.27	0.73	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4281	1317	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.17	0.11	0.21	0.21	0.03	0.48	0.22	0.06	0.16	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.54	0.42	0.60	0.99	1.06	0.72	0.33	0.87	0.35	0.60	0.29	0.07
Delay/Veh:	90.8	75.4	66.0	135.3	127	66.1	86.5	56.1	25.2	90.2	23.5	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	75.4	66.0	135.3	127	66.1	86.5	56.1	25.2	90.2	23.5	11.3
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	10	14	29	27	48	37	7	81	29	13	18	4

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



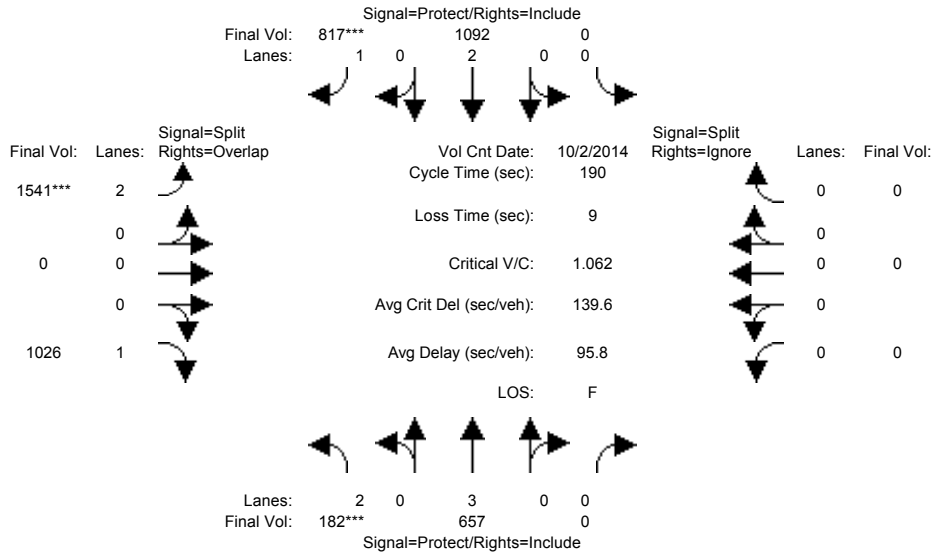
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1055	1129	0	0	621	1815	1054	0	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1055	1129	0	0	621	1815	1054	0	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1055	1129	0	0	621	1815	1054	0	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1055	1129	0	0	621	1815	917	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1055	1129	0	0	621	1815	917	0	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1055	1129	0	0	621	1815	917	0	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.20	0.00	0.00	0.16	1.04	0.29	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	34.4	141	0.0	0.0	107	106.6	29.9	0.0	64.4	0.0	0.0	0.0
Volume/Cap:	1.75	0.25	0.00	0.00	0.28	1.75	1.75	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	417.4	5.3	0.0	0.0	17.9	378.5	420.7	0.0	37.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	417.4	5.3	0.0	0.0	17.9	378.5	420.7	0.0	37.9	0.0	0.0	0.0
LOS by Move:	F	A	A	A	B	F	F	A	D	A	A	A
HCM2k95thQ:	102	11	0	0	15	310	89	0	9	0	0	0

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



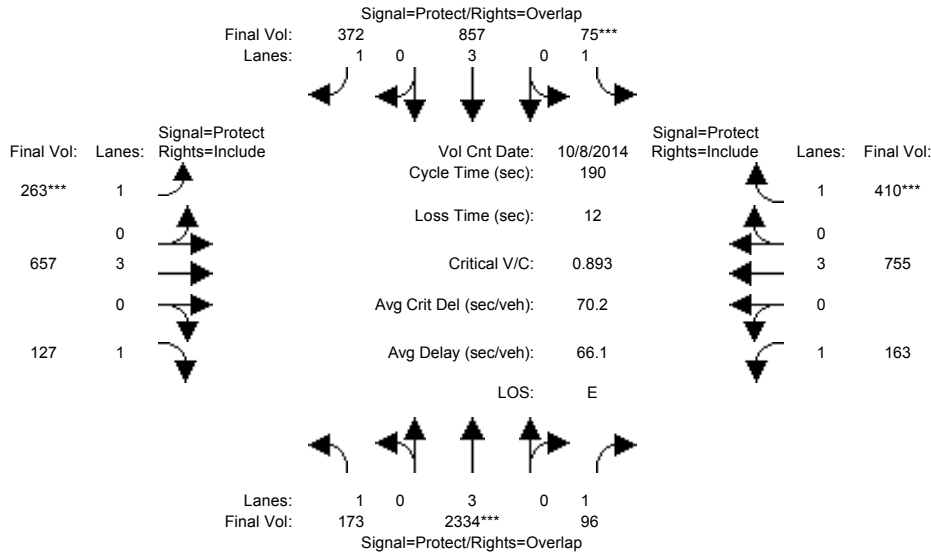
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:	>> Count Date: 2 Oct 2014 <<											
Base Vol:	182	657	0	0	1092	817	2083	0	1026	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	657	0	0	1092	817	2083	0	1026	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	657	0	0	1092	817	2083	0	1026	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	182	657	0	0	1092	817	1541	0	1026	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	657	0	0	1092	817	1541	0	1026	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	182	657	0	0	1092	817	1541	0	1026	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.00	0.29	0.47	0.49	0.00	0.59	0.00	0.00	0.00
Crit Moves:	****				****	****						
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	0.61	0.30	0.00	0.00	1.00	1.63	0.85	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	89.9	43.0	0.0	0.0	99.1	363.5	26.8	0.0	17.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.9	43.0	0.0	0.0	99.1	363.5	26.8	0.0	17.7	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	F	C	A	B	A	A	A
HCM2k95thQ:	12	17	0	0	59	141	59	0	54	0	0	0

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



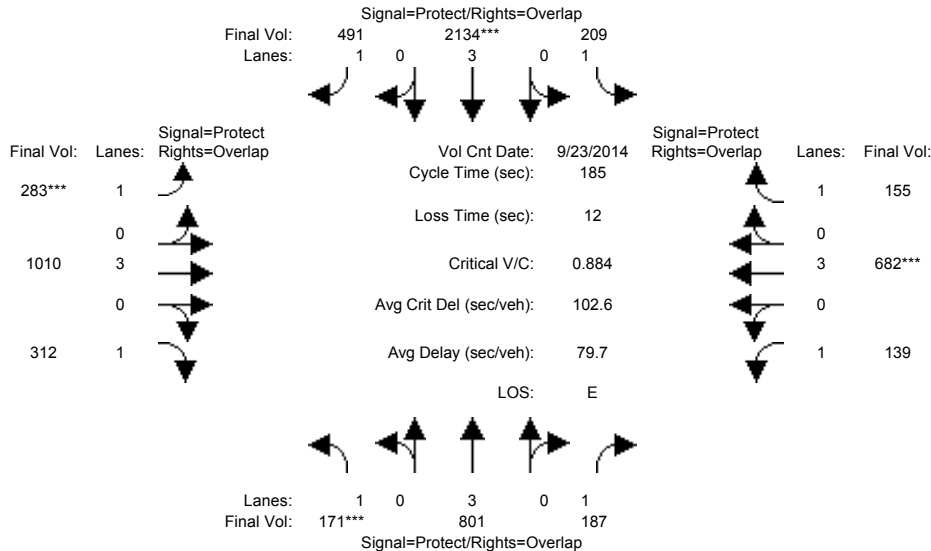
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	173	2779	96	75	1020	372	263	657	127	163	755	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	2779	96	75	1020	372	263	657	127	163	755	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	2779	96	75	1020	372	263	657	127	163	755	410
User Adj:	1.00	0.84	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	2334	96	75	857	372	263	657	127	163	755	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2334	96	75	857	372	263	657	127	163	755	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	2334	96	75	857	372	263	657	127	163	755	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.05	0.04	0.15	0.21	0.15	0.12	0.07	0.09	0.13	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.2	87.1	123.7	9.1	58.0	90.0	32.0	45.2	45.2	36.6	49.8	49.8
Volume/Cap:	0.49	0.89	0.08	0.89	0.49	0.45	0.89	0.48	0.30	0.48	0.51	0.89
Delay/Veh:	68.9	60.7	18.5	156.9	70.0	53.9	104.5	62.6	59.9	69.4	59.9	86.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	60.7	18.5	156.9	70.0	53.9	104.5	62.6	59.9	69.4	59.9	86.9
LOS by Move:	E	E	B	F	E	D	F	E	E	E	E	F
HCM2k95thQ:	18	69	7	11	26	34	32	20	12	17	22	43

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



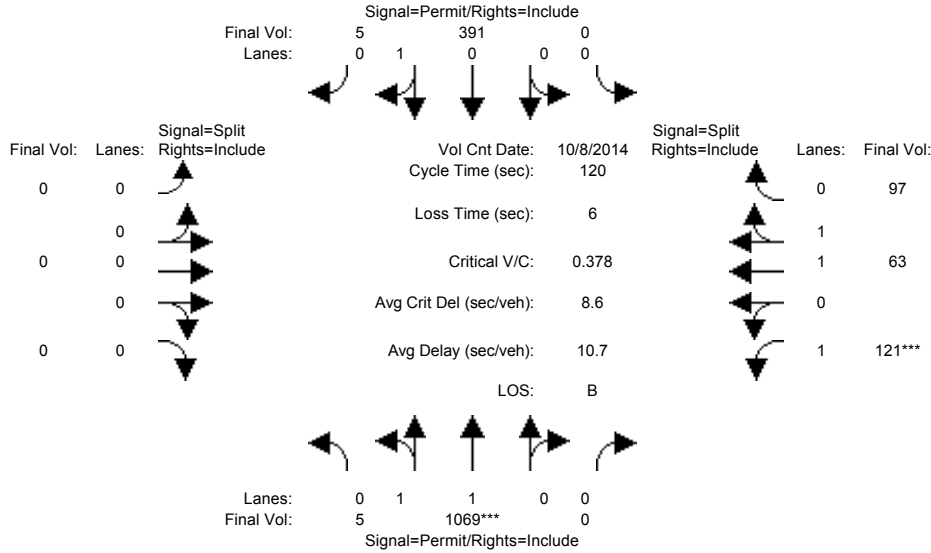
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 23 Sep 2014 <<												
Base Vol:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1054	187	209	2771	491	283	1010	312	139	682	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1054	187	209	2771	491	283	1010	312	139	682	155
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	801	187	209	2134	491	283	1010	312	139	682	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	801	187	209	2134	491	283	1010	312	139	682	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	801	187	209	2134	491	283	1010	312	139	682	155
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	1750	5700	1750	1750	5700	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.11	0.12	0.45	0.28	0.16	0.18	0.18	0.08	0.12	0.09
Crit Moves:	****			****			****			****		
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.60	0.38	0.21	0.71	0.96	0.42	0.82	0.69	0.56	0.53	0.57	0.24
Delay/Veh:	403.6	51.3	32.8	95.9	90.3	35.3	89.6	67.5	57.1	79.6	70.9	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	403.6	51.3	32.8	95.9	90.3	35.3	89.6	67.5	57.1	79.6	70.9	42.3
LOS by Move:	F	D	C	F	F	D	F	E	E	E	E	D
HCM2k95thQ:	33	23	15	24	71	43	33	32	29	15	22	13

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



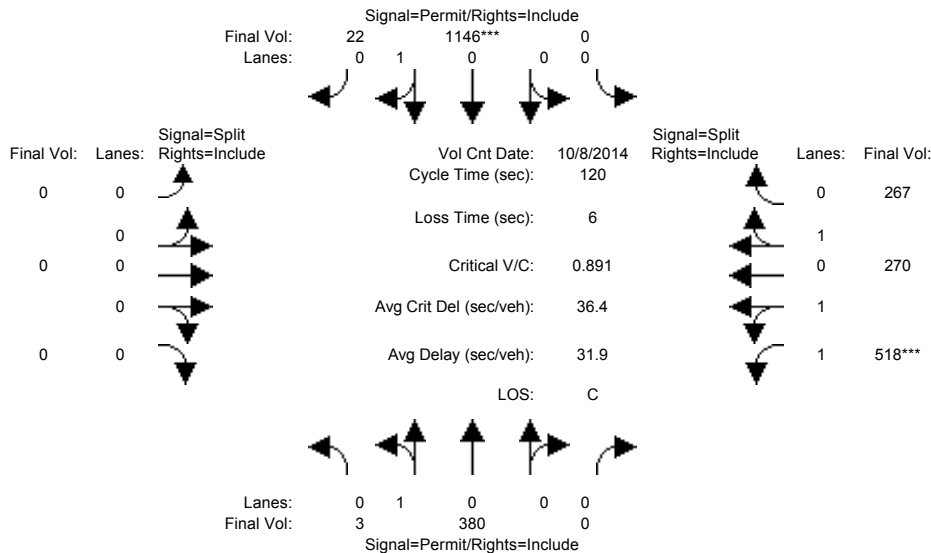
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
-----													
Volume Module:	>> Count Date: 8 Oct 2014 <<												
Base Vol:	5	1069	0	0	0	391	5	0	0	0	121	63	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	5	1069	0	0	0	391	5	0	0	0	121	63	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1069	0	0	0	391	5	0	0	0	121	63	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	5	1069	0	0	391	5	0	0	0	121	63	97	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	1069	0	0	391	5	0	0	0	121	63	97	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	5	1069	0	0	391	5	0	0	0	121	63	97	
-----													
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.01	1.99	0.00	0.00	0.99	0.01	0.00	0.00	0.00	1.00	1.00	1.00	
Final Sat.:	17	3683	0	0	1777	23	0	0	0	1750	1900	1750	
-----													
Capacity Analysis Module:													
Vol/Sat:	0.29	0.29	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.07	0.03	0.06	
Crit Moves:	*****												
Green Time:	92.1	92.1	0.0	0.0	92.1	92.1	0.0	0.0	0.0	21.9	21.9	21.9	
Volume/Cap:	0.38	0.38	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.38	0.18	0.30	
Delay/Veh:	4.7	4.7	0.0	0.0	4.3	4.3	0.0	0.0	0.0	43.8	41.5	42.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	4.7	4.7	0.0	0.0	4.3	4.3	0.0	0.0	0.0	43.8	41.5	42.8	
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D	
HCM2k95thQ:	13	13	0	0	9	9	0	0	0	9	4	7	

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	3	380	0	0	1146	22	0	0	0	518	270	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	380	0	0	1146	22	0	0	0	518	270	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	380	0	0	1146	22	0	0	0	518	270	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	380	0	0	1146	22	0	0	0	518	270	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	380	0	0	1146	22	0	0	0	518	270	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	380	0	0	1146	22	0	0	0	518	270	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.49	0.76	0.75
Final Sat.:	14	1786	0	0	1766	34	0	0	0	2627	1369	1354
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:	*****											
Green Time:	87.4	87.4	0.0	0.0	87.4	87.4	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.29	0.29	0.00	0.00	0.89	0.89	0.00	0.00	0.00	0.89	0.89	0.89
Delay/Veh:	5.7	5.7	0.0	0.0	20.5	20.5	0.0	0.0	0.0	54.0	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	0.0	0.0	20.5	20.5	0.0	0.0	0.0	54.0	54.0	54.0
LOS by Move:	A	A	A	A	C	C	A	A	A	D	D	D
HCM2k95thQ:	10	10	0	0	57	57	0	0	0	29	29	29

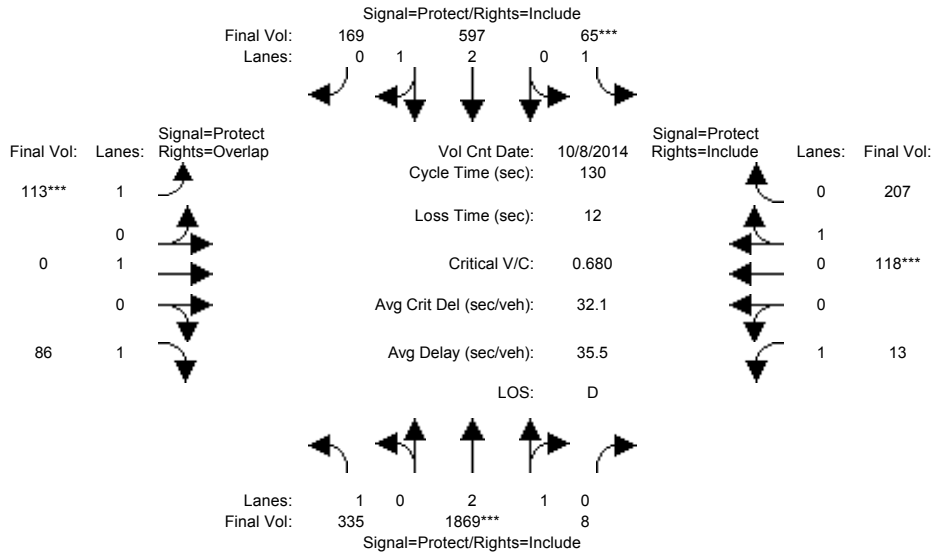
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



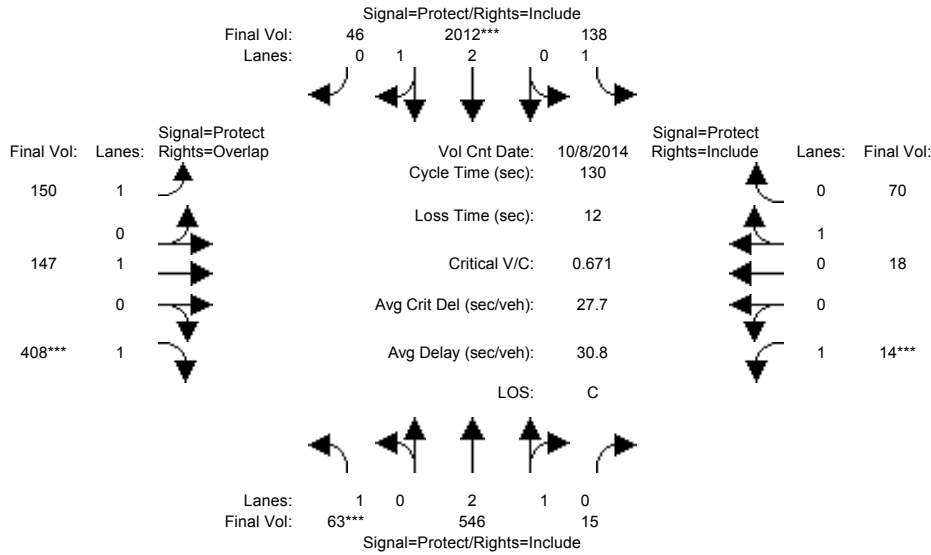
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	335	1869	8	65	597	169	113	0	86	13	118	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1869	8	65	597	169	113	0	86	13	118	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1869	8	65	597	169	113	0	86	13	118	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1869	8	65	597	169	113	0	86	13	118	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1869	8	65	597	169	113	0	86	13	118	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	1869	8	65	597	169	113	0	86	13	118	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.31	0.69	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1750	5576	24	1750	4363	1235	1750	1900	1750	1750	654	1146
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.34	0.04	0.14	0.14	0.06	0.00	0.05	0.01	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.5	64.1	64.1	7.1	29.7	29.7	12.3	0.0	53.8	46.8	34.5	34.5
Volume/Cap:	0.60	0.68	0.68	0.68	0.60	0.60	0.68	0.00	0.12	0.02	0.68	0.68
Delay/Veh:	39.1	25.9	25.9	78.4	45.7	45.7	67.8	0.0	23.5	26.8	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	25.9	25.9	78.4	45.7	45.7	67.8	0.0	23.5	26.8	46.8	46.8
LOS by Move:	D	C	C	E	D	D	E	A	C	C	D	D
HCM2k95thQ:	22	33	33	6	17	17	10	0	4	1	23	23

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



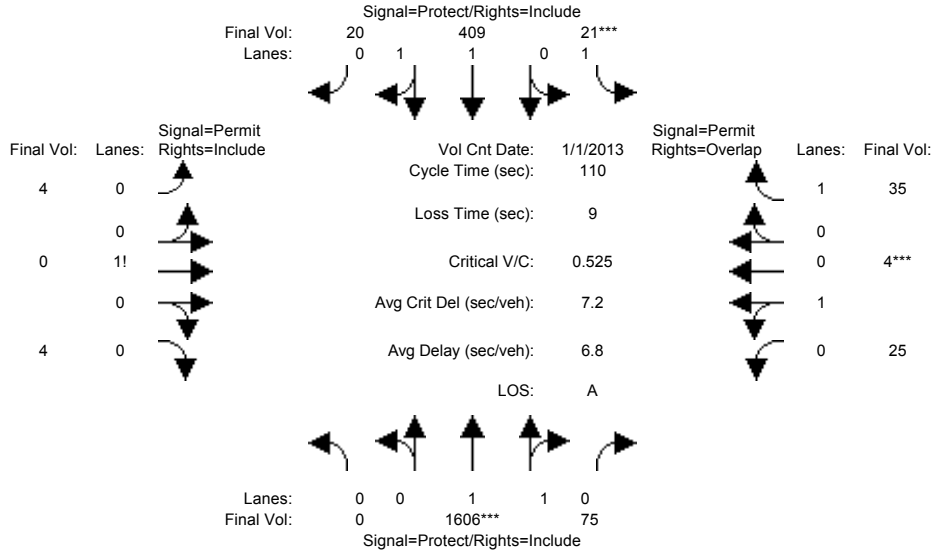
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	63	546	15	138	2012	46	150	147	408	14	18	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	546	15	138	2012	46	150	147	408	14	18	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	546	15	138	2012	46	150	147	408	14	18	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	546	15	138	2012	46	150	147	408	14	18	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	546	15	138	2012	46	150	147	408	14	18	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	546	15	138	2012	46	150	147	408	14	18	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.20	0.80
Final Sat.:	1750	5450	150	1750	5475	125	1750	1900	1750	1750	368	1432
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.08	0.37	0.37	0.09	0.08	0.23	0.01	0.05	0.05
Crit Moves:	****			****			****		****	****		
Green Time:	7.0	43.0	43.0	33.9	69.9	69.9	21.7	34.1	41.1	7.0	19.4	19.4
Volume/Cap:	0.67	0.30	0.30	0.30	0.68	0.68	0.51	0.29	0.74	0.15	0.33	0.33
Delay/Veh:	77.3	32.4	32.4	39.0	22.6	22.6	51.0	38.7	44.8	59.4	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.3	32.4	32.4	39.0	22.6	22.6	51.0	38.7	44.8	59.4	50.1	50.1
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	6	10	10	9	34	34	11	9	28	1	7	7

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



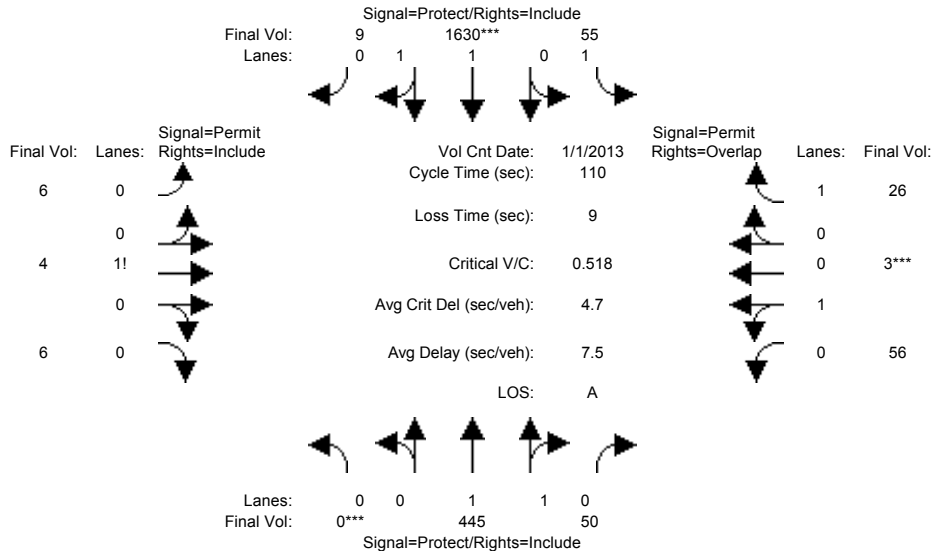
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	1606	75	21	409	20	4	0	4	25	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1606	75	21	409	20	4	0	4	25	4	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1606	75	21	409	20	4	0	4	25	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1606	75	21	409	20	4	0	4	25	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1606	75	21	409	20	4	0	4	25	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1606	75	21	409	20	4	0	4	25	4	35
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.91	0.09	1.00	1.90	0.10	0.50	0.00	0.50	0.86	0.14	1.00
Final Sat.:	0	3535	165	1750	3527	172	875	0	875	1552	248	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.01	0.12	0.12	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	84.0	84.0	7.0	91.0	91.0	10.0	0.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.00	0.59	0.59	0.19	0.14	0.14	0.05	0.00	0.05	0.18	0.18	0.13
Delay/Veh:	0.0	6.0	6.0	49.6	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.0	6.0	49.6	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
LOS by Move:	A	A	A	D	A	A	D	A	D	D	D	D
HCM2k95thQ:	0	23	23	1	3	3	1	0	1	2	2	2

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



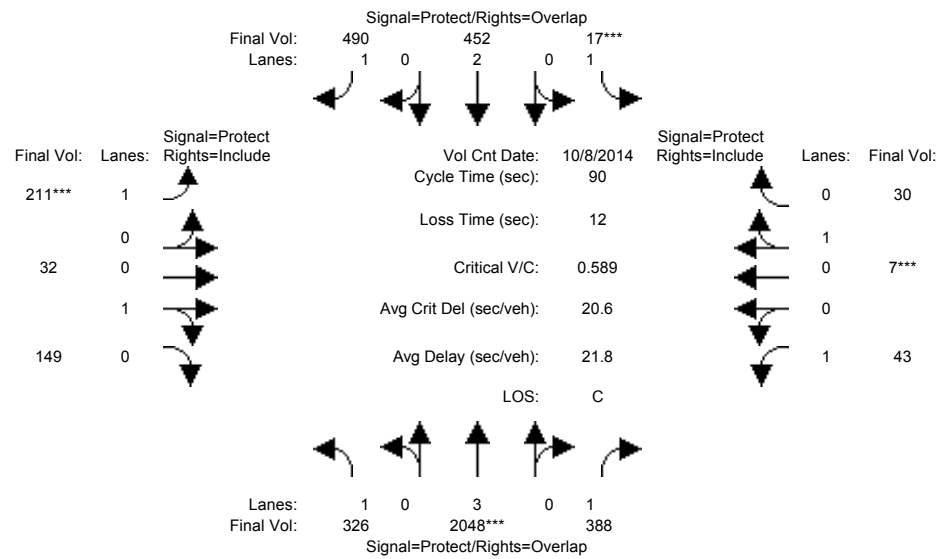
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	445	50	55	1630	9	6	4	6	56	3	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	445	50	55	1630	9	6	4	6	56	3	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	445	50	55	1630	9	6	4	6	56	3	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	445	50	55	1630	9	6	4	6	56	3	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	445	50	55	1630	9	6	4	6	56	3	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	445	50	55	1630	9	6	4	6	56	3	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.79	0.21	1.00	1.99	0.01	0.37	0.25	0.38	0.95	0.05	1.00
Final Sat.:	0	3326	374	1750	3680	20	656	438	656	1708	92	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.03	0.44	0.44	0.01	0.01	0.01	0.03	0.03	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	61.7	61.7	29.3	91.0	91.0	10.0	10.0	10.0	10.0	10.0	39.3
Volume/Cap:	0.00	0.24	0.24	0.12	0.54	0.54	0.10	0.10	0.10	0.36	0.36	0.04
Delay/Veh:	0.0	12.3	12.3	30.7	3.1	3.1	46.2	46.2	46.2	48.4	48.4	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	12.3	30.7	3.1	3.1	46.2	46.2	46.2	48.4	48.4	23.1
LOS by Move:	A	B	B	C	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	8	8	3	17	17	1	1	1	4	4	1

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



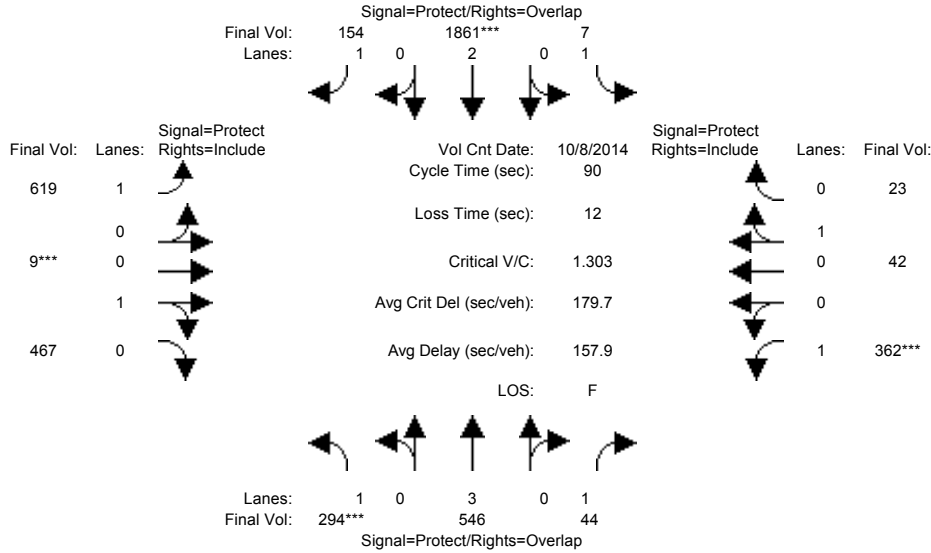
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	326	2048	388	17	452	490	211	32	149	43	7	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	2048	388	17	452	490	211	32	149	43	7	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	2048	388	17	452	490	211	32	149	43	7	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	2048	388	17	452	490	211	32	149	43	7	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	2048	388	17	452	490	211	32	149	43	7	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	2048	388	17	452	490	211	32	149	43	7	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.18	0.82	1.00	0.19	0.81
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	318	1482	1750	341	1459
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.22	0.01	0.12	0.28	0.12	0.10	0.10	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.4	45.7	56.1	7.0	24.3	39.6	15.3	14.9	14.9	10.4	10.0	10.0
Volume/Cap:	0.59	0.71	0.36	0.12	0.44	0.64	0.71	0.61	0.61	0.21	0.19	0.19
Delay/Veh:	27.6	17.9	8.4	39.1	27.5	21.4	42.9	38.4	38.4	36.6	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	17.9	8.4	39.1	27.5	21.4	42.9	38.4	38.4	36.6	36.8	36.8
LOS by Move:	C	B	A	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	14	24	10	1	10	21	14	11	11	2	2	2

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



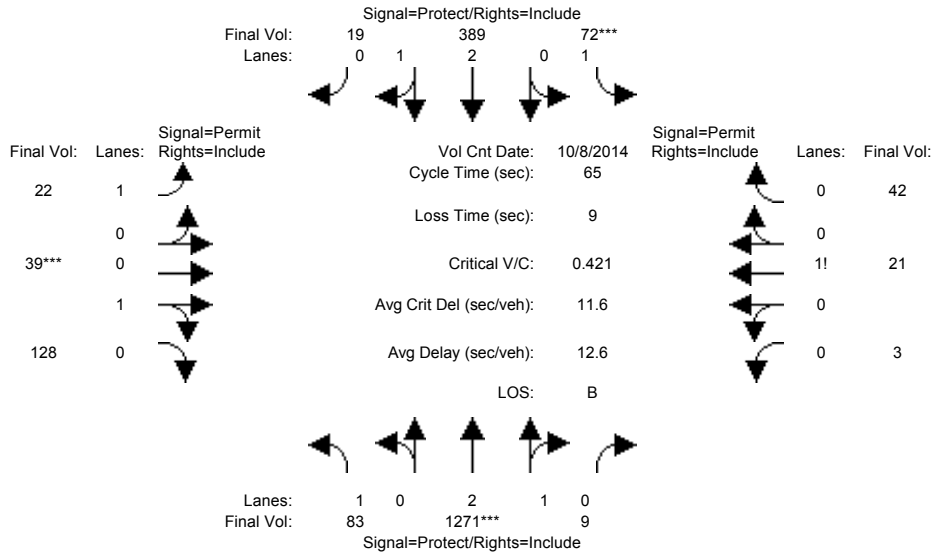
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	294	546	44	7	1861	154	619	9	467	362	42	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	546	44	7	1861	154	619	9	467	362	42	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	546	44	7	1861	154	619	9	467	362	42	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	546	44	7	1861	154	619	9	467	362	42	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	546	44	7	1861	154	619	9	467	362	42	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	294	546	44	7	1861	154	619	9	467	362	42	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.65	0.35
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	34	1766	1750	1163	637
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.03	0.00	0.49	0.09	0.35	0.26	0.26	0.21	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	11.6	26.7	41.0	18.7	33.8	56.4	22.6	18.3	18.3	14.3	10.0	10.0
Volume/Cap:	1.30	0.32	0.06	0.02	1.30	0.14	1.41	1.30	1.30	1.30	0.33	0.33
Delay/Veh:	203.8	24.7	13.7	28.4	170	6.9	231.9	191	190.7	197.8	37.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	203.8	24.7	13.7	28.4	170	6.9	231.9	191	190.7	197.8	37.8	
LOS by Move:	F	C	B	C	F	A	F	F	F	F	D	D
HCM2k95thQ:	31	7	1	0	81	4	69	49	49	38	4	4

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

BART

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

Intersection #106: Benton/E/ Camino Real [Study Int 52]



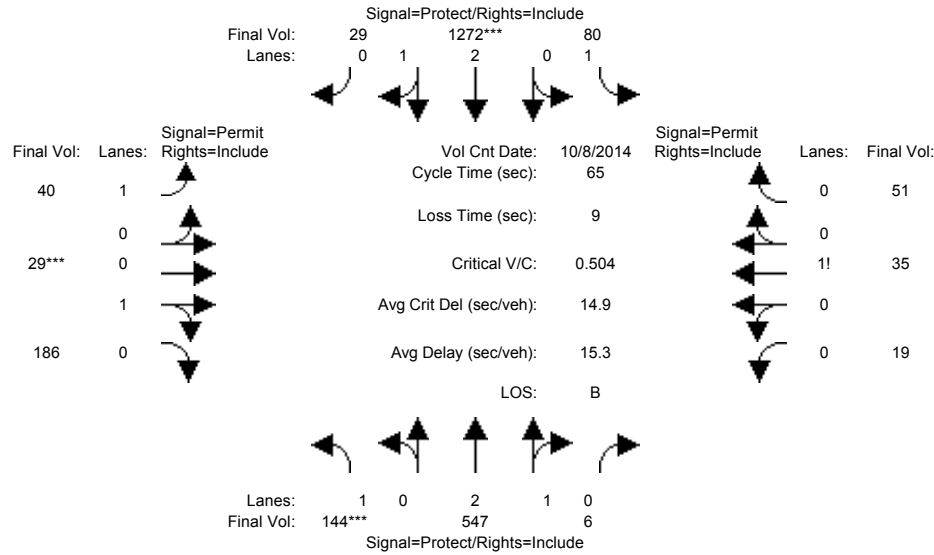
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	83	1271	9	72	389	19	22	39	128	3	21	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1271	9	72	389	19	22	39	128	3	21	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1271	9	72	389	19	22	39	128	3	21	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1271	9	72	389	19	22	39	128	3	21	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1271	9	72	389	19	22	39	128	3	21	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1271	9	72	389	19	22	39	128	3	21	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.98	0.02	1.00	2.86	0.14	1.00	0.23	0.77	0.04	0.32	0.64
Final Sat.:	1750	5561	39	1750	5339	261	1750	420	1380	80	557	1114
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.04	0.07	0.07	0.01	0.09	0.09	0.04	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.2	34.9	34.9	7.0	24.6	24.6	14.1	14.1	14.1	14.1	14.1	14.1
Volume/Cap:	0.18	0.43	0.43	0.38	0.19	0.19	0.06	0.43	0.43	0.17	0.17	0.17
Delay/Veh:	18.6	9.2	9.2	28.3	13.6	13.6	20.2	22.7	22.7	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	9.2	9.2	28.3	13.6	13.6	20.2	22.7	22.7	20.9	20.9	20.9
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	10	10	3	4	4	1	6	6	3	3	3

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

BART

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

Intersection #106: Benton/E/ Camino Real [Study Int 52]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	144	547	6	80	1272	29	40	29	186	19	35	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	547	6	80	1272	29	40	29	186	19	35	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	547	6	80	1272	29	40	29	186	19	35	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	547	6	80	1272	29	40	29	186	19	35	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	547	6	80	1272	29	40	29	186	19	35	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	547	6	80	1272	29	40	29	186	19	35	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.93	0.07	1.00	0.13	0.87	0.18	0.33	0.49
Final Sat.:	1750	5539	61	1750	5475	125	1750	243	1557	317	583	850
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.05	0.23	0.23	0.02	0.12	0.12	0.06	0.06	0.06
Crit Moves:	****			****			****					
Green Time:	10.6	23.9	23.9	16.7	30.0	30.0	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.50	0.27	0.27	0.18	0.50	0.50	0.10	0.50	0.50	0.25	0.25	0.25
Delay/Veh:	26.2	14.5	14.5	19.0	12.5	12.5	19.5	22.4	22.4	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	14.5	14.5	19.0	12.5	12.5	19.5	22.4	22.4	20.4	20.4	20.4
LOS by Move:	C	B	B	B	B	B	B	C	C	C	C	C
HCM2k95thQ:	6	5	5	3	12	12	1	8	8	4	4	4

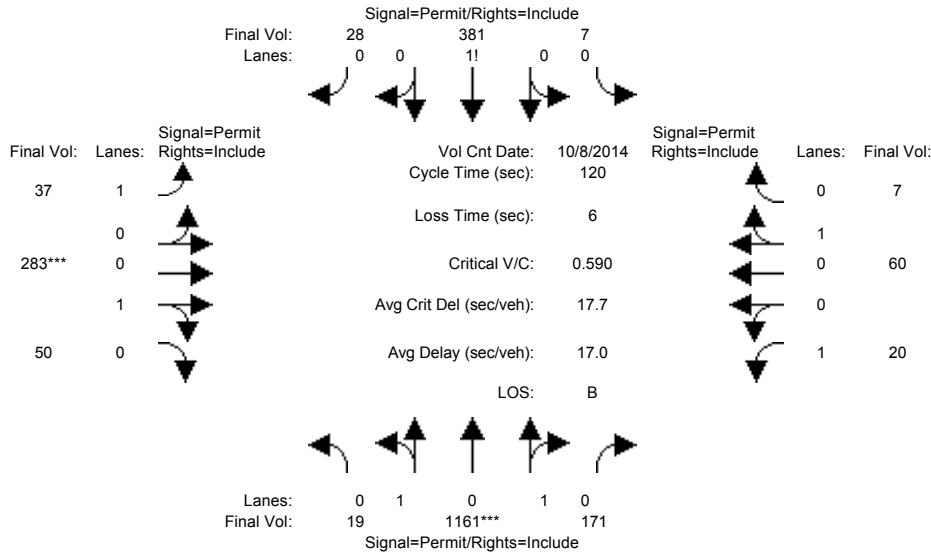
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



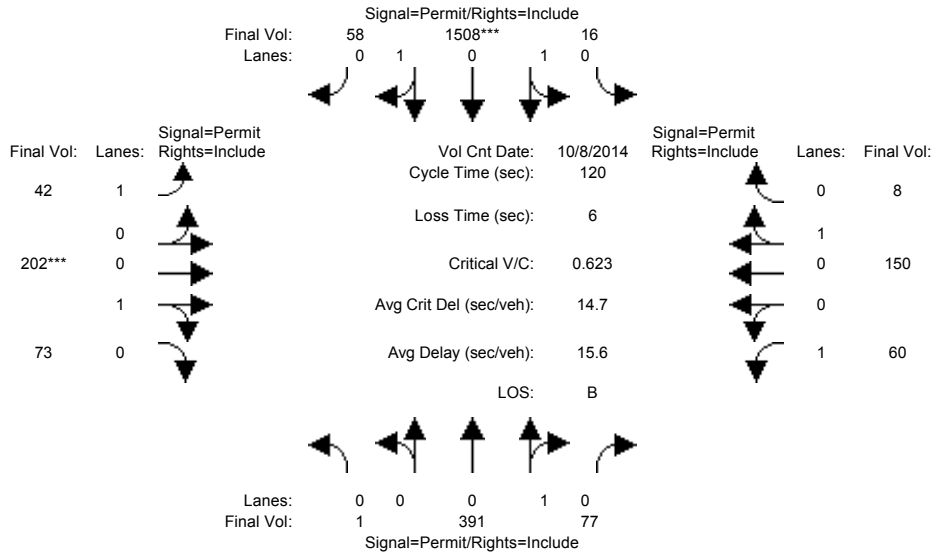
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	19	1161	171	7	381	28	37	283	50	20	60	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1161	171	7	381	28	37	283	50	20	60	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1161	171	7	381	28	37	283	50	20	60	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1161	171	7	381	28	37	283	50	20	60	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1161	171	7	381	28	37	283	50	20	60	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1161	171	7	381	28	37	283	50	20	60	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.72	0.25	0.02	0.91	0.07	1.00	0.85	0.15	1.00	0.90	0.10
Final Sat.:	51	3094	456	29	1603	118	1750	1530	270	1750	1612	188
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.24	0.24	0.24	0.02	0.19	0.19	0.01	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	76.4	76.4	76.4	76.4	76.4	76.4	37.6	37.6	37.6	37.6	37.6	37.6
Volume/Cap:	0.59	0.59	0.59	0.37	0.37	0.37	0.07	0.59	0.59	0.04	0.12	0.12
Delay/Veh:	13.1	13.1	13.1	10.6	10.6	10.6	28.9	36.3	36.3	28.6	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	10.6	10.6	10.6	28.9	36.3	36.3	28.6	29.4	29.4
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	25	25	25	15	15	15	2	20	20	1	4	4

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



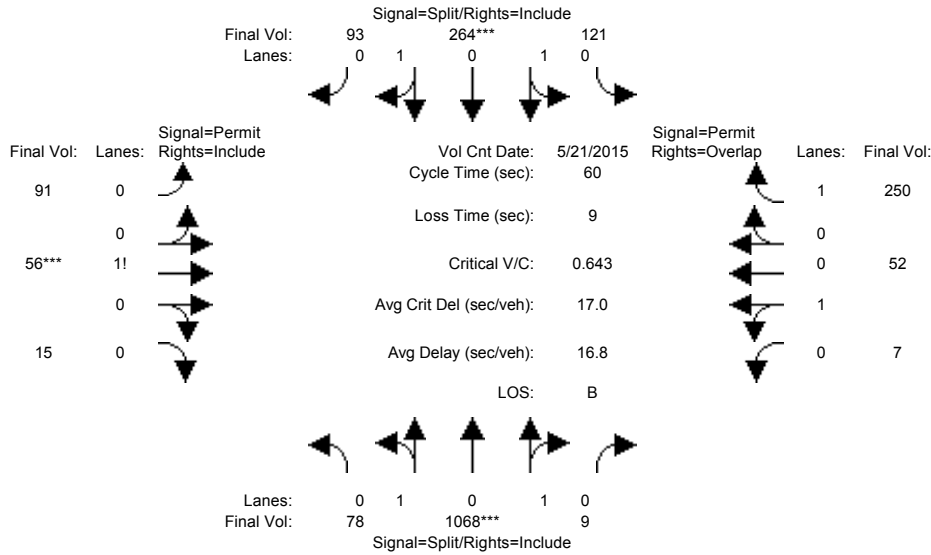
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1	391	77	16	1508	58	42	202	73	60	150	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	391	77	16	1508	58	42	202	73	60	150	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	391	77	16	1508	58	42	202	73	60	150	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	391	77	16	1508	58	42	202	73	60	150	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	391	77	16	1508	58	42	202	73	60	150	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	391	77	16	1508	58	42	202	73	60	150	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.83	0.16	0.02	1.91	0.07	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	4	1459	287	36	3432	132	1750	1322	478	1750	1709	91
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.44	0.44	0.44	0.02	0.15	0.15	0.03	0.09	0.09
Crit Moves:	*****											
Green Time:	84.6	84.6	84.6	84.6	84.6	84.6	29.4	29.4	29.4	29.4	29.4	29.4
Volume/Cap:	0.38	0.38	0.38	0.62	0.62	0.62	0.10	0.62	0.62	0.14	0.36	0.36
Delay/Veh:	7.3	7.3	7.3	9.8	9.8	9.8	35.1	43.1	43.1	35.6	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	9.8	9.8	9.8	35.1	43.1	43.1	35.6	38.0	38.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2k95thQ:	14	14	14	27	27	27	3	18	18	4	10	10

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



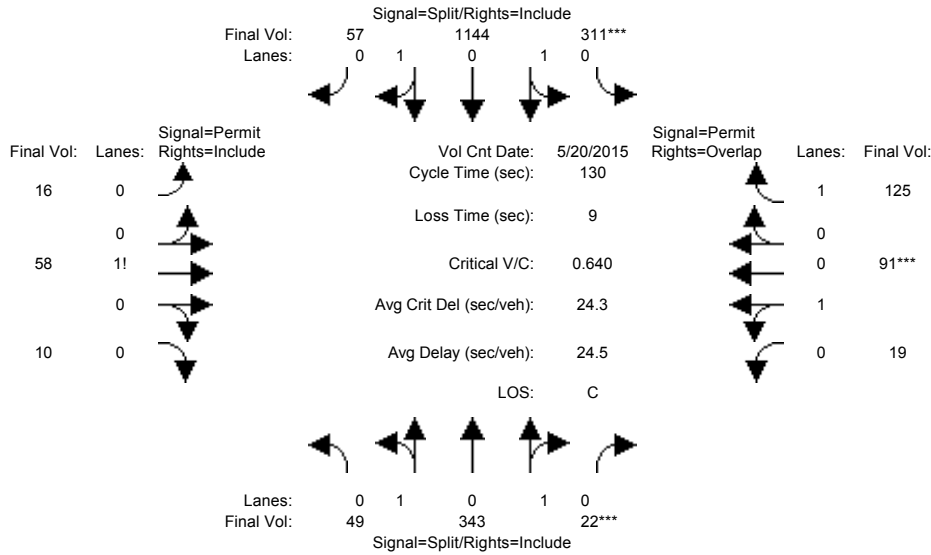
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	78	1068	9	121	264	93	91	56	15	7	52	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1068	9	121	264	93	91	56	15	7	52	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1068	9	121	264	93	91	56	15	7	52	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1068	9	121	264	93	91	56	15	7	52	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1068	9	121	264	93	91	56	15	7	52	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	78	1068	9	121	264	93	91	56	15	7	52	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.13	1.85	0.02	0.51	1.10	0.39	0.56	0.35	0.09	0.12	0.88	1.00
Final Sat.:	243	3329	28	911	1988	700	983	605	162	214	1586	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.13	0.13	0.13	0.09	0.09	0.09	0.03	0.03	0.14
Crit Moves:	****			****			****					
Green Time:	29.0	29.0	29.0	12.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	22.0
Volume/Cap:	0.66	0.66	0.66	0.66	0.66	0.66	0.56	0.56	0.56	0.20	0.20	0.39
Delay/Veh:	12.8	12.8	12.8	24.5	24.5	24.5	25.3	25.3	25.3	21.9	21.9	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	24.5	24.5	24.5	25.3	25.3	25.3	21.9	21.9	14.4
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	B
HCM2k95thQ:	16	16	16	9	9	9	6	6	6	2	2	8

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



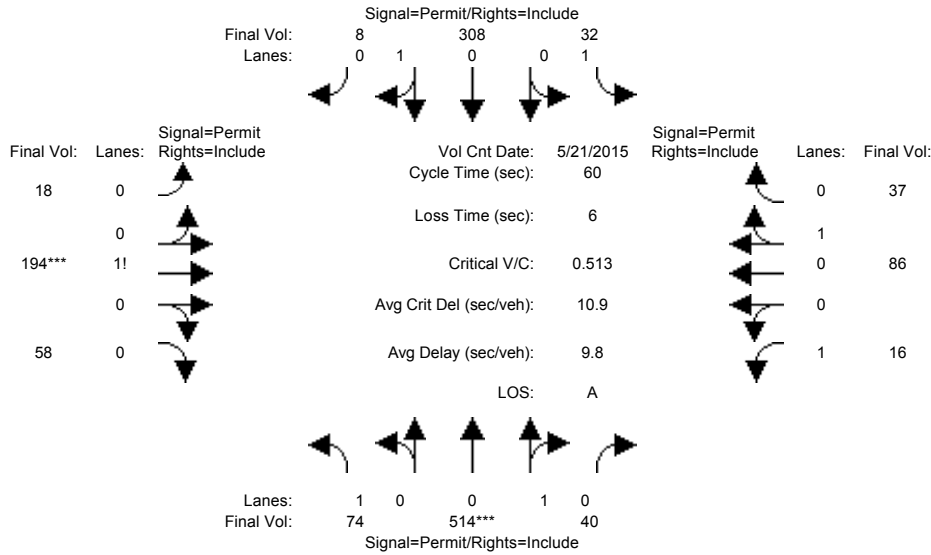
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	49	343	22	311	1144	57	16	58	10	19	91	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	343	22	311	1144	57	16	58	10	19	91	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	343	22	311	1144	57	16	58	10	19	91	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	343	22	311	1144	57	16	58	10	19	91	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	343	22	311	1144	57	16	58	10	19	91	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	343	22	311	1144	57	16	58	10	19	91	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.24	1.66	0.10	0.41	1.51	0.08	0.19	0.69	0.12	0.17	0.83	1.00
Final Sat.:	426	2983	191	740	2724	136	333	1208	208	311	1489	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.42	0.42	0.42	0.05	0.05	0.05	0.06	0.06	0.07
Crit Moves:	****			****			****			****		
Green Time:	23.3	23.3	23.3	85.3	85.3	85.3	12.4	12.4	12.4	12.4	12.4	97.7
Volume/Cap:	0.64	0.64	0.64	0.64	0.64	0.64	0.50	0.50	0.50	0.64	0.64	0.10
Delay/Veh:	51.6	51.6	51.6	13.9	13.9	13.9	58.3	58.3	58.3	64.6	64.6	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	51.6	51.6	13.9	13.9	13.9	58.3	58.3	58.3	64.6	64.6	4.4
LOS by Move:	D	D	D	B	B	B	E	E	E	E	E	A
HCM2k95thQ:	15	15	15	32	32	32	7	7	7	11	11	3

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



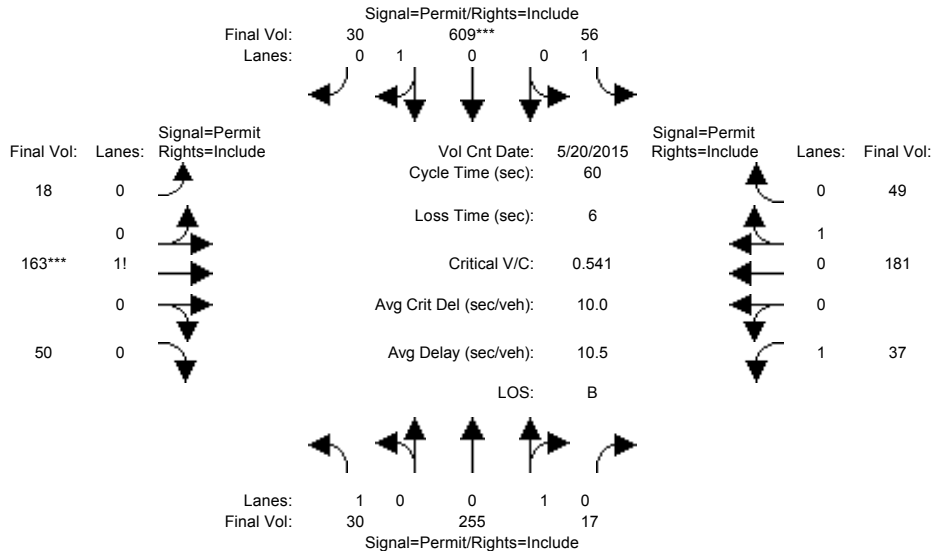
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	74	514	40	32	308	8	18	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	32	308	8	18	194	58	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	514	40	32	308	8	18	194	58	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	514	40	32	308	8	18	194	58	16	86	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	514	40	32	308	8	18	194	58	16	86	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	514	40	32	308	8	18	194	58	16	86	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.07	0.72	0.21	1.00	0.70	0.30
Final Sat.:	1750	1670	130	1750	1754	46	117	1257	376	1750	1259	541
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.02	0.18	0.18	0.15	0.15	0.15	0.01	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	36.0	36.0	36.0	36.0	36.0	36.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.07	0.51	0.51	0.03	0.29	0.29	0.51	0.51	0.51	0.03	0.23	0.23
Delay/Veh:	5.1	7.4	7.4	4.9	6.0	6.0	18.2	18.2	18.2	14.8	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	7.4	7.4	4.9	6.0	6.0	18.2	18.2	18.2	14.8	16.0	16.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	12	12	1	6	6	9	9	9	0	4	4

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



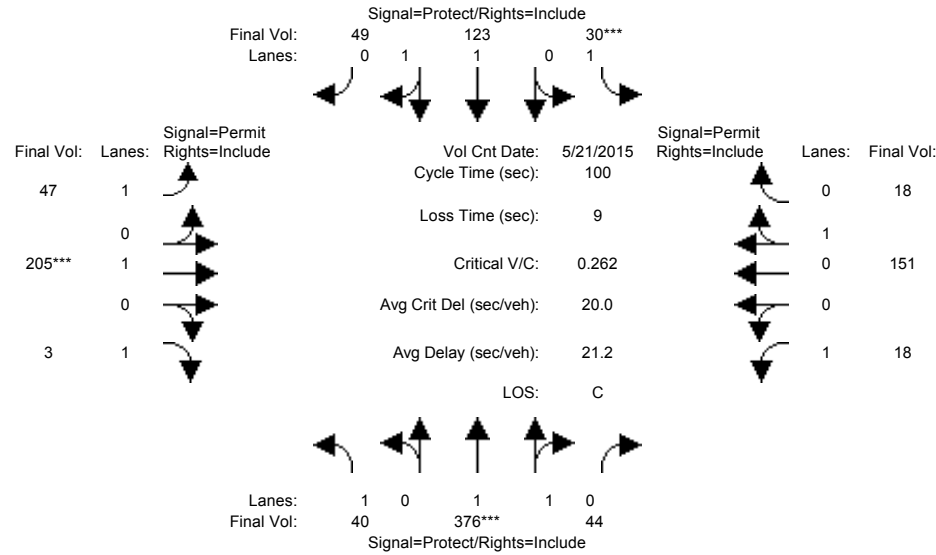
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	30	255	17	56	609	30	18	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	56	609	30	18	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	255	17	56	609	30	18	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	255	17	56	609	30	18	163	50	37	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	255	17	56	609	30	18	163	50	37	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	255	17	56	609	30	18	163	50	37	181	49
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.70	0.22	1.00	0.79	0.21
Final Sat.:	1750	1687	112	1750	1715	85	136	1235	379	1750	1417	383
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.03	0.36	0.36	0.13	0.13	0.13	0.02	0.13	0.13
Crit Moves:	*****											
Green Time:	39.4	39.4	39.4	39.4	39.4	39.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.03	0.23	0.23	0.05	0.54	0.54	0.54	0.54	0.54	0.09	0.52	0.52
Delay/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.2	21.2	21.2	17.6	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.3	4.3	3.7	6.0	6.0	21.2	21.2	21.2	17.6	20.8	20.8
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	0	4	4	1	13	13	8	8	8	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



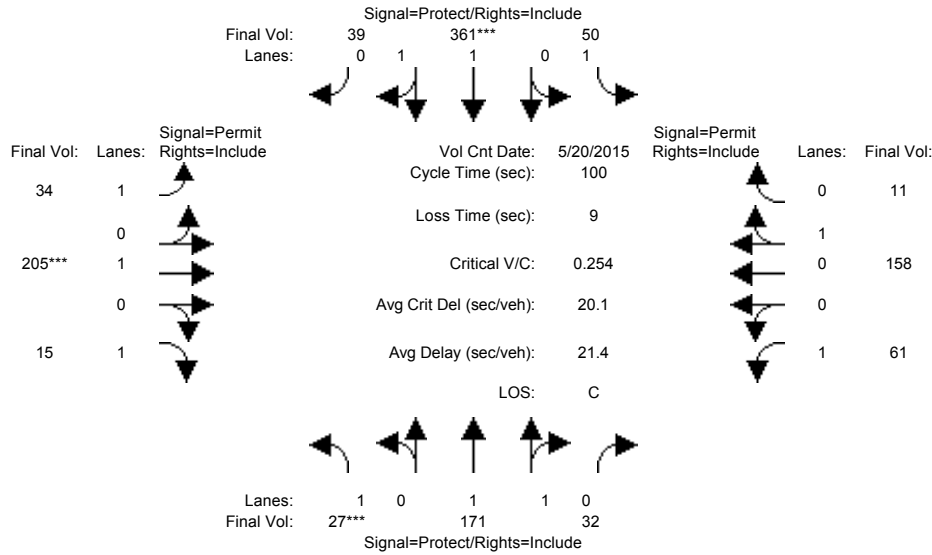
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	40	376	44	30	123	49	47	205	3	18	151	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	376	44	30	123	49	47	205	3	18	151	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	376	44	30	123	49	47	205	3	18	151	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	376	44	30	123	49	47	205	3	18	151	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	376	44	30	123	49	47	205	3	18	151	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	376	44	30	123	49	47	205	3	18	151	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.78	0.22	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3312	388	1750	2645	1054	1750	1900	1750	1750	1608	192
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.02	0.05	0.05	0.03	0.11	0.00	0.01	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.6	43.1	43.1	7.0	29.5	29.5	40.9	40.9	40.9	40.9	40.9	40.9
Volume/Cap:	0.11	0.26	0.26	0.24	0.16	0.16	0.07	0.26	0.00	0.03	0.23	0.23
Delay/Veh:	32.4	18.4	18.4	45.0	26.2	26.2	18.0	19.7	17.5	17.6	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	18.4	18.4	45.0	26.2	26.2	18.0	19.7	17.5	17.6	19.4	19.4
LOS by Move:	C	B	B	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	8	8	2	4	4	2	8	0	1	7	7

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	27	171	32	50	361	39	34	205	15	61	158	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	171	32	50	361	39	34	205	15	61	158	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	171	32	50	361	39	34	205	15	61	158	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	171	32	50	361	39	34	205	15	61	158	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	171	32	50	361	39	34	205	15	61	158	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	171	32	50	361	39	34	205	15	61	158	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.80	0.20	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	1750	3116	583	1750	3339	361	1750	1900	1750	1750	1683	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.11	0.11	0.02	0.11	0.01	0.03	0.09	0.09
Crit Moves:	****			****			****					
Green Time:	7.0	28.8	28.8	20.2	42.0	42.0	42.0	42.0	42.0	42.0	42.0	42.0
Volume/Cap:	0.22	0.19	0.19	0.14	0.26	0.26	0.05	0.26	0.02	0.08	0.22	0.22
Delay/Veh:	44.8	26.9	26.9	33.0	18.9	18.9	17.2	19.1	17.0	17.5	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	26.9	26.9	33.0	18.9	18.9	17.2	19.1	17.0	17.5	18.7	18.7
LOS by Move:	D	C	C	C	B	B	B	B	B	B	B	B
HCM2k95thQ:	2	5	5	3	8	8	1	8	1	2	7	7

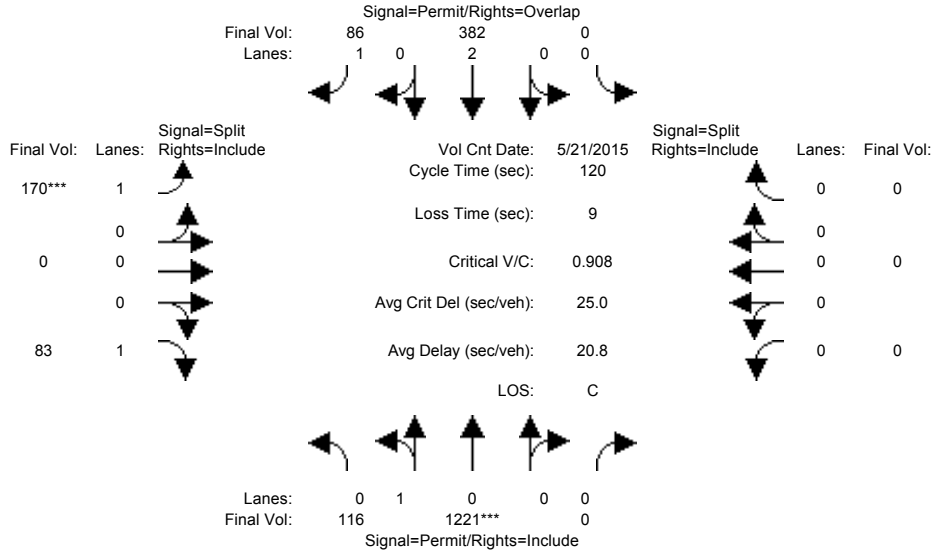
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



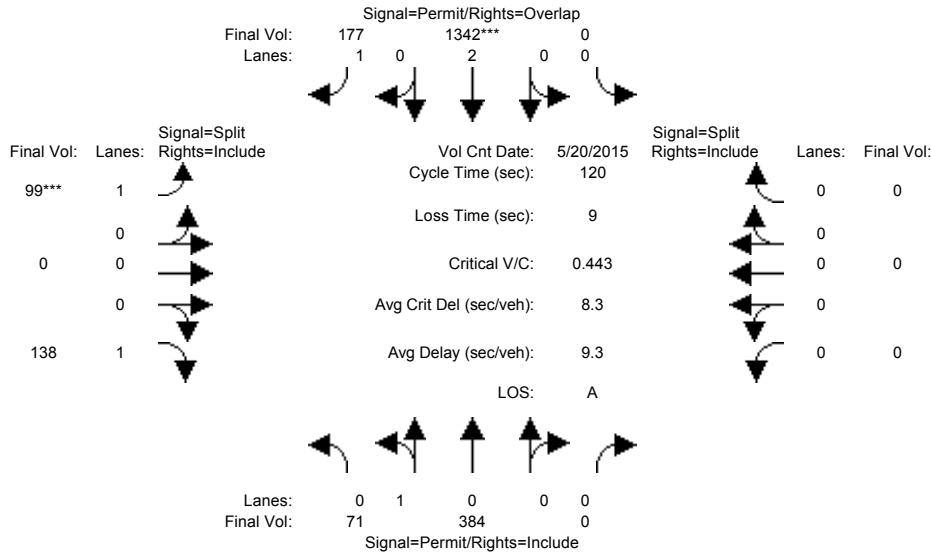
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	116	1221	0	0	382	86	170	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1221	0	0	382	86	170	0	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1221	0	0	382	86	170	0	83	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	1221	0	0	382	86	170	0	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1221	0	0	382	86	170	0	83	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	1221	0	0	382	86	170	0	83	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	156	1644	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.00	0.00	0.10	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	98.2	98.2	0.0	0.0	98.2	111.0	12.8	0.0	12.8	0.0	0.0	0.0
Volume/Cap:	0.91	0.91	0.00	0.00	0.12	0.05	0.91	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	16.3	16.3	0.0	0.0	2.2	0.4	93.8	0.0	51.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	0.0	0.0	2.2	0.4	93.8	0.0	51.9	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	64	64	0	0	3	1	15	0	6	0	0	0

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



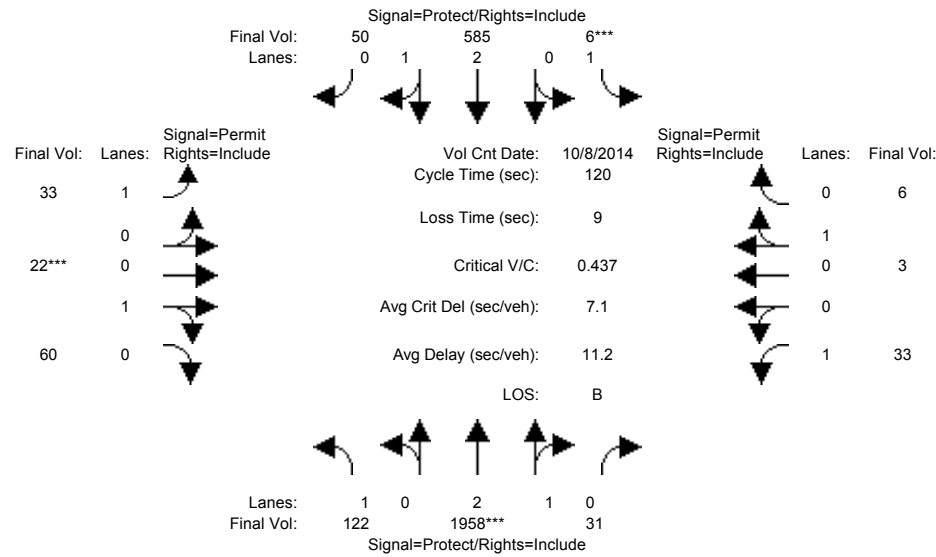
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	71	384	0	0	1342	177	99	0	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	384	0	0	1342	177	99	0	138	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	384	0	0	1342	177	99	0	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	384	0	0	1342	177	99	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	384	0	0	1342	177	99	0	138	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	384	0	0	1342	177	99	0	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.84	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	281	1519	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.00	0.35	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	90.7	90.7	0.0	0.0	90.7	111.0	20.3	0.0	20.3	0.0	0.0	0.0
Volume/Cap:	0.33	0.33	0.00	0.00	0.47	0.11	0.34	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	4.9	4.9	0.0	0.0	5.6	0.4	44.6	0.0	46.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	4.9	0.0	0.0	5.6	0.4	44.6	0.0	46.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	11	11	0	0	17	1	7	0	10	0	0	0

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



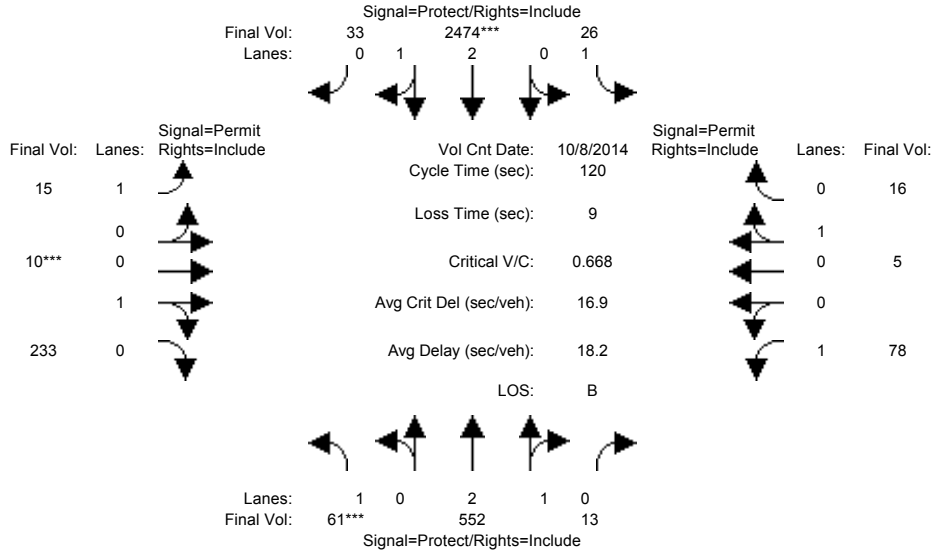
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	122	1958	31	6	585	50	33	22	60	33	3	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1958	31	6	585	50	33	22	60	33	3	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1958	31	6	585	50	33	22	60	33	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1958	31	6	585	50	33	22	60	33	3	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1958	31	6	585	50	33	22	60	33	3	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	1958	31	6	585	50	33	22	60	33	3	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.76	0.24	1.00	0.27	0.73	1.00	0.33	0.67
Final Sat.:	1750	5513	87	1750	5158	441	1750	483	1317	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.00	0.11	0.11	0.02	0.05	0.05	0.02	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.8	92.2	92.2	7.0	61.4	61.4	11.8	11.8	11.8	11.8	11.8	11.8
Volume/Cap:	0.22	0.46	0.46	0.06	0.22	0.22	0.19	0.46	0.46	0.19	0.05	0.05
Delay/Veh:	30.5	5.1	5.1	53.6	16.2	16.2	50.2	53.0	53.0	50.2	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	5.1	5.1	53.6	16.2	16.2	50.2	53.0	53.0	50.2	49.1	49.1
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	17	17	0	8	8	2	6	6	3	1	1

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	61	552	13	26	2474	33	15	10	233	78	5	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	552	13	26	2474	33	15	10	233	78	5	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	552	13	26	2474	33	15	10	233	78	5	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	552	13	26	2474	33	15	10	233	78	5	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	552	13	26	2474	33	15	10	233	78	5	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	552	13	26	2474	33	15	10	233	78	5	16
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.24	0.76
Final Sat.:	1750	5471	129	1750	5526	74	1750	74	1726	1750	429	1371
-----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.01	0.45	0.45	0.01	0.14	0.14	0.04	0.01	0.01
Crit Moves:	****											
Green Time:	7.0	55.1	55.1	31.8	79.9	79.9	24.1	24.1	24.1	24.1	24.1	24.1
Volume/Cap:	0.60	0.22	0.22	0.06	0.67	0.67	0.04	0.67	0.67	0.22	0.06	0.06
Delay/Veh:	64.5	19.6	19.6	32.9	12.6	12.6	38.7	49.2	49.2	40.4	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	19.6	19.6	32.9	12.6	12.6	38.7	49.2	49.2	40.4	38.8	38.8
LOS by Move:	E	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	8	8	2	33	33	1	16	16	5	1	1

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

BART

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

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]

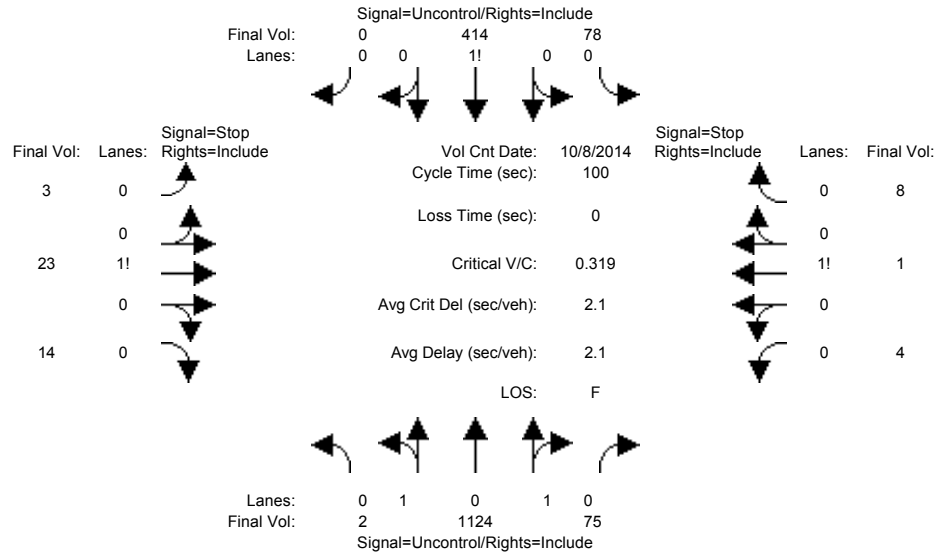


Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Critical Gap Module and FollowUpTim.

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Capacity Module, Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
HevVeh: 0%
Grade: 0%
Peds/Hour: 0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth: 12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index: #718, #974
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #107, #5444
Cycle Time: 0 secs, 0 secs
InitVolume: 0 0, 0 0
Saturation: 0 0, 0 0
ArrivalType: 0 0, 0 0
G/C: 0.00 0.00, 0.00 0.00
\*\*\* Computation 1: Time for Queue to Clear at Each Upstream Intersection
P: 0.000 0.000, 0.000 0.000
gg1: 0.00 0.00, 0.00 0.00
gg2: 0.00 0.00, 0.00 0.00
gg: 0.00 0.00, 0.00 0.00
\*\*\* Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha: 0.000, 0.000
beta: 0.000, 0.000
ta (secs): 0.000, 0.000
F: 0.000, 0.000
f: 0.000 0.000, 0.000 0.000
vcmax: 0 0, 0 0
vcg: 0 0, 0 0
vcmin: 0 0, 0 0
tp: 0.0 0.0, 0.0 0.0
P: 0.000, 0.000
\*\*\* Computation 3: Platoon Event Periods
pdom/psubo: 0.000/0.000/Unconstrained
\*\*\* Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 414 xxxxx xxxxx 1199 xxxxx xxxxx 1137 1773 414 1754 1736 600
AdjCnflVol: 414 xxxxx xxxxx 1199 xxxxx xxxxx 1137 1773 414 1754 1736 600
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000

ConflictVol: 414 xxxxx xxxxx 1199 xxxxx xxxxx 1137 1773 414 1754 1736 600  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 1156 xxxxx xxxxx 589 xxxxx xxxxx 181 84 643 67 88 505  
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.:1156 xxxxx xxxxx 589 xxxxx xxxxx 181 84 643 67 88 505

BART

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

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]

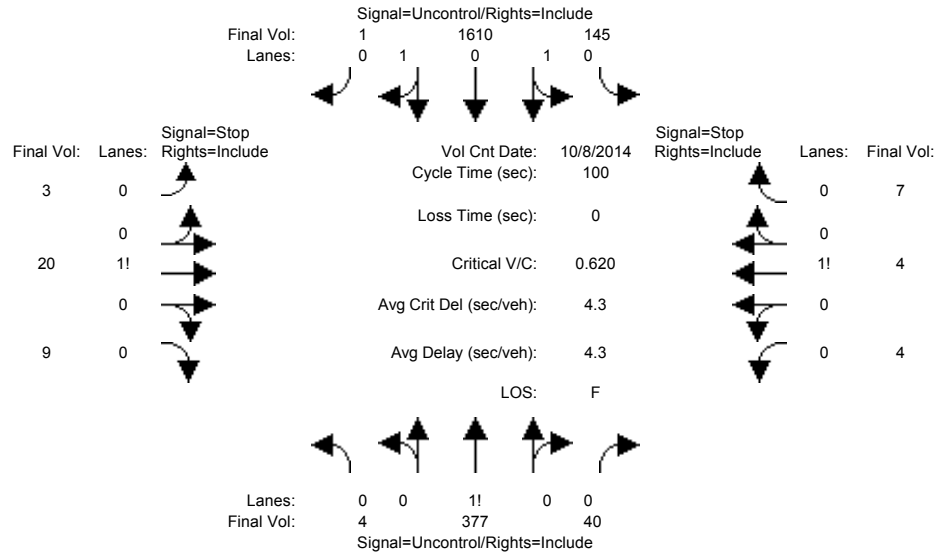


Table with columns: Approach, Movement, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module, and various performance metrics like HevVeh, Grade, Peds/Hour, etc.

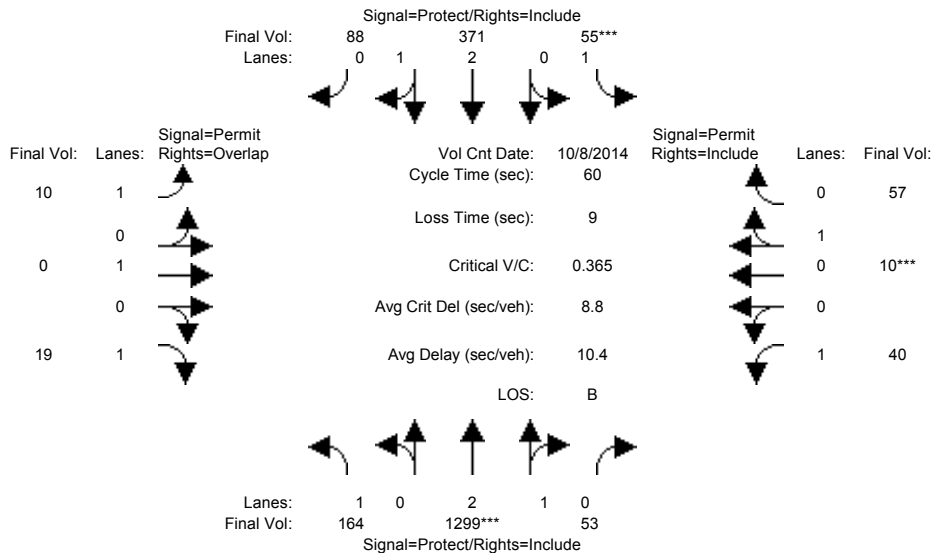
```
ConflictVol:1611 xxxxx xxxxx 417 xxxxx xxxxx 2311 2326 806 1510 2306 397
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 411 xxxxx xxxxx 1153 xxxxx xxxxx 27 38 385 100 39 657
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 411 xxxxx xxxxx 1153 xxxxx xxxxx 27 38 385 100 39 657
```



BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



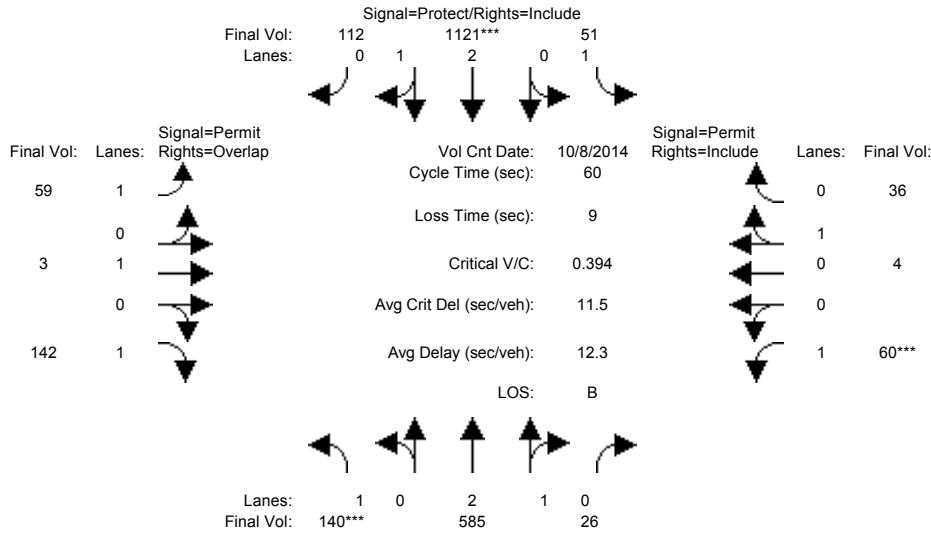
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	164	1299	53	55	371	88	10	0	19	40	10	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1299	53	55	371	88	10	0	19	40	10	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1299	53	55	371	88	10	0	19	40	10	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1299	53	55	371	88	10	0	19	40	10	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1299	53	55	371	88	10	0	19	40	10	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	1299	53	55	371	88	10	0	19	40	10	57
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.40	0.60	1.00	1.00	1.00	1.00	0.15	0.85
Final Sat.:	1750	5380	220	1750	4525	1073	1750	1900	1750	1750	269	1531
-----												
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.03	0.08	0.08	0.01	0.00	0.01	0.02	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	0.0	26.9	10.0	10.0	10.0
Volume/Cap:	0.33	0.43	0.43	0.27	0.20	0.20	0.03	0.00	0.02	0.14	0.22	0.22
Delay/Veh:	17.5	7.5	7.5	24.9	11.7	11.7	21.0	0.0	9.3	21.5	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	7.5	7.5	24.9	11.7	11.7	21.0	0.0	9.3	21.5	22.0	22.0
LOS by Move:	B	A	A	C	B	B	C	A	A	C	C	C
HCM2k95thQ:	6	10	10	2	4	4	0	0	0	2	3	3

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

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



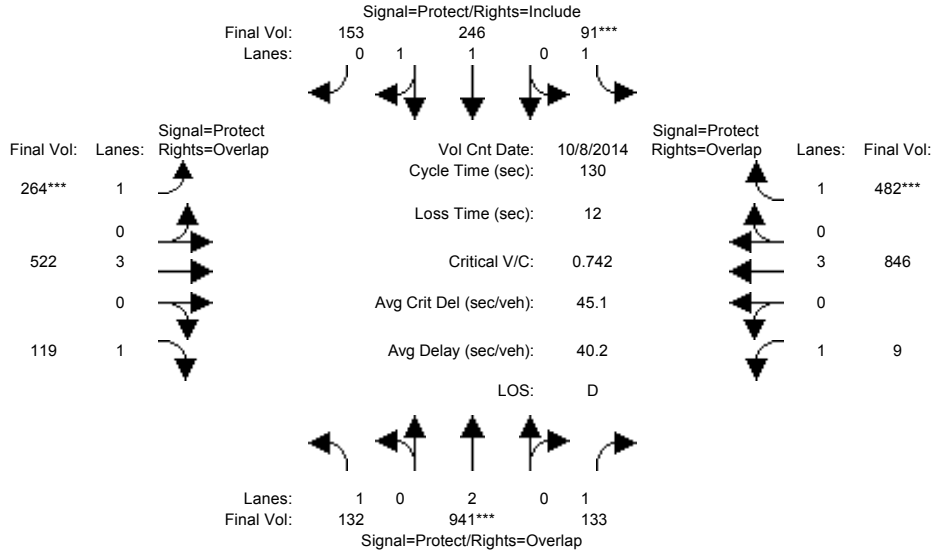
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	140	585	26	51	1121	112	59	3	142	60	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	585	26	51	1121	112	59	3	142	60	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	585	26	51	1121	112	59	3	142	60	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	585	26	51	1121	112	59	3	142	60	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	585	26	51	1121	112	59	3	142	60	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	585	26	51	1121	112	59	3	142	60	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.87	0.13	1.00	2.72	0.28	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5361	238	1750	5091	509	1750	1900	1750	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.03	0.22	0.22	0.03	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****			****					****	****		
Green Time:	10.9	24.1	24.1	16.9	30.1	30.1	10.0	10.0	20.9	10.0	10.0	10.0
Volume/Cap:	0.44	0.27	0.27	0.10	0.44	0.44	0.20	0.01	0.23	0.21	0.13	0.13
Delay/Veh:	22.8	12.1	12.1	16.1	9.7	9.7	21.9	20.9	14.0	21.9	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	12.1	12.1	16.1	9.7	9.7	21.9	20.9	14.0	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	6	5	5	1	9	9	2	0	4	2	2	2

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



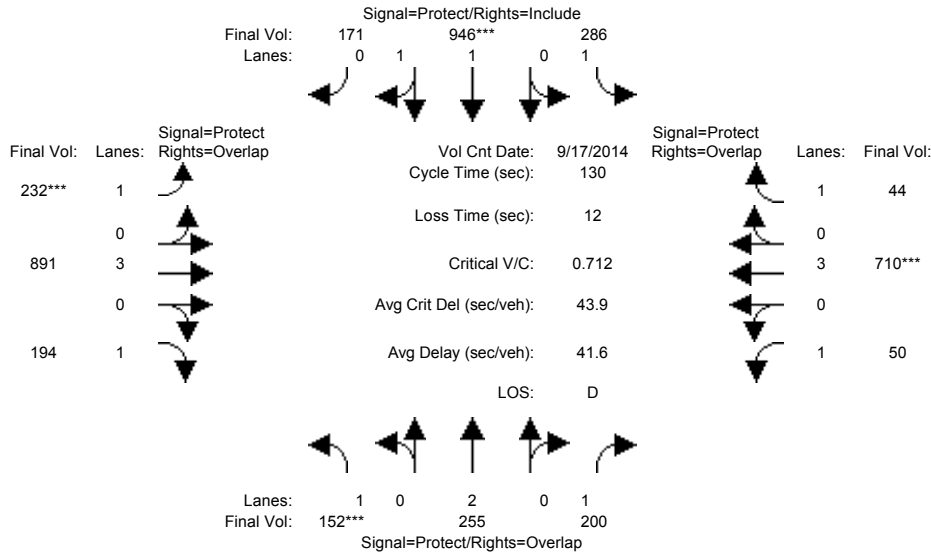
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	132	941	133	91	246	153	264	522	119	9	846	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	941	133	91	246	153	264	522	119	9	846	482
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	941	133	91	246	153	264	522	119	9	846	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	941	133	91	246	153	264	522	119	9	846	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	941	133	91	246	153	264	522	119	9	846	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	941	133	91	246	153	264	522	119	9	846	482
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.21	0.79	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2280	1418	1750	5700	1750	1750	5700	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.08	0.05	0.11	0.11	0.15	0.09	0.07	0.01	0.15	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.6	43.4	67.5	9.1	30.9	30.9	26.4	41.1	62.7	24.1	38.8	47.9
Volume/Cap:	0.45	0.74	0.15	0.74	0.45	0.45	0.74	0.29	0.14	0.03	0.50	0.75
Delay/Veh:	50.0	40.8	16.3	80.7	42.7	42.7	56.8	33.6	18.8	43.4	37.8	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	40.8	16.3	80.7	42.7	42.7	56.8	33.6	18.8	43.4	37.8	40.6
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	D
HCM2k95thQ:	10	29	6	8	13	13	20	10	5	1	17	33

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



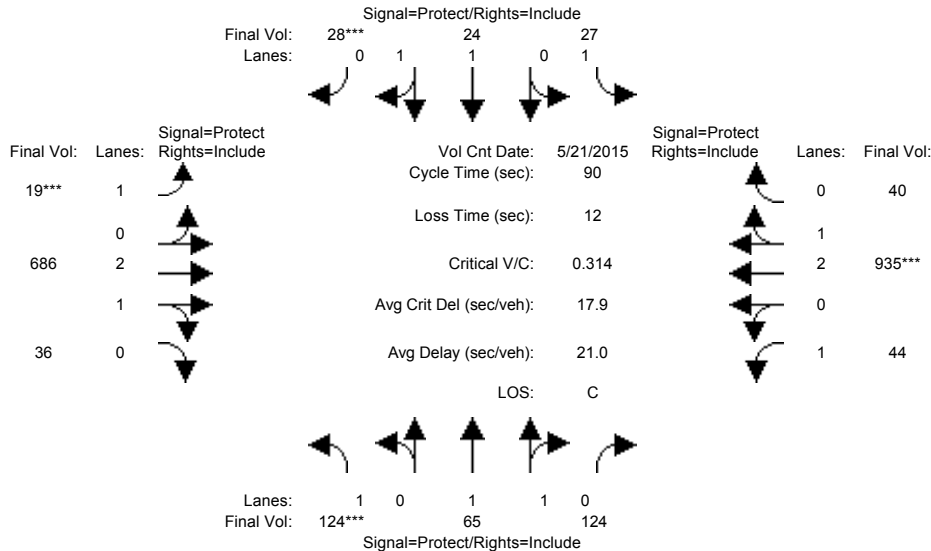
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	152	255	200	286	946	171	232	891	194	50	710	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	255	200	286	946	171	232	891	194	50	710	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	255	200	286	946	171	232	891	194	50	710	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	255	200	286	946	171	232	891	194	50	710	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	255	200	286	946	171	232	891	194	50	710	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	255	200	286	946	171	232	891	194	50	710	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3133	566	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.11	0.16	0.30	0.30	0.13	0.16	0.11	0.03	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	15.9	24.4	36.5	46.6	55.2	55.2	24.2	34.9	50.8	12.0	22.8	69.3
Volume/Cap:	0.71	0.36	0.41	0.46	0.71	0.71	0.71	0.58	0.28	0.31	0.71	0.05
Delay/Veh:	65.6	46.3	38.5	32.5	32.4	32.4	56.8	41.8	27.4	56.2	53.0	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	46.3	38.5	32.5	32.4	32.4	56.8	41.8	27.4	56.2	53.0	14.5
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2k95thQ:	12	8	13	17	32	32	18	18	11	5	19	2

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



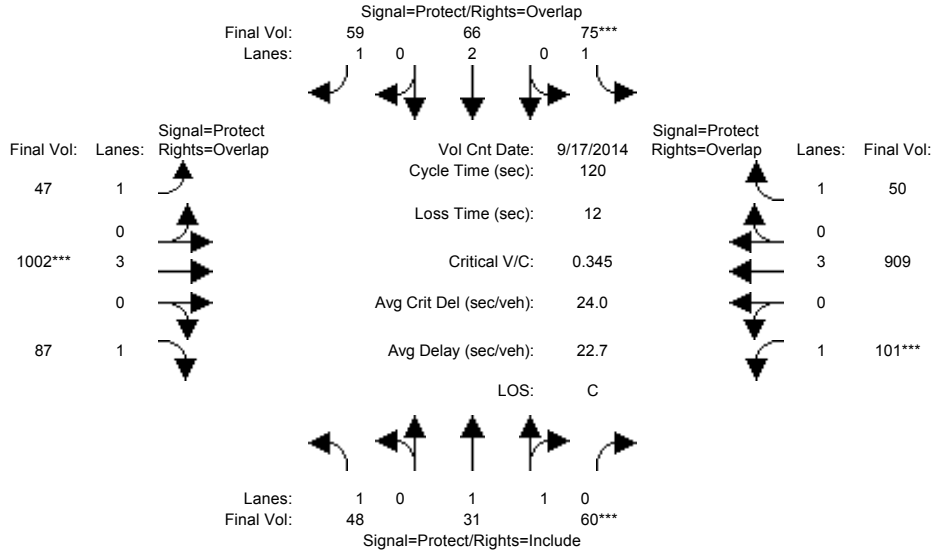
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	124	65	124	27	24	28	19	686	36	44	935	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	65	124	27	24	28	19	686	36	44	935	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	65	124	27	24	28	19	686	36	44	935	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	65	124	27	24	28	19	686	36	44	935	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	65	124	27	24	28	19	686	36	44	935	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	65	124	27	24	28	19	686	36	44	935	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.84	0.16	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5320	279	1750	5370	230
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.07	0.02	0.01	0.02	0.01	0.13	0.13	0.03	0.17	0.17
Crit Moves:	****			****	****					****		
Green Time:	17.6	16.3	16.3	11.4	10.0	10.0	7.0	31.4	31.4	18.9	43.4	43.4
Volume/Cap:	0.36	0.19	0.39	0.12	0.11	0.14	0.14	0.37	0.37	0.12	0.36	0.36
Delay/Veh:	32.0	31.4	33.0	35.1	36.1	36.3	39.2	22.0	22.0	28.9	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	31.4	33.0	35.1	36.1	36.3	39.2	22.0	22.0	28.9	14.7	14.7
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	6	2	1	2	1	10	10	2	11	11

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



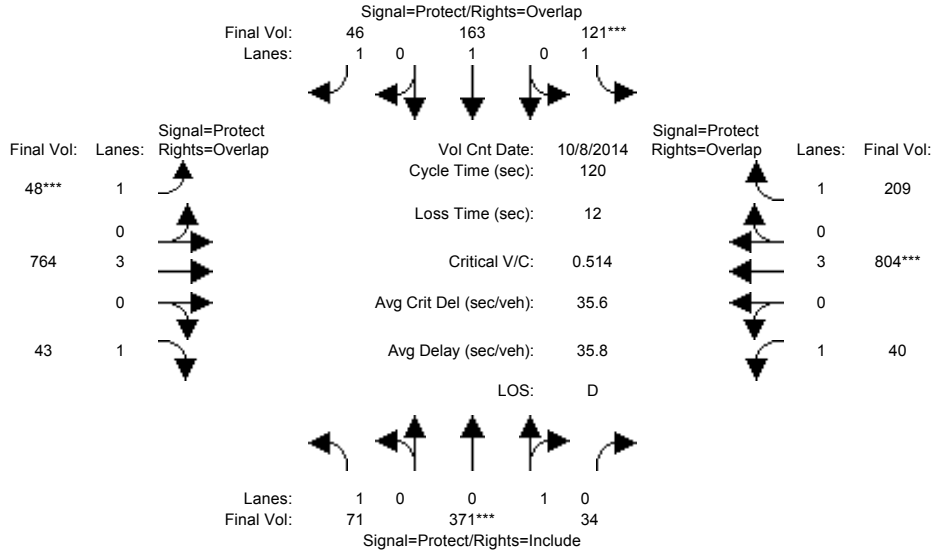
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 4:45-5:45PM												
Base Vol:	48	31	60	75	66	59	47	1002	87	101	909	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	31	60	75	66	59	47	1002	87	101	909	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	31	60	75	66	59	47	1002	87	101	909	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	31	60	75	66	59	47	1002	87	101	909	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	31	60	75	66	59	47	1002	87	101	909	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	31	60	75	66	59	47	1002	87	101	909	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.04	0.02	0.03	0.03	0.18	0.05	0.06	0.16	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.0	11.9	11.9	14.9	15.8	37.5	21.7	61.1	72.2	20.1	59.4	74.3
Volume/Cap:	0.30	0.16	0.35	0.35	0.13	0.11	0.15	0.35	0.08	0.35	0.32	0.05
Delay/Veh:	51.9	49.6	51.2	49.0	46.2	29.4	41.6	17.6	10.1	44.9	18.2	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	49.6	51.2	49.0	46.2	29.4	41.6	17.6	10.1	44.9	18.2	9.0
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	4	2	4	6	2	3	3	13	3	7	12	2

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



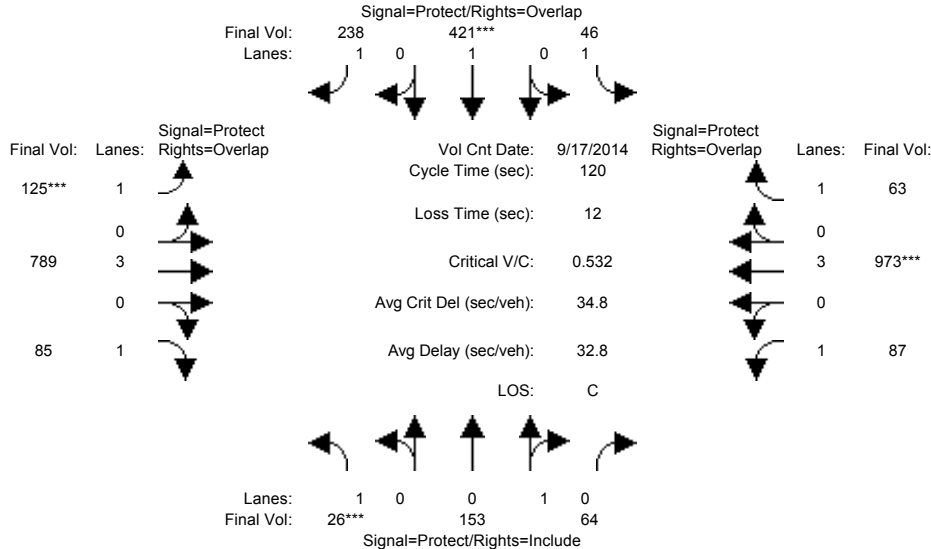
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	71	371	34	121	163	46	48	764	43	40	804	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	371	34	121	163	46	48	764	43	40	804	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	371	34	121	163	46	48	764	43	40	804	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	371	34	121	163	46	48	764	43	40	804	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	371	34	121	163	46	48	764	43	40	804	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	371	34	121	163	46	48	764	43	40	804	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1649	151	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.07	0.09	0.03	0.03	0.13	0.02	0.02	0.14	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.6	52.2	52.2	16.0	40.6	47.6	7.0	27.7	55.3	12.0	32.7	48.8
Volume/Cap:	0.18	0.52	0.52	0.52	0.25	0.07	0.47	0.58	0.05	0.23	0.52	0.29
Delay/Veh:	37.3	25.3	25.3	50.4	28.9	22.4	58.1	41.7	17.9	50.4	37.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	25.3	25.3	50.4	28.9	22.4	58.1	41.7	17.9	50.4	37.2	24.2
LOS by Move:	D	C	C	D	C	C	E	D	B	D	D	C
HCM2k95thQ:	5	21	21	9	8	2	4	15	2	3	15	10

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	26	153	64	46	421	238	125	789	85	87	973	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	153	64	46	421	238	125	789	85	87	973	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	153	64	46	421	238	125	789	85	87	973	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	153	64	46	421	238	125	789	85	87	973	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	153	64	46	421	238	125	789	85	87	973	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	153	64	46	421	238	125	789	85	87	973	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1269	531	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.03	0.22	0.14	0.07	0.14	0.05	0.05	0.17	0.04
Crit Moves:	****			****			****			****		
Green Time:	7.0	37.2	37.2	18.0	48.3	63.8	15.6	37.1	44.1	15.6	37.2	55.2
Volume/Cap:	0.25	0.39	0.39	0.18	0.55	0.26	0.55	0.45	0.13	0.38	0.55	0.08
Delay/Veh:	55.3	32.9	32.9	44.8	28.4	15.4	51.8	33.4	25.3	48.8	34.8	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	32.9	32.9	44.8	28.4	15.4	51.8	33.4	25.3	48.8	34.8	18.2
LOS by Move:	E	C	C	D	C	B	D	C	C	D	C	B
HCM2k95thQ:	3	13	13	3	21	10	9	14	4	6	18	3

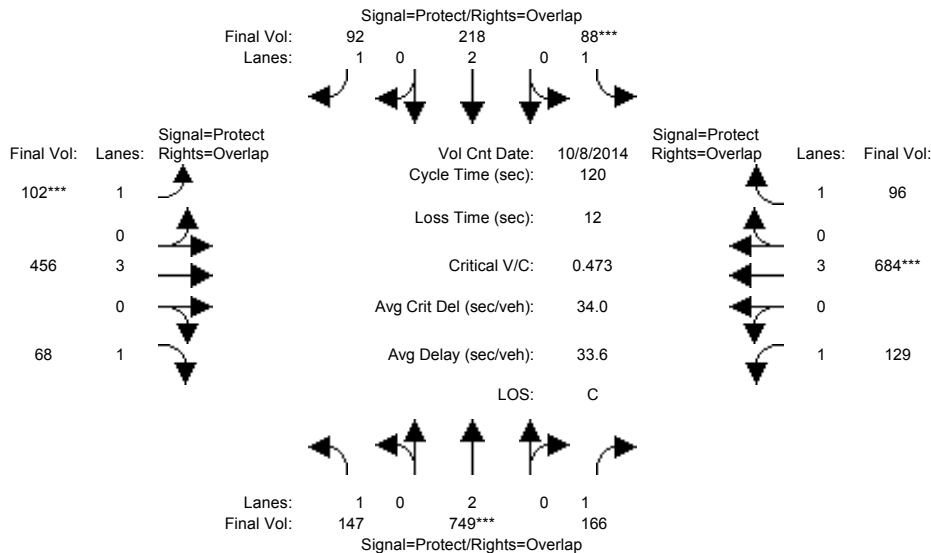
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



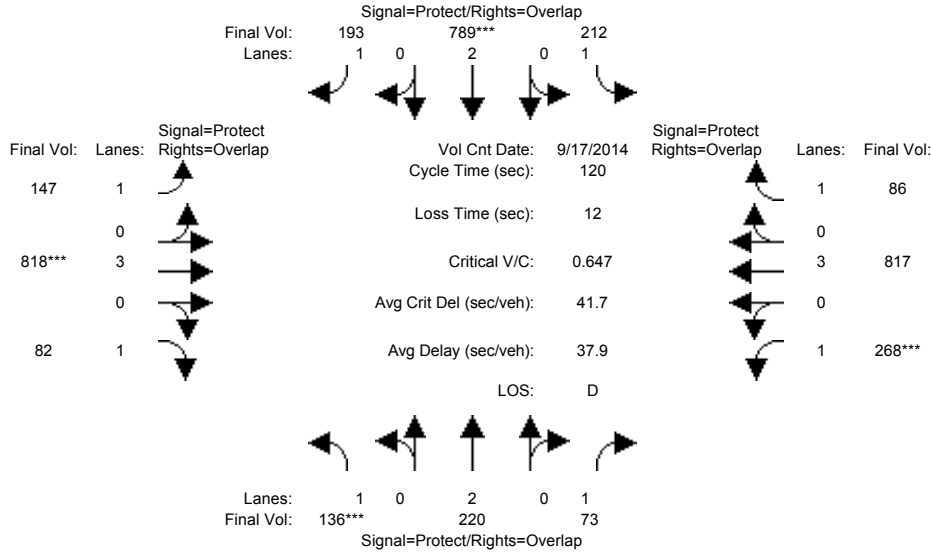
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	147	749	166	88	218	92	102	456	68	129	684	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	749	166	88	218	92	102	456	68	129	684	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	749	166	88	218	92	102	456	68	129	684	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	749	166	88	218	92	102	456	68	129	684	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	749	166	88	218	92	102	456	68	129	684	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	749	166	88	218	92	102	456	68	129	684	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.05	0.06	0.05	0.06	0.08	0.04	0.07	0.12	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.5	50.0	71.2	12.8	31.3	46.0	14.8	24.0	55.5	21.2	30.4	43.2
Volume/Cap:	0.32	0.47	0.16	0.47	0.22	0.14	0.47	0.40	0.08	0.42	0.47	0.15
Delay/Veh:	36.0	25.6	11.0	52.4	34.9	24.1	50.6	42.0	18.1	44.8	38.2	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	25.6	11.0	52.4	34.9	24.1	50.6	42.0	18.1	44.8	38.2	26.1
LOS by Move:	D	C	B	D	C	C	D	D	B	D	D	C
HCM2k95thQ:	9	18	6	7	6	5	7	9	3	9	13	5

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



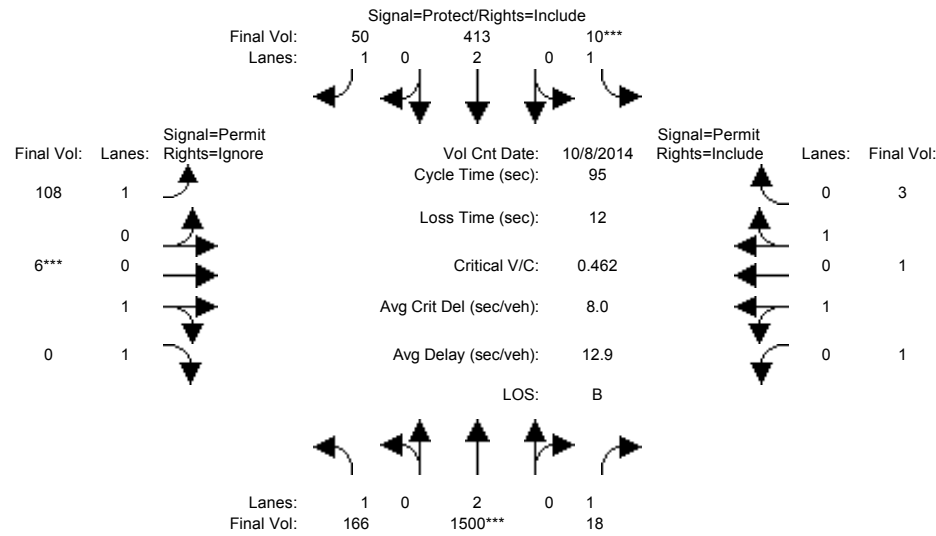
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	136	220	73	212	789	193	147	818	82	268	817	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	220	73	212	789	193	147	818	82	268	817	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	220	73	212	789	193	147	818	82	268	817	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	220	73	212	789	193	147	818	82	268	817	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	220	73	212	789	193	147	818	82	268	817	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	220	73	212	789	193	147	818	82	268	817	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.04	0.12	0.21	0.11	0.08	0.14	0.05	0.15	0.14	0.05
Crit Moves:	****			****			****			****		
Green Time:	14.4	21.6	50.0	31.4	38.5	58.9	20.3	26.6	41.1	28.4	34.7	66.1
Volume/Cap:	0.65	0.32	0.10	0.46	0.65	0.22	0.50	0.65	0.14	0.65	0.50	0.09
Delay/Veh:	57.2	43.1	21.4	38.0	36.1	17.6	46.5	43.6	27.4	44.8	35.6	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	43.1	21.4	38.0	36.1	17.6	46.5	43.6	27.4	44.8	35.6	12.8
LOS by Move:	E	D	C	D	D	B	D	D	C	D	D	B
HCM2k95thQ:	10	7	3	13	22	8	10	17	4	18	15	3

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



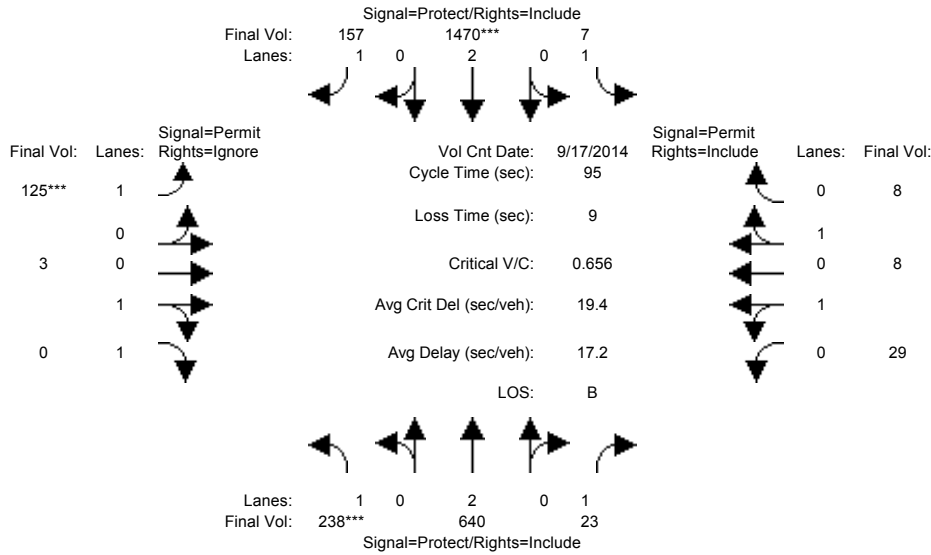
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	166	1500	18	10	413	50	108	6	100	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1500	18	10	413	50	108	6	100	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1500	18	10	413	50	108	6	100	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	166	1500	18	10	413	50	108	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1500	18	10	413	50	108	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	166	1500	18	10	413	50	108	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.01	0.01	0.11	0.03	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.0	66.0	66.0	7.0	39.0	39.0	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.26	0.57	0.01	0.08	0.26	0.07	0.59	0.03	0.00	0.01	0.01	0.02
Delay/Veh:	21.8	7.6	4.5	41.3	18.6	17.0	45.4	38.2	0.0	38.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	7.6	4.5	41.3	18.6	17.0	45.4	38.2	0.0	38.1	38.1	38.1
LOS by Move:	C	A	A	D	B	B	D	D	A	D	D	D
HCM2k95thQ:	7	20	0	1	8	2	8	0	0	0	0	0

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



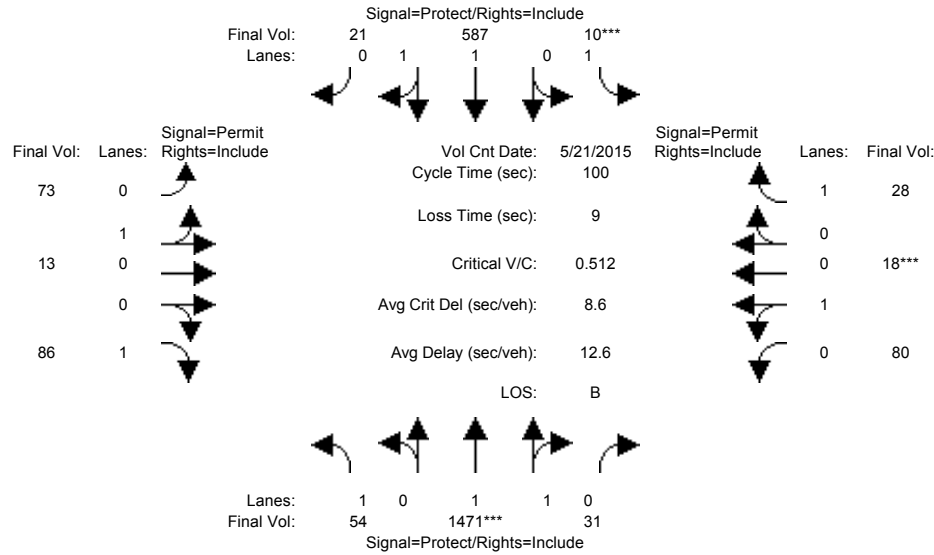
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	238	640	23	7	1470	157	125	3	275	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	640	23	7	1470	157	125	3	275	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	640	23	7	1470	157	125	3	275	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	238	640	23	7	1470	157	125	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	640	23	7	1470	157	125	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	238	640	23	7	1470	157	125	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.01	0.00	0.39	0.09	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	19.7	52.6	52.6	23.0	56.0	56.0	10.3	10.3	0.0	10.3	10.3	10.3
Volume/Cap:	0.66	0.30	0.02	0.02	0.66	0.15	0.66	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	38.9	11.4	9.6	27.4	13.8	8.9	48.7	37.8	0.0	38.6	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	11.4	9.6	27.4	13.8	8.9	48.7	37.8	0.0	38.6	38.1	38.1
LOS by Move:	D	B	A	C	B	A	D	D	A	D	D	D
HCM2k95thQ:	13	9	1	0	26	4	10	0	0	2	1	1

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



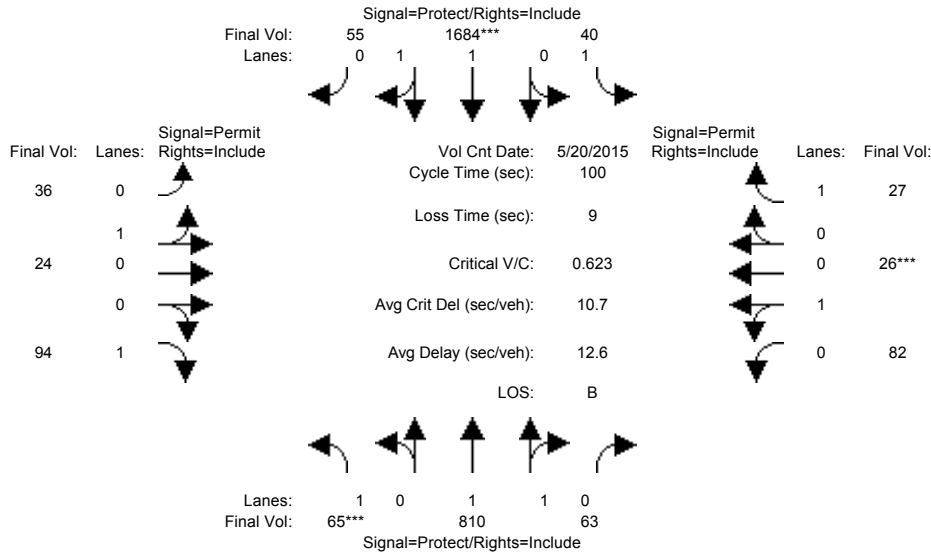
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	54	1471	31	10	587	21	73	13	86	80	18	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1471	31	10	587	21	73	13	86	80	18	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1471	31	10	587	21	73	13	86	80	18	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1471	31	10	587	21	73	13	86	80	18	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1471	31	10	587	21	73	13	86	80	18	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1471	31	10	587	21	73	13	86	80	18	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.93	0.07	0.85	0.15	1.00	0.82	0.18	1.00
Final Sat.:	1750	3624	76	1750	3572	128	1528	272	1750	1469	331	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.01	0.16	0.16	0.05	0.05	0.05	0.05	0.05	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.2	74.0	74.0	7.0	56.8	56.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.13	0.55	0.55	0.08	0.29	0.29	0.48	0.48	0.49	0.54	0.54	0.16
Delay/Veh:	29.8	5.9	5.9	43.8	11.2	11.2	44.5	44.5	44.8	46.3	46.3	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	5.9	5.9	43.8	11.2	11.2	44.5	44.5	44.8	46.3	46.3	41.6
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	3	19	19	1	9	9	5	5	5	8	8	2

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



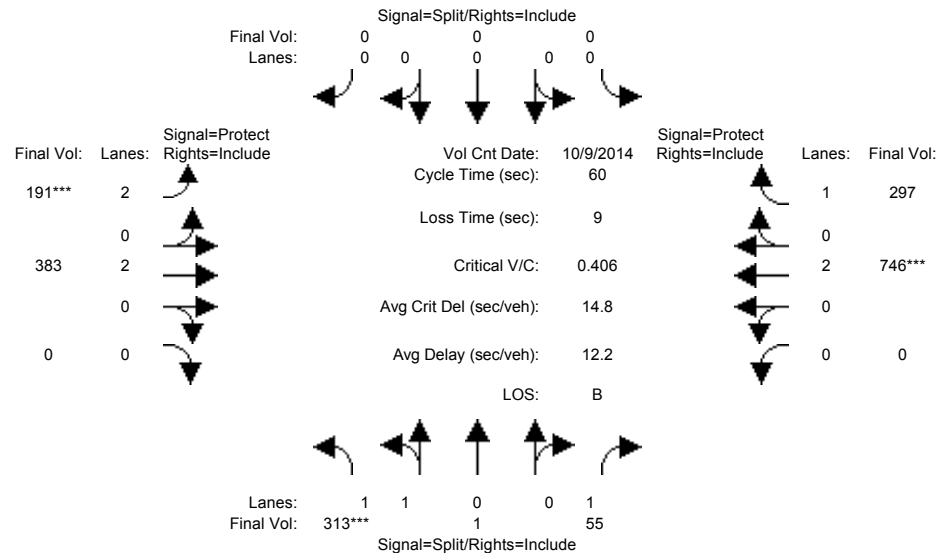
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	65	810	63	40	1684	55	36	24	94	82	26	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	810	63	40	1684	55	36	24	94	82	26	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	810	63	40	1684	55	36	24	94	82	26	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	810	63	40	1684	55	36	24	94	82	26	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	810	63	40	1684	55	36	24	94	82	26	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	810	63	40	1684	55	36	24	94	82	26	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	1.00	1.93	0.07	0.60	0.40	1.00	0.76	0.24	1.00
Final Sat.:	1750	3433	267	1750	3583	117	1080	720	1750	1367	433	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.02	0.47	0.47	0.03	0.03	0.05	0.06	0.06	0.02
Crit Moves:	****			****						****		
Green Time:	7.0	62.5	62.5	18.5	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.53	0.38	0.38	0.12	0.64	0.64	0.33	0.33	0.54	0.60	0.60	0.15
Delay/Veh:	49.3	9.3	9.3	34.1	6.9	6.9	43.0	43.0	46.1	48.6	48.6	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	9.3	9.3	34.1	6.9	6.9	43.0	43.0	46.1	48.6	48.6	41.5
LOS by Move:	D	A	A	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	13	13	2	24	24	4	4	6	9	9	2

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



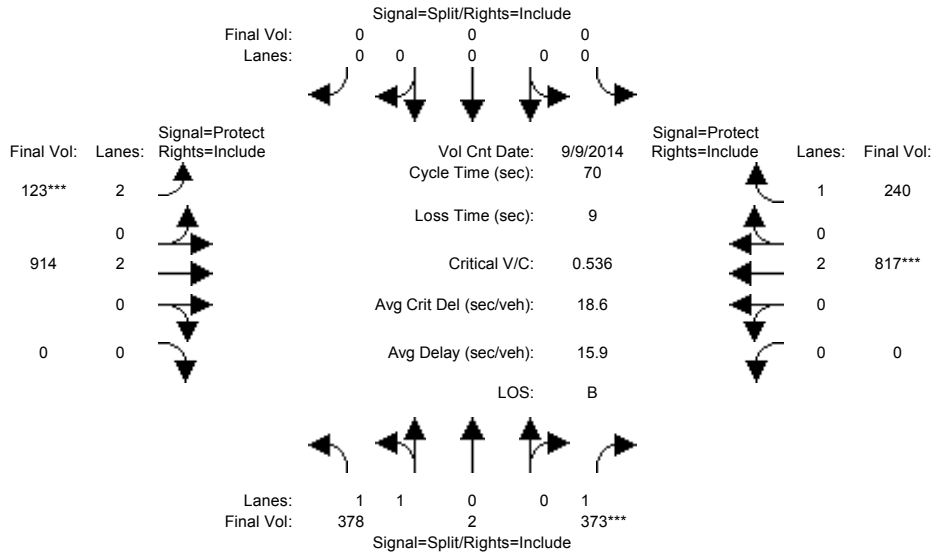
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	313	1	55	0	0	0	191	383	0	0	746	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	1	55	0	0	0	191	383	0	0	746	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	1	55	0	0	0	191	383	0	0	746	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	313	1	55	0	0	0	191	383	0	0	746	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1	55	0	0	0	191	383	0	0	746	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	1	55	0	0	0	191	383	0	0	746	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3539	11	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.00	0.00	0.00	0.06	0.10	0.00	0.00	0.20	0.17
Crit Moves:	****						****			****		
Green Time:	13.1	13.1	13.1	0.0	0.0	0.0	9.0	37.9	0.0	0.0	29.0	29.0
Volume/Cap:	0.41	0.41	0.14	0.00	0.00	0.00	0.41	0.16	0.00	0.00	0.41	0.35
Delay/Veh:	20.5	20.5	19.1	0.0	0.0	0.0	23.7	4.5	0.0	0.0	10.1	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	19.1	0.0	0.0	0.0	23.7	4.5	0.0	0.0	10.1	9.9
LOS by Move:	C	C	B	A	A	A	C	A	A	A	B	A
HCM2k95thQ:	6	6	2	0	0	0	4	3	0	0	9	7

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	378	2	373	0	0	0	123	914	0	0	817	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	2	373	0	0	0	123	914	0	0	817	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	2	373	0	0	0	123	914	0	0	817	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	2	373	0	0	0	123	914	0	0	817	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	2	373	0	0	0	123	914	0	0	817	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	2	373	0	0	0	123	914	0	0	817	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3531	19	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.21	0.00	0.00	0.00	0.04	0.24	0.00	0.00	0.22	0.14
Crit Moves:	****			****			****			****		
Green Time:	26.9	26.9	26.9	0.0	0.0	0.0	7.0	34.1	0.0	0.0	27.1	27.1
Volume/Cap:	0.28	0.28	0.55	0.00	0.00	0.00	0.39	0.49	0.00	0.00	0.55	0.35
Delay/Veh:	15.0	15.0	17.9	0.0	0.0	0.0	30.3	12.3	0.0	0.0	17.2	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	17.9	0.0	0.0	0.0	30.3	12.3	0.0	0.0	17.2	15.5
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	6	6	14	0	0	0	3	12	0	0	13	8

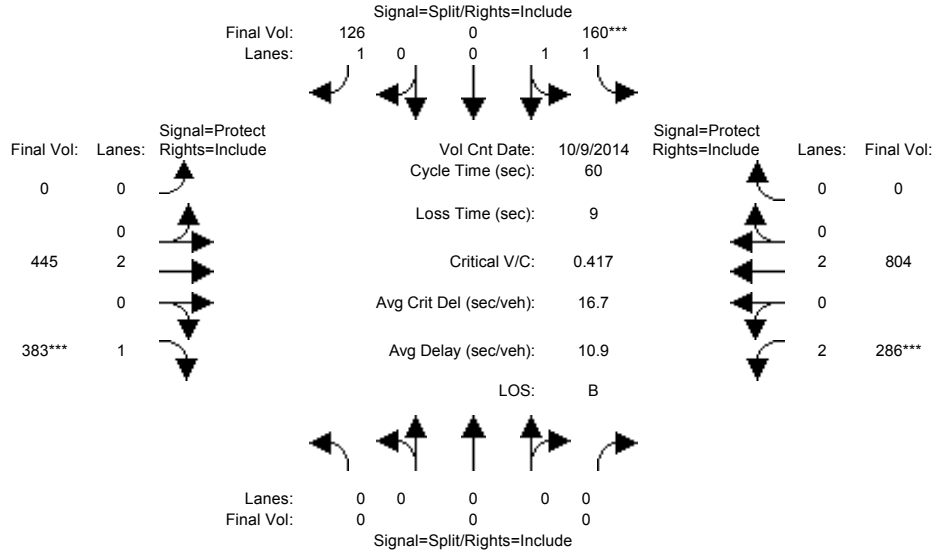
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



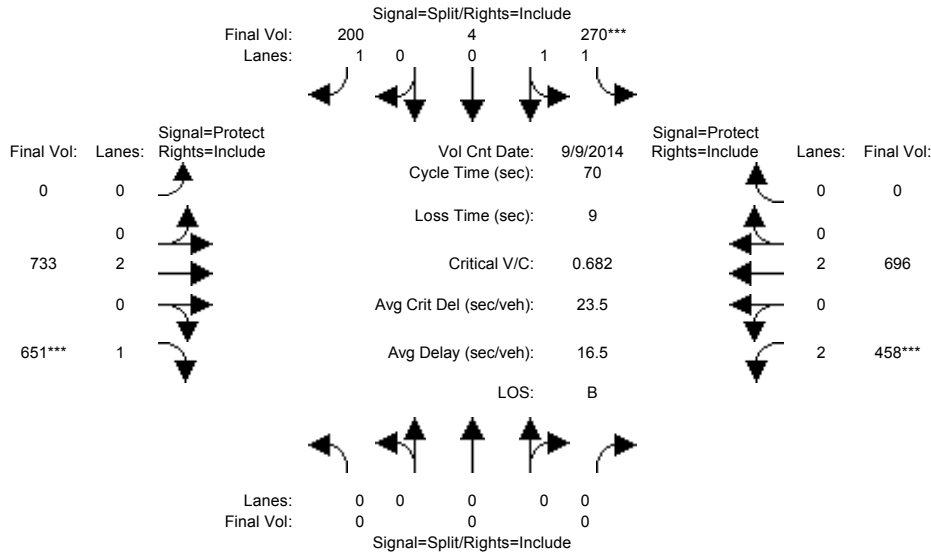
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	160	0	126	0	445	383	286	804	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	126	0	445	383	286	804	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	126	0	445	383	286	804	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	126	0	445	383	286	804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	126	0	445	383	286	804	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	126	0	445	383	286	804	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3550	0	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.00	0.12	0.22	0.09	0.21	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	10.4	0.0	10.4	0.0	28.7	28.7	11.9	40.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.42	0.00	0.24	0.46	0.46	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	21.7	0.0	23.1	0.0	9.3	10.8	21.7	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.7	0.0	23.1	0.0	9.3	10.8	21.7	4.0	0.0
LOS by Move:	A	A	A	C	A	C	A	A	B	C	A	A
HCM2k95thQ:	0	0	0	3	0	6	0	5	10	6	6	0

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



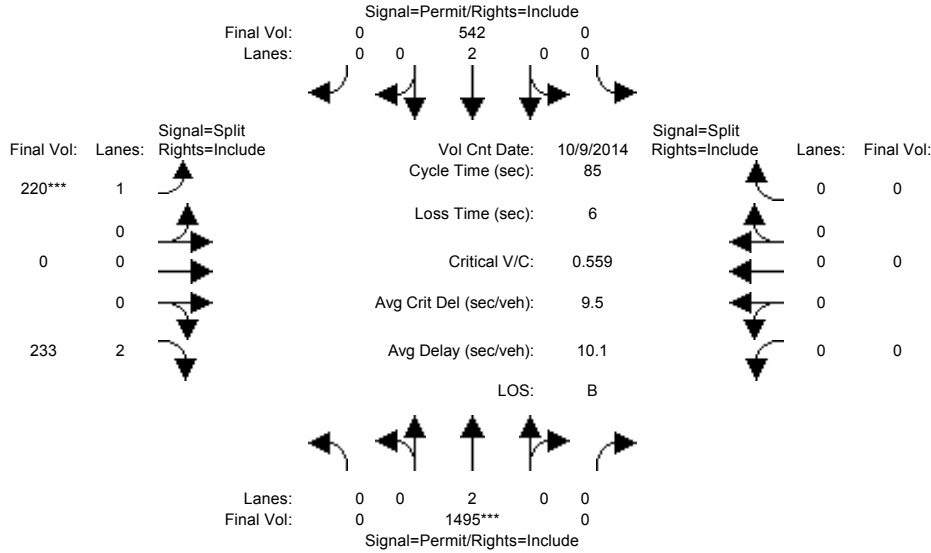
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	0	0	0	270	4	200	0	733	651	458	696	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	4	200	0	733	651	458	696	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	270	4	200	0	733	651	458	696	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	270	4	200	0	733	651	458	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	4	200	0	733	651	458	696	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	270	4	200	0	733	651	458	696	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3498	52	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.11	0.00	0.19	0.37	0.15	0.18	0.00
Crit Moves:				****			****		****	****		
Green Time:	0.0	0.0	0.0	11.7	11.7	11.7	0.0	35.4	35.4	13.8	49.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.68	0.00	0.38	0.74	0.74	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	26.9	26.9	33.8	0.0	10.7	16.8	30.9	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.9	26.9	33.8	0.0	10.7	16.8	30.9	3.8	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	7	7	11	0	9	22	11	5	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



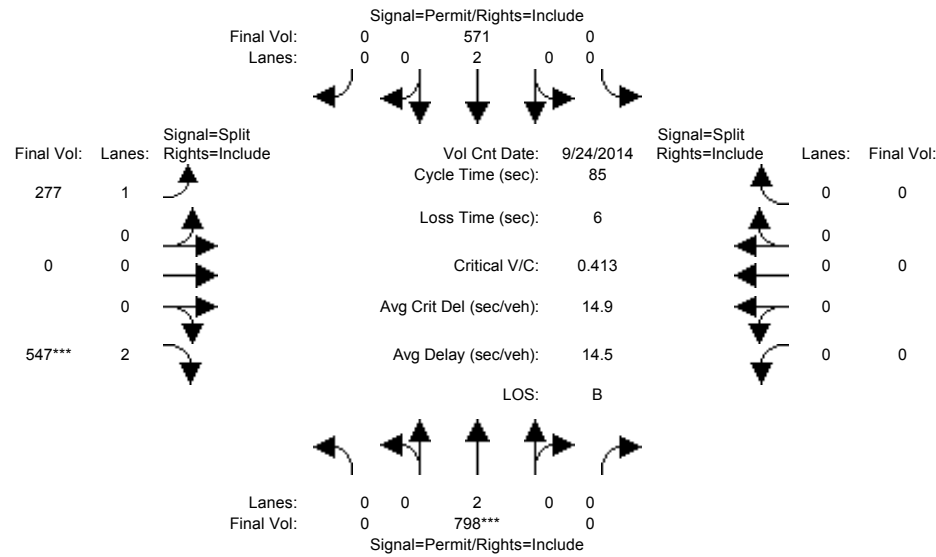
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	1495	0	0	542	0	220	0	233	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1495	0	0	542	0	220	0	233	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1495	0	0	542	0	220	0	233	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1495	0	0	542	0	220	0	233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1495	0	0	542	0	220	0	233	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1495	0	0	542	0	220	0	233	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.14	0.00	0.13	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	59.9	0.0	0.0	59.9	0.0	19.1	0.0	19.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.20	0.00	0.56	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	6.4	0.0	0.0	4.4	0.0	31.0	0.0	27.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	0.0	0.0	4.4	0.0	31.0	0.0	27.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	18	0	0	5	0	12	0	7	0	0	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



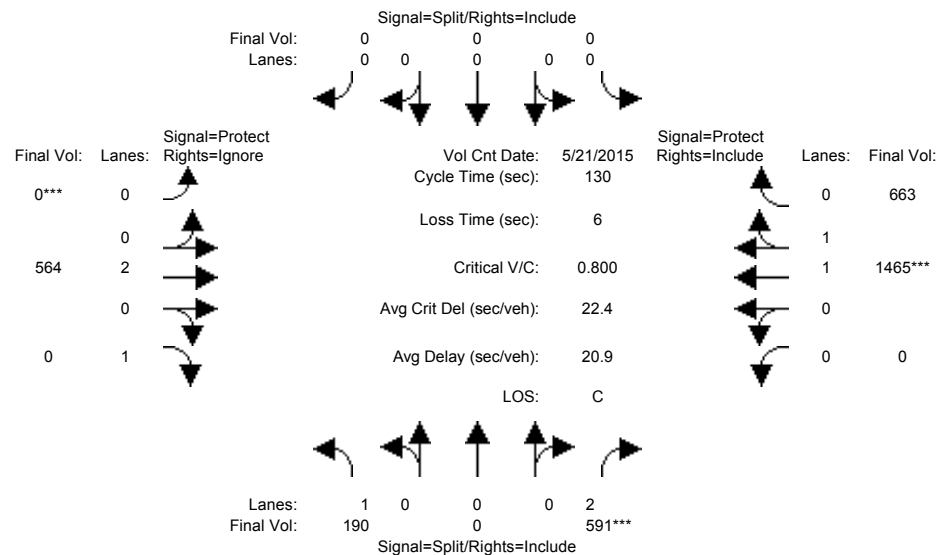
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	798	0	0	571	0	277	0	547	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	798	0	0	571	0	277	0	547	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	798	0	0	571	0	277	0	547	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	798	0	0	571	0	277	0	547	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	798	0	0	571	0	277	0	547	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	798	0	0	571	0	277	0	547	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.15	0.00	0.16	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	43.2	0.0	0.0	43.2	0.0	35.8	0.0	35.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.30	0.00	0.38	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	0.0	0.0	12.2	0.0	17.3	0.0	17.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	0.0	0.0	12.2	0.0	17.3	0.0	17.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	12	0	0	9	0	11	0	12	0	0	0

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



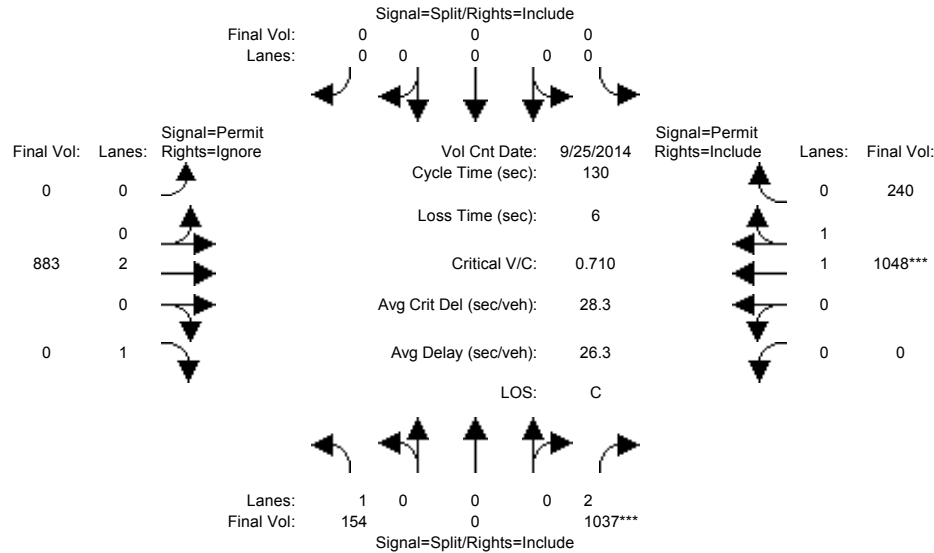
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	190	0	591	0	0	0	0	564	335	0	1465	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	591	0	0	0	0	564	335	0	1465	663
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	591	0	0	0	0	564	335	0	1465	663
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	0	591	0	0	0	0	564	0	0	1465	663
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	591	0	0	0	0	564	0	0	1465	663
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	190	0	591	0	0	0	0	564	0	0	1465	663
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.36	0.64
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	2546	1152
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.58	0.58
Crit Moves:	****			****			****			****		
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	93.5	0.0	0.0	93.5	93.5
Volume/Cap:	0.46	0.00	0.80	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.80	0.80
Delay/Veh:	43.5	0.0	53.1	0.0	0.0	0.0	0.0	6.1	0.0	0.0	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	53.1	0.0	0.0	0.0	0.0	6.1	0.0	0.0	13.9	13.9
LOS by Move:	D	A	D	A	A	A	A	A	A	A	B	B
HCM2k95thQ:	14	0	27	0	0	0	0	7	0	0	48	48

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



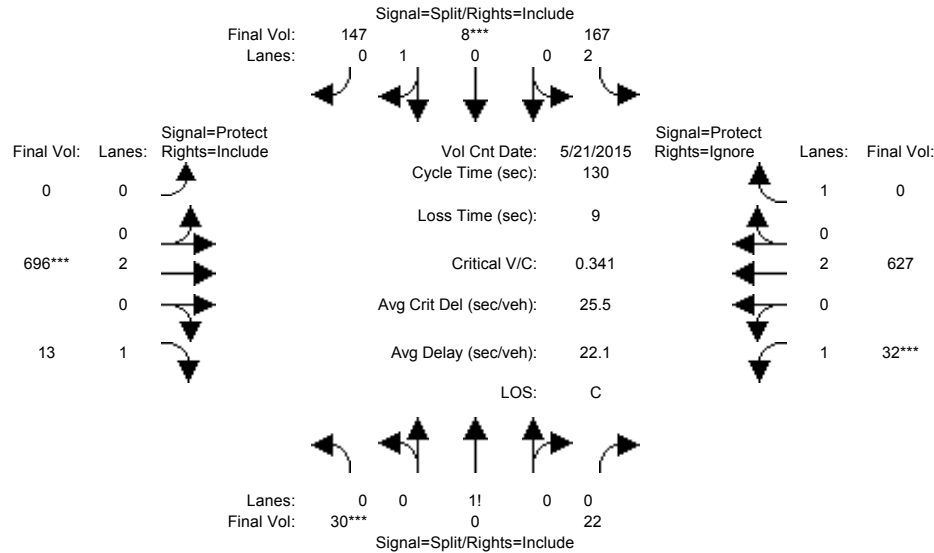
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM												
Base Vol:	154	0	1037	0	0	0	0	883	0	0	1048	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	0	1037	0	0	0	0	883	0	0	1048	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	0	1037	0	0	0	0	883	0	0	1048	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	154	0	1037	0	0	0	0	883	0	0	1048	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	1037	0	0	0	0	883	0	0	1048	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	154	0	1037	0	0	0	0	883	0	0	1048	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.62	0.38
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3010	689
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.35	0.35
Crit Moves:	****											
Green Time:	60.3	0.0	60.3	0.0	0.0	0.0	0.0	63.7	0.0	0.0	63.7	63.7
Volume/Cap:	0.19	0.00	0.71	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.71	0.71
Delay/Veh:	20.6	0.0	29.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	0.0	29.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	27.2	27.2
LOS by Move:	C	A	C	A	A	A	A	C	A	A	C	C
HCM2k95thQ:	8	0	34	0	0	0	0	21	0	0	35	35

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



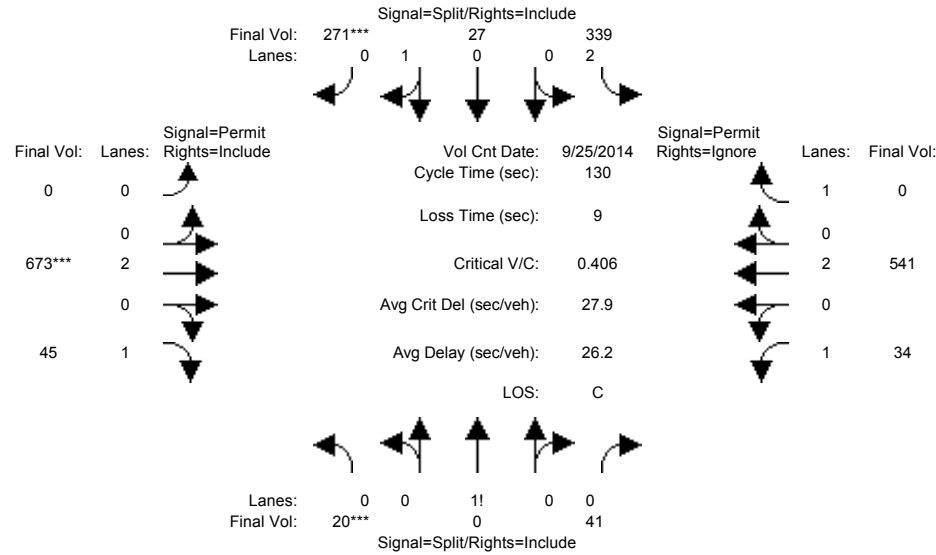
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	30	0	22	167	8	147	0	696	13	32	627	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	22	167	8	147	0	696	13	32	627	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	22	167	8	147	0	696	13	32	627	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	0	22	167	8	147	0	696	13	32	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	22	167	8	147	0	696	13	32	627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	0	22	167	8	147	0	696	13	32	627	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.00	0.42	2.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1010	0	740	3150	93	1707	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.05	0.09	0.09	0.00	0.18	0.01	0.02	0.17	0.00
Crit Moves:	****			****			****			****		
Green Time:	11.0	0.0	11.0	32.0	32.0	32.0	0.0	68.0	68.0	10.0	78.0	0.0
Volume/Cap:	0.35	0.00	0.35	0.22	0.35	0.35	0.00	0.35	0.01	0.24	0.28	0.00
Delay/Veh:	57.5	0.0	57.5	39.2	40.9	40.9	0.0	18.2	14.9	57.3	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	0.0	57.5	39.2	40.9	40.9	0.0	18.2	14.9	57.3	12.5	0.0
LOS by Move:	E	A	E	D	D	D	A	B	B	E	B	A
HCM2k95thQ:	5	0	5	6	11	11	0	15	1	3	11	0

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:15-5:15PM												
Base Vol:	20	0	41	339	27	271	0	673	45	34	541	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	41	339	27	271	0	673	45	34	541	592
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	41	339	27	271	0	673	45	34	541	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	0	41	339	27	271	0	673	45	34	541	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	41	339	27	271	0	673	45	34	541	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	20	0	41	339	27	271	0	673	45	34	541	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.33	0.00	0.67	2.00	0.09	0.91	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	574	0	1176	3150	163	1637	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.11	0.17	0.17	0.00	0.18	0.03	0.02	0.14	0.00
Crit Moves:	****			****			****					
Green Time:	11.2	0.0	11.2	53.1	53.1	53.1	0.0	56.8	56.8	56.8	56.8	0.0
Volume/Cap:	0.41	0.00	0.41	0.26	0.41	0.41	0.00	0.41	0.06	0.04	0.33	0.00
Delay/Veh:	58.1	0.0	58.1	25.6	27.7	27.7	0.0	25.2	21.2	21.1	24.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.0	58.1	25.6	27.7	27.7	0.0	25.2	21.2	21.1	24.2	0.0
LOS by Move:	E	A	E	C	C	C	A	C	C	C	C	A
HCM2k95thQ:	6	0	6	10	16	16	0	16	2	2	13	0

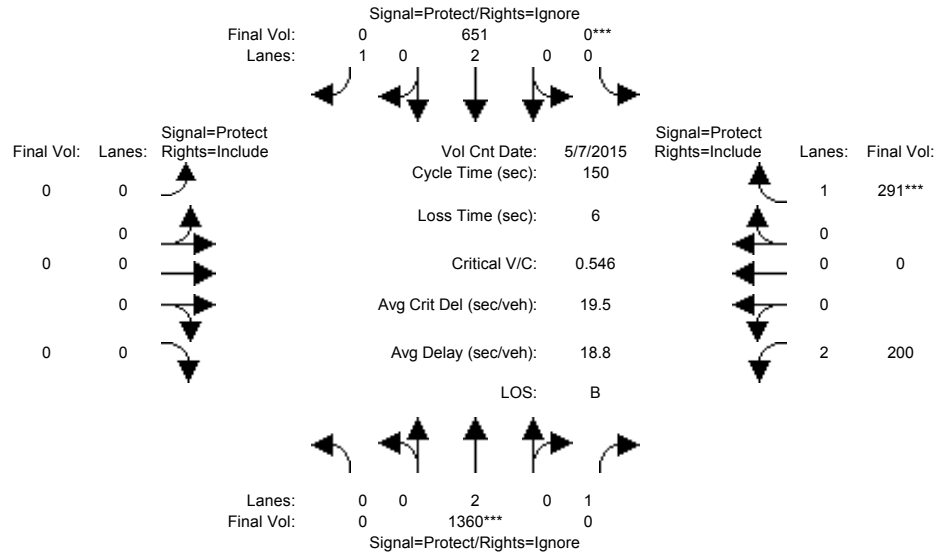
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



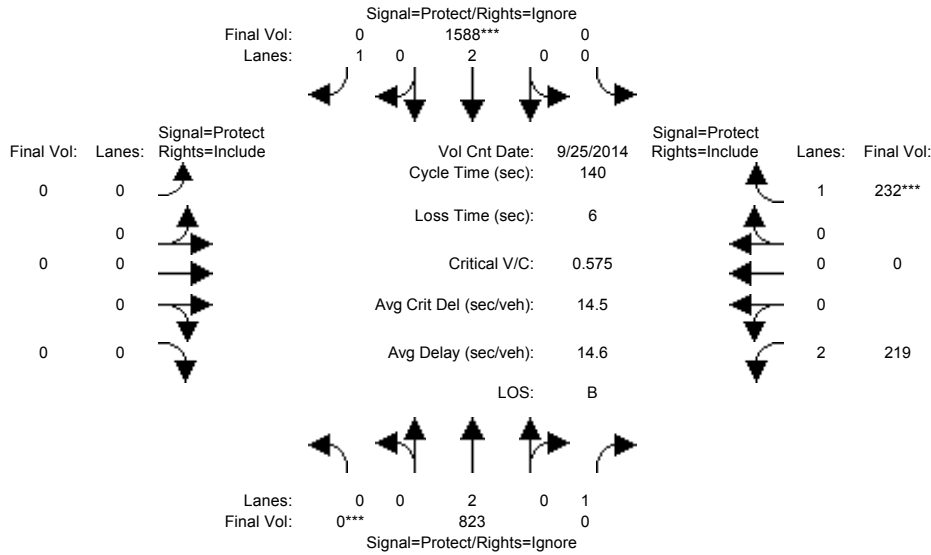
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:35-8:35AM												
Base Vol:	0	1360	308	0	651	176	0	0	0	200	0	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1360	308	0	651	176	0	0	0	200	0	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1360	308	0	651	176	0	0	0	200	0	291
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1360	0	0	651	0	0	0	0	200	0	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1360	0	0	651	0	0	0	0	200	0	291
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1360	0	0	651	0	0	0	0	200	0	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.06	0.00	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	98.3	0.0	0.0	98.3	0.0	0.0	0.0	0.0	45.7	0.0	45.7
Volume/Cap:	0.00	0.55	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.21	0.00	0.55
Delay/Veh:	0.0	14.1	0.0	0.0	10.8	0.0	0.0	0.0	0.0	38.8	0.0	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	0.0	0.0	10.8	0.0	0.0	0.0	0.0	38.8	0.0	44.7
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	29	0	0	12	0	0	0	0	8	0	22

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



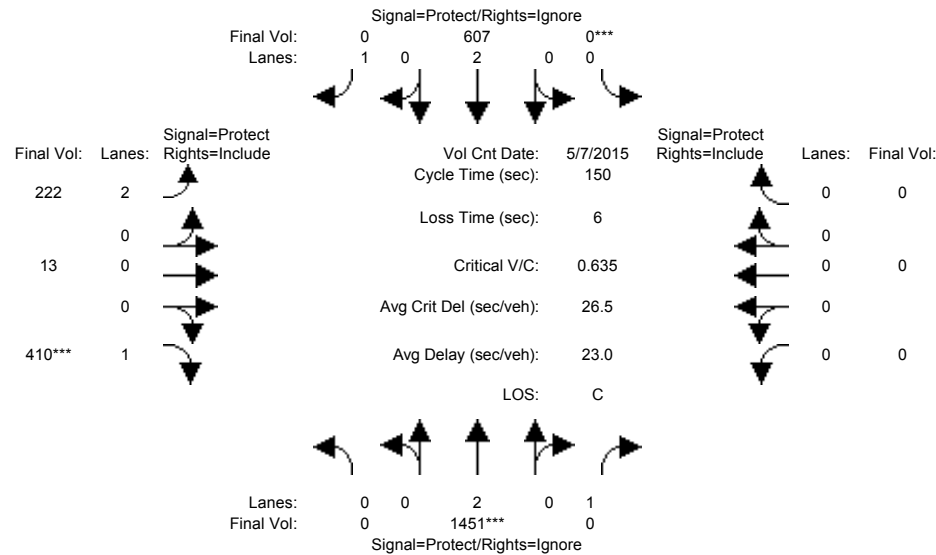
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:00PM												
Base Vol:	0	823	389	0	1588	322	0	0	0	219	0	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	823	389	0	1588	322	0	0	0	219	0	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	823	389	0	1588	322	0	0	0	219	0	232
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	823	0	0	1588	0	0	0	0	219	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	823	0	0	1588	0	0	0	0	219	0	232
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	823	0	0	1588	0	0	0	0	219	0	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:	****			****			****			****		
Green Time:	0.0	102	0.0	0.0	102	0.0	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.00	0.30	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.30	0.00	0.58
Delay/Veh:	0.0	6.7	0.0	0.0	9.3	0.0	0.0	0.0	0.0	44.8	0.0	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	9.3	0.0	0.0	0.0	0.0	44.8	0.0	49.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	12	0	0	27	0	0	0	0	9	0	18

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



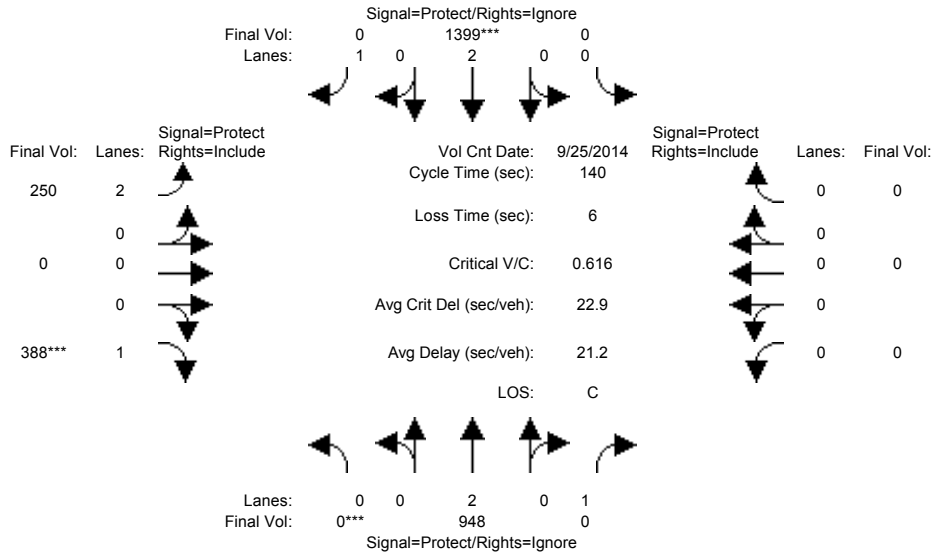
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:50-8:50AM												
Base Vol:	0	1451	469	0	607	250	222	13	410	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1451	469	0	607	250	222	13	410	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1451	469	0	607	250	222	13	410	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1451	0	0	607	0	222	13	410	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1451	0	0	607	0	222	13	410	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1451	0	0	607	0	222	13	410	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3314	194	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.16	0.00	0.07	0.07	0.23	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	90.2	0.0	0.0	90.2	0.0	53.8	53.8	53.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.00	0.00	0.27	0.00	0.19	0.19	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	19.9	0.0	0.0	14.3	0.0	33.1	33.1	41.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	0.0	0.0	14.3	0.0	33.1	33.1	41.3	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	C	D	A	A	A
HCM2k95thQ:	0	35	0	0	12	0	8	8	29	0	0	0

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



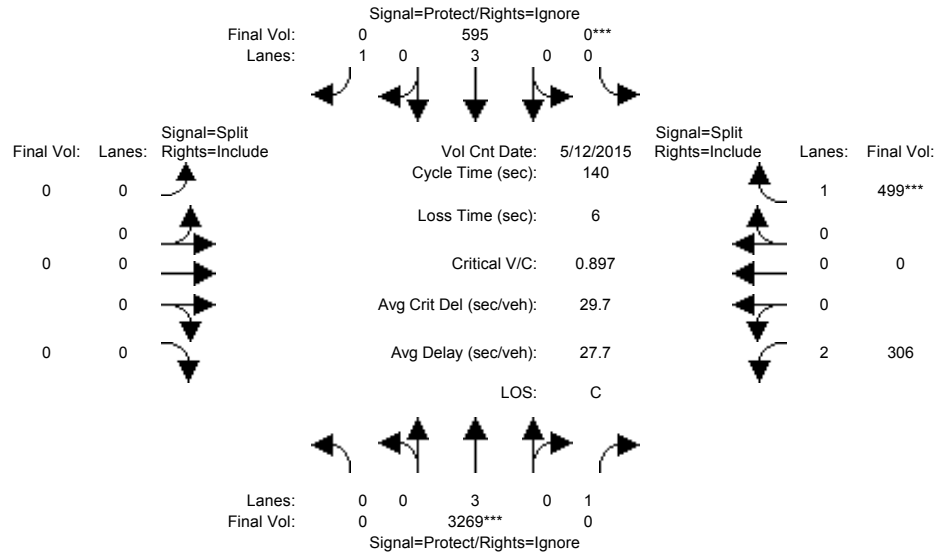
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM												
Base Vol:	0	948	224	0	1399	424	250	0	388	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	948	224	0	1399	424	250	0	388	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	948	224	0	1399	424	250	0	388	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	948	0	0	1399	0	250	0	388	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	948	0	0	1399	0	250	0	388	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	948	0	0	1399	0	250	0	388	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.37	0.00	0.08	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	83.6	0.0	0.0	83.6	0.0	50.4	0.0	50.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.62	0.00	0.22	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	0.0	0.0	18.5	0.0	31.3	0.0	38.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	0.0	0.0	18.5	0.0	31.3	0.0	38.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	D	A	A	A
HCM2k95thQ:	0	19	0	0	32	0	9	0	26	0	0	0

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



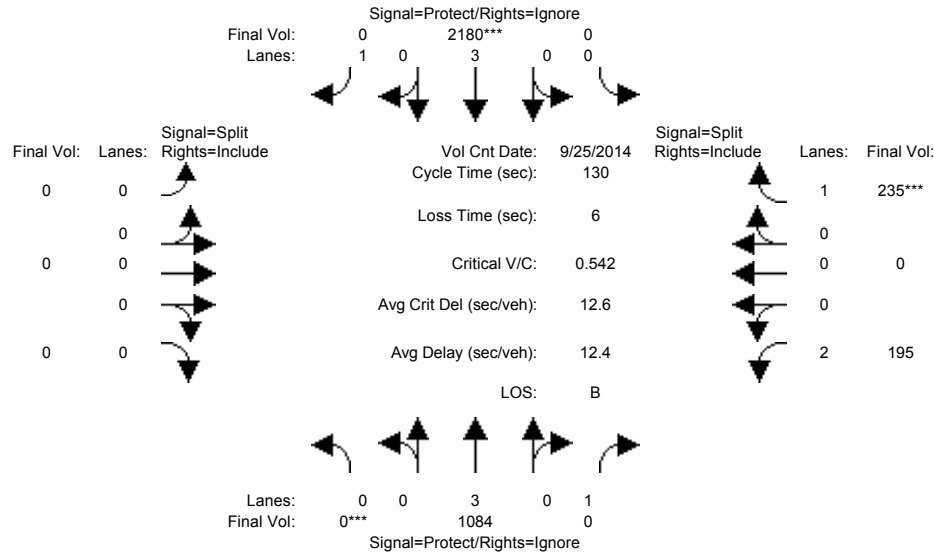
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	3269	178	0	595	183	0	0	0	306	0	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3269	178	0	595	183	0	0	0	306	0	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3269	178	0	595	183	0	0	0	306	0	499
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3269	0	0	595	0	0	0	0	306	0	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3269	0	0	595	0	0	0	0	306	0	499
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3269	0	0	595	0	0	0	0	306	0	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	89.5	0.0	0.0	89.5	0.0	0.0	0.0	0.0	44.5	0.0	44.5
Volume/Cap:	0.00	0.90	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.31	0.00	0.90
Delay/Veh:	0.0	24.7	0.0	0.0	10.2	0.0	0.0	0.0	0.0	36.3	0.0	62.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	0.0	0.0	10.2	0.0	0.0	0.0	0.0	36.3	0.0	62.8
LOS by Move:	A	C	A	A	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	66	0	0	7	0	0	0	0	11	0	42

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



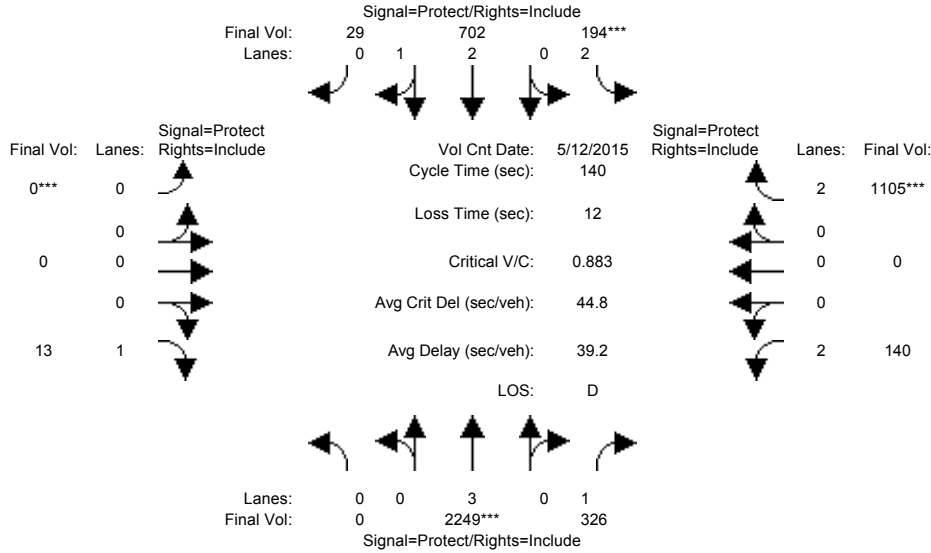
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:30 PM to 5:30 PM												
Base Vol:	0	1084	291	0	2180	709	0	0	0	195	0	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1084	291	0	2180	709	0	0	0	195	0	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1084	291	0	2180	709	0	0	0	195	0	235
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1084	0	0	2180	0	0	0	0	195	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1084	0	0	2180	0	0	0	0	195	0	235
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1084	0	0	2180	0	0	0	0	195	0	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****			****								****
Green Time:	0.0	91.8	0.0	0.0	91.8	0.0	0.0	0.0	0.0	32.2	0.0	32.2
Volume/Cap:	0.00	0.27	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.25	0.00	0.54
Delay/Veh:	0.0	7.0	0.0	0.0	9.3	0.0	0.0	0.0	0.0	39.4	0.0	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	0.0	0.0	9.3	0.0	0.0	0.0	0.0	39.4	0.0	43.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	10	0	0	24	0	0	0	0	7	0	17

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



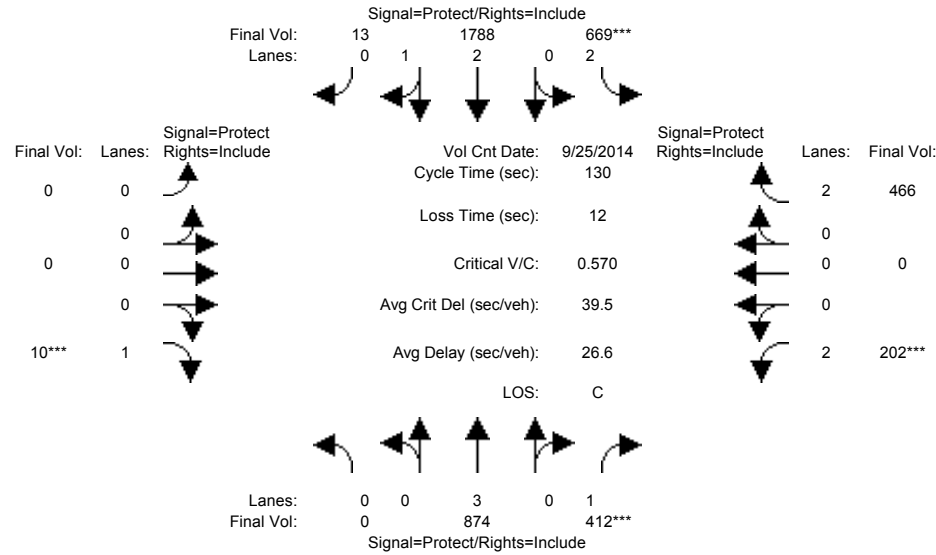
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2249	326	194	702	29	0	0	13	140	0	1105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2249	326	194	702	29	0	0	13	140	0	1105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2249	326	194	702	29	0	0	13	140	0	1105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2249	326	194	702	29	0	0	13	140	0	1105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2249	326	194	702	29	0	0	13	140	0	1105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2249	326	194	702	29	0	0	13	140	0	1105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.88	0.12	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5378	222	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.19	0.06	0.13	0.13	0.00	0.00	0.01	0.04	0.00	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.6	62.6	9.8	72.4	72.4	0.0	0.0	5.2	50.4	0.0	55.6
Volume/Cap:	0.00	0.88	0.42	0.88	0.25	0.25	0.00	0.00	0.20	0.12	0.00	0.88
Delay/Veh:	0.0	39.4	26.7	95.9	18.8	18.8	0.0	0.0	66.8	30.1	0.0	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.4	26.7	95.9	18.8	18.8	0.0	0.0	66.8	30.1	0.0	46.8
LOS by Move:	A	D	C	F	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	47	18	14	11	11	0	0	2	5	0	47

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	874	412	669	1788	13	0	0	10	202	0	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	874	412	669	1788	13	0	0	10	202	0	466
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	874	412	669	1788	13	0	0	10	202	0	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	874	412	669	1788	13	0	0	10	202	0	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	874	412	669	1788	13	0	0	10	202	0	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	874	412	669	1788	13	0	0	10	202	0	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.98	0.02	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5560	40	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.24	0.21	0.32	0.32	0.00	0.00	0.01	0.06	0.00	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	49.7	49.7	44.8	94.5	94.5	0.0	0.0	10.0	13.5	0.0	23.5
Volume/Cap:	0.00	0.40	0.62	0.62	0.44	0.44	0.00	0.00	0.07	0.62	0.00	0.82
Delay/Veh:	0.0	29.4	34.2	36.5	7.2	7.2	0.0	0.0	55.9	59.3	0.0	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.4	34.2	36.5	7.2	7.2	0.0	0.0	55.9	59.3	0.0	60.2
LOS by Move:	A	C	C	D	A	A	A	A	E	E	A	E
HCM2k95thQ:	0	15	25	24	18	18	0	0	1	11	0	23

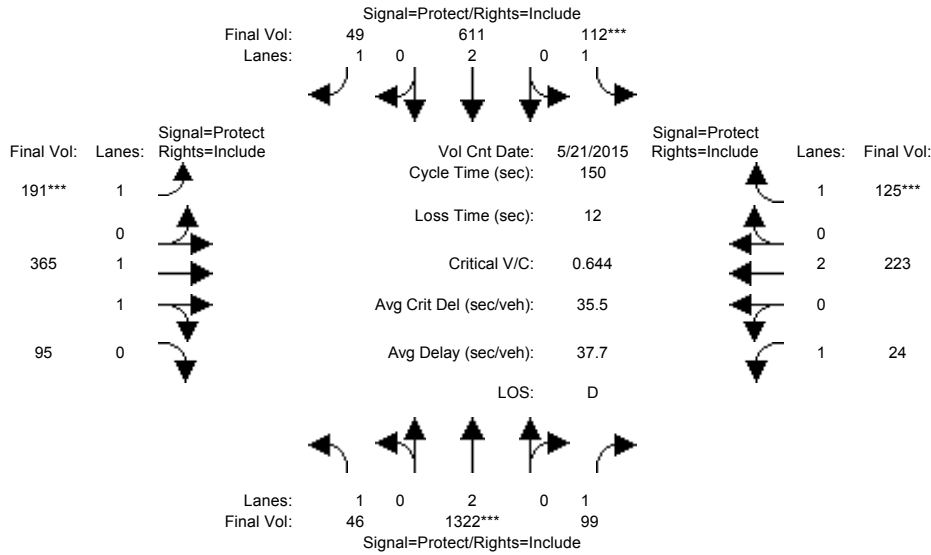
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



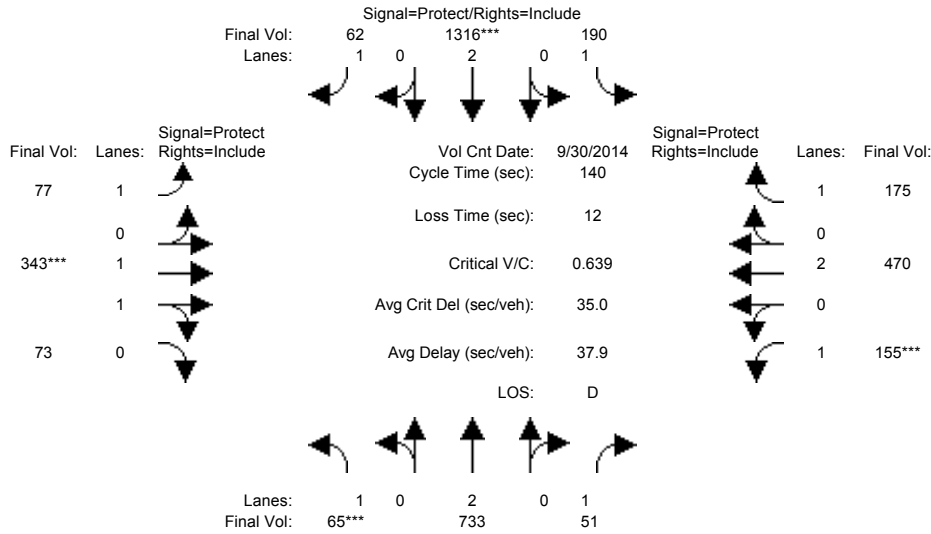
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	46	1322	99	112	611	49	191	365	95	24	223	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1322	99	112	611	49	191	365	95	24	223	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1322	99	112	611	49	191	365	95	24	223	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1322	99	112	611	49	191	365	95	24	223	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1322	99	112	611	49	191	365	95	24	223	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	1322	99	112	611	49	191	365	95	24	223	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2935	764	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.06	0.06	0.16	0.03	0.11	0.12	0.12	0.01	0.06	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.6	81.0	81.0	14.9	74.4	74.4	25.4	30.6	30.6	11.5	16.6	16.6
Volume/Cap:	0.18	0.64	0.10	0.64	0.32	0.06	0.64	0.61	0.61	0.18	0.53	0.64
Delay/Veh:	56.8	25.0	16.9	73.0	22.8	19.6	62.9	55.8	55.8	65.5	64.3	71.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	25.0	16.9	73.0	22.8	19.6	62.9	55.8	55.8	65.5	64.3	71.1
LOS by Move:	E	C	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	4	35	5	11	15	2	18	19	19	2	9	11

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



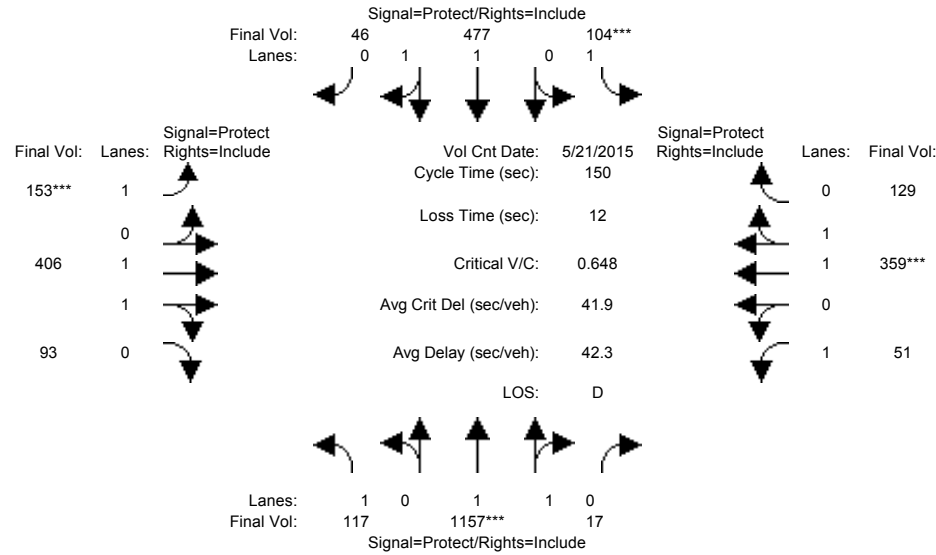
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	65	733	51	190	1316	62	77	343	73	155	470	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	733	51	190	1316	62	77	343	73	155	470	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	733	51	190	1316	62	77	343	73	155	470	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	733	51	190	1316	62	77	343	73	155	470	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	733	51	190	1316	62	77	343	73	155	470	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	733	51	190	1316	62	77	343	73	155	470	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3050	649	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.03	0.11	0.35	0.04	0.04	0.11	0.11	0.09	0.12	0.10
Crit Moves:	****			****			****			****		
Green Time:	8.1	53.7	53.7	30.2	75.8	75.8	12.7	24.6	24.6	19.4	31.3	31.3
Volume/Cap:	0.64	0.50	0.08	0.50	0.64	0.07	0.49	0.64	0.64	0.64	0.55	0.45
Delay/Veh:	77.4	33.2	27.4	49.3	23.2	15.3	62.9	55.7	55.7	62.6	48.9	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	33.2	27.4	49.3	23.2	15.3	62.9	55.7	55.7	62.6	48.9	47.7
LOS by Move:	E	C	C	D	C	B	E	E	E	E	D	D
HCM2k95thQ:	6	21	3	14	33	3	8	17	17	13	16	13

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



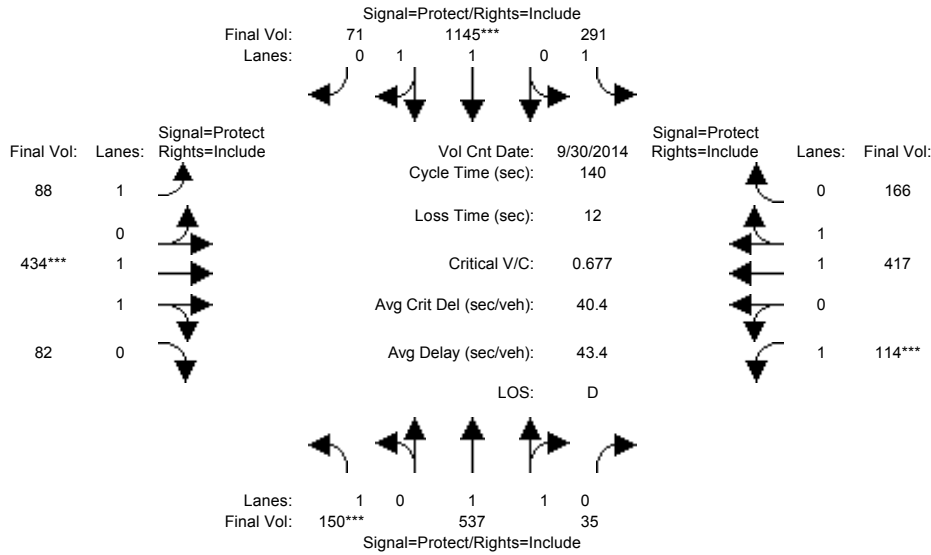
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	117	1157	17	104	477	46	153	406	93	51	359	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1157	17	104	477	46	153	406	93	51	359	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1157	17	104	477	46	153	406	93	51	359	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1157	17	104	477	46	153	406	93	51	359	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1157	17	104	477	46	153	406	93	51	359	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	1157	17	104	477	46	153	406	93	51	359	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.62	0.38	1.00	1.46	0.54
Final Sat.:	1750	3646	54	1750	3374	325	1750	3010	689	1750	2721	978
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.06	0.14	0.14	0.09	0.13	0.13	0.03	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.0	73.5	73.5	13.8	59.2	59.2	20.2	37.7	37.7	13.1	30.5	30.5
Volume/Cap:	0.36	0.65	0.65	0.65	0.36	0.36	0.65	0.54	0.54	0.33	0.65	0.65
Delay/Veh:	53.8	29.4	29.4	74.7	32.1	32.1	67.7	49.2	49.2	65.7	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	29.4	29.4	74.7	32.1	32.1	67.7	49.2	49.2	65.7	56.8	56.8
LOS by Move:	D	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	10	35	35	10	16	16	15	19	19	5	19	19

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



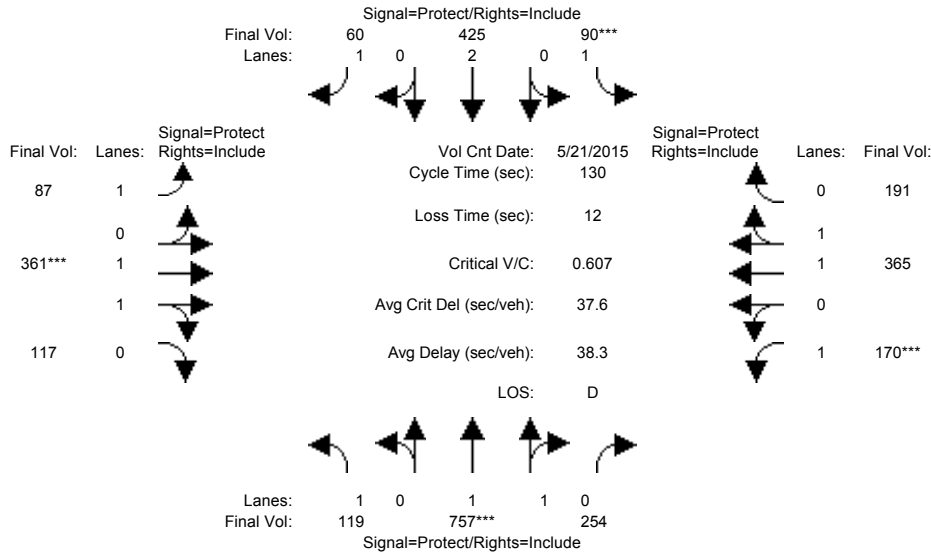
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 500-600PM												
Base Vol:	150	537	35	291	1145	71	88	434	82	114	417	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	537	35	291	1145	71	88	434	82	114	417	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	537	35	291	1145	71	88	434	82	114	417	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	537	35	291	1145	71	88	434	82	114	417	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	537	35	291	1145	71	88	434	82	114	417	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	537	35	291	1145	71	88	434	82	114	417	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.67	0.33	1.00	1.41	0.59
Final Sat.:	1750	3473	226	1750	3484	216	1750	3112	588	1750	2646	1053
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.17	0.33	0.33	0.05	0.14	0.14	0.07	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.7	41.3	41.3	44.4	68.0	68.0	10.2	28.8	28.8	13.5	32.1	32.1
Volume/Cap:	0.68	0.52	0.52	0.52	0.68	0.68	0.69	0.68	0.68	0.68	0.69	0.69
Delay/Veh:	66.5	41.6	41.6	40.1	28.7	28.7	77.9	53.7	53.7	71.7	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	41.6	41.6	40.1	28.7	28.7	77.9	53.7	53.7	71.7	51.8	51.8
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	15	19	19	19	34	34	10	21	21	10	21	21

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



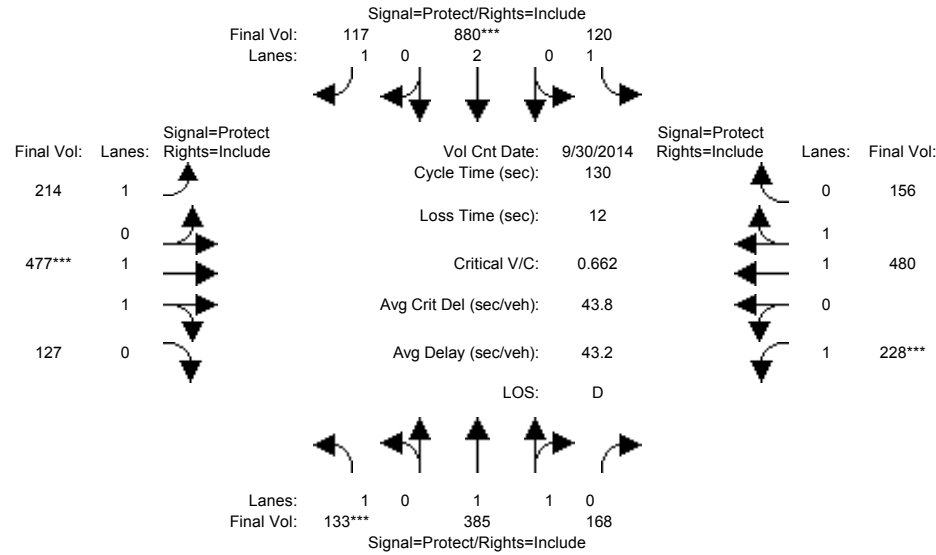
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:45-8:45AM												
Base Vol:	119	757	254	90	425	60	87	361	117	170	365	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	757	254	90	425	60	87	361	117	170	365	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	757	254	90	425	60	87	361	117	170	365	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	757	254	90	425	60	87	361	117	170	365	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	757	254	90	425	60	87	361	117	170	365	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	757	254	90	425	60	87	361	117	170	365	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	1.50	0.50	1.00	1.29	0.71
Final Sat.:	1750	2770	929	1750	3800	1750	1750	2794	905	1750	2428	1271
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.05	0.11	0.03	0.05	0.13	0.13	0.10	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.3	58.5	58.5	11.0	43.2	43.2	12.8	27.7	27.7	20.8	35.7	35.7
Volume/Cap:	0.34	0.61	0.61	0.61	0.34	0.10	0.51	0.61	0.61	0.61	0.55	0.55
Delay/Veh:	45.0	27.7	27.7	64.5	32.8	30.1	58.0	47.6	47.6	54.6	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	27.7	27.7	64.5	32.8	30.1	58.0	47.6	47.6	54.6	40.9	40.9
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	9	27	27	9	12	4	7	16	16	13	18	18

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



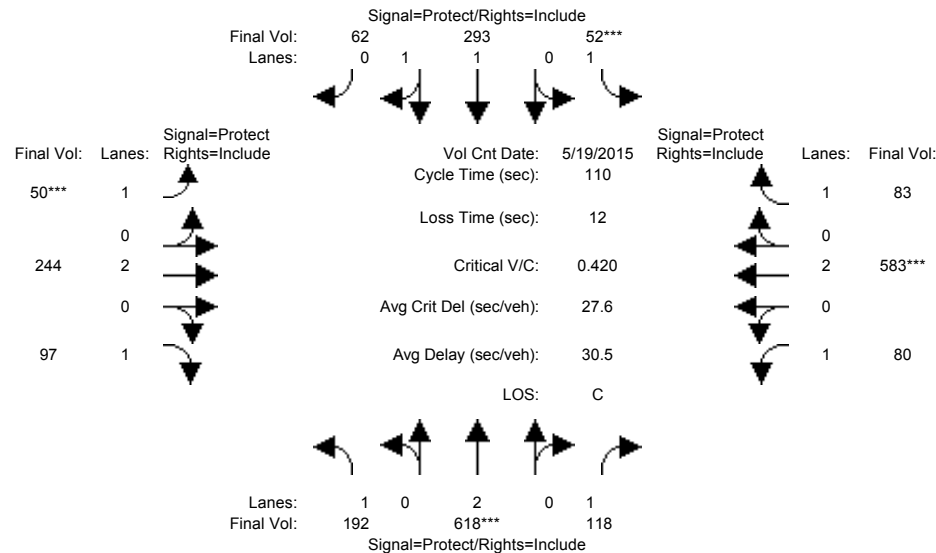
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 4:15-5:15PM												
Base Vol:	133	385	168	120	880	117	214	477	127	228	480	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	385	168	120	880	117	214	477	127	228	480	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	385	168	120	880	117	214	477	127	228	480	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	385	168	120	880	117	214	477	127	228	480	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	385	168	120	880	117	214	477	127	228	480	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	385	168	120	880	117	214	477	127	228	480	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.38	0.62	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.50	0.50
Final Sat.:	1750	2575	1124	1750	3800	1750	1750	2921	778	1750	2792	907
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.07	0.23	0.07	0.12	0.16	0.16	0.13	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	14.9	41.4	41.4	19.0	45.5	45.5	24.0	32.0	32.0	25.6	33.7	33.7
Volume/Cap:	0.66	0.47	0.47	0.47	0.66	0.19	0.66	0.66	0.66	0.66	0.66	0.66
Delay/Veh:	63.1	35.8	35.8	52.3	37.0	29.6	54.4	45.9	45.9	53.0	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	35.8	35.8	52.3	37.0	29.6	54.4	45.9	45.9	53.0	44.9	44.9
LOS by Move:	E	D	D	D	D	C	D	D	D	D	D	D
HCM2k95thQ:	13	17	17	10	27	7	16	20	20	17	21	21

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



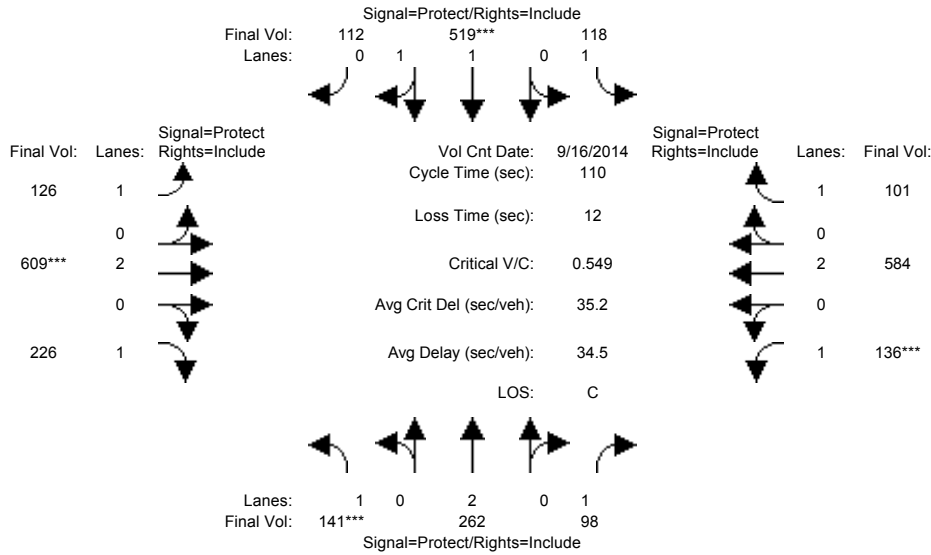
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	192	618	118	52	293	62	50	244	97	80	583	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	618	118	52	293	62	50	244	97	80	583	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	618	118	52	293	62	50	244	97	80	583	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	618	118	52	293	62	50	244	97	80	583	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	618	118	52	293	62	50	244	97	80	583	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	192	618	118	52	293	62	50	244	97	80	583	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3053	646	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.07	0.03	0.10	0.10	0.03	0.06	0.06	0.05	0.15	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.9	42.6	42.6	7.8	23.5	23.5	7.5	28.0	28.0	19.6	40.2	40.2
Volume/Cap:	0.45	0.42	0.17	0.42	0.45	0.45	0.42	0.25	0.22	0.26	0.42	0.13
Delay/Veh:	36.0	24.9	22.3	51.2	38.0	38.0	51.6	32.8	32.6	39.3	26.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	24.9	22.3	51.2	38.0	38.0	51.6	32.8	32.6	39.3	26.4	23.4
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	11	14	5	4	10	10	4	6	5	5	14	4

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00 - 6:00 PM												
Base Vol:	141	262	98	118	519	112	126	609	226	136	584	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	262	98	118	519	112	126	609	226	136	584	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	262	98	118	519	112	126	609	226	136	584	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	262	98	118	519	112	126	609	226	136	584	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	262	98	118	519	112	126	609	226	136	584	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	262	98	118	519	112	126	609	226	136	584	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3043	657	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.06	0.07	0.17	0.17	0.07	0.16	0.13	0.08	0.15	0.06
Crit Moves:	****			****			****			****		
Green Time:	16.1	28.9	28.9	21.4	34.2	34.2	15.2	32.1	32.1	15.6	32.5	32.5
Volume/Cap:	0.55	0.26	0.21	0.35	0.55	0.55	0.52	0.55	0.44	0.55	0.52	0.20
Delay/Veh:	46.1	32.3	31.9	38.9	32.1	32.1	46.0	33.4	32.3	46.6	32.7	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	32.3	31.9	38.9	32.1	32.1	46.0	33.4	32.3	46.6	32.7	29.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	9	7	5	7	17	17	8	16	13	10	16	6

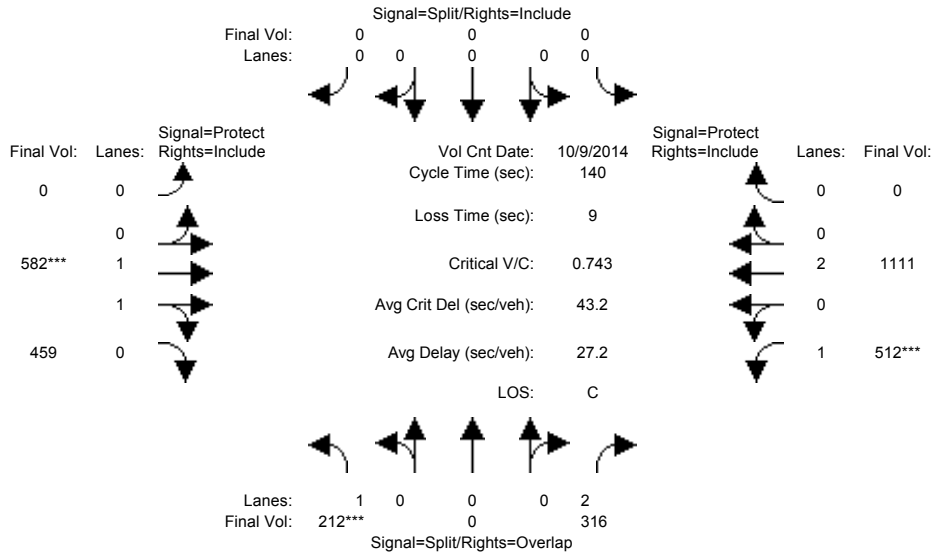
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



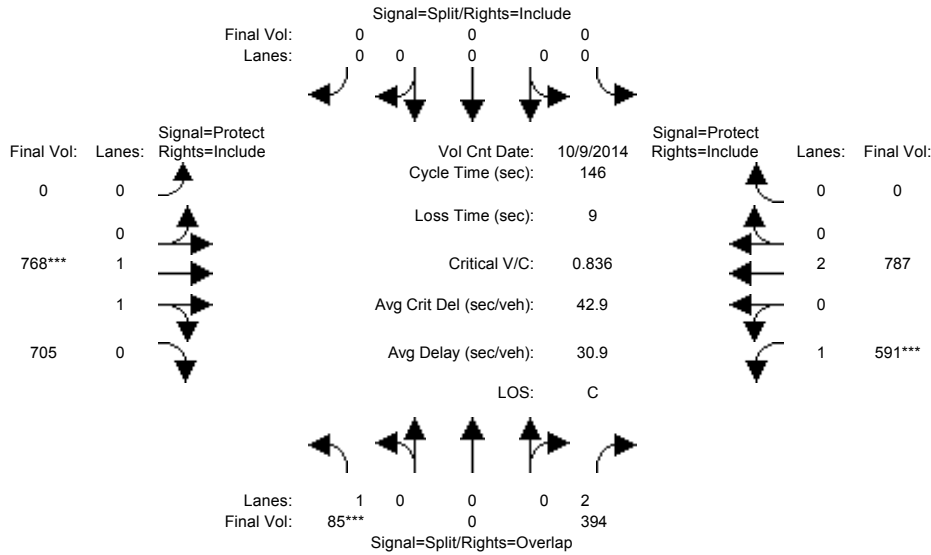
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	212	0	316	0	0	0	0	582	459	512	1111	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	0	316	0	0	0	0	582	459	512	1111	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	0	316	0	0	0	0	582	459	512	1111	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	0	316	0	0	0	0	582	459	512	1111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	0	316	0	0	0	0	582	459	512	1111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	212	0	316	0	0	0	0	582	459	512	1111	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.09	0.91	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2067	1630	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.10	0.00	0.00	0.00	0.00	0.28	0.28	0.29	0.29	0.00
Crit Moves:	****						****			****		
Green Time:	22.8	0.0	78.0	0.0	0.0	0.0	0.0	53.0	53.0	55.1	108	0.0
Volume/Cap:	0.74	0.00	0.18	0.00	0.00	0.00	0.00	0.74	0.74	0.74	0.38	0.00
Delay/Veh:	65.9	0.0	15.3	0.0	0.0	0.0	0.0	39.8	39.8	40.7	5.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	0.0	15.3	0.0	0.0	0.0	0.0	39.8	39.8	40.7	5.2	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	20	0	8	0	0	0	0	33	33	36	14	0

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



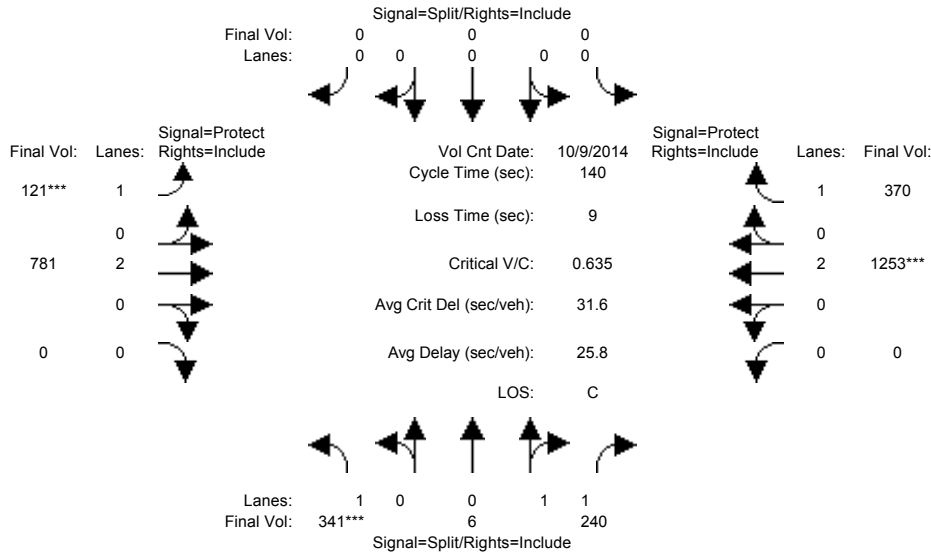
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	85	0	394	0	0	0	0	768	705	591	787	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	394	0	0	0	0	768	705	591	787	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	394	0	0	0	0	768	705	591	787	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	394	0	0	0	0	768	705	591	787	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	394	0	0	0	0	768	705	591	787	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	0	394	0	0	0	0	768	705	591	787	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1928	1770	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.40	0.40	0.34	0.21	0.00
Crit Moves:	****							****	****			
Green Time:	10.0	0.0	68.3	0.0	0.0	0.0	0.0	68.7	68.7	58.3	127	0.0
Volume/Cap:	0.71	0.00	0.27	0.00	0.00	0.00	0.00	0.85	0.85	0.85	0.24	0.00
Delay/Veh:	84.4	0.0	23.7	0.0	0.0	0.0	0.0	38.0	38.0	49.2	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	0.0	23.7	0.0	0.0	0.0	0.0	38.0	38.0	49.2	1.6	0.0
LOS by Move:	F	A	C	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	11	0	12	0	0	0	0	49	49	45	6	0

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

BART

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

Intersection #3211: 101/McKee(E) [Study Int 5]



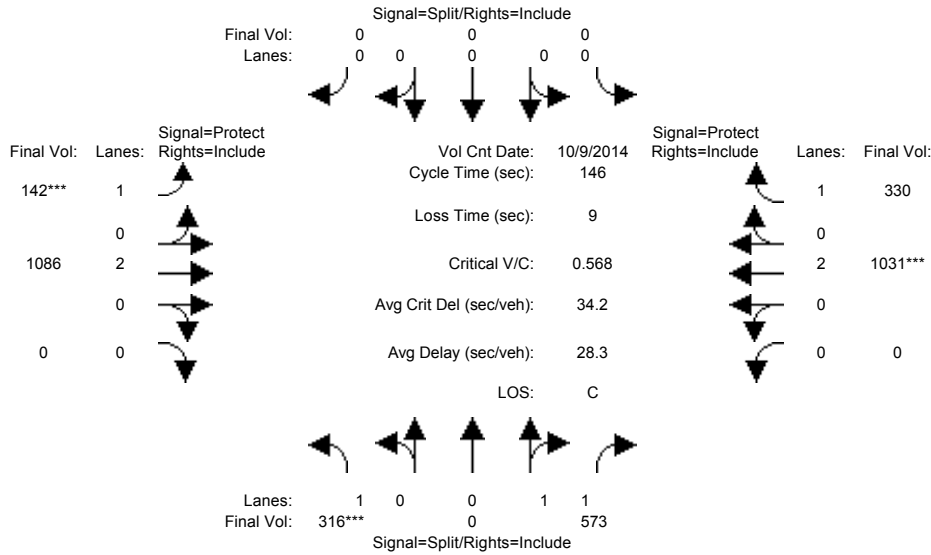
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	341	6	240	0	0	0	121	781	0	0	1253	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	6	240	0	0	0	121	781	0	0	1253	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	6	240	0	0	0	121	781	0	0	1253	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	6	240	0	0	0	121	781	0	0	1253	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	6	240	0	0	0	121	781	0	0	1253	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	6	240	0	0	0	121	781	0	0	1253	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	1.95	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	88	3512	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.00	0.00	0.00	0.07	0.21	0.00	0.00	0.33	0.21
Crit Moves:	****						****			****		
Green Time:	43.0	43.0	43.0	0.0	0.0	0.0	15.3	88.0	0.0	0.0	72.8	72.8
Volume/Cap:	0.63	0.22	0.22	0.00	0.00	0.00	0.63	0.33	0.00	0.00	0.63	0.41
Delay/Veh:	44.2	36.2	36.2	0.0	0.0	0.0	66.6	12.2	0.0	0.0	24.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	36.2	36.2	0.0	0.0	0.0	66.6	12.2	0.0	0.0	24.8	20.8
LOS by Move:	D	D	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	25	8	8	0	0	0	12	14	0	0	32	18

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

BART

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

Intersection #3211: 101/McKee(E) [Study Int 5]



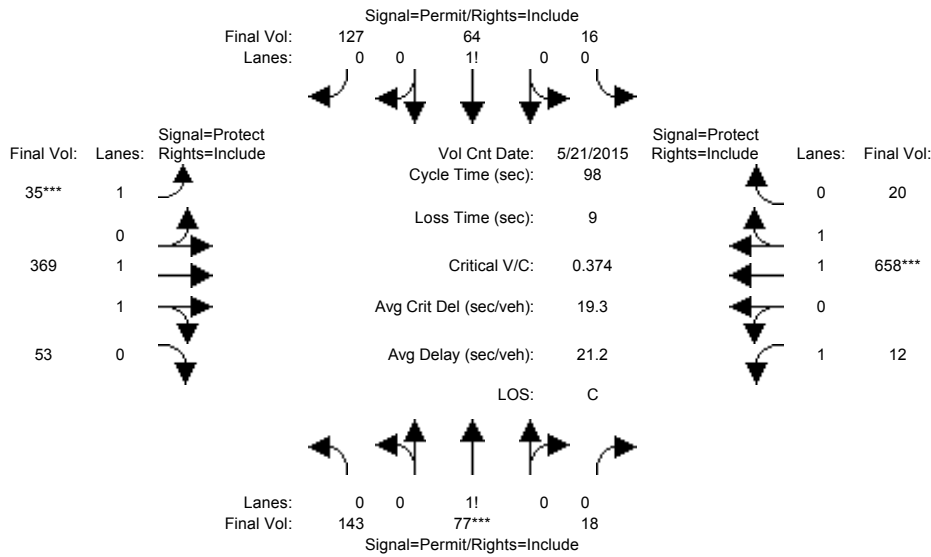
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	316	0	573	0	0	0	142	1086	0	0	1031	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	0	573	0	0	0	142	1086	0	0	1031	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	0	573	0	0	0	142	1086	0	0	1031	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	0	573	0	0	0	142	1086	0	0	1031	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	0	573	0	0	0	142	1086	0	0	1031	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	316	0	573	0	0	0	142	1086	0	0	1031	330
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.16	0.00	0.00	0.00	0.08	0.29	0.00	0.00	0.27	0.19
Crit Moves:	****						****			****		
Green Time:	46.4	0.0	46.4	0.0	0.0	0.0	20.9	90.6	0.0	0.0	69.7	69.7
Volume/Cap:	0.57	0.00	0.50	0.00	0.00	0.00	0.57	0.46	0.00	0.00	0.57	0.39
Delay/Veh:	42.8	0.0	40.7	0.0	0.0	0.0	61.4	14.9	0.0	0.0	27.8	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	40.7	0.0	0.0	0.0	61.4	14.9	0.0	0.0	27.8	24.9
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	23	0	20	0	0	0	13	23	0	0	28	18

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



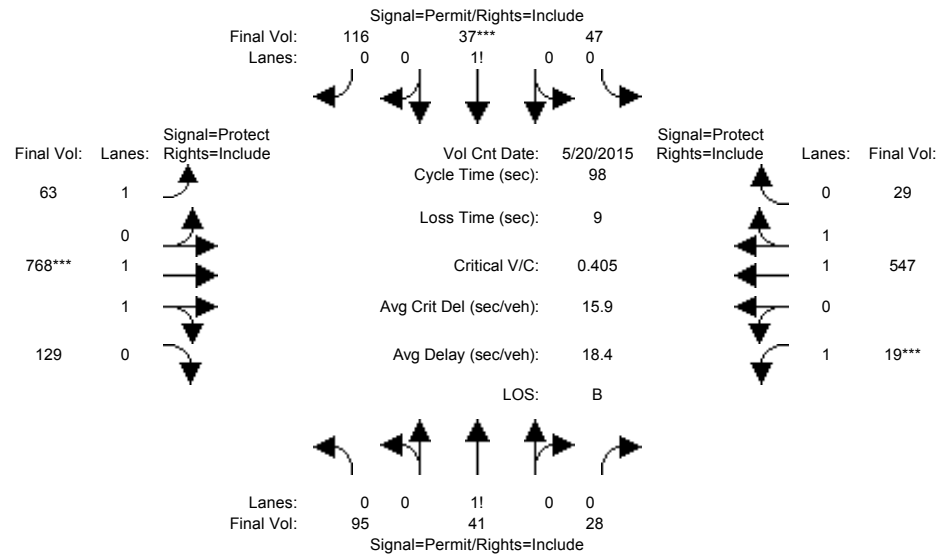
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	143	77	18	16	64	127	35	369	53	12	658	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	77	18	16	64	127	35	369	53	12	658	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	77	18	16	64	127	35	369	53	12	658	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	77	18	16	64	127	35	369	53	12	658	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	77	18	16	64	127	35	369	53	12	658	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	77	18	16	64	127	35	369	53	12	658	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.60	0.32	0.08	0.08	0.31	0.61	1.00	1.74	0.26	1.00	1.94	0.06
Final Sat.:	1051	566	132	135	541	1074	1750	3235	465	1750	3591	109
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.02	0.11	0.11	0.01	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	34.9	34.9	34.9	34.9	34.9	34.9	7.0	33.2	33.2	20.8	47.1	47.1
Volume/Cap:	0.38	0.38	0.38	0.33	0.33	0.33	0.28	0.34	0.34	0.03	0.38	0.38
Delay/Veh:	23.9	23.9	23.9	23.3	23.3	23.3	44.3	24.3	24.3	30.6	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	23.9	23.3	23.3	23.3	44.3	24.3	24.3	30.6	16.3	16.3
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	11	11	11	9	9	9	2	9	9	1	12	12

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



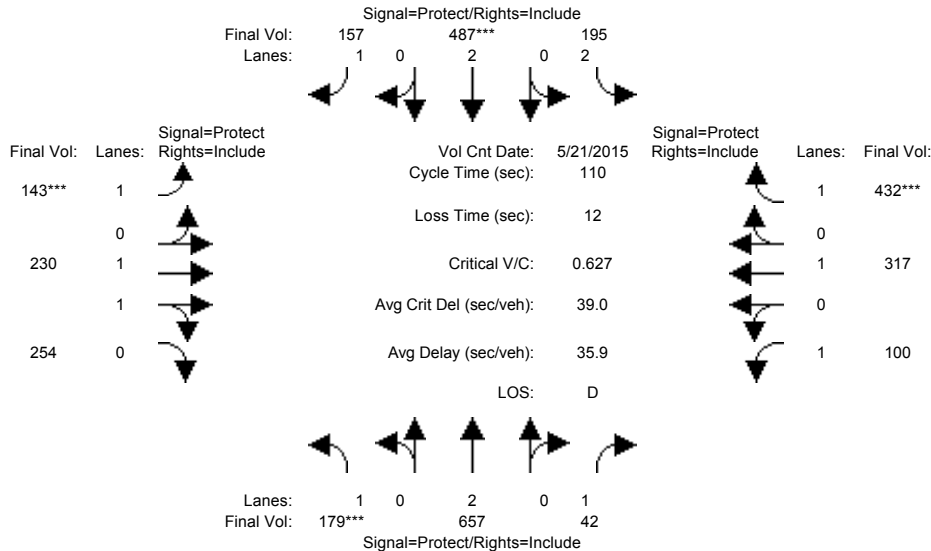
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:15-5:15PM												
Base Vol:	95	41	28	47	37	116	63	768	129	19	547	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	41	28	47	37	116	63	768	129	19	547	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	41	28	47	37	116	63	768	129	19	547	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	41	28	47	37	116	63	768	129	19	547	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	41	28	47	37	116	63	768	129	19	547	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	41	28	47	37	116	63	768	129	19	547	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.58	0.25	0.17	0.23	0.19	0.58	1.00	1.70	0.30	1.00	1.90	0.10
Final Sat.:	1014	438	299	411	324	1015	1750	3167	532	1750	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.04	0.24	0.24	0.01	0.16	0.16
Crit Moves:				****			****			****		
Green Time:	26.3	26.3	26.3	26.3	26.3	26.3	19.7	55.7	55.7	7.0	43.0	43.0
Volume/Cap:	0.35	0.35	0.35	0.43	0.43	0.43	0.18	0.43	0.43	0.15	0.35	0.35
Delay/Veh:	29.4	29.4	29.4	30.3	30.3	30.3	32.7	12.2	12.2	43.3	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	30.3	30.3	30.3	32.7	12.2	12.2	43.3	18.4	18.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	9	9	9	10	10	10	3	14	14	1	11	11

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



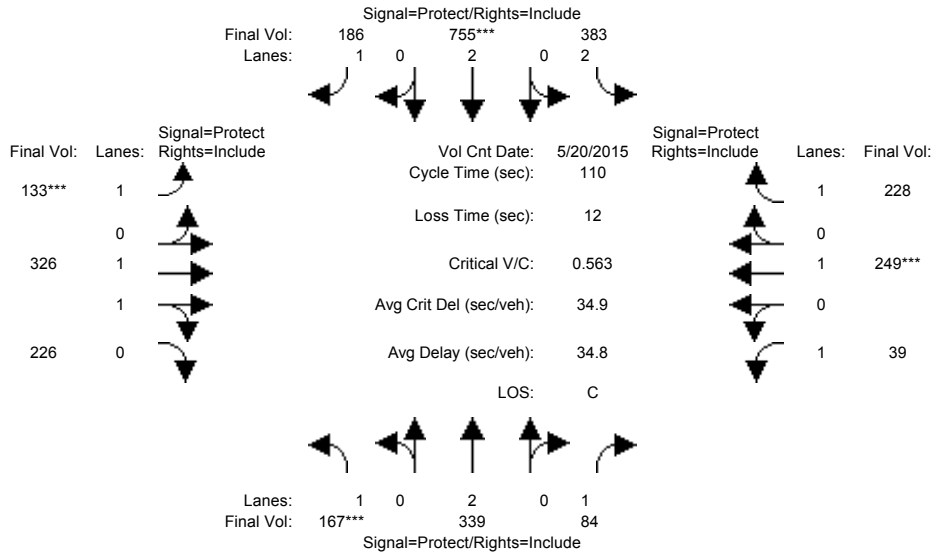
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	179	657	42	195	487	157	143	230	254	100	317	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	657	42	195	487	157	143	230	254	100	317	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	657	42	195	487	157	143	230	254	100	317	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	657	42	195	487	157	143	230	254	100	317	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	657	42	195	487	157	143	230	254	100	317	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	657	42	195	487	157	143	230	254	100	317	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.02	0.06	0.13	0.09	0.08	0.12	0.15	0.06	0.17	0.25
Crit Moves:	****			****			****			****		
Green Time:	17.9	29.5	29.5	10.9	22.5	22.5	14.3	40.0	40.0	17.6	43.3	43.3
Volume/Cap:	0.63	0.64	0.09	0.63	0.63	0.44	0.63	0.33	0.40	0.36	0.42	0.63
Delay/Veh:	47.3	37.0	30.2	51.6	41.6	39.1	50.8	25.4	26.2	42.0	24.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	37.0	30.2	51.6	41.6	39.1	50.8	25.4	26.2	42.0	24.7	28.7
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	18	2	10	16	10	10	10	13	7	15	24

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	167	339	84	383	755	186	133	326	226	39	249	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	339	84	383	755	186	133	326	226	39	249	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	339	84	383	755	186	133	326	226	39	249	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	339	84	383	755	186	133	326	226	39	249	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	339	84	383	755	186	133	326	226	39	249	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	339	84	383	755	186	133	326	226	39	249	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	2184	1514	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.05	0.12	0.20	0.11	0.08	0.15	0.15	0.02	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	18.7	24.6	24.6	32.9	38.9	38.9	14.9	28.4	28.4	12.1	25.6	25.6
Volume/Cap:	0.56	0.40	0.21	0.41	0.56	0.30	0.56	0.58	0.58	0.20	0.56	0.56
Delay/Veh:	44.4	36.7	35.1	31.0	29.3	26.0	47.6	36.5	36.5	45.1	38.9	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	36.7	35.1	31.0	29.3	26.0	47.6	36.5	36.5	45.1	38.9	39.0
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	11	9	5	12	19	10	9	15	15	3	15	15

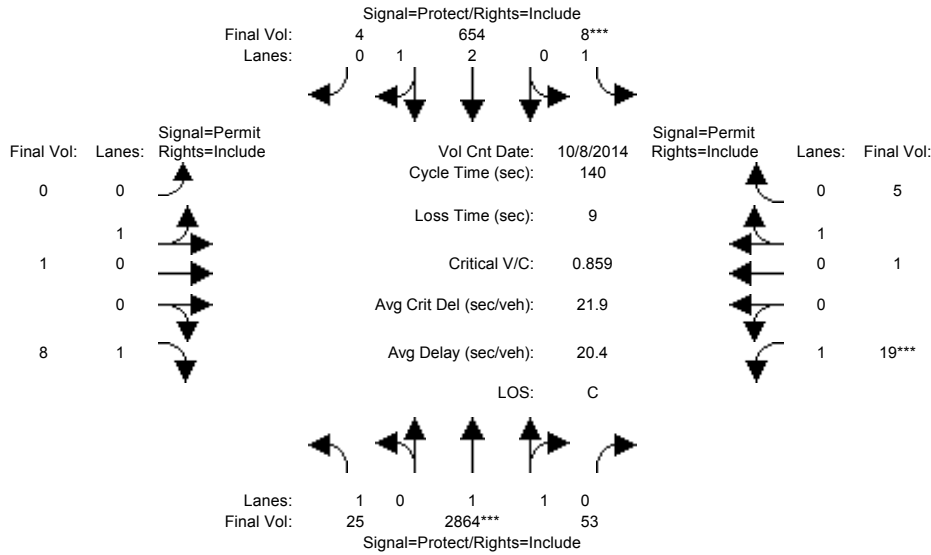
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



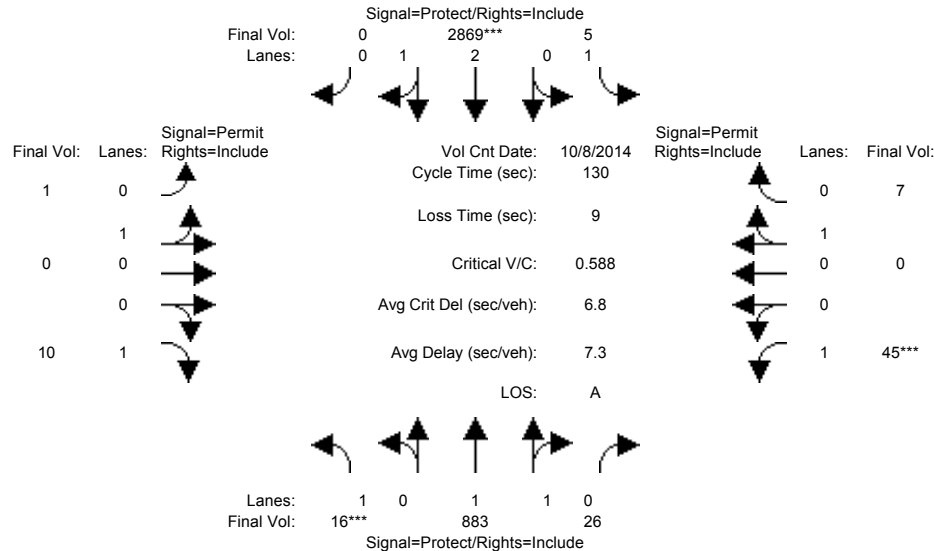
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	25	2864	53	8	654	4	0	1	8	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2864	53	8	654	4	0	1	8	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2864	53	8	654	4	0	1	8	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	2864	53	8	654	4	0	1	8	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	2864	53	8	654	4	0	1	8	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	2864	53	8	654	4	0	1	8	19	1	5
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.98	0.02	0.00	1.00	1.00	1.00	0.17	0.83
Final Sat.:	1750	3633	67	1750	5566	34	0	1800	1750	1750	300	1500
-----												
Capacity Analysis Module:												
Vol/Sat:	0.01	0.79	0.79	0.00	0.12	0.12	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	36.1	114	114.0	7.0	84.9	84.9	0.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.97	0.97	0.09	0.19	0.19	0.00	0.01	0.06	0.15	0.05	0.05
Delay/Veh:	39.2	21.5	21.5	63.9	12.3	12.3	0.0	60.4	60.9	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	21.5	21.5	63.9	12.3	12.3	0.0	60.4	60.9	61.6	60.7	60.7
LOS by Move:	D	C	C	E	B	B	A	E	E	E	E	E
HCM2k95thQ:	2	93	93	1	8	8	0	0	1	2	1	1

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



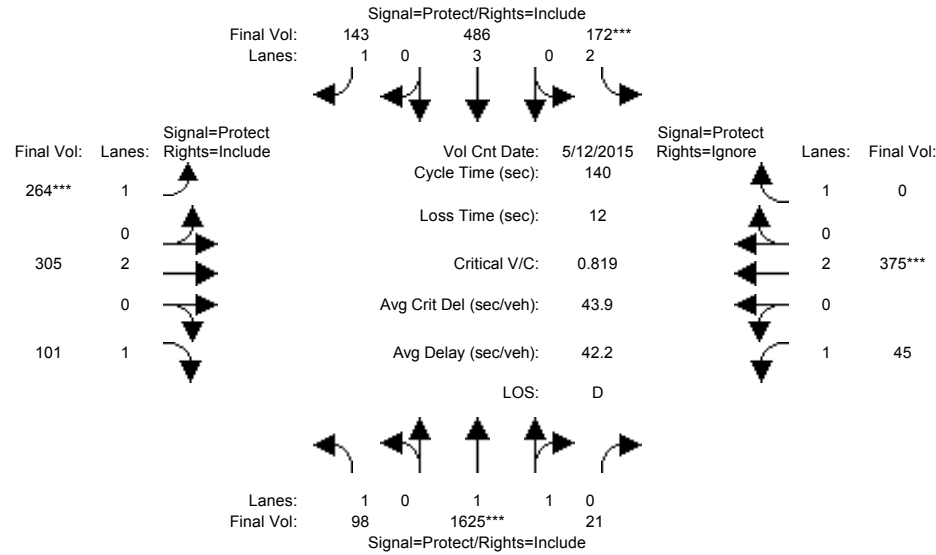
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	16	883	26	5	2869	0	1	0	10	45	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	883	26	5	2869	0	1	0	10	45	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	883	26	5	2869	0	1	0	10	45	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	883	26	5	2869	0	1	0	10	45	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	883	26	5	2869	0	1	0	10	45	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	883	26	5	2869	0	1	0	10	45	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.92	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.94	0.06	1.00	3.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3594	106	1750	5600	0	1800	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.00	0.51	0.00	0.00	0.00	0.01	0.03	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	7.0	91.0	91.0	20.0	104	0.0	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.17	0.35	0.35	0.02	0.64	0.00	0.01	0.00	0.07	0.33	0.00	0.05
Delay/Veh:	59.6	7.8	7.8	46.7	5.6	0.0	55.4	0.0	55.9	58.3	0.0	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	7.8	7.8	46.7	5.6	0.0	55.4	0.0	55.9	58.3	0.0	55.8
LOS by Move:	E	A	A	D	A	A	E	A	E	E	A	E
HCM2k95thQ:	1	14	14	0	26	0	0	0	1	4	0	1

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



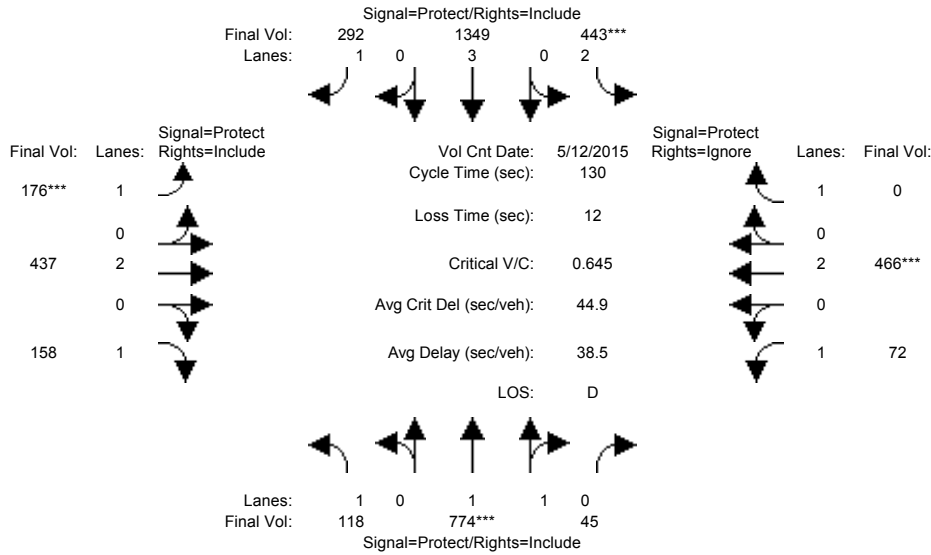
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	98	1625	21	172	486	143	264	305	101	45	375	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1625	21	172	486	143	264	305	101	45	375	760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1625	21	172	486	143	264	305	101	45	375	760
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	98	1625	21	172	486	143	264	305	101	45	375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1625	21	172	486	143	264	305	101	45	375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	98	1625	21	172	486	143	264	305	101	45	375	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3653	47	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.05	0.10	0.08	0.15	0.08	0.06	0.03	0.10	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.2	76.0	76.0	9.3	55.2	55.2	25.8	26.3	26.3	16.4	16.9	0.0
Volume/Cap:	0.26	0.82	0.82	0.82	0.26	0.21	0.82	0.43	0.31	0.22	0.82	0.00
Delay/Veh:	46.0	29.1	29.1	86.3	28.7	28.1	70.0	50.6	49.6	56.6	71.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	29.1	29.1	86.3	28.7	28.1	70.0	50.6	49.6	56.6	71.2	0.0
LOS by Move:	D	C	C	F	C	C	E	D	D	E	E	A
HCM2k95thQ:	7	47	47	10	9	8	22	11	8	4	18	0

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]

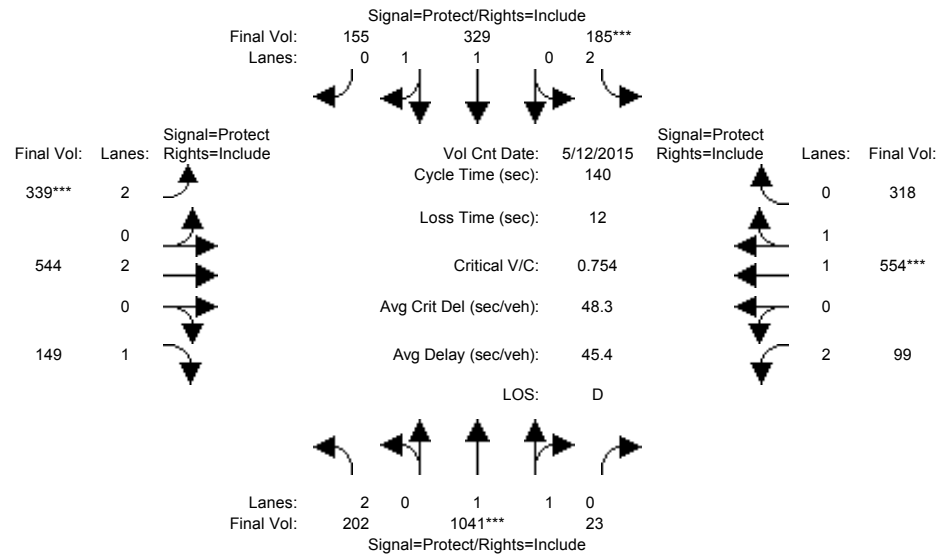


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	774	45	443	1349	292	176	437	158	72	466	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	774	45	443	1349	292	176	437	158	72	466	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	774	45	443	1349	292	176	437	158	72	466	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	118	774	45	443	1349	292	176	437	158	72	466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	774	45	443	1349	292	176	437	158	72	466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	118	774	45	443	1349	292	176	437	158	72	466	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3497	203	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.14	0.28	0.17	0.10	0.12	0.09	0.04	0.12	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.0	44.6	44.6	28.4	59.0	59.0	20.3	30.7	30.7	14.4	24.7	0.0
Volume/Cap:	0.63	0.64	0.64	0.64	0.63	0.37	0.64	0.49	0.38	0.37	0.64	0.00
Delay/Veh:	62.0	37.1	37.1	48.4	27.7	23.6	56.7	43.3	42.3	54.9	50.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	37.1	37.1	48.4	27.7	23.6	56.7	43.3	42.3	54.9	50.6	0.0
LOS by Move:	E	D	D	D	C	C	E	D	D	D	D	A
HCM2k95thQ:	10	25	25	18	24	15	13	14	11	6	17	0

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



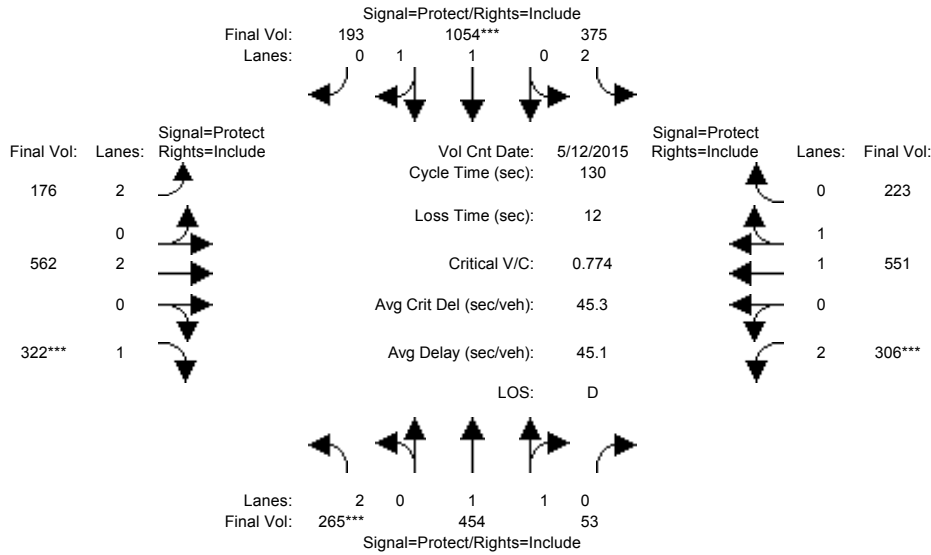
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	202	1041	23	185	329	155	339	544	149	99	554	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1041	23	185	329	155	339	544	149	99	554	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1041	23	185	329	155	339	544	149	99	554	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1041	23	185	329	155	339	544	149	99	554	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1041	23	185	329	155	339	544	149	99	554	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	1041	23	185	329	155	339	544	149	99	554	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.96	0.04	2.00	1.34	0.66	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	3620	80	3150	2514	1185	3150	3800	1750	3150	2350	1349
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.06	0.13	0.13	0.11	0.14	0.09	0.03	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.1	53.4	53.4	10.9	43.1	43.1	20.0	47.2	47.2	16.5	43.8	43.8
Volume/Cap:	0.42	0.75	0.75	0.75	0.42	0.42	0.75	0.42	0.25	0.27	0.75	0.75
Delay/Veh:	54.5	40.0	40.0	75.7	38.8	38.8	64.8	36.1	33.8	56.6	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	40.0	40.0	75.7	38.8	38.8	64.8	36.1	33.8	56.6	46.2	46.2
LOS by Move:	D	D	D	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	10	36	36	10	15	15	16	16	9	5	30	30

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



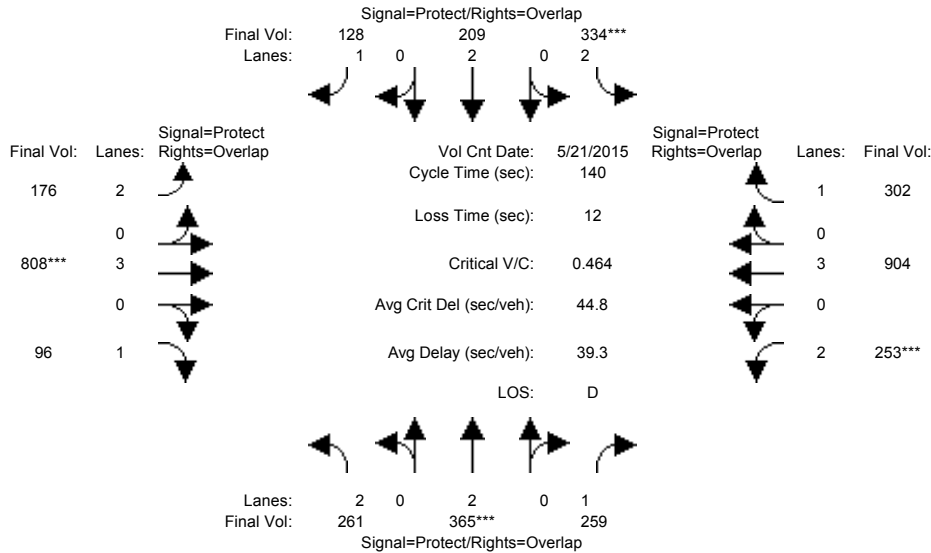
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	265	454	53	375	1054	193	176	562	322	306	551	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	454	53	375	1054	193	176	562	322	306	551	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	454	53	375	1054	193	176	562	322	306	551	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	454	53	375	1054	193	176	562	322	306	551	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	454	53	375	1054	193	176	562	322	306	551	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	454	53	375	1054	193	176	562	322	306	551	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.79	0.21	2.00	1.68	0.32	2.00	2.00	1.00	2.00	1.41	0.59
Final Sat.:	3150	3313	387	3150	3127	573	3150	3800	1750	3150	2633	1066
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.12	0.34	0.34	0.06	0.15	0.18	0.10	0.21	0.21
Crit Moves:	****			****			****		****	****		
Green Time:	14.1	37.9	37.9	32.9	56.6	56.6	10.0	30.9	30.9	16.3	37.3	37.3
Volume/Cap:	0.77	0.47	0.47	0.47	0.77	0.77	0.73	0.62	0.77	0.77	0.73	0.73
Delay/Veh:	66.9	38.2	38.2	41.6	33.6	33.6	69.5	45.7	55.0	64.2	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	38.2	38.2	41.6	33.6	33.6	69.5	45.7	55.0	64.2	44.4	44.4
LOS by Move:	E	D	D	D	C	C	E	D	E	E	D	D
HCM2k95thQ:	15	16	16	14	36	36	8	18	23	14	25	25

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



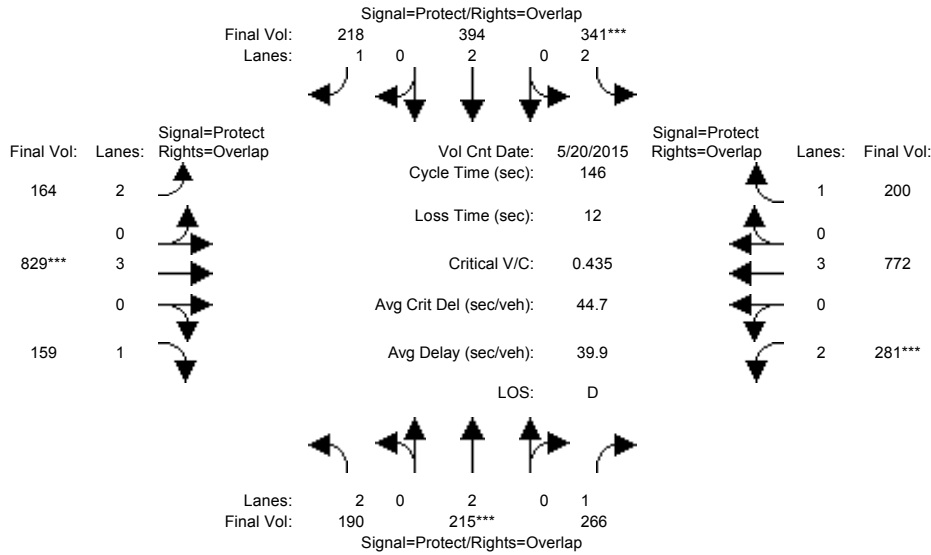
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	261	365	259	334	209	128	176	808	96	253	904	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	365	259	334	209	128	176	808	96	253	904	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	365	259	334	209	128	176	808	96	253	904	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	365	259	334	209	128	176	808	96	253	904	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	365	259	334	209	128	176	808	96	253	904	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	365	259	334	209	128	176	808	96	253	904	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.15	0.11	0.06	0.07	0.06	0.14	0.05	0.08	0.16	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.8	29.0	53.2	32.0	28.2	45.7	17.5	42.8	75.5	24.2	49.6	81.6
Volume/Cap:	0.35	0.46	0.39	0.46	0.27	0.22	0.45	0.46	0.10	0.46	0.45	0.30
Delay/Veh:	45.1	49.1	31.9	47.1	47.4	34.5	57.6	39.5	15.8	52.7	34.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	49.1	31.9	47.1	47.4	34.5	57.6	39.5	15.8	52.7	34.9	14.9
LOS by Move:	D	D	C	D	D	C	E	D	B	D	C	B
HCM2k95thQ:	11	13	16	14	7	8	8	17	4	12	18	13

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	190	215	266	341	394	218	164	829	159	281	772	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	215	266	341	394	218	164	829	159	281	772	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	215	266	341	394	218	164	829	159	281	772	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	215	266	341	394	218	164	829	159	281	772	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	215	266	341	394	218	164	829	159	281	772	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	215	266	341	394	218	164	829	159	281	772	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.15	0.11	0.10	0.12	0.05	0.15	0.09	0.09	0.14	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.3	19.0	48.9	36.3	35.0	56.8	21.9	48.8	69.1	29.9	56.9	93.2
Volume/Cap:	0.43	0.44	0.45	0.44	0.43	0.32	0.35	0.44	0.19	0.44	0.35	0.18
Delay/Veh:	58.2	59.2	38.6	46.6	47.4	31.4	56.1	38.0	22.4	51.1	31.6	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	59.2	38.6	46.6	47.4	31.4	56.1	38.0	22.4	51.1	31.6	10.9
LOS by Move:	E	E	D	D	D	C	E	D	C	D	C	B
HCM2k95thQ:	10	9	18	14	14	13	8	17	8	13	15	8

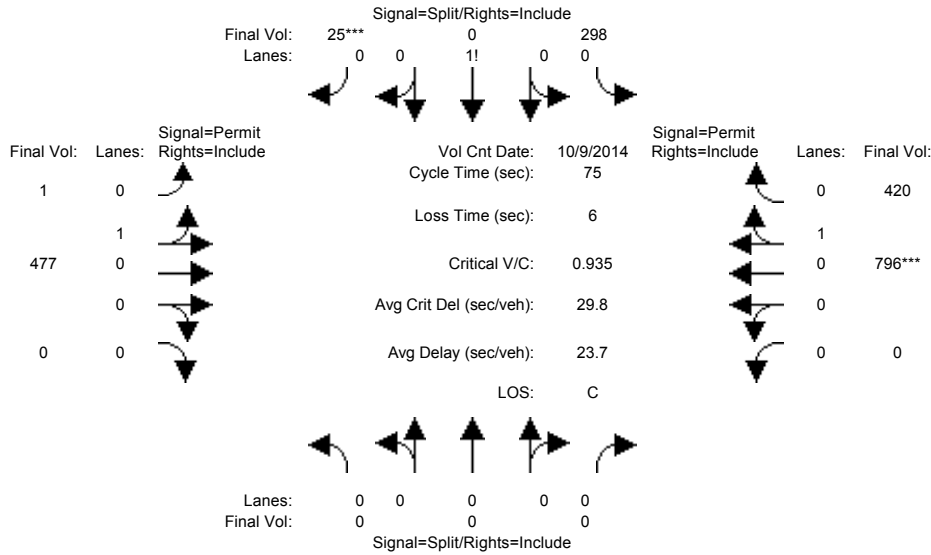
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



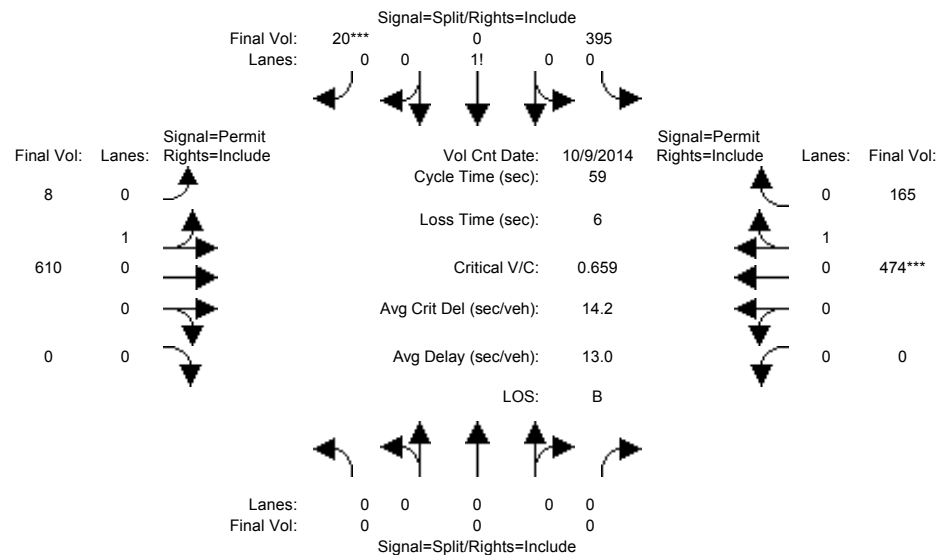
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	298	0	25	1	477	0	0	796	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	298	0	25	1	477	0	0	796	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	298	0	25	1	477	0	0	796	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	298	0	25	1	477	0	0	796	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	25	1	477	0	0	796	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	298	0	25	1	477	0	0	796	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	0.01	0.99	0.00	0.00	0.65	0.35
Final Sat.:	0	0	0	1615	0	135	4	1796	0	0	1178	622
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.27	0.27	0.00	0.00	0.68	0.68
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	14.8	0.0	14.8	54.2	54.2	0.0	0.0	54.2	54.2
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.93	0.37	0.37	0.00	0.00	0.93	0.93
Delay/Veh:	0.0	0.0	0.0	61.7	0.0	61.7	4.1	4.1	0.0	0.0	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	61.7	0.0	61.7	4.1	4.1	0.0	0.0	21.4	21.4
LOS by Move:	A	A	A	E	A	E	A	A	A	A	C	C
HCM2k95thQ:	0	0	0	22	0	22	9	9	0	0	47	47

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



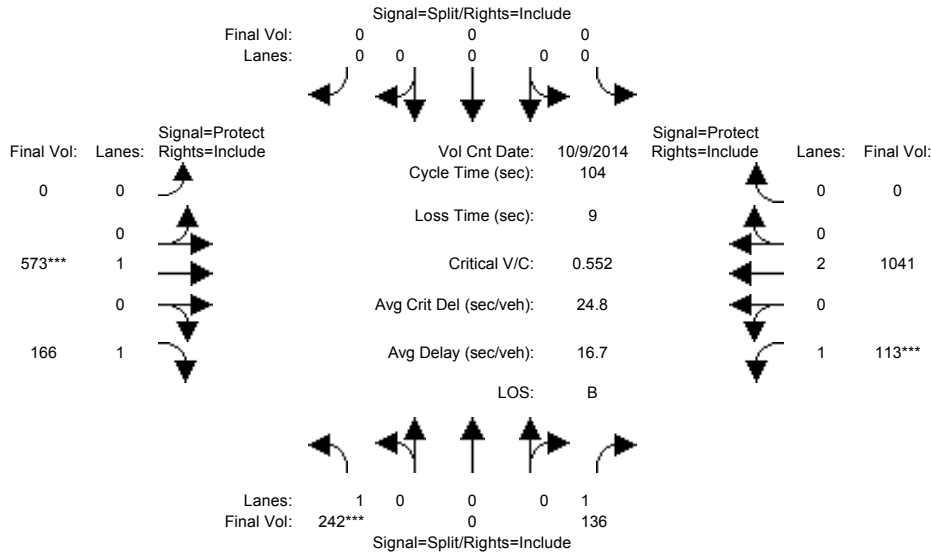
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	395	0	20	8	610	0	0	474	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	395	0	20	8	610	0	0	474	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	395	0	20	8	610	0	0	474	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	395	0	20	8	610	0	0	474	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	395	0	20	8	610	0	0	474	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	395	0	20	8	610	0	0	474	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.01	0.99	0.00	0.00	0.74	0.26
Final Sat.:	0	0	0	1666	0	84	23	1777	0	0	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.34	0.34	0.00	0.00	0.36	0.36
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	21.2	0.0	21.2	31.8	31.8	0.0	0.0	31.8	31.8
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.66	0.64	0.64	0.00	0.00	0.66	0.66
Delay/Veh:	0.0	0.0	0.0	18.4	0.0	18.4	11.0	11.0	0.0	0.0	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	0.0	18.4	11.0	11.0	0.0	0.0	11.4	11.4
LOS by Move:	A	A	A	B	A	B	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	15	0	15	16	16	0	0	17	17

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



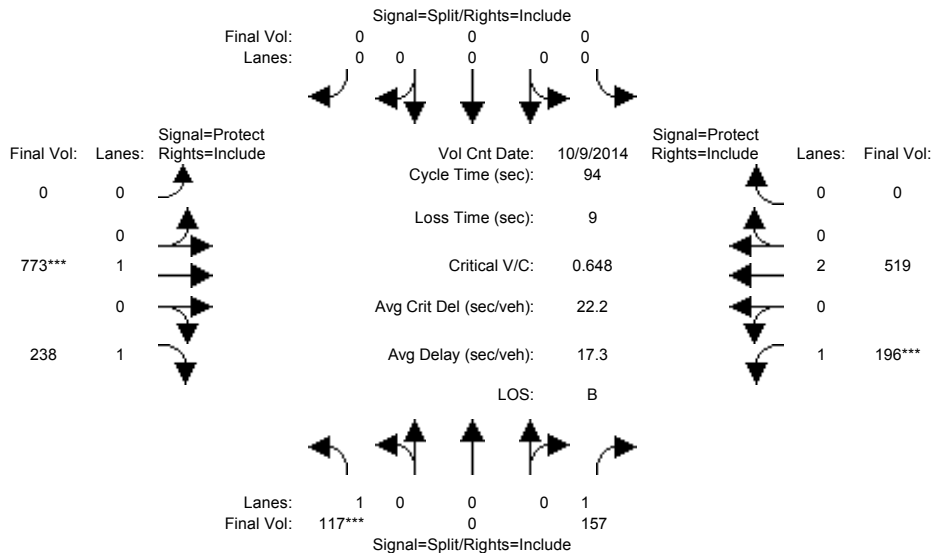
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	242	0	136	0	0	0	0	573	166	113	1041	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	136	0	0	0	0	573	166	113	1041	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	136	0	0	0	0	573	166	113	1041	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	0	136	0	0	0	0	573	166	113	1041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	136	0	0	0	0	573	166	113	1041	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	136	0	0	0	0	573	166	113	1041	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.30	0.09	0.06	0.27	0.00
Crit Moves:	****						****			****		
Green Time:	26.0	0.0	26.0	0.0	0.0	0.0	0.0	56.8	56.8	12.2	69.0	0.0
Volume/Cap:	0.55	0.00	0.31	0.00	0.00	0.00	0.00	0.55	0.17	0.55	0.41	0.00
Delay/Veh:	35.4	0.0	32.1	0.0	0.0	0.0	0.0	16.0	11.9	46.6	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	0.0	32.1	0.0	0.0	0.0	0.0	16.0	11.9	46.6	8.2	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	15	0	8	0	0	0	0	21	6	9	15	0

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



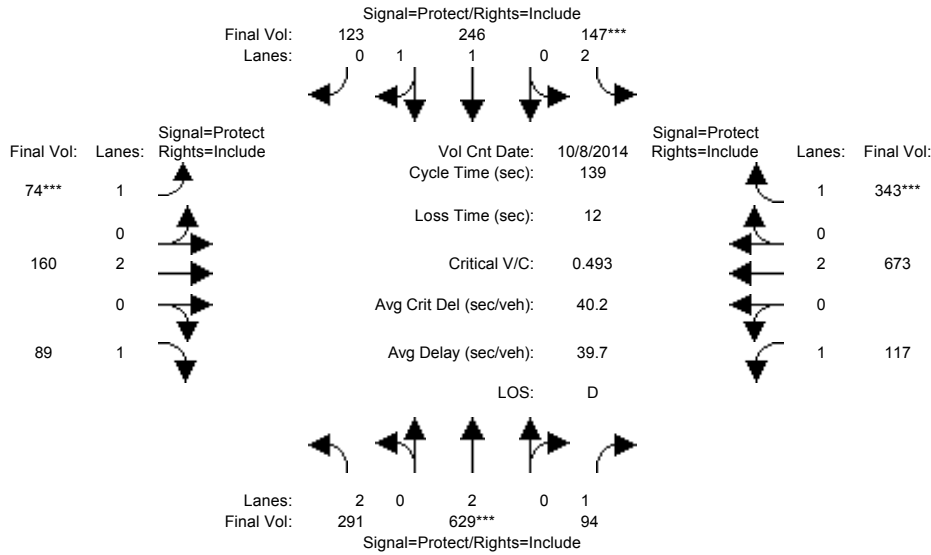
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	117	0	157	0	0	0	0	773	238	196	519	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	157	0	0	0	0	773	238	196	519	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	157	0	0	0	0	773	238	196	519	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	157	0	0	0	0	773	238	196	519	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	157	0	0	0	0	773	238	196	519	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	157	0	0	0	0	773	238	196	519	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.41	0.14	0.11	0.14	0.00
Crit Moves:	****						****			****		
Green Time:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	56.4	56.4	15.5	72.0	0.0
Volume/Cap:	0.48	0.00	0.65	0.00	0.00	0.00	0.00	0.68	0.23	0.68	0.18	0.00
Delay/Veh:	38.9	0.0	44.3	0.0	0.0	0.0	0.0	14.3	8.8	43.2	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	0.0	44.3	0.0	0.0	0.0	0.0	14.3	8.8	43.2	3.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	8	0	11	0	0	0	0	26	7	13	4	0

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



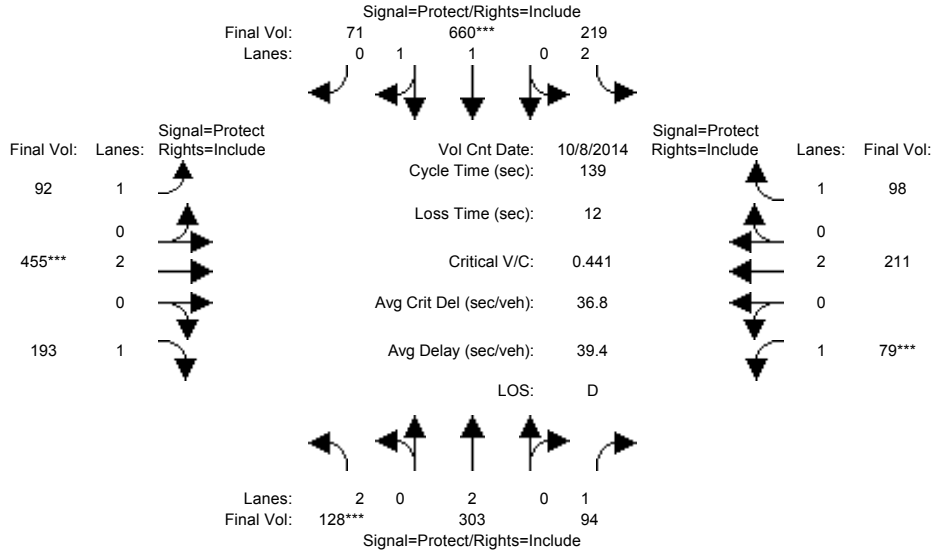
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	291	629	94	147	246	123	74	160	89	117	673	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	629	94	147	246	123	74	160	89	117	673	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	629	94	147	246	123	74	160	89	117	673	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	629	94	147	246	123	74	160	89	117	673	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	629	94	147	246	123	74	160	89	117	673	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	291	629	94	147	246	123	74	160	89	117	673	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2466	1233	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.05	0.05	0.10	0.10	0.04	0.04	0.05	0.07	0.18	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.8	46.7	46.7	13.2	31.1	31.1	11.9	34.8	34.8	32.4	55.3	55.3
Volume/Cap:	0.45	0.49	0.16	0.49	0.45	0.45	0.49	0.17	0.20	0.29	0.45	0.49
Delay/Veh:	48.7	37.1	32.5	61.0	46.9	46.9	63.2	40.8	41.4	44.2	30.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	37.1	32.5	61.0	46.9	46.9	63.2	40.8	41.4	44.2	30.9	31.9
LOS by Move:	D	D	C	E	D	D	E	D	D	D	C	C
HCM2k95thQ:	12	19	6	7	13	13	6	5	6	8	19	21

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



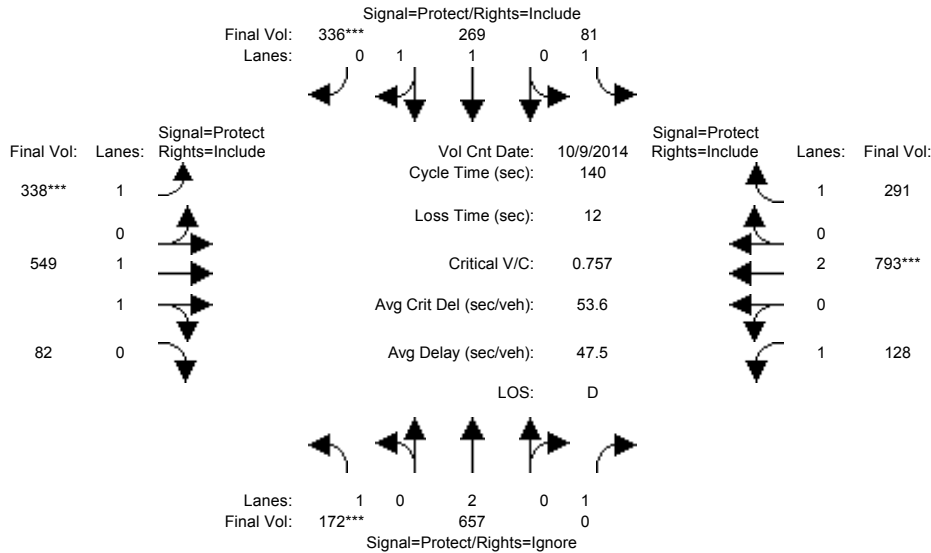
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	128	303	94	219	660	71	92	455	193	79	211	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	303	94	219	660	71	92	455	193	79	211	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	303	94	219	660	71	92	455	193	79	211	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	303	94	219	660	71	92	455	193	79	211	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	303	94	219	660	71	92	455	193	79	211	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	303	94	219	660	71	92	455	193	79	211	98
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3340	359	1750	3800	1750	1750	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.05	0.07	0.20	0.20	0.05	0.12	0.11	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	40.1	40.1	35.0	62.3	62.3	21.9	37.7	37.7	14.2	30.0	30.0
Volume/Cap:	0.44	0.28	0.19	0.28	0.44	0.44	0.33	0.44	0.41	0.44	0.26	0.26
Delay/Veh:	60.8	38.4	37.4	42.0	26.6	26.6	52.7	42.2	42.0	60.4	45.4	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	38.4	37.4	42.0	26.6	26.6	52.7	42.2	42.0	60.4	45.4	45.6
LOS by Move:	E	D	D	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	6	9	6	9	19	19	7	15	13	7	7	7

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



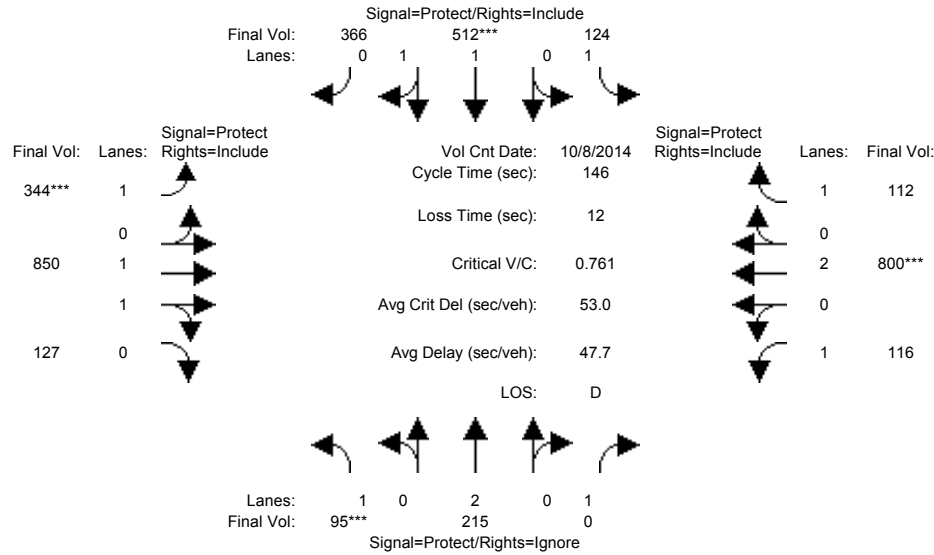
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	172	657	161	81	269	336	338	549	82	128	793	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	657	161	81	269	336	338	549	82	128	793	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	657	161	81	269	336	338	549	82	128	793	291
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	657	0	81	269	336	338	549	82	128	793	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	657	0	81	269	336	338	549	82	128	793	291
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	657	0	81	269	336	338	549	82	128	793	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3219	481	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.00	0.05	0.14	0.19	0.19	0.17	0.17	0.07	0.21	0.17
Crit Moves:	****			****	****	****	****	****	****	****		
Green Time:	18.2	41.6	0.0	12.0	35.5	35.5	35.7	52.0	52.0	22.3	38.6	38.6
Volume/Cap:	0.76	0.58	0.00	0.54	0.56	0.76	0.76	0.46	0.46	0.46	0.76	0.60
Delay/Veh:	72.4	42.5	0.0	65.2	46.1	52.4	55.4	33.6	33.6	54.6	49.6	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	42.5	0.0	65.2	46.1	52.4	55.4	33.6	33.6	54.6	49.6	46.2
LOS by Move:	E	D	A	E	D	D	E	C	C	D	D	D
HCM2k95thQ:	15	21	0	7	18	26	26	19	19	10	28	21

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	95	215	104	124	512	366	344	850	127	116	800	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	215	104	124	512	366	344	850	127	116	800	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	215	104	124	512	366	344	850	127	116	800	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	215	0	124	512	366	344	850	127	116	800	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	215	0	124	512	366	344	850	127	116	800	112
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	215	0	124	512	366	344	850	127	116	800	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2156	1542	1750	3219	481	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.07	0.24	0.24	0.20	0.26	0.26	0.07	0.21	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.4	27.5	0.0	28.4	45.5	45.5	37.7	62.4	62.4	15.7	40.4	40.4
Volume/Cap:	0.76	0.30	0.00	0.36	0.76	0.76	0.76	0.62	0.62	0.62	0.76	0.23
Delay/Veh:	90.2	51.2	0.0	51.6	48.4	48.4	57.4	33.3	33.3	68.4	51.7	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	51.2	0.0	51.6	48.4	48.4	57.4	33.3	33.3	68.4	51.7	41.1
LOS by Move:	F	D	A	D	D	D	E	C	C	E	D	D
HCM2k95thQ:	10	8	0	10	32	32	27	29	29	11	29	8

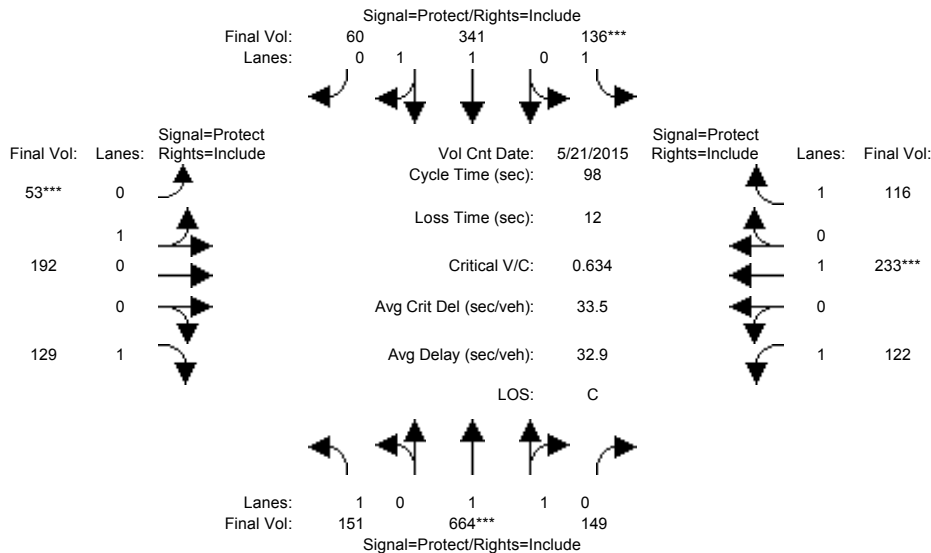
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



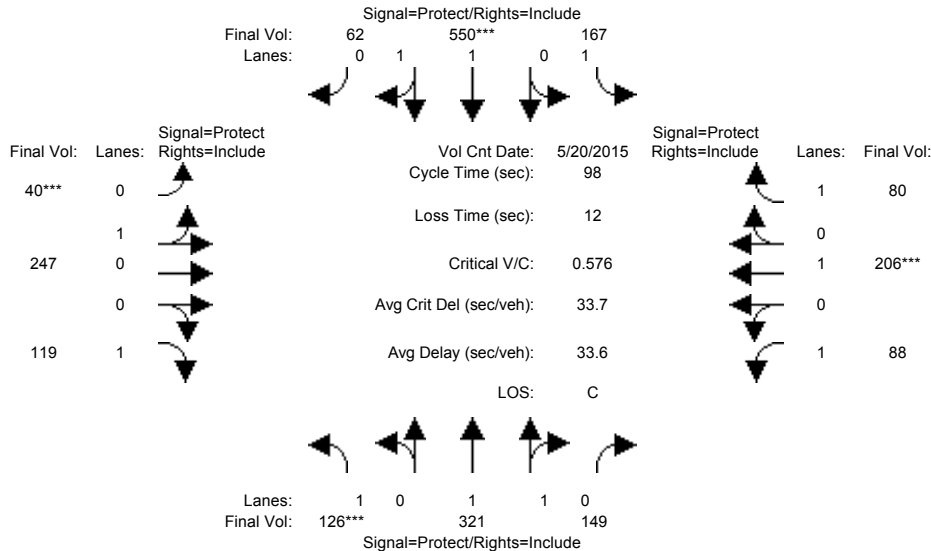
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	151	664	149	136	341	60	53	192	129	122	233	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	664	149	136	341	60	53	192	129	122	233	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	664	149	136	341	60	53	192	129	122	233	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	664	149	136	341	60	53	192	129	122	233	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	664	149	136	341	60	53	192	129	122	233	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	664	149	136	341	60	53	192	129	122	233	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.69	0.31	0.22	0.78	1.00	1.00	1.00	1.00
Final Sat.:	1750	3021	678	1750	3146	554	389	1411	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.08	0.11	0.11	0.14	0.14	0.07	0.07	0.12	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	34.0	34.0	12.0	25.6	25.6	21.0	22.9	22.9	17.1	19.0	19.0
Volume/Cap:	0.41	0.63	0.63	0.63	0.41	0.41	0.63	0.58	0.32	0.40	0.63	0.34
Delay/Veh:	34.4	27.8	27.8	47.0	30.3	30.3	38.4	35.4	31.5	36.7	39.9	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	27.8	27.8	47.0	30.3	30.3	38.4	35.4	31.5	36.7	39.9	34.7
LOS by Move:	C	C	C	D	C	C	D	D	C	D	D	C
HCM2k95thQ:	8	19	19	9	10	10	15	14	7	8	14	7

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



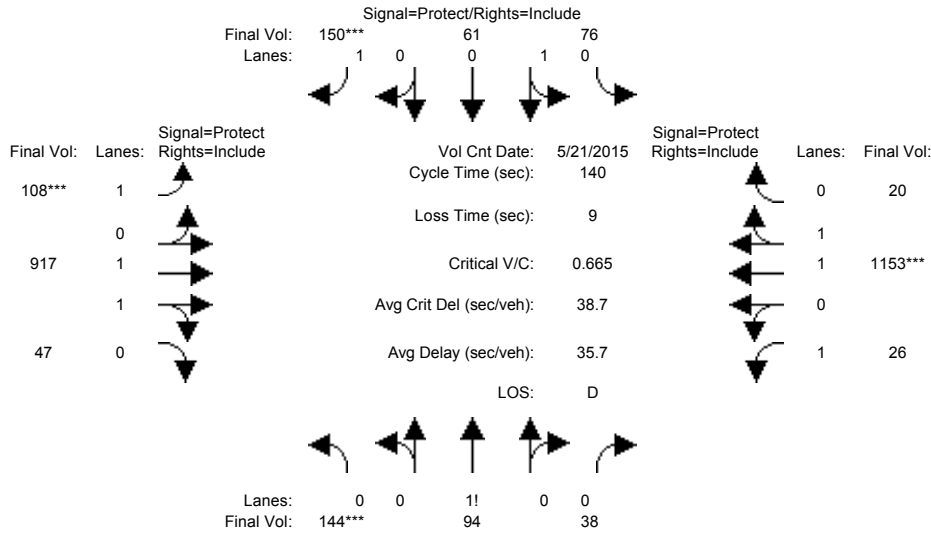
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:45-5:45PM												
Base Vol:	126	321	149	167	550	62	40	247	119	88	206	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	321	149	167	550	62	40	247	119	88	206	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	321	149	167	550	62	40	247	119	88	206	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	321	149	167	550	62	40	247	119	88	206	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	321	149	167	550	62	40	247	119	88	206	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	321	149	167	550	62	40	247	119	88	206	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.35	0.65	1.00	1.79	0.21	0.14	0.86	1.00	1.00	1.00	1.00
Final Sat.:	1750	2526	1173	1750	3325	375	251	1549	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.10	0.17	0.17	0.16	0.16	0.07	0.05	0.11	0.05
Crit Moves:	****			****			****			****		
Green Time:	12.3	23.1	23.1	17.3	28.2	28.2	27.1	27.8	27.8	17.8	18.5	18.5
Volume/Cap:	0.58	0.54	0.54	0.54	0.58	0.58	0.58	0.56	0.24	0.28	0.58	0.24
Delay/Veh:	44.2	33.5	33.5	38.6	30.6	30.6	32.1	31.3	27.2	35.0	38.5	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	33.5	33.5	38.6	30.6	30.6	32.1	31.3	27.2	35.0	38.5	34.2
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	C
HCM2k95thQ:	8	12	12	10	15	15	16	16	6	5	12	5

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



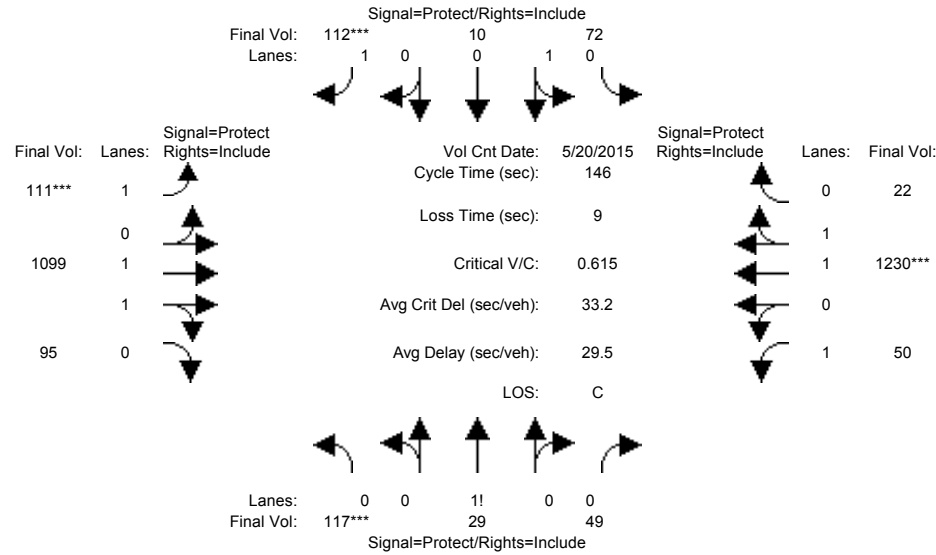
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	144	94	38	76	61	150	108	917	47	26	1153	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	94	38	76	61	150	108	917	47	26	1153	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	94	38	76	61	150	108	917	47	26	1153	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	94	38	76	61	150	108	917	47	26	1153	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	94	38	76	61	150	108	917	47	26	1153	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	94	38	76	61	150	108	917	47	26	1153	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.52	0.34	0.14	0.55	0.45	1.00	1.00	1.90	0.10	1.00	1.96	0.04
Final Sat.:	913	596	241	999	801	1750	1750	3519	180	1750	3637	63
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.09	0.06	0.26	0.26	0.01	0.32	0.32
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	33.2	34.6	34.6	16.7	18.0	18.0	13.0	66.9	66.9	12.8	66.8	66.8
Volume/Cap:	0.66	0.64	0.64	0.64	0.59	0.66	0.66	0.55	0.55	0.16	0.66	0.66
Delay/Veh:	52.4	50.3	50.3	65.1	61.5	65.4	71.4	26.2	26.2	59.1	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	50.3	50.3	65.1	61.5	65.4	71.4	26.2	26.2	59.1	29.0	29.0
LOS by Move:	D	D	D	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	21	21	21	13	13	15	10	26	26	2	32	32

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



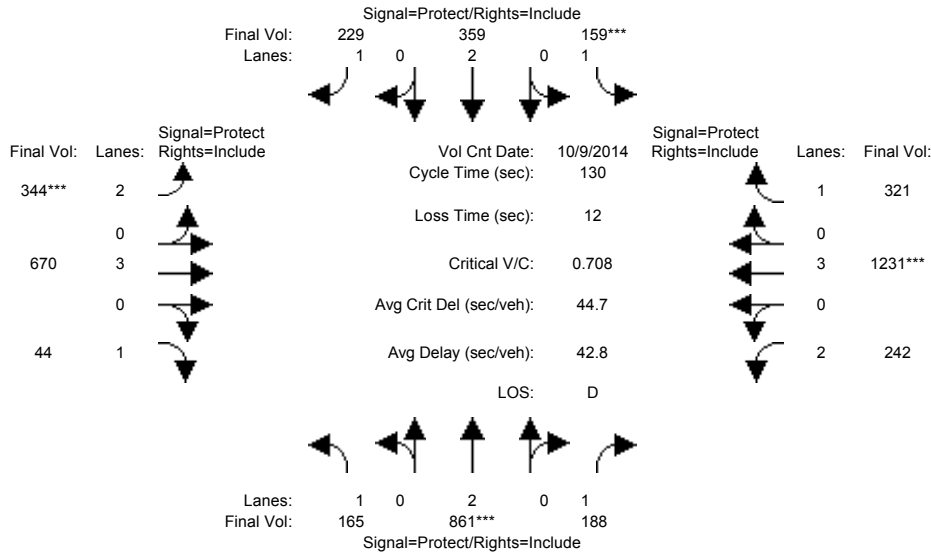
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	117	29	49	72	10	112	111	1099	95	50	1230	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	29	49	72	10	112	111	1099	95	50	1230	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	29	49	72	10	112	111	1099	95	50	1230	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	29	49	72	10	112	111	1099	95	50	1230	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	29	49	72	10	112	111	1099	95	50	1230	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	29	49	72	10	112	111	1099	95	50	1230	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.60	0.15	0.25	0.88	0.12	1.00	1.00	1.84	0.16	1.00	1.96	0.04
Final Sat.:	1050	260	440	1580	220	1750	1750	3405	294	1750	3635	65
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.05	0.05	0.06	0.06	0.32	0.32	0.03	0.34	0.34
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	26.4	25.8	25.8	15.8	15.2	15.2	15.1	83.0	83.0	12.3	80.3	80.3
Volume/Cap:	0.62	0.63	0.63	0.42	0.44	0.62	0.62	0.57	0.57	0.34	0.62	0.62
Delay/Veh:	58.7	59.9	59.9	62.2	63.0	68.8	68.9	20.4	20.4	64.3	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	59.9	59.9	62.2	63.0	68.8	68.9	20.4	20.4	64.3	22.9	22.9
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	16	16	16	8	8	12	10	29	29	4	32	32

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



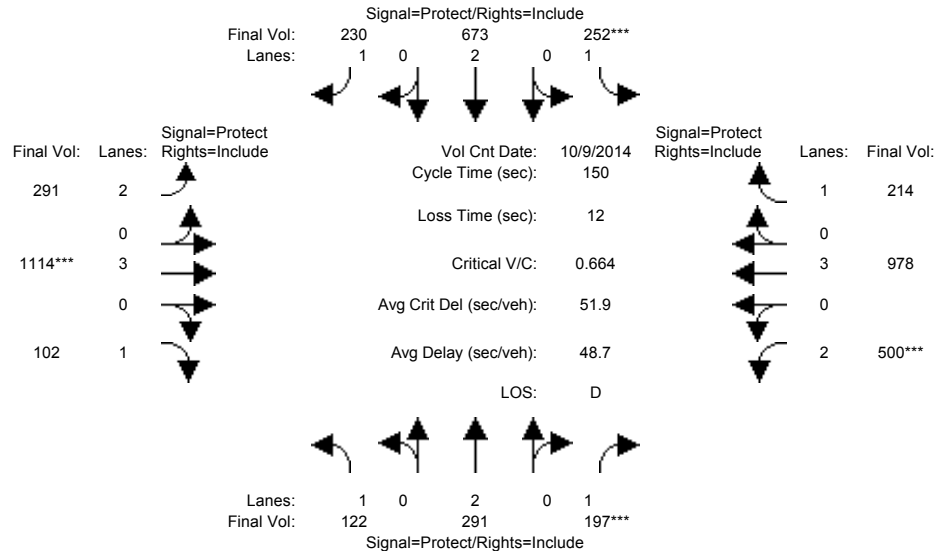
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	165	861	188	159	359	229	344	670	44	242	1231	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	861	188	159	359	229	344	670	44	242	1231	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	861	188	159	359	229	344	670	44	242	1231	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	861	188	159	359	229	344	670	44	242	1231	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	861	188	159	359	229	344	670	44	242	1231	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	861	188	159	359	229	344	670	44	242	1231	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.11	0.09	0.09	0.13	0.11	0.12	0.03	0.08	0.22	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.4	41.6	41.6	16.7	33.9	33.9	20.1	36.1	36.1	23.6	39.7	39.7
Volume/Cap:	0.50	0.71	0.34	0.71	0.36	0.50	0.71	0.42	0.09	0.42	0.71	0.60
Delay/Veh:	48.6	40.8	34.0	64.3	39.5	41.8	57.0	38.6	34.9	47.7	41.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	40.8	34.0	64.3	39.5	41.8	57.0	38.6	34.9	47.7	41.4	40.4
LOS by Move:	D	D	C	E	D	D	E	D	C	D	D	D
HCM2k95thQ:	13	28	12	13	11	15	17	14	3	10	26	21

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



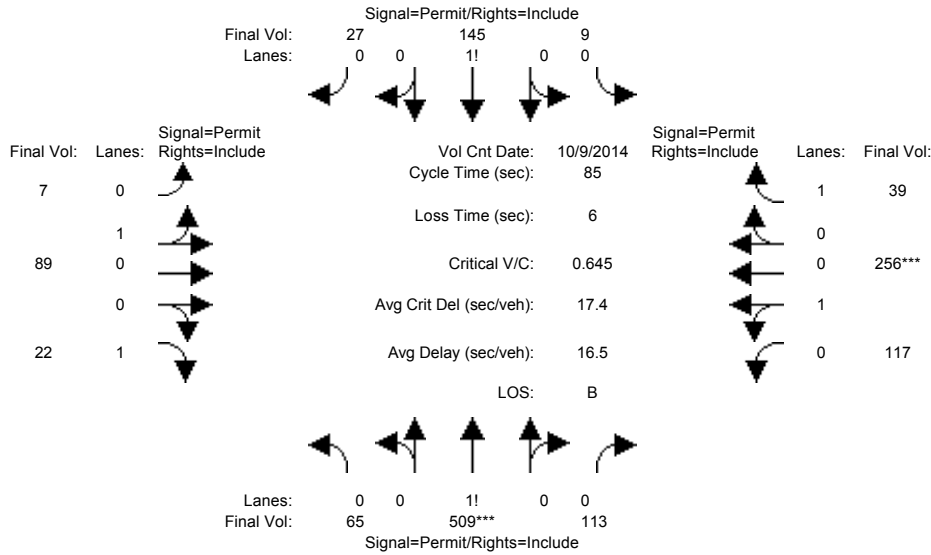
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	122	291	197	252	673	230	291	1114	102	500	978	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	291	197	252	673	230	291	1114	102	500	978	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	291	197	252	673	230	291	1114	102	500	978	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	291	197	252	673	230	291	1114	102	500	978	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	291	197	252	673	230	291	1114	102	500	978	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	291	197	252	673	230	291	1114	102	500	978	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.11	0.14	0.18	0.13	0.09	0.20	0.06	0.16	0.17	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.4	25.4	25.4	32.5	41.6	41.6	28.0	44.2	44.2	35.9	52.0	52.0
Volume/Cap:	0.64	0.45	0.66	0.66	0.64	0.47	0.49	0.66	0.20	0.66	0.49	0.35
Delay/Veh:	71.0	56.5	63.9	58.1	48.9	45.8	55.3	47.4	39.8	53.9	38.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	56.5	63.9	58.1	48.9	45.8	55.3	47.4	39.8	53.9	38.8	36.8
LOS by Move:	E	E	E	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	13	12	19	21	24	17	14	27	7	22	21	14

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



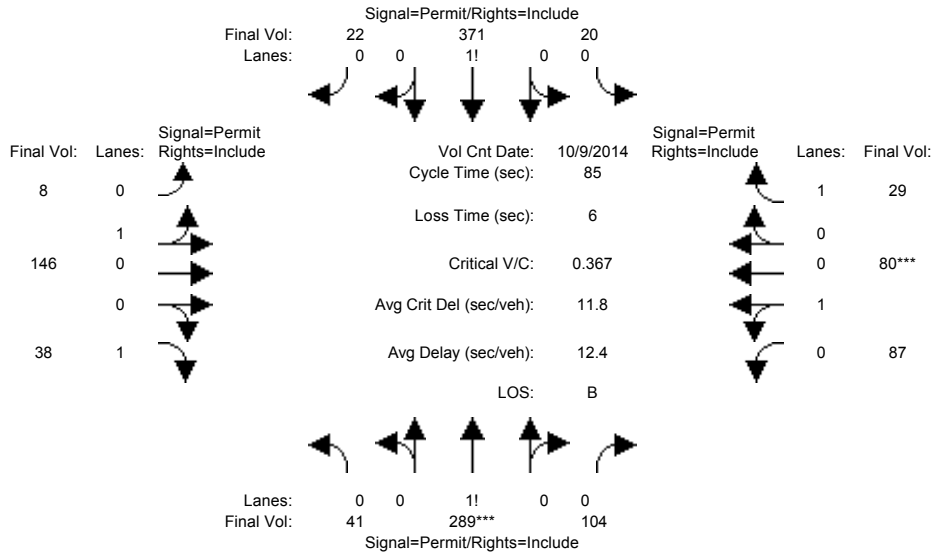
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	65	509	113	9	145	27	7	89	22	117	256	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	509	113	9	145	27	7	89	22	117	256	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	509	113	9	145	27	7	89	22	117	256	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	509	113	9	145	27	7	89	22	117	256	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	509	113	9	145	27	7	89	22	117	256	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	509	113	9	145	27	7	89	22	117	256	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.75	0.16	0.05	0.80	0.15	0.07	0.93	1.00	0.31	0.69	1.00
Final Sat.:	166	1297	288	87	1402	261	131	1669	1750	565	1235	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.10	0.10	0.10	0.05	0.05	0.01	0.21	0.21	0.02
Crit Moves:	****									****		
Green Time:	51.7	51.7	51.7	51.7	51.7	51.7	27.3	27.3	27.3	27.3	27.3	27.3
Volume/Cap:	0.65	0.65	0.65	0.17	0.17	0.17	0.17	0.17	0.04	0.65	0.65	0.07
Delay/Veh:	12.1	12.1	12.1	7.3	7.3	7.3	20.8	20.8	19.9	27.2	27.2	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	7.3	7.3	7.3	20.8	20.8	19.9	27.2	27.2	20.1
LOS by Move:	B	B	B	A	A	A	C	C	B	C	C	C
HCM2k95thQ:	22	22	22	5	5	5	4	4	1	16	16	2

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	41	289	104	20	371	22	8	146	38	87	80	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	289	104	20	371	22	8	146	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	289	104	20	371	22	8	146	38	87	80	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	289	104	20	371	22	8	146	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	289	104	20	371	22	8	146	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	289	104	20	371	22	8	146	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.67	0.24	0.05	0.90	0.05	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	165	1165	419	85	1572	93	94	1706	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.24	0.24	0.24	0.09	0.09	0.02	0.09	0.09	0.02
Crit Moves:	****											
Green Time:	57.5	57.5	57.5	57.5	57.5	57.5	21.5	21.5	21.5	21.5	21.5	21.5
Volume/Cap:	0.37	0.37	0.37	0.35	0.35	0.35	0.34	0.34	0.09	0.37	0.37	0.07
Delay/Veh:	6.1	6.1	6.1	6.0	6.0	6.0	26.4	26.4	24.3	26.6	26.6	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	6.1	6.1	6.0	6.0	6.0	26.4	26.4	24.3	26.6	26.6	24.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	10	10	10	7	7	2	7	7	1

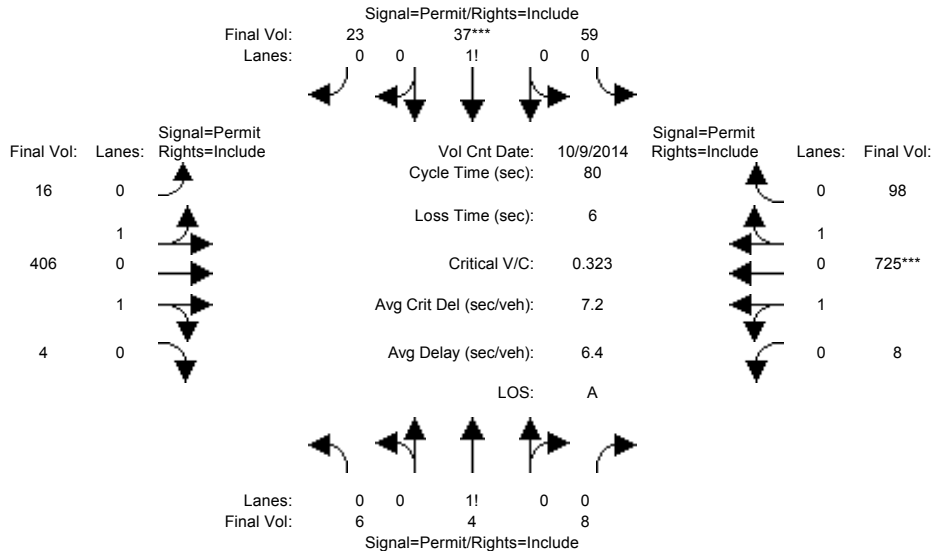
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



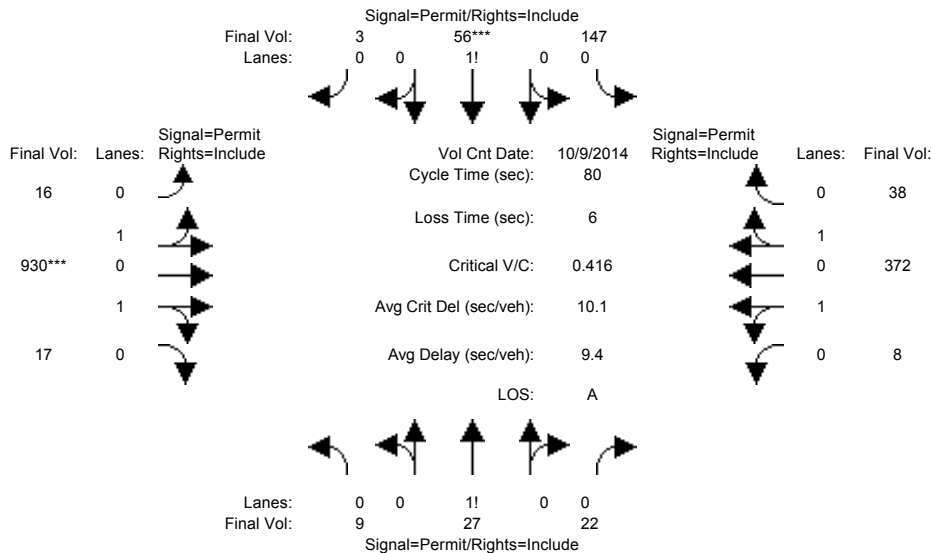
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	6	4	8	59	37	23	16	406	4	8	725	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	4	8	59	37	23	16	406	4	8	725	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	4	8	59	37	23	16	406	4	8	725	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	4	8	59	37	23	16	406	4	8	725	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	4	8	59	37	23	16	406	4	8	725	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	4	8	59	37	23	16	406	4	8	725	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.33	0.22	0.45	0.50	0.31	0.19	0.07	1.91	0.02	0.02	1.74	0.24
Final Sat.:	583	389	778	868	544	338	135	3431	34	35	3141	425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.12	0.12	0.12	0.23	0.23	0.23
Crit Moves:	*****											
Green Time:	16.8	16.8	16.8	16.8	16.8	16.8	57.2	57.2	57.2	57.2	57.2	57.2
Volume/Cap:	0.05	0.05	0.05	0.32	0.32	0.32	0.17	0.17	0.17	0.32	0.32	0.32
Delay/Veh:	25.2	25.2	25.2	27.3	27.3	27.3	3.7	3.7	3.7	4.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	27.3	27.3	27.3	3.7	3.7	3.7	4.3	4.3	4.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	1	1	1	6	6	6	4	4	4	8	8	8

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



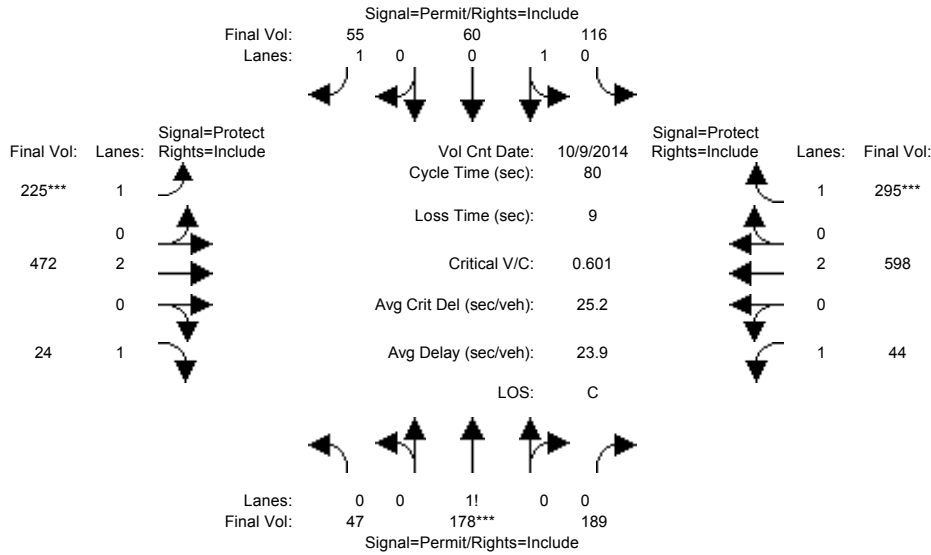
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	9	27	22	147	56	3	16	930	17	8	372	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	22	147	56	3	16	930	17	8	372	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	22	147	56	3	16	930	17	8	372	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	22	147	56	3	16	930	17	8	372	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	22	147	56	3	16	930	17	8	372	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	22	147	56	3	16	930	17	8	372	38
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.15	0.47	0.38	0.72	0.27	0.01	0.03	1.93	0.04	0.04	1.78	0.18
Final Sat.:	272	815	664	1249	476	25	60	3477	64	69	3204	327
-----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.12	0.27	0.27	0.27	0.12	0.12	0.12
Crit Moves:				****				****				
Green Time:	22.6	22.6	22.6	22.6	22.6	22.6	51.4	51.4	51.4	51.4	51.4	51.4
Volume/Cap:	0.12	0.12	0.12	0.42	0.42	0.42	0.42	0.42	0.42	0.18	0.18	0.18
Delay/Veh:	21.4	21.4	21.4	23.9	23.9	23.9	7.1	7.1	7.1	5.8	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	23.9	23.9	23.9	7.1	7.1	7.1	5.8	5.8	5.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	2	9	9	9	12	12	12	4	4	4

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



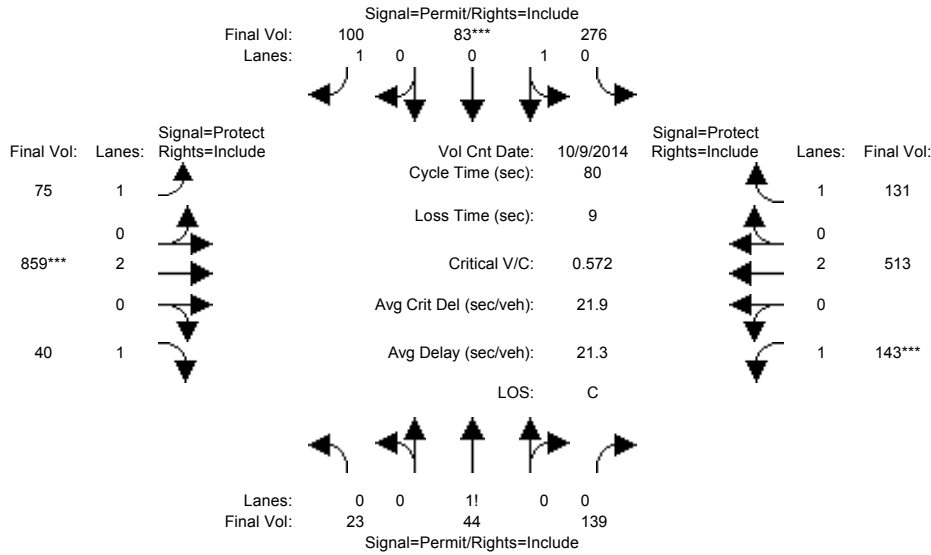
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	47	178	189	116	60	55	225	472	24	44	598	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	178	189	116	60	55	225	472	24	44	598	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	178	189	116	60	55	225	472	24	44	598	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	178	189	116	60	55	225	472	24	44	598	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	178	189	116	60	55	225	472	24	44	598	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	178	189	116	60	55	225	472	24	44	598	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.43	0.46	0.66	0.34	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	199	752	799	1186	614	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.10	0.10	0.03	0.13	0.12	0.01	0.03	0.16	0.17
Crit Moves:	****			****			****			****		
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	17.1	23.3	23.3	16.3	22.4	22.4
Volume/Cap:	0.60	0.60	0.60	0.25	0.25	0.08	0.60	0.43	0.05	0.12	0.56	0.60
Delay/Veh:	20.8	20.8	20.8	16.5	16.5	15.2	31.1	23.2	20.4	26.2	25.3	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	20.8	16.5	16.5	15.2	31.1	23.2	20.4	26.2	25.3	27.0
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	16	16	16	6	6	2	11	9	1	2	12	13

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



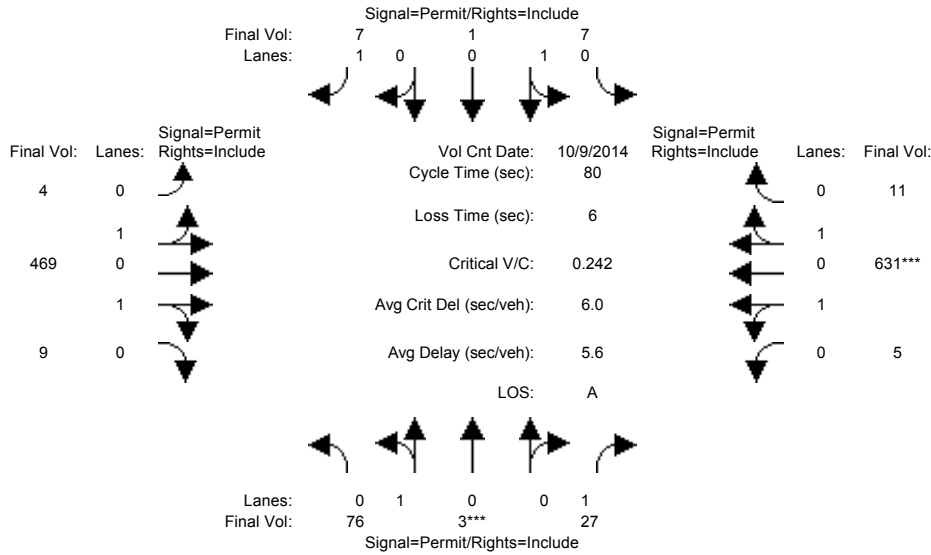
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	23	44	139	276	83	100	75	859	40	143	513	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	44	139	276	83	100	75	859	40	143	513	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	44	139	276	83	100	75	859	40	143	513	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	44	139	276	83	100	75	859	40	143	513	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	44	139	276	83	100	75	859	40	143	513	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	44	139	276	83	100	75	859	40	143	513	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.21	0.68	0.77	0.23	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	195	374	1181	1384	416	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.20	0.20	0.06	0.04	0.23	0.02	0.08	0.14	0.07
Crit Moves:	*****											
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	16.9	31.6	31.6	11.4	26.1	26.1
Volume/Cap:	0.34	0.34	0.34	0.57	0.57	0.16	0.20	0.57	0.06	0.57	0.41	0.23
Delay/Veh:	19.5	19.5	19.5	22.4	22.4	18.1	26.2	19.4	15.0	35.2	21.2	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.5	22.4	22.4	18.1	26.2	19.4	15.0	35.2	21.2	19.8
LOS by Move:	B	B	B	C	C	B	C	B	B	D	C	B
HCM2k95thQ:	8	8	8	14	14	4	3	15	1	7	9	5

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



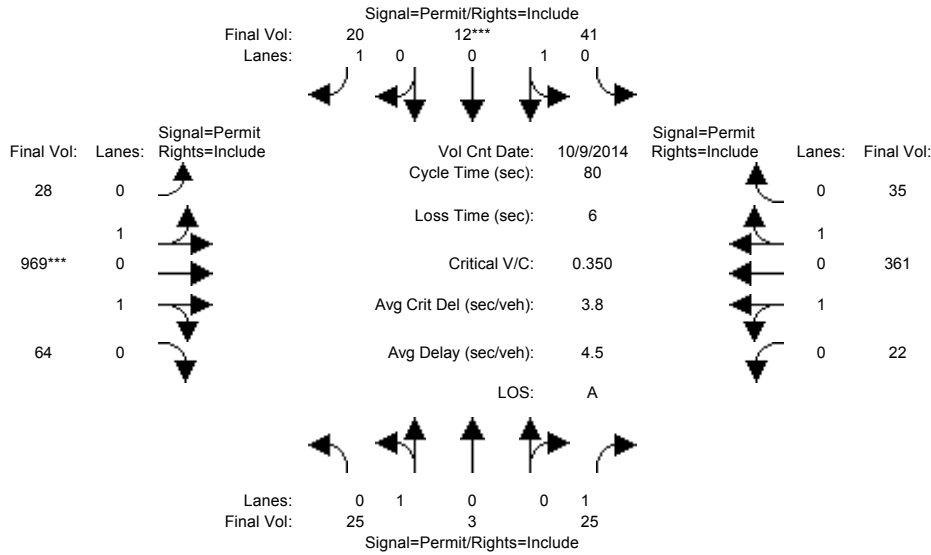
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	76	3	27	7	1	7	4	469	9	5	631	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	3	27	7	1	7	4	469	9	5	631	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	3	27	7	1	7	4	469	9	5	631	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	3	27	7	1	7	4	469	9	5	631	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	3	27	7	1	7	4	469	9	5	631	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	3	27	7	1	7	4	469	9	5	631	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.96	0.04	1.00	0.87	0.13	1.00	0.02	1.94	0.04	0.02	1.95	0.03
Final Sat.:	1732	68	1750	1575	225	1750	30	3503	67	28	3511	61
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.00	0.00	0.00	0.13	0.13	0.13	0.18	0.18	0.18
Crit Moves:	****									****		
Green Time:	14.5	14.5	14.5	14.5	14.5	14.5	59.5	59.5	59.5	59.5	59.5	59.5
Volume/Cap:	0.24	0.24	0.08	0.02	0.02	0.02	0.18	0.18	0.18	0.24	0.24	0.24
Delay/Veh:	28.4	28.4	27.3	26.9	26.9	26.9	3.1	3.1	3.1	3.3	3.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	28.4	27.3	26.9	26.9	26.9	3.1	3.1	3.1	3.3	3.3	3.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	0	0	0	4	4	4	5	5	5

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



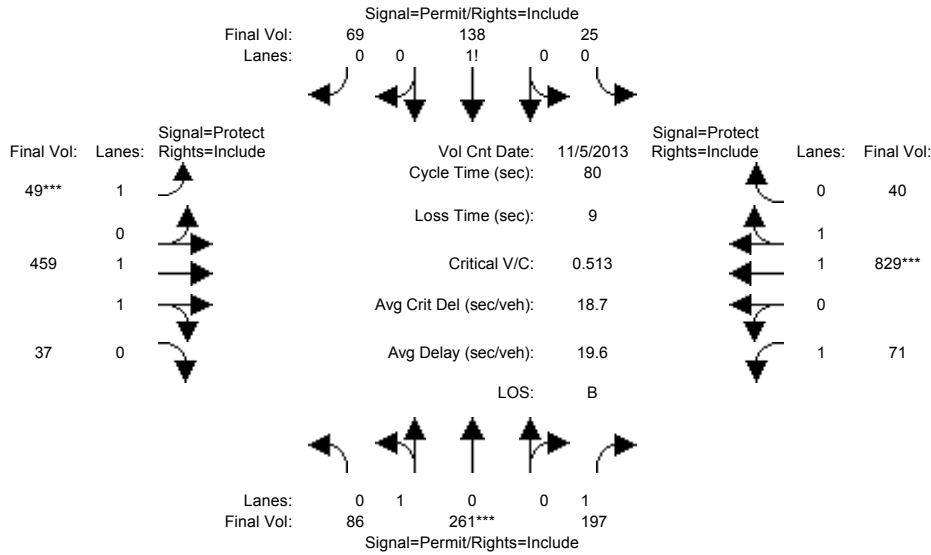
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	25	3	25	41	12	20	28	969	64	22	361	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	25	41	12	20	28	969	64	22	361	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	25	41	12	20	28	969	64	22	361	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	25	41	12	20	28	969	64	22	361	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	25	41	12	20	28	969	64	22	361	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	3	25	41	12	20	28	969	64	22	361	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.77	0.23	1.00	0.05	1.83	0.12	0.10	1.73	0.17
Final Sat.:	1607	193	1750	1392	408	1750	95	3288	217	189	3109	301
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.29	0.29	0.29	0.12	0.12	0.12
Crit Moves:	*****											
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.12	0.12	0.11	0.24	0.24	0.09	0.37	0.37	0.37	0.15	0.15	0.15
Delay/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	1	8	8	8	3	3	3

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



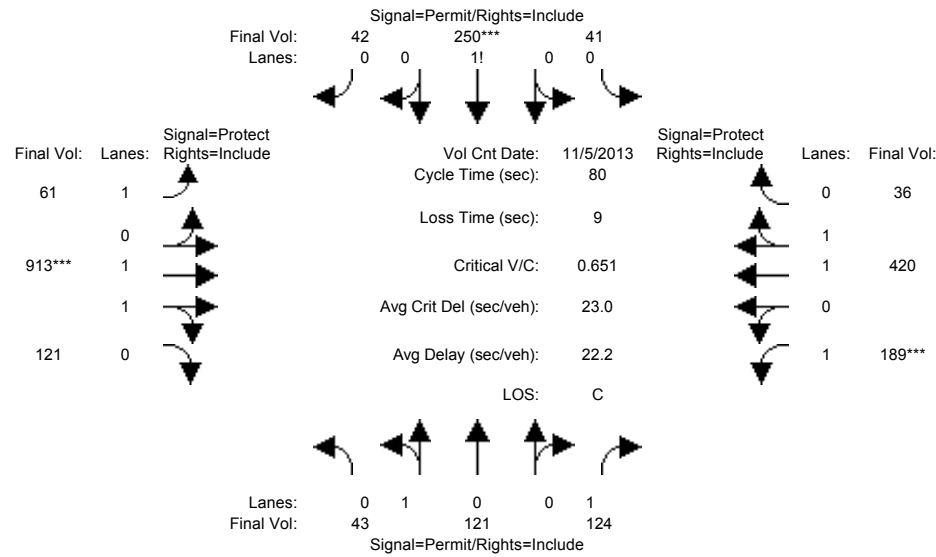
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 5 Nov 2013 <<											
Base Vol:	86	261	197	25	138	69	49	459	37	71	829	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	261	197	25	138	69	49	459	37	71	829	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	261	197	25	138	69	49	459	37	71	829	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	261	197	25	138	69	49	459	37	71	829	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	261	197	25	138	69	49	459	37	71	829	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	261	197	25	138	69	49	459	37	71	829	40
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.25	0.75	1.00	0.11	0.59	0.30	1.00	1.85	0.15	1.00	1.91	0.09
Final Sat.:	446	1354	1750	189	1041	520	1750	3424	276	1750	3530	170
-----												
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.11	0.13	0.13	0.13	0.03	0.13	0.13	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	28.9	28.9	28.9	28.9	28.9	28.9	7.0	25.5	25.5	16.6	35.1	35.1
Volume/Cap:	0.53	0.53	0.31	0.37	0.37	0.37	0.32	0.42	0.42	0.19	0.53	0.53
Delay/Veh:	21.1	21.1	18.7	19.2	19.2	19.2	35.5	21.7	21.7	26.4	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	18.7	19.2	19.2	19.2	35.5	21.7	21.7	26.4	16.8	16.8
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	13	13	7	9	9	9	2	9	9	3	15	15

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	43	121	124	41	250	42	61	913	121	189	420	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	121	124	41	250	42	61	913	121	189	420	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	121	124	41	250	42	61	913	121	189	420	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	121	124	41	250	42	61	913	121	189	420	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	121	124	41	250	42	61	913	121	189	420	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	121	124	41	250	42	61	913	121	189	420	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.75	0.13	1.00	1.76	0.24	1.00	1.84	0.16
Final Sat.:	472	1328	1750	215	1314	221	1750	3267	433	1750	3408	292
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.19	0.19	0.19	0.03	0.28	0.28	0.11	0.12	0.12
Crit Moves:				****				****				****
Green Time:	23.4	23.4	23.4	23.4	23.4	23.4	19.6	34.3	34.3	13.3	28.0	28.0
Volume/Cap:	0.31	0.31	0.24	0.65	0.65	0.65	0.14	0.65	0.65	0.65	0.35	0.35
Delay/Veh:	22.4	22.4	21.8	27.7	27.7	27.7	23.8	19.1	19.1	36.4	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	21.8	27.7	27.7	27.7	23.8	19.1	19.1	36.4	19.4	19.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	6	6	5	16	16	16	3	19	19	9	8	8

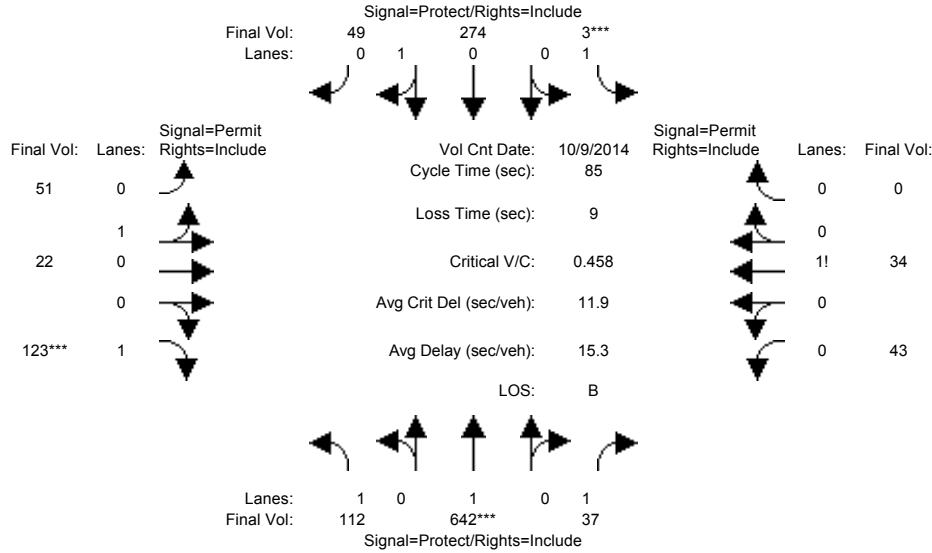
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



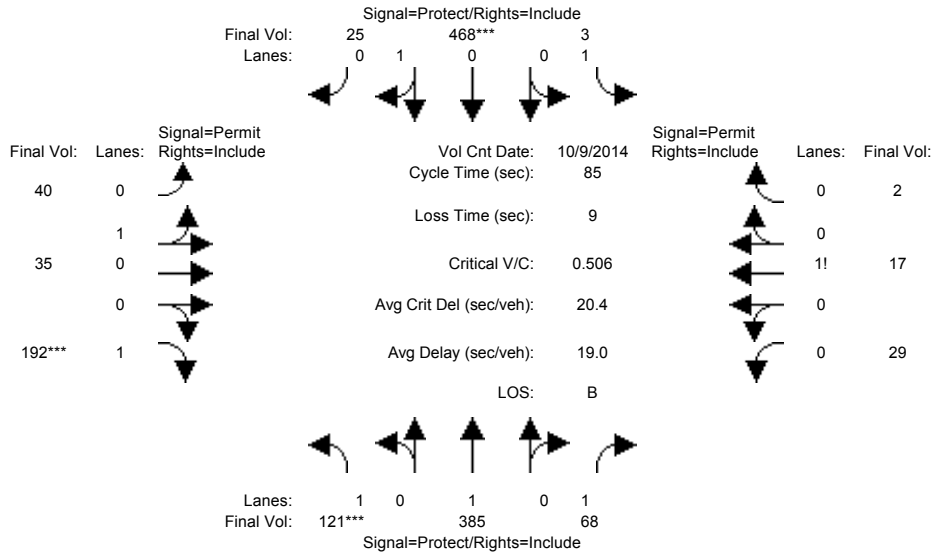
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	112	642	37	3	274	49	51	22	123	43	34	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	642	37	3	274	49	51	22	123	43	34	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	642	37	3	274	49	51	22	123	43	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	642	37	3	274	49	51	22	123	43	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	642	37	3	274	49	51	22	123	43	34	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	642	37	3	274	49	51	22	123	43	34	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.56	0.44	0.00
Final Sat.:	1750	1900	1750	1750	1527	273	1258	542	1750	1005	795	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.04	0.04	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.2	57.1	57.1	7.0	43.9	43.9	11.9	11.9	11.9	11.9	11.9	0.0
Volume/Cap:	0.27	0.50	0.03	0.02	0.35	0.35	0.29	0.29	0.50	0.31	0.31	0.00
Delay/Veh:	26.8	7.2	4.7	35.9	12.3	12.3	33.4	33.4	35.5	33.5	33.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	7.2	4.7	35.9	12.3	12.3	33.4	33.4	35.5	33.5	33.5	0.0
LOS by Move:	C	A	A	D	B	B	C	C	D	C	C	A
HCM2k95thQ:	5	16	1	0	10	10	4	4	8	4	4	0

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



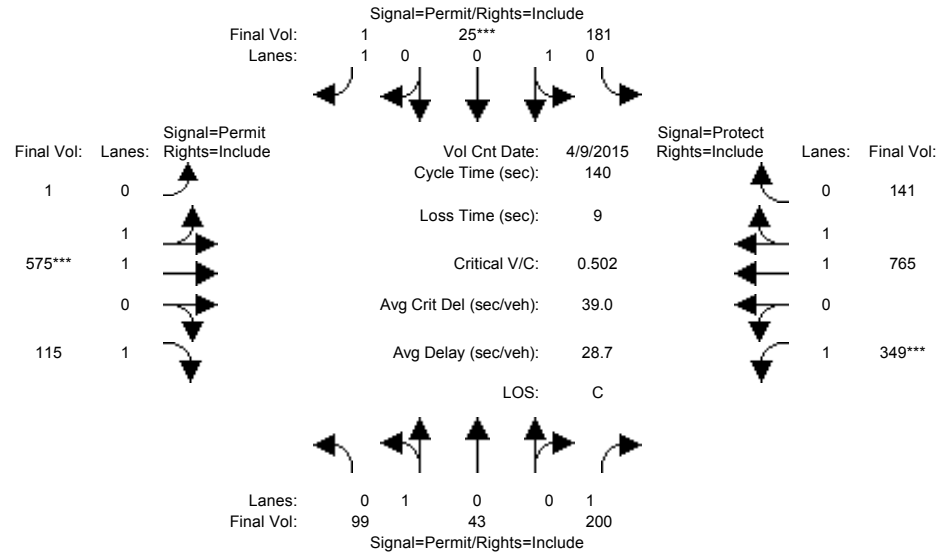
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	121	385	68	3	468	25	40	35	192	29	17	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	385	68	3	468	25	40	35	192	29	17	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	385	68	3	468	25	40	35	192	29	17	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	385	68	3	468	25	40	35	192	29	17	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	385	68	3	468	25	40	35	192	29	17	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	385	68	3	468	25	40	35	192	29	17	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.61	0.35	0.04
Final Sat.:	1750	1900	1750	1750	1709	91	960	840	1750	1057	620	73
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.04	0.00	0.27	0.27	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****			****					****			
Green Time:	11.6	40.9	40.9	16.6	46.0	46.0	18.4	18.4	18.4	18.4	18.4	18.4
Volume/Cap:	0.51	0.42	0.08	0.01	0.51	0.51	0.19	0.19	0.51	0.13	0.13	0.13
Delay/Veh:	35.8	14.6	11.9	27.5	12.8	12.8	27.5	27.5	30.4	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	14.6	11.9	27.5	12.8	12.8	27.5	27.5	30.4	27.0	27.0	27.0
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	16	16	4	4	10	2	2	2

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



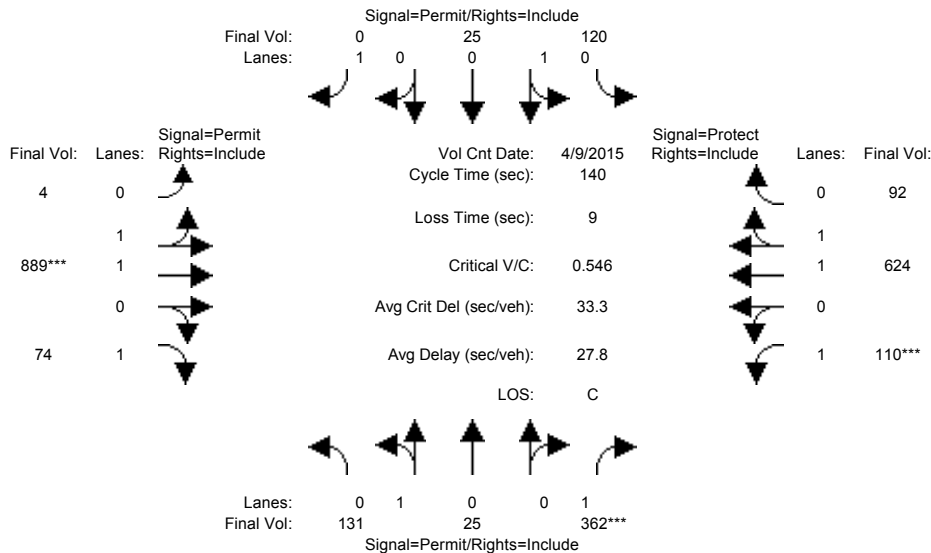
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Apr 2015 <<											
Base Vol:	99	43	200	181	25	1	1	575	115	349	765	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	43	200	181	25	1	1	575	115	349	765	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	43	200	181	25	1	1	575	115	349	765	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	43	200	181	25	1	1	575	115	349	765	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	43	200	181	25	1	1	575	115	349	765	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	43	200	181	25	1	1	575	115	349	765	141
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.70	0.30	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.68	0.32
Final Sat.:	1255	545	1750	1582	218	1750	6	3694	1750	1750	3124	576
-----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.11	0.11	0.11	0.00	0.16	0.16	0.07	0.20	0.24	0.24
Crit Moves:	*****											
Green Time:	31.9	31.9	31.9	31.9	31.9	31.9	43.4	43.4	43.4	55.6	99.1	99.1
Volume/Cap:	0.35	0.35	0.50	0.50	0.50	0.00	0.50	0.50	0.21	0.50	0.35	0.35
Delay/Veh:	45.8	45.8	48.1	48.1	48.1	41.7	39.8	39.8	35.8	32.3	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	48.1	48.1	48.1	41.7	39.8	39.8	35.8	32.3	8.0	8.0
LOS by Move:	D	D	D	D	D	D	D	D	D	C	A	A
HCM2k95thQ:	10	10	15	16	16	0	19	19	7	21	14	14

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



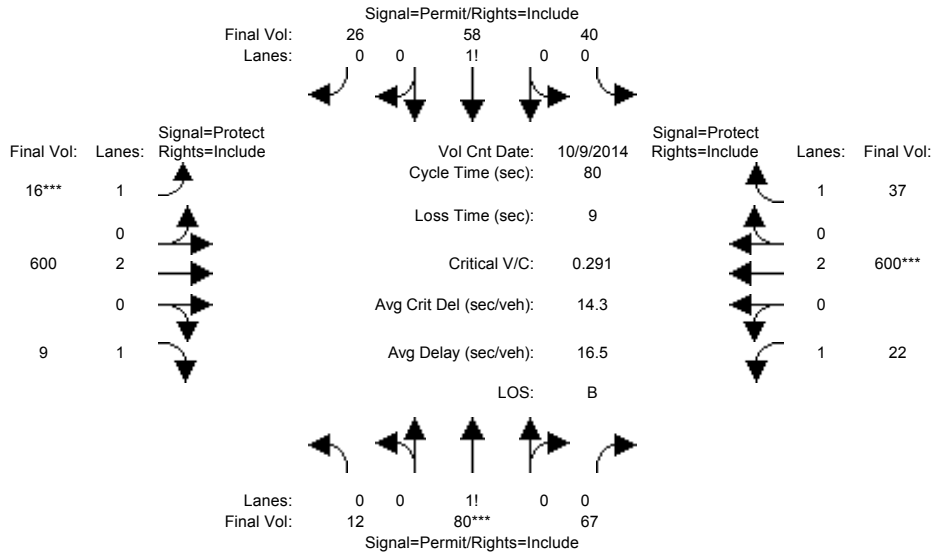
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Apr 2015 <<											
Base Vol:	131	25	362	120	25	0	4	889	74	110	624	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	25	362	120	25	0	4	889	74	110	624	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	25	362	120	25	0	4	889	74	110	624	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	25	362	120	25	0	4	889	74	110	624	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	25	362	120	25	0	4	889	74	110	624	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	25	362	120	25	0	4	889	74	110	624	92
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.84	0.16	1.00	0.83	0.17	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	1512	288	1750	1490	310	1750	17	3683	1750	1750	3224	475
-----												
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.21	0.08	0.08	0.00	0.24	0.24	0.04	0.06	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	53.0	53.0	53.0	53.0	53.0	0.0	61.9	61.9	61.9	16.1	78.0	78.0
Volume/Cap:	0.23	0.23	0.55	0.21	0.21	0.00	0.55	0.55	0.10	0.55	0.35	0.35
Delay/Veh:	29.8	29.8	35.0	29.5	29.5	0.0	29.1	29.1	22.8	61.6	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	35.0	29.5	29.5	0.0	29.1	29.1	22.8	61.6	17.1	17.1
LOS by Move:	C	C	D	C	C	A	C	C	C	E	B	B
HCM2k95thQ:	9	9	23	8	8	0	25	25	4	9	16	16

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



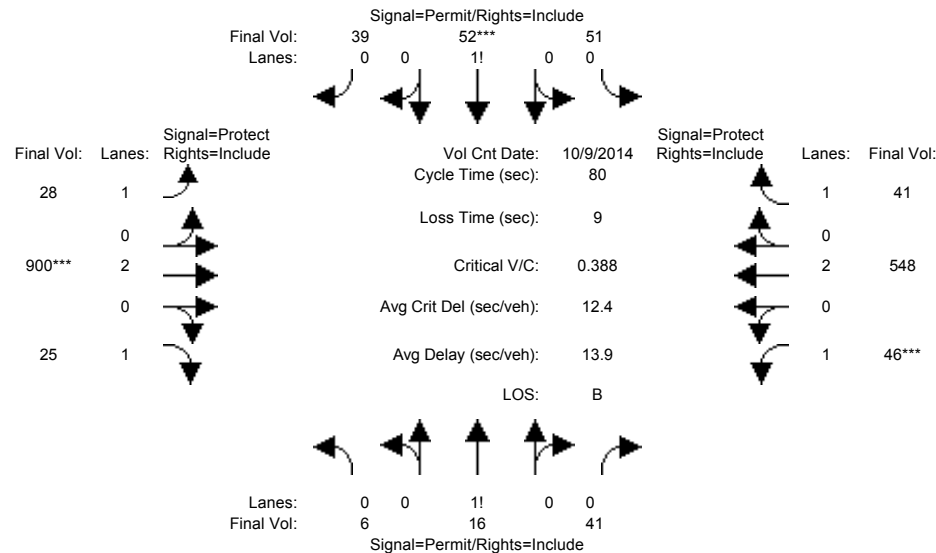
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	12	80	67	40	58	26	16	600	9	22	600	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	600	9	22	600	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	600	9	22	600	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	600	9	22	600	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	600	9	22	600	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	80	67	40	58	26	16	600	9	22	600	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.16	0.01	0.01	0.16	0.02
Crit Moves:	****			****			****			****		
Green Time:	23.4	23.4	23.4	23.4	23.4	23.4	7.0	30.6	30.6	17.0	40.6	40.6
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.41	0.01	0.06	0.31	0.04
Delay/Veh:	22.4	22.4	22.4	21.8	21.8	21.8	33.9	18.3	15.3	25.2	11.6	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	21.8	21.8	21.8	33.9	18.3	15.3	25.2	11.6	9.9
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	A
HCM2k95thQ:	7	7	7	5	5	5	1	10	0	1	8	1

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



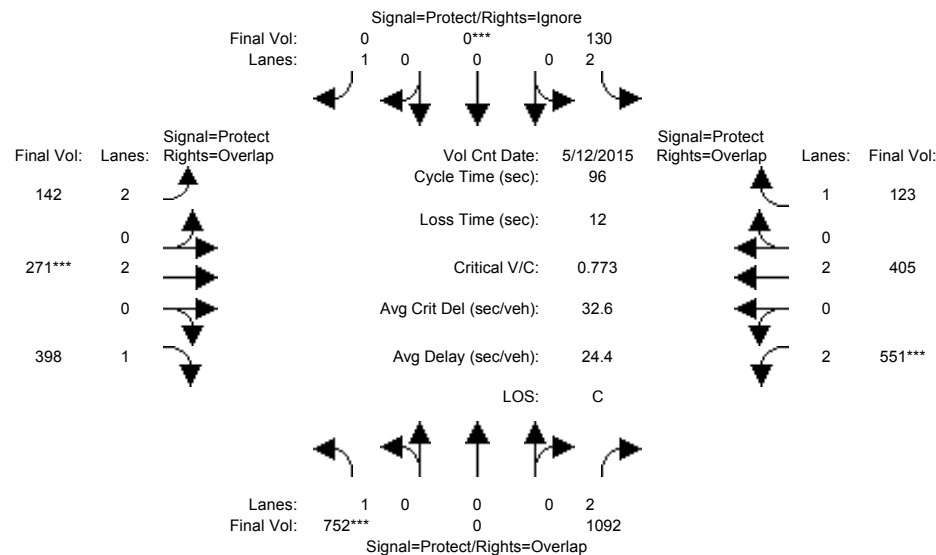
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	6	16	41	51	52	39	28	900	25	46	548	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	16	41	51	52	39	28	900	25	46	548	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	16	41	51	52	39	28	900	25	46	548	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	16	41	51	52	39	28	900	25	46	548	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	900	25	46	548	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	16	41	51	52	39	28	900	25	46	548	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.24	0.01	0.03	0.14	0.02
Crit Moves:				****			****			****		
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	20.6	47.7	47.7	7.0	34.0	34.0
Volume/Cap:	0.18	0.18	0.18	0.40	0.40	0.40	0.06	0.40	0.02	0.30	0.34	0.06
Delay/Veh:	26.5	26.5	26.5	28.3	28.3	28.3	22.4	8.7	6.6	35.3	15.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	26.5	28.3	28.3	28.3	22.4	8.7	6.6	35.3	15.6	13.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	7	1	11	1	2	9	1

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



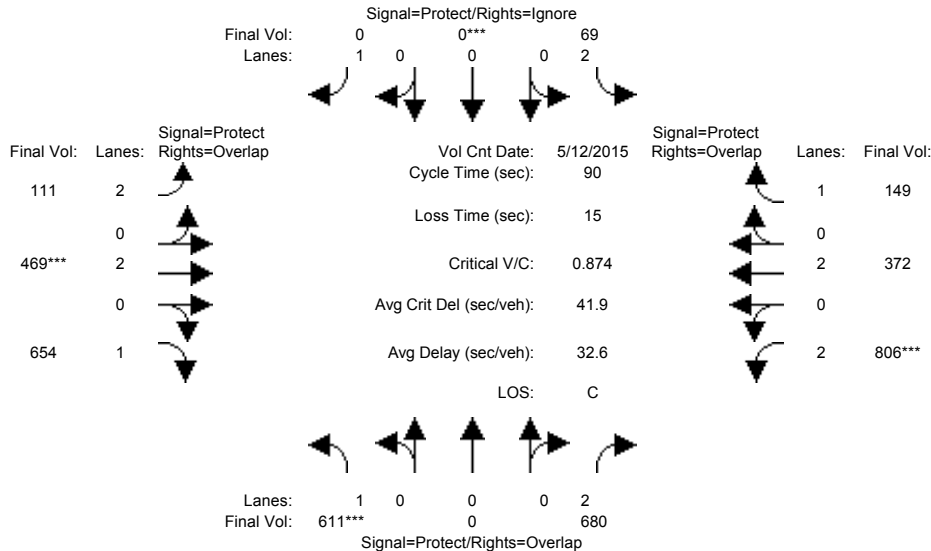
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	752	0	1092	130	0	145	142	271	398	551	405	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	752	0	1092	130	0	145	142	271	398	551	405	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	752	0	1092	130	0	145	142	271	398	551	405	123
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	752	0	1092	130	0	0	142	271	398	551	405	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	752	0	1092	130	0	0	142	271	398	551	405	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	752	0	1092	130	0	0	142	271	398	551	405	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.00	0.35	0.04	0.00	0.00	0.05	0.07	0.23	0.17	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	52.6	0.0	58.3	15.7	0.0	0.0	12.8	10.0	62.6	21.4	18.6	34.3
Volume/Cap:	0.78	0.00	0.57	0.25	0.00	0.00	0.34	0.68	0.35	0.78	0.55	0.20
Delay/Veh:	21.5	0.0	11.7	35.3	0.0	0.0	38.3	46.4	7.7	40.9	35.8	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	11.7	35.3	0.0	0.0	38.3	46.4	7.7	40.9	35.8	21.5
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	35	0	21	4	0	0	5	8	11	20	12	5

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	611	0	680	69	0	154	111	469	654	806	372	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	611	0	680	69	0	154	111	469	654	806	372	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	611	0	680	69	0	154	111	469	654	806	372	149
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	611	0	680	69	0	0	111	469	654	806	372	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	0	680	69	0	0	111	469	654	806	372	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	611	0	680	69	0	0	111	469	654	806	372	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.22	0.02	0.00	0.00	0.04	0.12	0.37	0.26	0.10	0.09
Crit Moves:	****			****			****			****		
Green Time:	35.9	0.0	26.3	35.9	0.0	0.0	16.1	12.7	48.7	26.3	23.0	58.9
Volume/Cap:	0.87	0.00	0.74	0.05	0.00	0.00	0.20	0.87	0.69	0.87	0.38	0.13
Delay/Veh:	36.8	0.0	31.9	16.6	0.0	0.0	31.6	52.6	17.4	39.6	27.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	0.0	31.9	16.6	0.0	0.0	31.6	52.6	17.4	39.6	27.9	5.9
LOS by Move:	D	A	C	B	A	A	C	D	B	D	C	A
HCM2k95thQ:	34	0	21	1	0	0	3	13	25	28	9	3

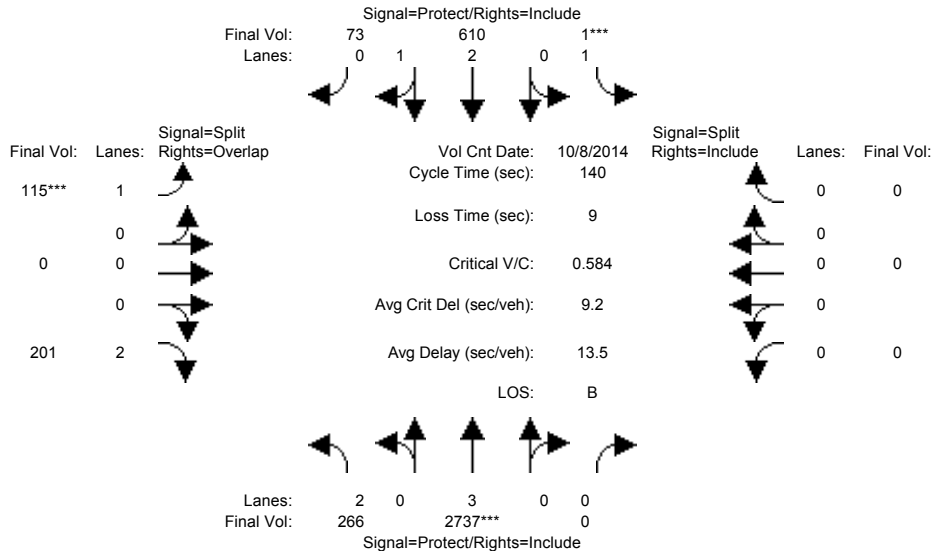
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



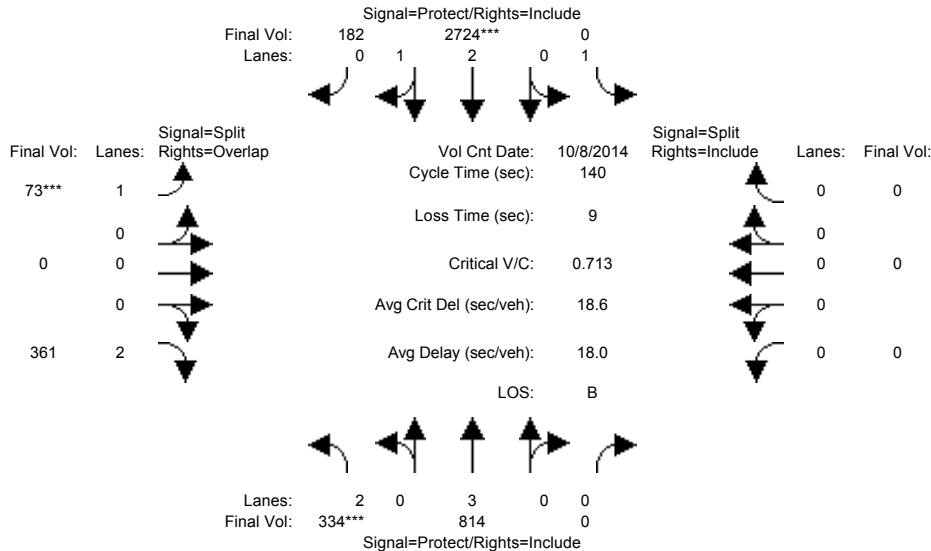
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	266	2737	0	1	610	73	115	0	201	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	2737	0	1	610	73	115	0	201	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	2737	0	1	610	73	115	0	201	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	2737	0	1	610	73	115	0	201	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2737	0	1	610	73	115	0	201	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	2737	0	1	610	73	115	0	201	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.67	0.33	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5001	598	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.00	0.00	0.12	0.12	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	47.5	109	0.0	7.0	68.6	68.6	14.9	0.0	62.4	0.0	0.0	0.0
Volume/Cap:	0.25	0.62	0.00	0.01	0.25	0.25	0.62	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	33.5	6.8	0.0	63.3	20.8	20.8	65.9	0.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	6.8	0.0	63.3	20.8	20.8	65.9	0.0	23.0	0.0	0.0	0.0
LOS by Move:	C	A	A	E	C	C	E	A	C	C	A	A
HCM2k95thQ:	9	29	0	0	11	11	12	0	6	0	0	0

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



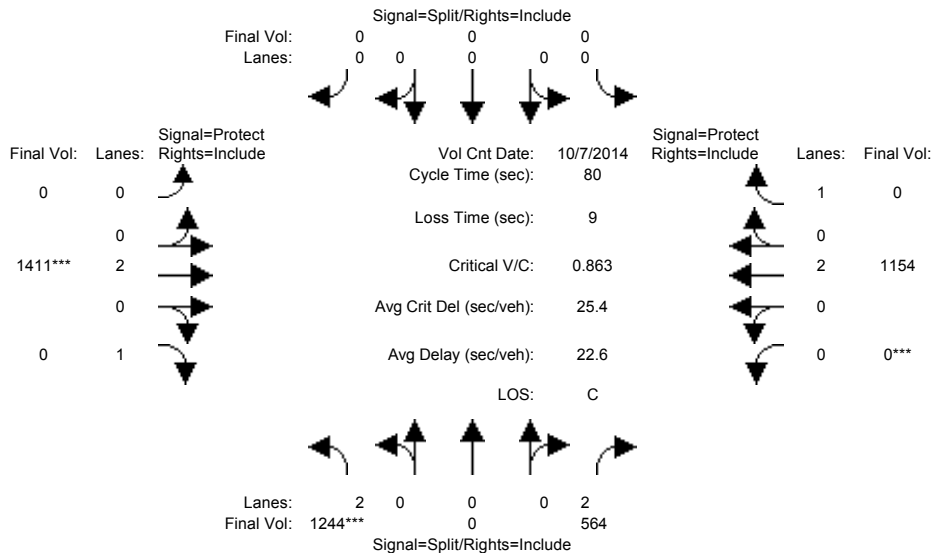
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	334	814	0	0	2724	182	73	0	361	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	814	0	0	2724	182	73	0	361	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	814	0	0	2724	182	73	0	361	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	814	0	0	2724	182	73	0	361	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	814	0	0	2724	182	73	0	361	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	334	814	0	0	2724	182	73	0	361	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.81	0.19	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5249	351	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.00	0.52	0.52	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	20.5	121	0.0	0.0	100	100.5	10.0	0.0	30.5	0.0	0.0	0.0
Volume/Cap:	0.72	0.17	0.00	0.00	0.72	0.72	0.58	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	62.6	1.5	0.0	0.0	12.3	12.3	69.9	0.0	49.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	1.5	0.0	0.0	12.3	12.3	69.9	0.0	49.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	D	A	A	A
HCM2k95thQ:	18	4	0	0	40	40	8	0	16	0	0	0

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



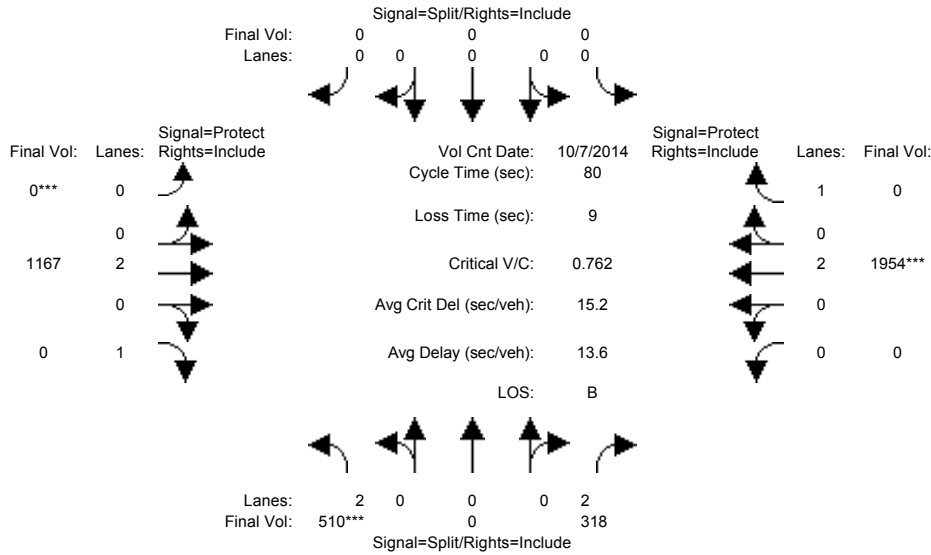
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 7:55-8:55AM												
Base Vol:	1244	0	564	0	0	0	0	1411	397	0	1154	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1244	0	564	0	0	0	0	1411	397	0	1154	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1244	0	564	0	0	0	0	1411	397	0	1154	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1244	0	564	0	0	0	0	1411	0	0	1154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1244	0	564	0	0	0	0	1411	0	0	1154	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1244	0	564	0	0	0	0	1411	0	0	1154	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.18	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.30	0.00
Crit Moves:	****							****			****	
Green Time:	36.6	0.0	36.6	0.0	0.0	0.0	0.0	34.4	0.0	0.0	34.4	0.0
Volume/Cap:	0.86	0.00	0.39	0.00	0.00	0.00	0.00	0.86	0.00	0.00	0.71	0.00
Delay/Veh:	25.1	0.0	14.5	0.0	0.0	0.0	0.0	25.7	0.0	0.0	20.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	0.0	14.5	0.0	0.0	0.0	0.0	25.7	0.0	0.0	20.1	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	34	0	11	0	0	0	0	30	0	0	23	0

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



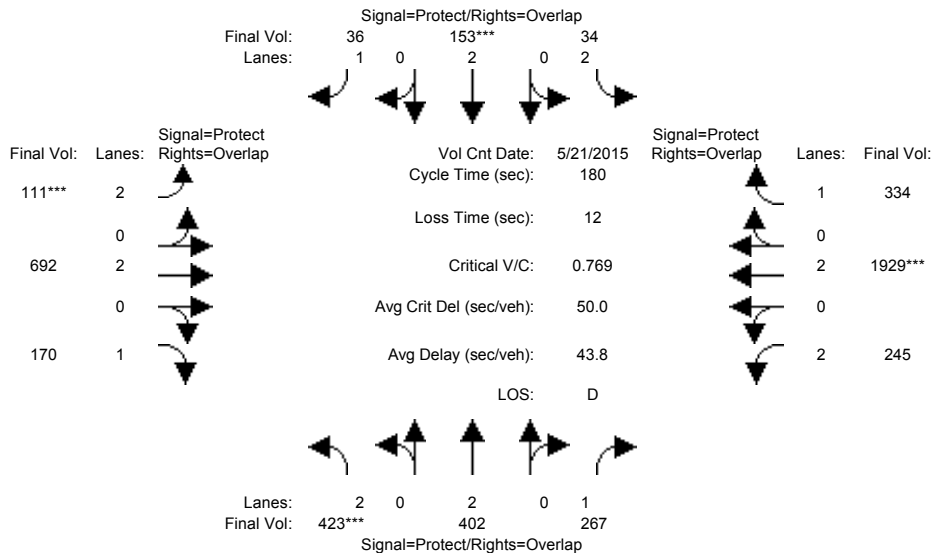
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 5:00-6:00PM												
Base Vol:	510	0	318	0	0	0	0	1167	205	0	1954	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	0	318	0	0	0	0	1167	205	0	1954	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	0	318	0	0	0	0	1167	205	0	1954	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	0	318	0	0	0	0	1167	0	0	1954	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	0	318	0	0	0	0	1167	0	0	1954	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	0	318	0	0	0	0	1167	0	0	1954	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.51	0.00
Crit Moves:	****						****			****		
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.76	0.00	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.76	0.00
Delay/Veh:	34.7	0.0	28.1	0.0	0.0	0.0	0.0	6.2	0.0	0.0	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.0	28.1	0.0	0.0	0.0	0.0	6.2	0.0	0.0	10.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	17	0	9	0	0	0	0	13	0	0	30	0

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



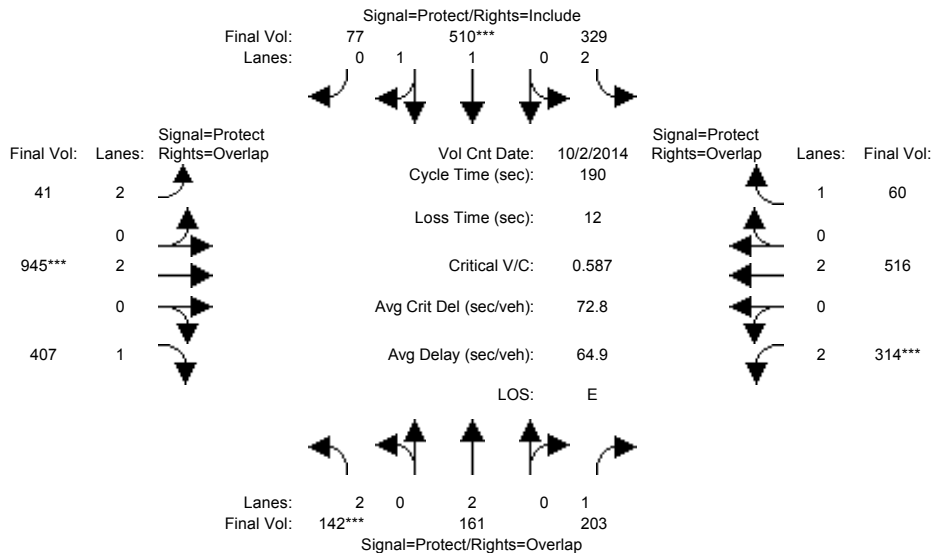
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00-6:00PM												
Base Vol:	423	402	267	34	153	36	111	795	170	245	2167	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	402	267	34	153	36	111	795	170	245	2167	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	402	267	34	153	36	111	795	170	245	2167	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	423	402	267	34	153	36	111	692	170	245	1929	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	402	267	34	153	36	111	692	170	245	1929	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	423	402	267	34	153	36	111	692	170	245	1929	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.15	0.01	0.04	0.02	0.04	0.18	0.10	0.08	0.51	0.19
Crit Moves:	****			****			****			****		
Green Time:	30.1	23.1	61.4	17.0	10.0	24.0	14.0	89.6	119.7	38.3	114	130.9
Volume/Cap:	0.80	0.82	0.45	0.11	0.72	0.15	0.45	0.37	0.15	0.37	0.80	0.26
Delay/Veh:	80.7	87.3	46.6	74.8	95.4	69.3	76.2	9.5	0.1	61.7	38.1	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	87.3	46.6	74.8	95.4	69.3	76.2	9.5	0.1	61.7	38.1	14.7
LOS by Move:	F	F	D	E	F	E	E	A	A	E	D	B
HCM2k95thQ:	25	21	23	2	9	4	8	9	0	13	68	20

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



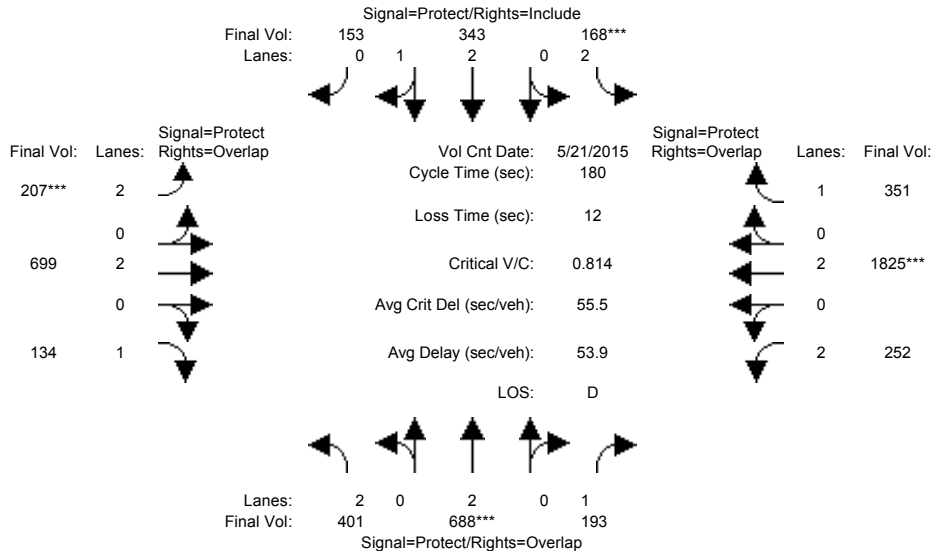
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 5:15-6:15PM												
Base Vol:	142	161	203	329	510	77	41	1726	407	314	666	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
Initial Bse:	142	161	203	329	510	77	41	1277	407	314	586	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	161	203	329	510	77	41	1277	407	314	586	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	161	203	329	510	77	41	945	407	314	516	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	161	203	329	510	77	41	945	407	314	516	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	161	203	329	510	77	41	945	407	314	516	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3214	485	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.12	0.10	0.16	0.16	0.01	0.25	0.23	0.10	0.14	0.03
Crit Moves:	****			****			****			****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.33	0.20	0.36	1.05	0.94	0.94	0.14	0.48	0.35	0.88	0.25	0.05
Delay/Veh:	78.9	66.3	53.0	157.1	106	105.9	84.2	39.4	23.6	108.7	17.4	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	66.3	53.0	157.1	106	105.9	84.2	39.4	23.6	108.7	17.4	6.5
LOS by Move:	E	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	9	8	18	26	34	34	3	36	29	22	10	1

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



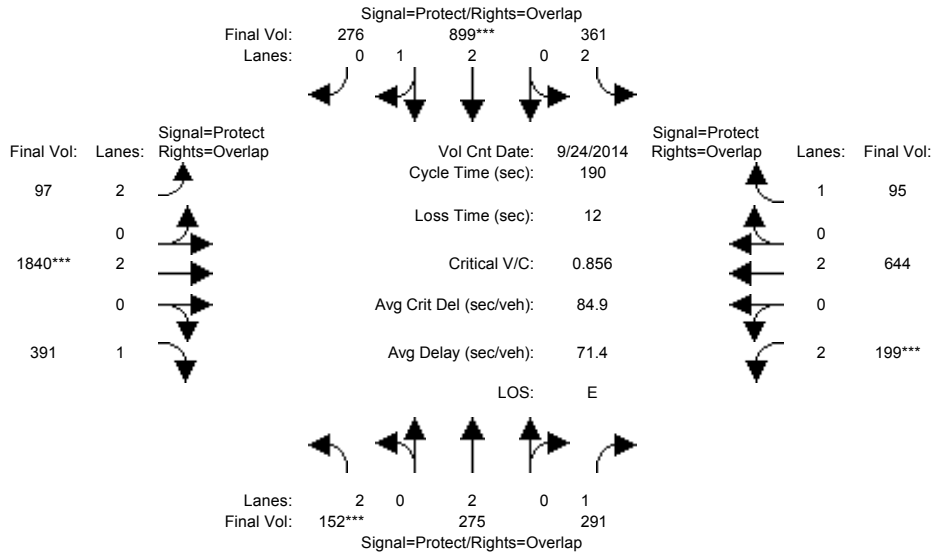
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:00-9:00												
Base Vol:	401	688	193	168	343	153	207	803	134	252	2051	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	688	193	168	343	153	207	803	134	252	2051	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	688	193	168	343	153	207	803	134	252	2051	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	688	193	168	343	153	207	699	134	252	1825	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	688	193	168	343	153	207	699	134	252	1825	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	401	688	193	168	343	153	207	699	134	252	1825	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.07	0.93	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	3800	1900	3800	3942	1758	3800	3230	1900	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.04	0.09	0.09	0.05	0.22	0.07	0.07	0.48	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.7	38.3	68.9	14.0	23.6	23.6	14.0	85.1	113.8	30.6	102	115.7
Volume/Cap:	0.66	0.85	0.27	0.57	0.66	0.66	0.70	0.46	0.11	0.39	0.85	0.29
Delay/Veh:	82.8	88.9	54.1	87.2	84.1	84.1	88.3	32.2	13.2	66.8	36.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	88.9	54.1	87.2	84.1	84.1	88.3	32.2	13.2	66.8	36.2	14.2
LOS by Move:	F	F	D	F	F	F	F	C	B	E	D	B
HCM2k95thQ:	19	33	17	9	17	17	11	22	6	12	72	22

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	152	275	291	361	899	276	97	2487	391	199	732	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	275	291	361	899	276	97	2487	391	199	732	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	275	291	361	899	276	97	2487	391	199	732	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	275	291	361	899	276	97	1840	391	199	644	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	275	291	361	899	276	97	1840	391	199	644	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	275	291	361	899	276	97	1840	391	199	644	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.27	0.73	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4283	1315	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.17	0.11	0.21	0.21	0.03	0.48	0.22	0.06	0.17	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.54	0.42	0.60	1.01	1.07	0.72	0.33	0.88	0.35	0.61	0.30	0.08
Delay/Veh:	90.8	75.4	66.0	140.6	128	66.1	86.5	56.5	25.2	90.5	23.6	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	75.4	66.0	140.6	128	66.1	86.5	56.5	25.2	90.5	23.6	11.4
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	10	14	29	28	48	37	7	82	29	14	19	4

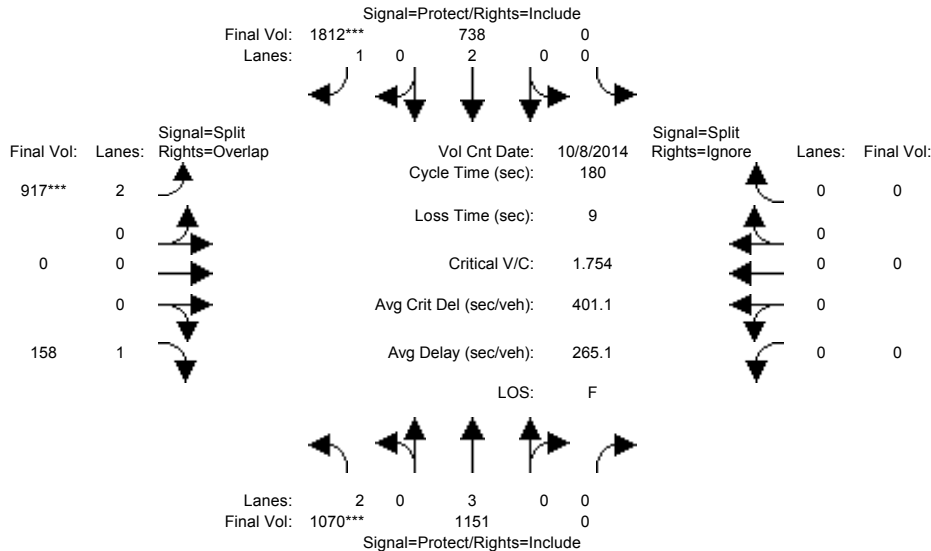
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



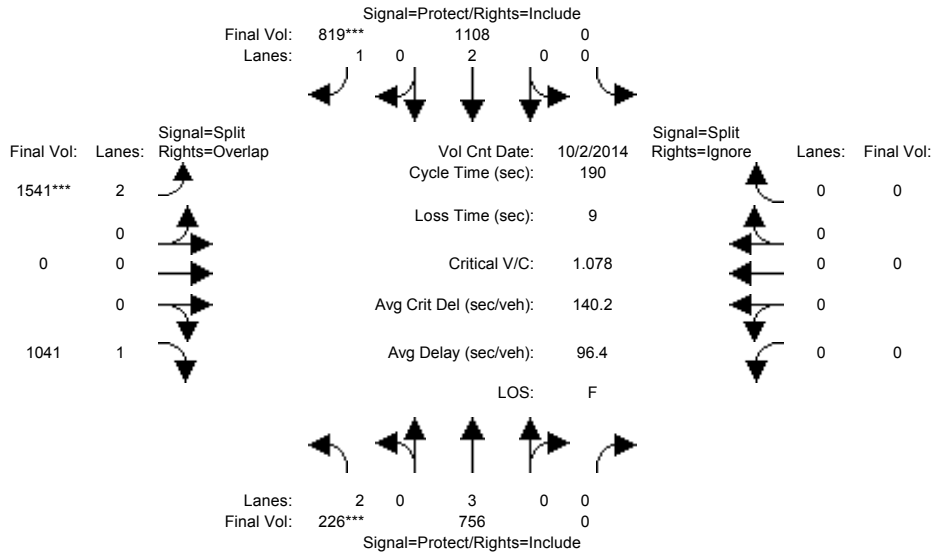
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1070	1151	0	0	738	1812	1054	0	158	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1070	1151	0	0	738	1812	1054	0	158	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1070	1151	0	0	738	1812	1054	0	158	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1070	1151	0	0	738	1812	917	0	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1070	1151	0	0	738	1812	917	0	158	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1070	1151	0	0	738	1812	917	0	158	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.20	0.00	0.00	0.19	1.04	0.29	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****	****	****					
Green Time:	34.9	141	0.0	0.0	106	106.3	29.9	0.0	64.7	0.0	0.0	0.0
Volume/Cap:	1.75	0.26	0.00	0.00	0.33	1.75	1.75	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	418.6	5.3	0.0	0.0	18.8	380.1	422.2	0.0	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	418.6	5.3	0.0	0.0	18.8	380.1	422.2	0.0	38.1	0.0	0.0	0.0
LOS by Move:	F	A	A	A	B	F	F	A	D	A	A	A
HCM2k95thQ:	103	11	0	0	18	310	89	0	10	0	0	0

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



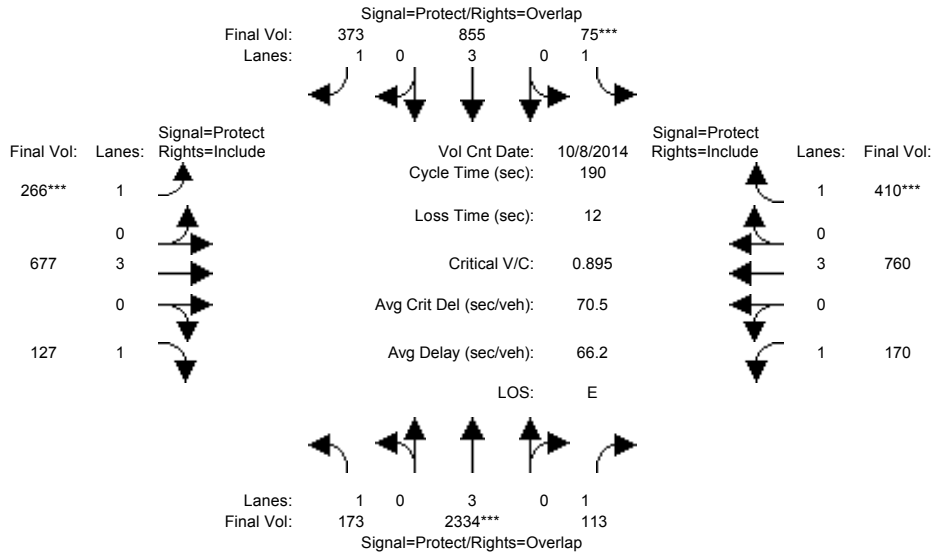
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<												
Base Vol:	226	756	0	0	1108	819	2083	0	1041	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	756	0	0	1108	819	2083	0	1041	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	756	0	0	1108	819	2083	0	1041	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	226	756	0	0	1108	819	1541	0	1041	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	756	0	0	1108	819	1541	0	1041	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	226	756	0	0	1108	819	1541	0	1041	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.00	0.00	0.29	0.47	0.49	0.00	0.59	0.00	0.00	0.00
Crit Moves:	****				****	****						
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	0.75	0.35	0.00	0.00	1.02	1.63	0.85	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	97.9	43.9	0.0	0.0	103	365.2	26.8	0.0	18.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	43.9	0.0	0.0	103	365.2	26.8	0.0	18.9	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	F	C	A	B	A	A	A
HCM2k95thQ:	16	19	0	0	61	142	59	0	57	0	0	0

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



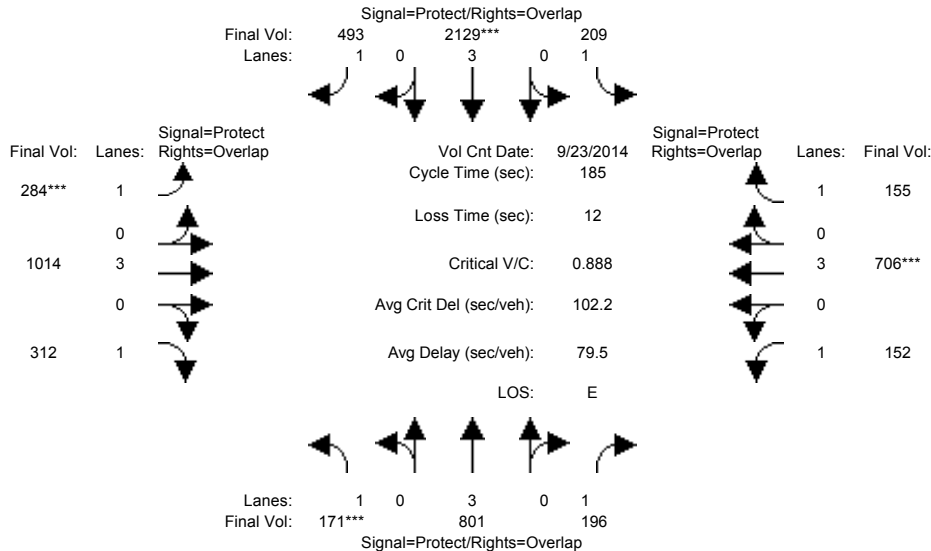
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	173	2778	113	75	1018	373	266	677	127	170	760	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	2778	113	75	1018	373	266	677	127	170	760	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	2778	113	75	1018	373	266	677	127	170	760	410
User Adj:	1.00	0.84	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	2334	113	75	855	373	266	677	127	170	760	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2334	113	75	855	373	266	677	127	170	760	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	2334	113	75	855	373	266	677	127	170	760	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.06	0.04	0.15	0.21	0.15	0.12	0.07	0.10	0.13	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.1	86.9	123.8	9.1	57.9	90.1	32.3	45.1	45.1	36.9	49.7	49.7
Volume/Cap:	0.49	0.90	0.10	0.90	0.49	0.45	0.90	0.50	0.31	0.50	0.51	0.90
Delay/Veh:	69.0	60.9	18.7	157.5	70.1	53.8	104.5	63.0	60.0	69.5	60.0	87.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	60.9	18.7	157.5	70.1	53.8	104.5	63.0	60.0	69.5	60.0	87.3
LOS by Move:	E	E	B	F	E	D	F	E	E	E	E	F
HCM2k95thQ:	18	70	8	11	26	34	33	21	12	17	22	43

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



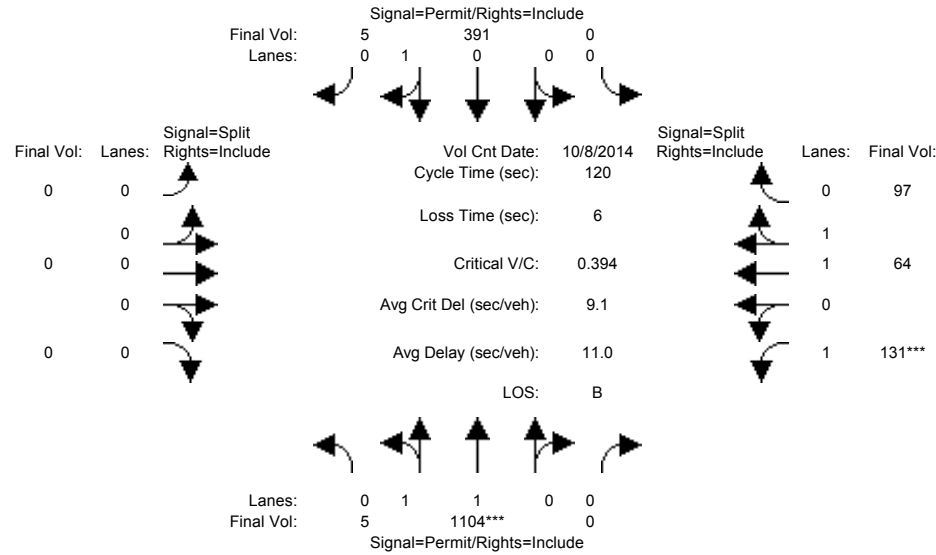
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:	>> Count Date: 23 Sep 2014 <<											
Base Vol:	171	1054	196	209	2765	493	284	1014	312	152	706	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1054	196	209	2765	493	284	1014	312	152	706	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1054	196	209	2765	493	284	1014	312	152	706	155
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	801	196	209	2129	493	284	1014	312	152	706	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	801	196	209	2129	493	284	1014	312	152	706	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	801	196	209	2129	493	284	1014	312	152	706	155
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	1750	5700	1750	1750	5700	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.11	0.12	0.45	0.28	0.16	0.18	0.18	0.09	0.12	0.09
Crit Moves:	*****											
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.60	0.38	0.22	0.71	0.95	0.42	0.82	0.69	0.56	0.58	0.60	0.24
Delay/Veh:	403.6	51.3	33.0	95.9	89.9	35.4	89.9	67.6	57.1	81.4	71.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	403.6	51.3	33.0	95.9	89.9	35.4	89.9	67.6	57.1	81.4	71.3	42.3
LOS by Move:	F	D	C	F	F	D	F	E	E	F	E	D
HCM2k95thQ:	33	23	16	24	71	43	33	32	29	17	23	13

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



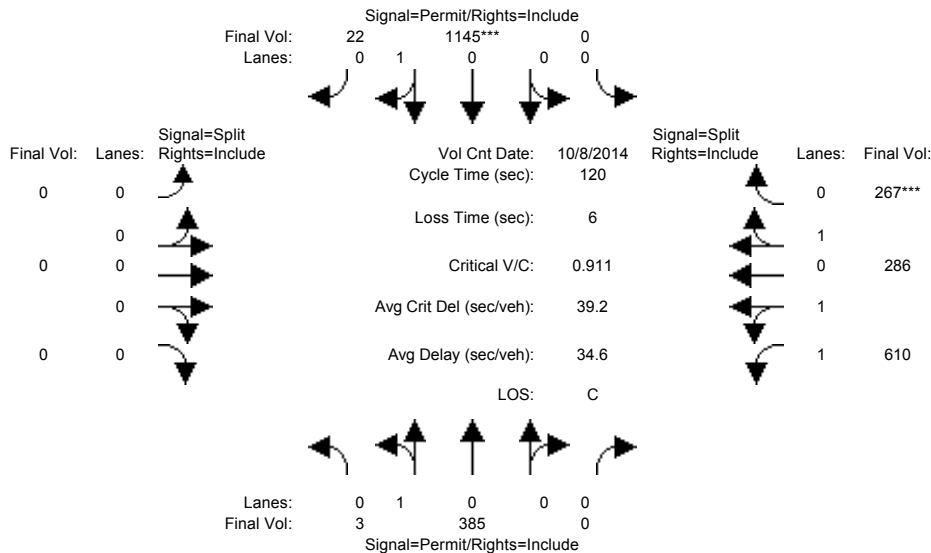
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	5	1104	0	0	391	5	0	0	0	131	64	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1104	0	0	391	5	0	0	0	131	64	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1104	0	0	391	5	0	0	0	131	64	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1104	0	0	391	5	0	0	0	131	64	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1104	0	0	391	5	0	0	0	131	64	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1104	0	0	391	5	0	0	0	131	64	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.99	0.01	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	17	3683	0	0	1777	23	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.07	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	91.2	91.2	0.0	0.0	91.2	91.2	0.0	0.0	0.0	22.8	22.8	22.8
Volume/Cap:	0.39	0.39	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.39	0.18	0.29
Delay/Veh:	5.0	5.0	0.0	0.0	4.5	4.5	0.0	0.0	0.0	43.3	40.8	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	0.0	0.0	4.5	4.5	0.0	0.0	0.0	43.3	40.8	42.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	13	13	0	0	9	9	0	0	0	9	4	7

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



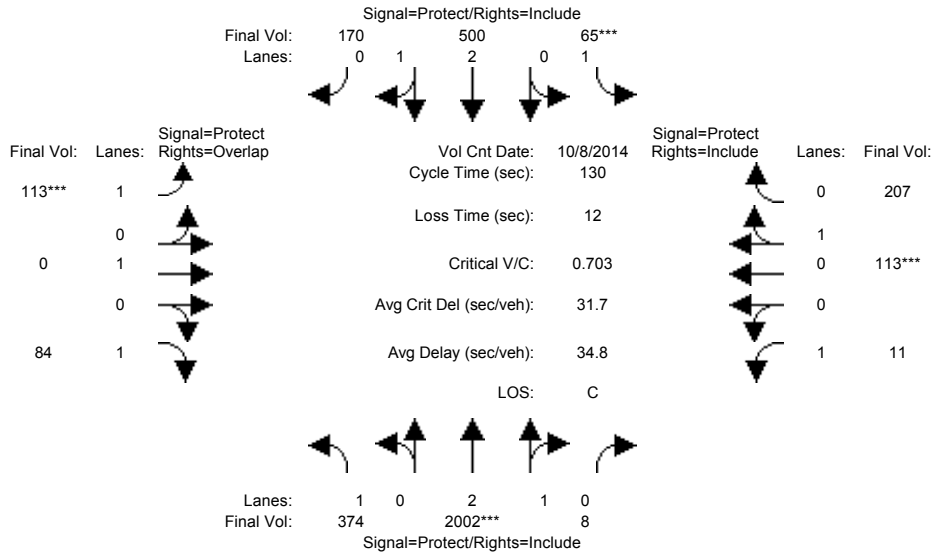
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	3	385	0	0	1145	22	0	0	0	610	286	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	385	0	0	1145	22	0	0	0	610	286	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	385	0	0	1145	22	0	0	0	610	286	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	385	0	0	1145	22	0	0	0	610	286	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	385	0	0	1145	22	0	0	0	610	286	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	385	0	0	1145	22	0	0	0	610	286	267
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.59	0.73	0.68
Final Sat.:	14	1786	0	0	1766	34	0	0	0	2806	1316	1228
-----												
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.22	0.22	0.22
Crit Moves:	*****											
Green Time:	85.4	85.4	0.0	0.0	85.4	85.4	0.0	0.0	0.0	28.6	28.6	28.6
Volume/Cap:	0.30	0.30	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.91	0.91	0.91
Delay/Veh:	6.5	6.5	0.0	0.0	24.1	24.1	0.0	0.0	0.0	54.4	54.4	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.5	6.5	0.0	0.0	24.1	24.1	0.0	0.0	0.0	54.4	54.4	54.4
LOS by Move:	A	A	A	A	C	C	A	A	A	D	D	D
HCM2k95thQ:	11	11	0	0	61	61	0	0	0	32	32	32

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



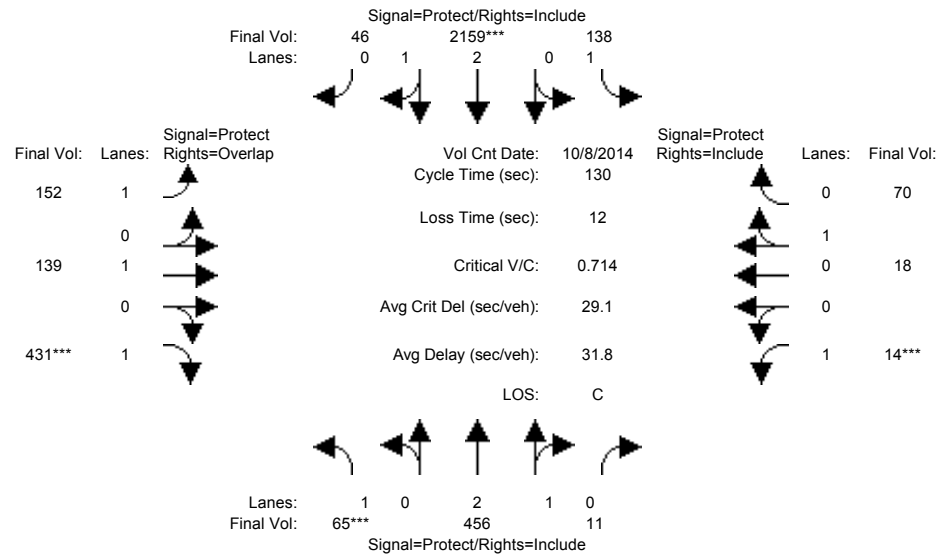
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	374	2002	8	65	500	170	113	0	84	11	113	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2002	8	65	500	170	113	0	84	11	113	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2002	8	65	500	170	113	0	84	11	113	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2002	8	65	500	170	113	0	84	11	113	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2002	8	65	500	170	113	0	84	11	113	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	2002	8	65	500	170	113	0	84	11	113	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.21	0.79	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1750	5578	22	1750	4177	1420	1750	1900	1750	1750	636	1164
Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.36	0.04	0.12	0.12	0.06	0.00	0.05	0.01	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	47.0	66.3	66.3	7.0	26.3	26.3	11.9	0.0	58.9	44.7	32.8	32.8
Volume/Cap:	0.59	0.70	0.70	0.69	0.59	0.59	0.70	0.00	0.11	0.02	0.70	0.70
Delay/Veh:	35.2	25.2	25.2	79.9	47.8	47.8	70.6	0.0	20.5	28.1	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	25.2	25.2	79.9	47.8	47.8	70.6	0.0	20.5	28.1	49.1	49.1
LOS by Move:	D	C	C	E	D	D	E	A	C	C	D	D
HCM2k95thQ:	23	35	35	6	15	15	10	0	4	1	24	24

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	65	456	11	138	2159	46	152	139	431	14	18	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	456	11	138	2159	46	152	139	431	14	18	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	456	11	138	2159	46	152	139	431	14	18	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	456	11	138	2159	46	152	139	431	14	18	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	456	11	138	2159	46	152	139	431	14	18	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	456	11	138	2159	46	152	139	431	14	18	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.20	0.80
Final Sat.:	1750	5468	132	1750	5483	117	1750	1900	1750	1750	368	1432
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.39	0.39	0.09	0.07	0.25	0.01	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	39.5	39.5	37.4	69.9	69.9	21.8	34.1	41.1	7.0	19.3	19.3
Volume/Cap:	0.69	0.27	0.27	0.27	0.73	0.73	0.52	0.28	0.78	0.15	0.33	0.33
Delay/Veh:	79.9	34.5	34.5	36.1	23.9	23.9	50.9	38.4	47.2	59.4	50.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	34.5	34.5	36.1	23.9	23.9	50.9	38.4	47.2	59.4	50.3	50.3
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	6	9	9	9	38	38	11	8	30	1	7	7

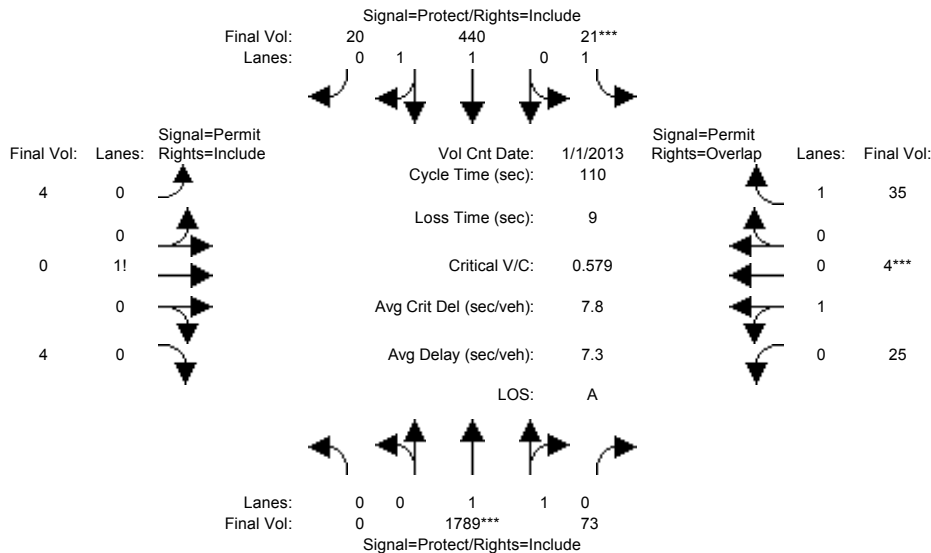
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



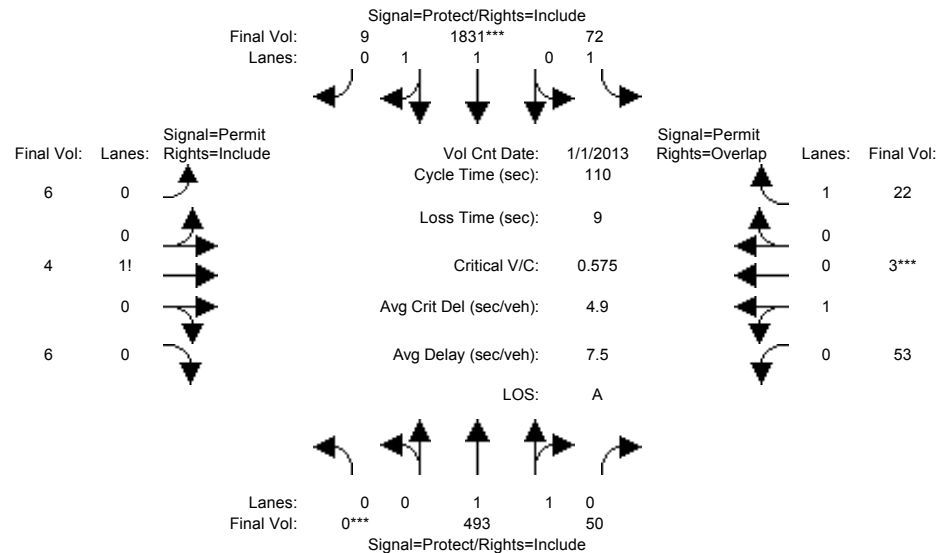
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	1789	73	21	440	20	4	0	4	25	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1789	73	21	440	20	4	0	4	25	4	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1789	73	21	440	20	4	0	4	25	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1789	73	21	440	20	4	0	4	25	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1789	73	21	440	20	4	0	4	25	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1789	73	21	440	20	4	0	4	25	4	35
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.92	0.08	1.00	1.91	0.09	0.50	0.00	0.50	0.86	0.14	1.00
Final Sat.:	0	3555	145	1750	3539	161	875	0	875	1552	248	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.01	0.12	0.12	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	84.0	84.0	7.0	91.0	91.0	10.0	0.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.00	0.66	0.66	0.19	0.15	0.15	0.05	0.00	0.05	0.18	0.18	0.13
Delay/Veh:	0.0	6.8	6.8	49.6	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	49.6	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
LOS by Move:	A	A	A	D	A	A	D	A	D	D	D	D
HCM2k95thQ:	0	28	28	1	3	3	1	0	1	2	2	2

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



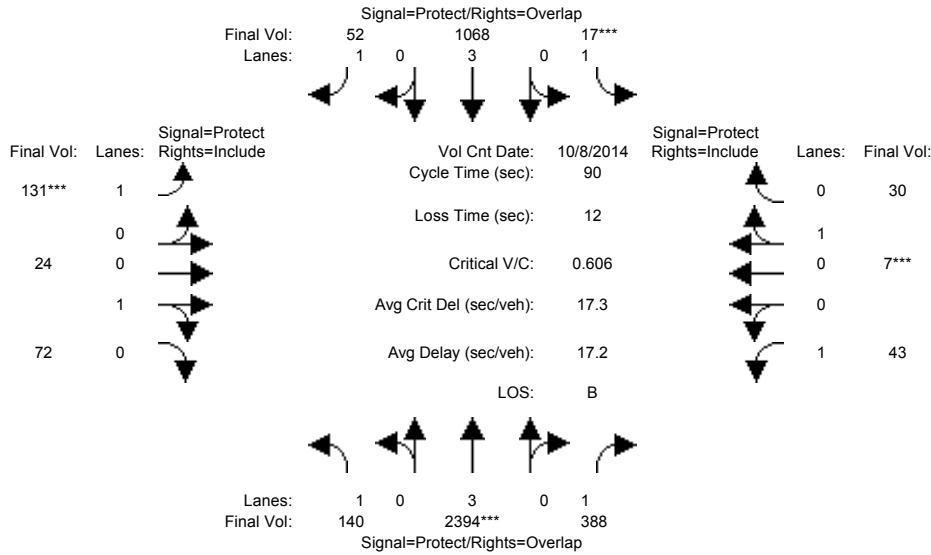
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	493	50	72	1831	9	6	4	6	53	3	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	493	50	72	1831	9	6	4	6	53	3	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	493	50	72	1831	9	6	4	6	53	3	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	493	50	72	1831	9	6	4	6	53	3	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	493	50	72	1831	9	6	4	6	53	3	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	493	50	72	1831	9	6	4	6	53	3	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.81	0.19	1.00	1.99	0.01	0.37	0.25	0.38	0.95	0.05	1.00
Final Sat.:	0	3359	341	1750	3682	18	656	438	656	1704	96	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.50	0.50	0.01	0.01	0.01	0.03	0.03	0.01
Crit Moves:	****			****						****		
Green Time:	0.0	63.5	63.5	27.5	91.0	91.0	10.0	10.0	10.0	10.0	10.0	37.5
Volume/Cap:	0.00	0.25	0.25	0.16	0.60	0.60	0.10	0.10	0.10	0.34	0.34	0.04
Delay/Veh:	0.0	11.6	11.6	32.4	3.6	3.6	46.2	46.2	46.2	48.2	48.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	11.6	32.4	3.6	3.6	46.2	46.2	46.2	48.2	48.2	24.2
LOS by Move:	A	B	B	C	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	9	9	4	21	21	1	1	1	4	4	1

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



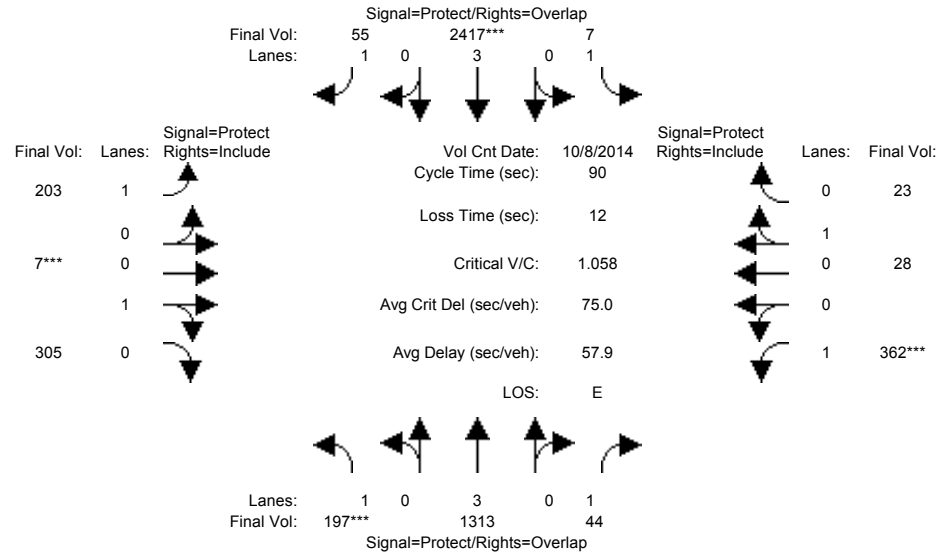
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	140	2394	388	17	1068	52	131	24	72	43	7	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2394	388	17	1068	52	131	24	72	43	7	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2394	388	17	1068	52	131	24	72	43	7	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2394	388	17	1068	52	131	24	72	43	7	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2394	388	17	1068	52	131	24	72	43	7	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	2394	388	17	1068	52	131	24	72	43	7	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.25	0.75	1.00	0.19	0.81
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	450	1350	1750	341	1459
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.22	0.01	0.19	0.03	0.07	0.05	0.05	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.6	51.8	59.7	7.0	41.2	50.4	9.2	11.3	11.3	7.9	10.0	10.0
Volume/Cap:	0.41	0.73	0.33	0.12	0.41	0.05	0.73	0.42	0.42	0.28	0.19	0.19
Delay/Veh:	32.5	14.9	6.7	39.1	16.4	9.0	53.3	37.6	37.6	39.4	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	14.9	6.7	39.1	16.4	9.0	53.3	37.6	37.6	39.4	36.8	36.8
LOS by Move:	C	B	A	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	7	26	9	1	12	1	11	6	6	2	2	2

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



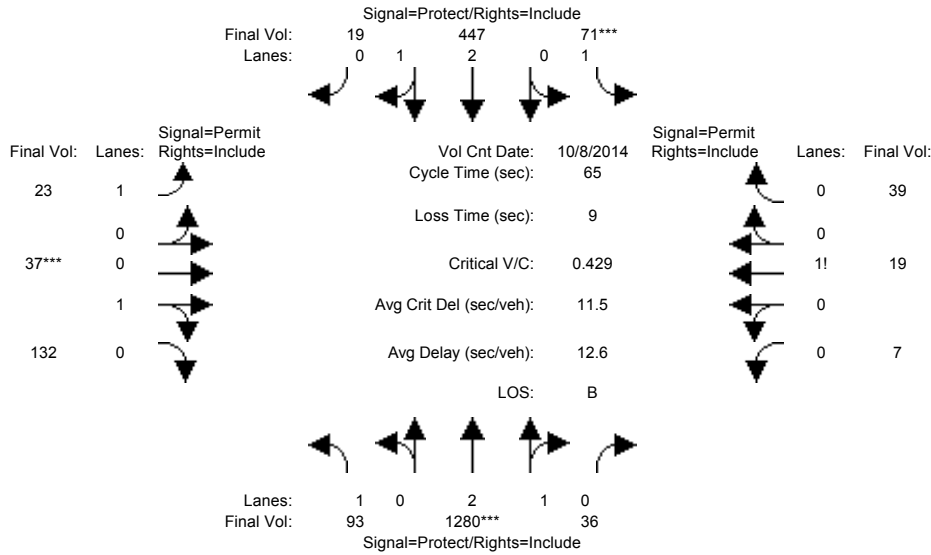
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	197	1313	44	7	2417	55	203	7	305	362	28	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1313	44	7	2417	55	203	7	305	362	28	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	1313	44	7	2417	55	203	7	305	362	28	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1313	44	7	2417	55	203	7	305	362	28	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1313	44	7	2417	55	203	7	305	362	28	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	1313	44	7	2417	55	203	7	305	362	28	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.02	0.98	1.00	0.55	0.45
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	40	1760	1750	988	812
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.03	0.00	0.42	0.03	0.12	0.17	0.17	0.21	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	9.6	34.1	51.7	11.5	36.1	52.6	16.5	14.7	14.7	17.6	15.8	15.8
Volume/Cap:	1.06	0.61	0.04	0.03	1.06	0.05	0.63	1.06	1.06	1.06	0.16	0.16
Delay/Veh:	122.3	23.0	8.4	34.4	63.3	8.0	38.0	106	106.1	100.9	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.3	23.0	8.4	34.4	63.3	8.0	38.0	106	106.1	100.9	31.7	31.7
LOS by Move:	F	C	A	C	E	A	D	F	F	F	C	C
HCM2k95thQ:	16	18	1	0	50	1	13	28	28	27	2	2

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

BART

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

Intersection #106: Benton/E/ Camino Real [Study Int 52]



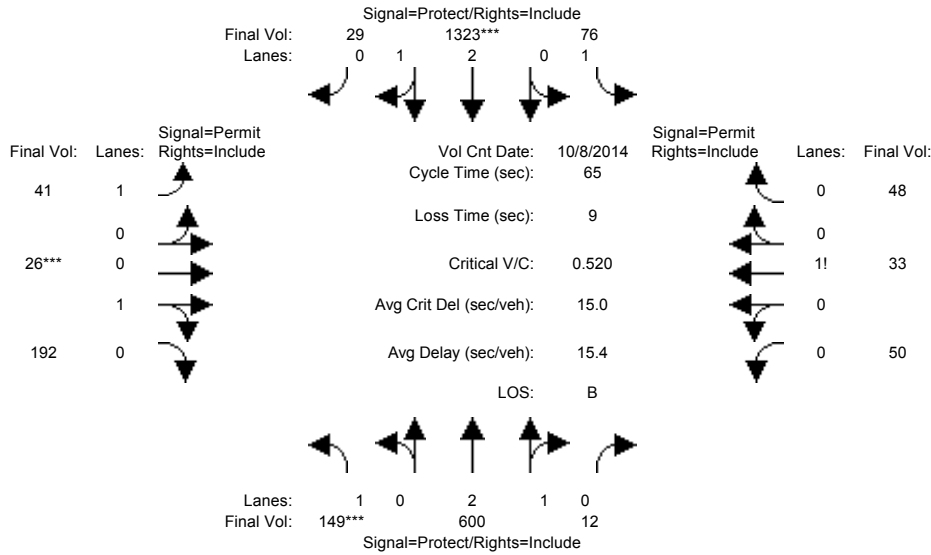
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	93	1280	36	71	447	19	23	37	132	7	19	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1280	36	71	447	19	23	37	132	7	19	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1280	36	71	447	19	23	37	132	7	19	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1280	36	71	447	19	23	37	132	7	19	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1280	36	71	447	19	23	37	132	7	19	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	1280	36	71	447	19	23	37	132	7	19	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	2.87	0.13	1.00	0.22	0.78	0.11	0.29	0.60
Final Sat.:	1750	5447	153	1750	5371	228	1750	394	1406	188	512	1050
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.04	0.08	0.08	0.01	0.09	0.09	0.04	0.04	0.04
Crit Moves:	****			****			****					
Green Time:	17.3	35.0	35.0	7.0	24.7	24.7	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.20	0.44	0.44	0.38	0.22	0.22	0.06	0.44	0.44	0.17	0.17	0.17
Delay/Veh:	18.7	9.1	9.1	28.2	13.7	13.7	20.4	22.9	22.9	21.0	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	9.1	9.1	28.2	13.7	13.7	20.4	22.9	22.9	21.0	21.0	21.0
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	10	10	3	4	4	1	6	6	3	3	3

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

BART

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

Intersection #106: Benton/E/ Camino Real [Study Int 52]



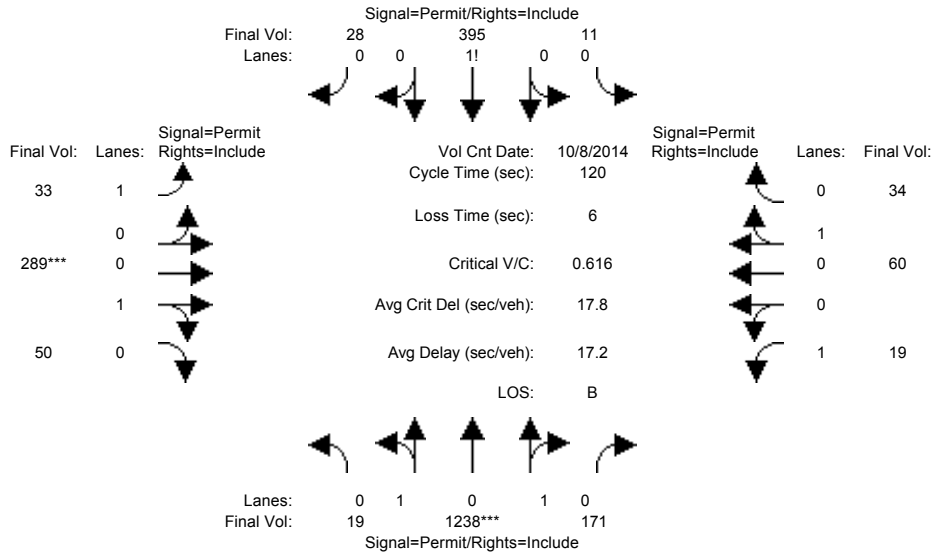
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	149	600	12	76	1323	29	41	26	192	50	33	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	600	12	76	1323	29	41	26	192	50	33	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	600	12	76	1323	29	41	26	192	50	33	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	600	12	76	1323	29	41	26	192	50	33	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	600	12	76	1323	29	41	26	192	50	33	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	149	600	12	76	1323	29	41	26	192	50	33	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.93	0.07	1.00	0.12	0.88	0.38	0.25	0.37
Final Sat.:	1750	5490	110	1750	5480	120	1750	215	1585	668	441	641
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.04	0.24	0.24	0.02	0.12	0.12	0.07	0.07	0.07
Crit Moves:	****			****			****					
Green Time:	10.7	24.0	24.0	16.8	30.2	30.2	15.1	15.1	15.1	15.1	15.1	15.1
Volume/Cap:	0.52	0.30	0.30	0.17	0.52	0.52	0.10	0.52	0.52	0.32	0.32	0.32
Delay/Veh:	26.5	14.6	14.6	18.8	12.5	12.5	19.7	22.9	22.9	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	14.6	14.6	18.8	12.5	12.5	19.7	22.9	22.9	21.1	21.1	21.1
LOS by Move:	C	B	B	B	B	B	B	C	C	C	C	C
HCM2k95thQ:	6	6	6	3	12	12	1	8	8	5	5	5

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



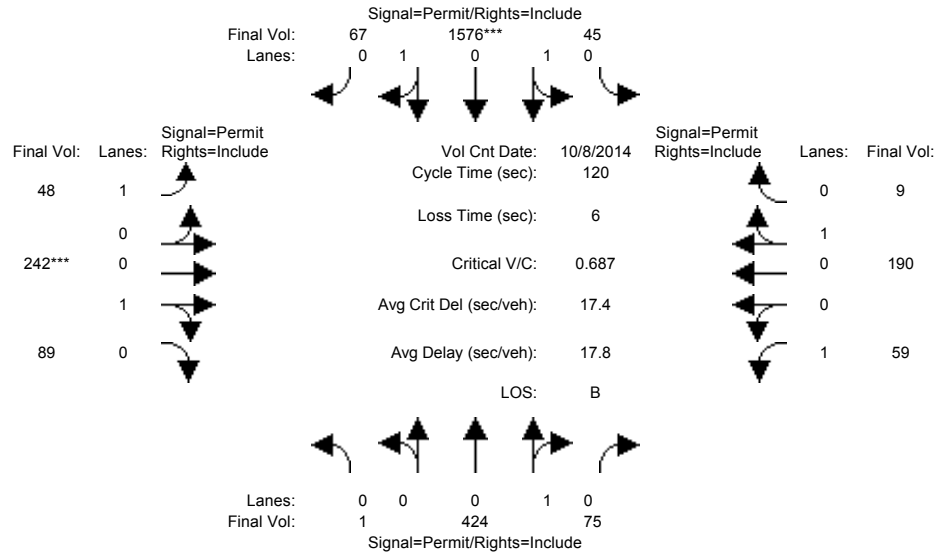
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	19	1238	171	11	395	28	33	289	50	19	60	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1238	171	11	395	28	33	289	50	19	60	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1238	171	11	395	28	33	289	50	19	60	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1238	171	11	395	28	33	289	50	19	60	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1238	171	11	395	28	33	289	50	19	60	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1238	171	11	395	28	33	289	50	19	60	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.73	0.24	0.03	0.91	0.06	1.00	0.85	0.15	1.00	0.64	0.36
Final Sat.:	48	3121	431	44	1593	113	1750	1535	265	1750	1149	651
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.25	0.25	0.25	0.02	0.19	0.19	0.01	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	77.3	77.3	77.3	77.3	77.3	77.3	36.7	36.7	36.7	36.7	36.7	36.7
Volume/Cap:	0.62	0.62	0.62	0.38	0.38	0.38	0.06	0.62	0.62	0.04	0.17	0.17
Delay/Veh:	13.1	13.1	13.1	10.3	10.3	10.3	29.5	37.7	37.7	29.3	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	10.3	10.3	10.3	29.5	37.7	37.7	29.3	30.7	30.7
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	27	27	27	15	15	15	2	20	20	1	5	5

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1	424	75	45	1576	67	48	242	89	59	190	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	424	75	45	1576	67	48	242	89	59	190	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	424	75	45	1576	67	48	242	89	59	190	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	424	75	45	1576	67	48	242	89	59	190	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	424	75	45	1576	67	48	242	89	59	190	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	424	75	45	1576	67	48	242	89	59	190	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.84	0.15	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	4	1484	263	96	3361	143	1750	1316	484	1750	1719	81
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.47	0.47	0.47	0.03	0.18	0.18	0.03	0.11	0.11
Crit Moves:	*****											
Green Time:	81.9	81.9	81.9	81.9	81.9	81.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.42	0.42	0.42	0.69	0.69	0.69	0.10	0.69	0.69	0.13	0.41	0.41
Delay/Veh:	8.7	8.7	8.7	12.2	12.2	12.2	33.2	43.6	43.6	33.4	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	12.2	12.2	12.2	33.2	43.6	43.6	33.4	36.8	36.8
LOS by Move:	A	A	A	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	16	16	16	31	31	31	3	21	21	4	12	12

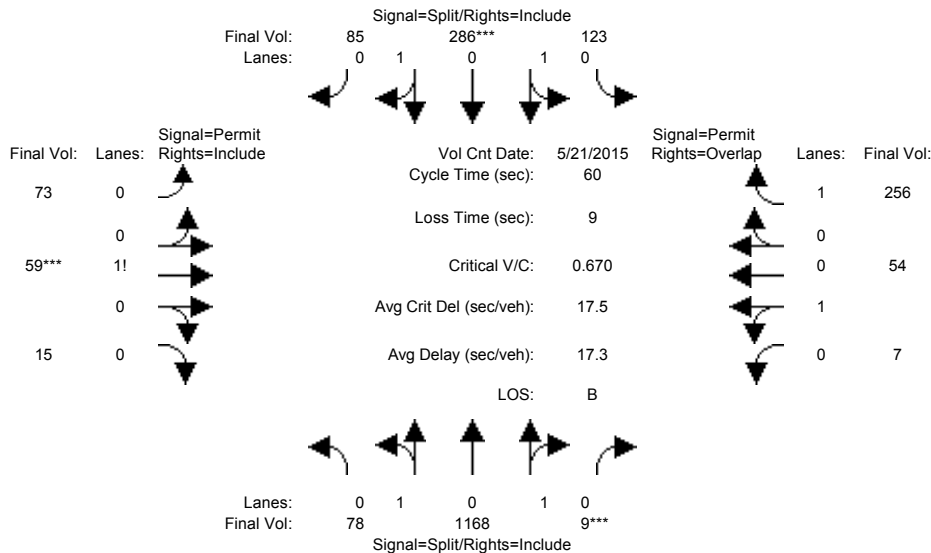
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #121: Market/Lafayette [Study Int 51]



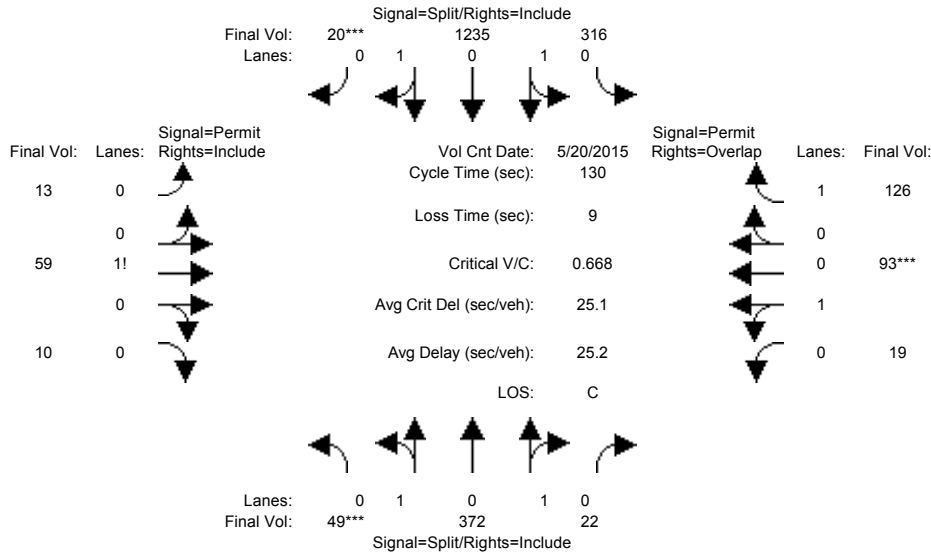
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	78	1168	9	123	286	85	73	59	15	7	54	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1168	9	123	286	85	73	59	15	7	54	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1168	9	123	286	85	73	59	15	7	54	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1168	9	123	286	85	73	59	15	7	54	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1168	9	123	286	85	73	59	15	7	54	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	78	1168	9	123	286	85	73	59	15	7	54	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.12	1.87	0.01	0.50	1.16	0.34	0.50	0.40	0.10	0.11	0.89	1.00
Final Sat.:	224	3350	26	896	2084	619	869	702	179	207	1593	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.14	0.14	0.14	0.08	0.08	0.08	0.03	0.03	0.15
Crit Moves:	****			****			****					
Green Time:	29.4	29.4	29.4	11.6	11.6	11.6	10.0	10.0	10.0	10.0	10.0	21.6
Volume/Cap:	0.71	0.71	0.71	0.71	0.71	0.71	0.50	0.50	0.50	0.20	0.20	0.41
Delay/Veh:	13.3	13.3	13.3	26.1	26.1	26.1	24.2	24.2	24.2	21.9	21.9	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	26.1	26.1	26.1	24.2	24.2	24.2	21.9	21.9	14.8
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	B
HCM2k95thQ:	18	18	18	9	9	9	5	5	5	2	2	8

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



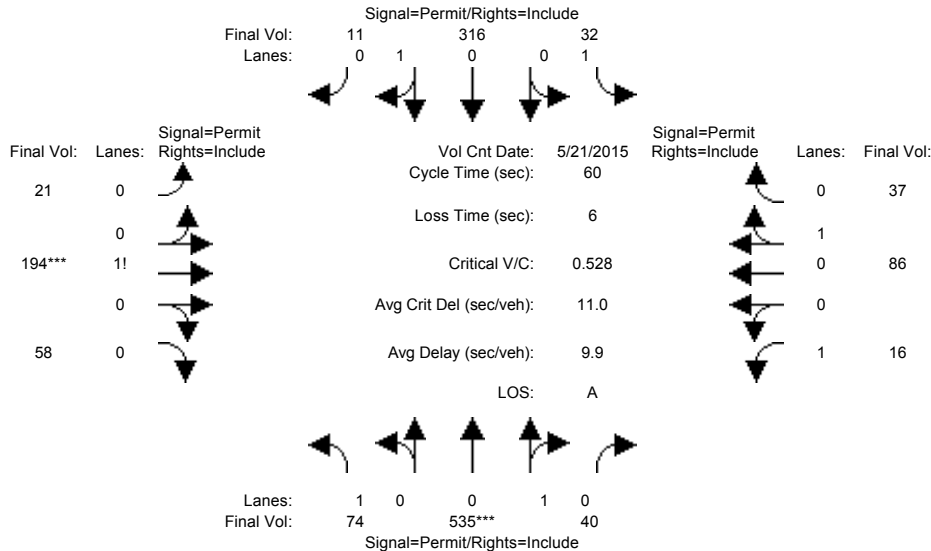
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	49	372	22	316	1235	20	13	59	10	19	93	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	372	22	316	1235	20	13	59	10	19	93	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	372	22	316	1235	20	13	59	10	19	93	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	372	22	316	1235	20	13	59	10	19	93	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	372	22	316	1235	20	13	59	10	19	93	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	372	22	316	1235	20	13	59	10	19	93	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.22	1.68	0.10	0.40	1.57	0.03	0.16	0.72	0.12	0.17	0.83	1.00
Final Sat.:	398	3023	179	724	2830	46	277	1259	213	305	1495	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.44	0.44	0.44	0.05	0.05	0.05	0.06	0.06	0.07
Crit Moves:	****			****			****			****		
Green Time:	24.0	24.0	24.0	84.9	84.9	84.9	12.1	12.1	12.1	12.1	12.1	97.0
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.50	0.50	0.50	0.67	0.67	0.10
Delay/Veh:	51.9	51.9	51.9	14.6	14.6	14.6	58.6	58.6	58.6	66.9	66.9	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	51.9	51.9	14.6	14.6	14.6	58.6	58.6	58.6	66.9	66.9	4.5
LOS by Move:	D	D	D	B	B	B	E	E	E	E	E	A
HCM2k95thQ:	16	16	16	34	34	34	7	7	7	11	11	3

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



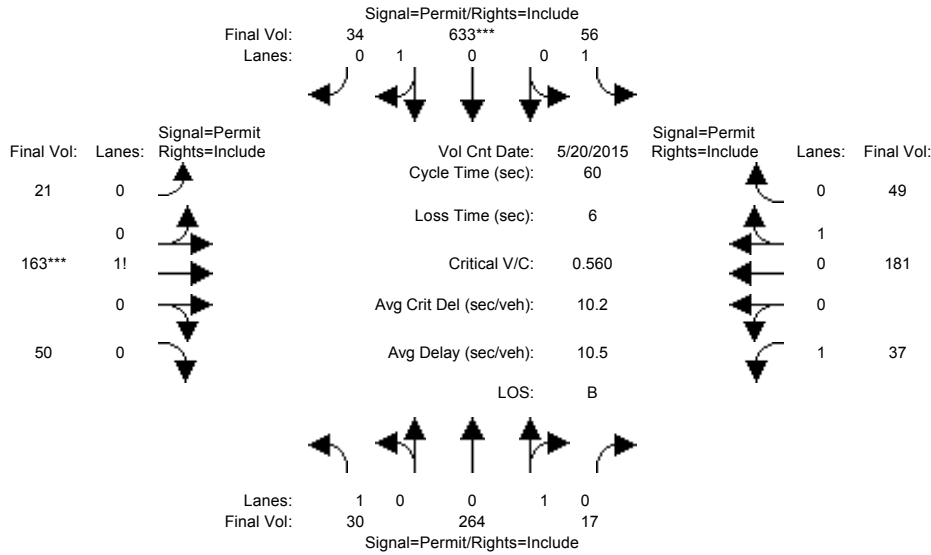
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	74	535	40	32	316	11	21	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	535	40	32	316	11	21	194	58	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	535	40	32	316	11	21	194	58	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	535	40	32	316	11	21	194	58	16	86	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	535	40	32	316	11	21	194	58	16	86	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	535	40	32	316	11	21	194	58	16	86	37
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.08	0.71	0.21	1.00	0.70	0.30
Final Sat.:	1750	1675	125	1750	1739	61	135	1244	372	1750	1259	541
-----												
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.02	0.18	0.18	0.16	0.16	0.16	0.01	0.07	0.07
Crit Moves:	****						****					
Green Time:	36.3	36.3	36.3	36.3	36.3	36.3	17.7	17.7	17.7	17.7	17.7	17.7
Volume/Cap:	0.07	0.53	0.53	0.03	0.30	0.30	0.53	0.53	0.53	0.03	0.23	0.23
Delay/Veh:	4.9	7.4	7.4	4.8	5.9	5.9	18.7	18.7	18.7	15.1	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	7.4	7.4	4.8	5.9	5.9	18.7	18.7	18.7	15.1	16.2	16.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	13	13	1	6	6	9	9	9	0	4	4

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



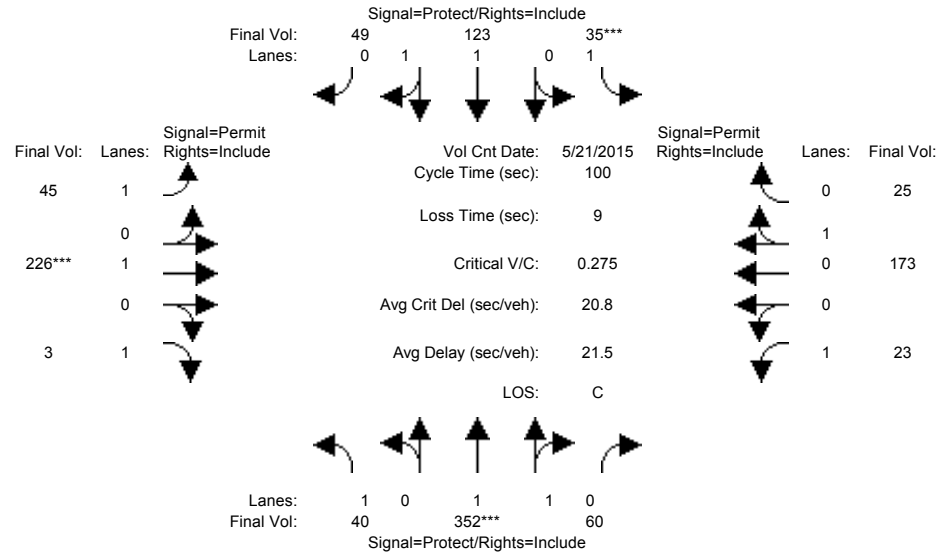
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 20 May 2015 <<											
Base Vol:	30	264	17	56	633	34	21	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	264	17	56	633	34	21	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	264	17	56	633	34	21	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	264	17	56	633	34	21	163	50	37	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	264	17	56	633	34	21	163	50	37	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	264	17	56	633	34	21	163	50	37	181	49
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.09	0.70	0.21	1.00	0.79	0.21
Final Sat.:	1750	1691	109	1750	1708	92	157	1219	374	1750	1417	383
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.37	0.37	0.13	0.13	0.13	0.02	0.13	0.13
Crit Moves:	*****											
Green Time:	39.7	39.7	39.7	39.7	39.7	39.7	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.03	0.24	0.24	0.05	0.56	0.56	0.56	0.56	0.56	0.09	0.54	0.54
Delay/Veh:	3.5	4.2	4.2	3.6	6.1	6.1	21.8	21.8	21.8	17.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.2	4.2	3.6	6.1	6.1	21.8	21.8	21.8	17.9	21.3	21.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	0	4	4	1	13	13	8	8	8	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



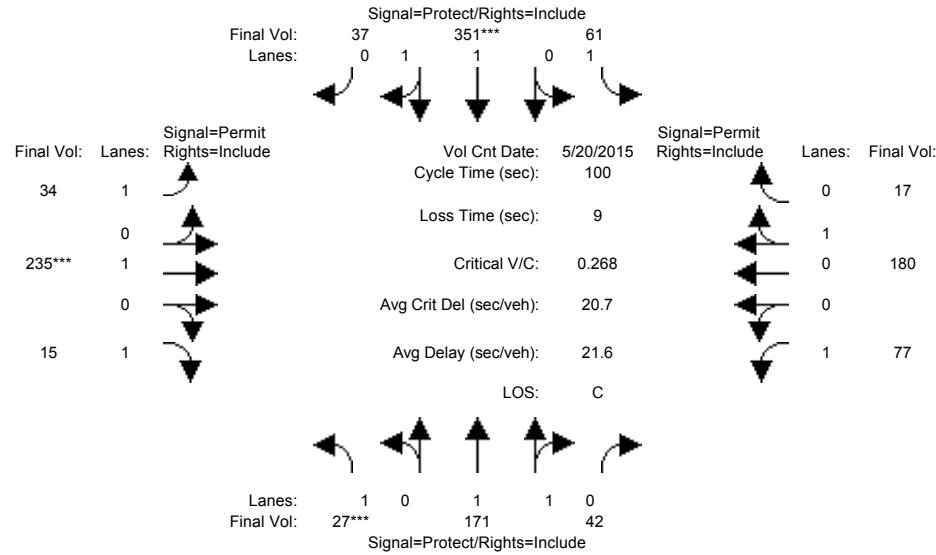
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	40	352	60	35	123	49	45	226	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	352	60	35	123	49	45	226	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	352	60	35	123	49	45	226	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	352	60	35	123	49	45	226	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	352	60	35	123	49	45	226	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	352	60	35	123	49	45	226	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3161	539	1750	2645	1054	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.02	0.05	0.05	0.03	0.12	0.00	0.01	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.7	40.5	40.5	7.3	28.1	28.1	43.2	43.2	43.2	43.2	43.2	43.2
Volume/Cap:	0.12	0.28	0.28	0.28	0.17	0.17	0.06	0.28	0.00	0.03	0.25	0.25
Delay/Veh:	33.2	20.0	20.0	45.0	27.2	27.2	16.6	18.5	16.1	16.3	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	20.0	20.0	45.0	27.2	27.2	16.6	18.5	16.1	16.3	18.3	18.3
LOS by Move:	C	C	C	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	8	8	2	4	4	2	8	0	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



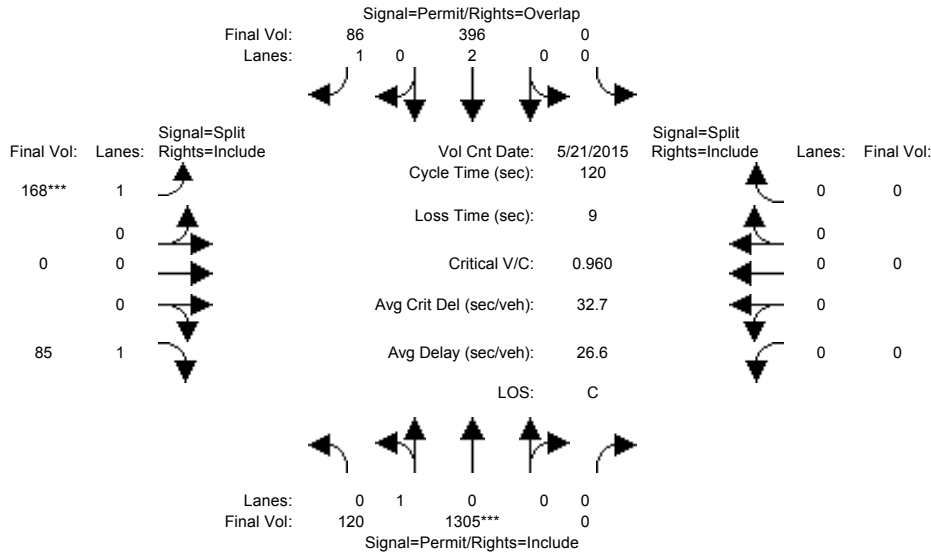
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	27	171	42	61	351	37	34	235	15	77	180	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	171	42	61	351	37	34	235	15	77	180	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	171	42	61	351	37	34	235	15	77	180	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	171	42	61	351	37	34	235	15	77	180	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	171	42	61	351	37	34	235	15	77	180	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	171	42	61	351	37	34	235	15	77	180	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.59	0.41	1.00	1.80	0.20	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	2970	729	1750	3347	353	1750	1900	1750	1750	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.03	0.10	0.10	0.02	0.12	0.01	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	26.8	26.8	18.8	38.5	38.5	45.5	45.5	45.5	45.5	45.5	45.5
Volume/Cap:	0.22	0.21	0.21	0.19	0.27	0.27	0.04	0.27	0.02	0.10	0.24	0.24
Delay/Veh:	44.8	28.5	28.5	34.5	21.2	21.2	15.2	17.1	15.0	15.6	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	28.5	28.5	34.5	21.2	21.2	15.2	17.1	15.0	15.6	16.9	16.9
LOS by Move:	D	C	C	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	5	5	3	8	8	1	9	1	3	7	7

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



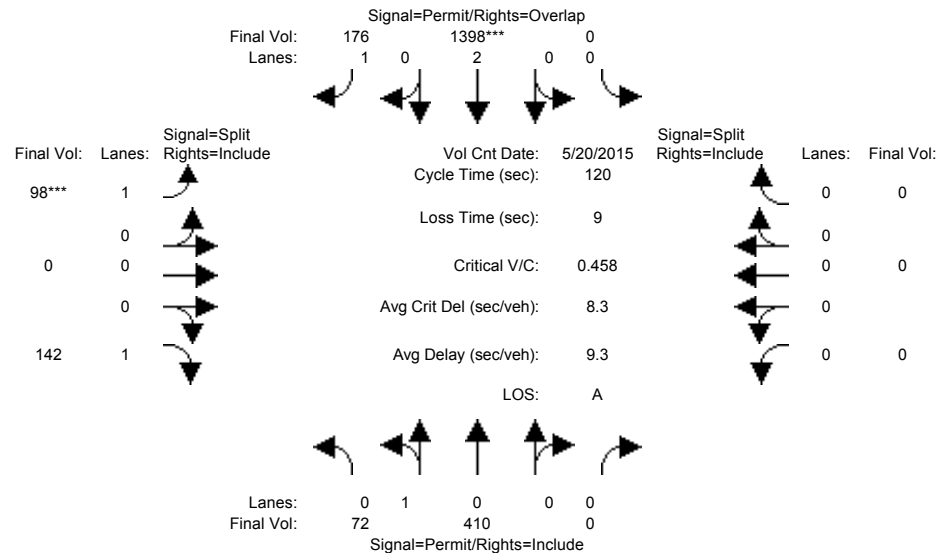
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	120	1305	0	0	396	86	168	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1305	0	0	396	86	168	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1305	0	0	396	86	168	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1305	0	0	396	86	168	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1305	0	0	396	86	168	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	1305	0	0	396	86	168	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	152	1648	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.00	0.00	0.10	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	99.0	99.0	0.0	0.0	99.0	111.0	12.0	0.0	12.0	0.0	0.0	0.0
Volume/Cap:	0.96	0.96	0.00	0.00	0.13	0.05	0.96	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	23.7	23.7	0.0	0.0	2.1	0.4	109.8	0.0	53.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	0.0	0.0	2.1	0.4	109.8	0.0	53.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	81	81	0	0	3	1	15	0	6	0	0	0

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	72	410	0	0	1398	176	98	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	410	0	0	1398	176	98	0	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	410	0	0	1398	176	98	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	410	0	0	1398	176	98	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	410	0	0	1398	176	98	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	410	0	0	1398	176	98	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.85	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	269	1531	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.37	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	90.9	90.9	0.0	0.0	90.9	111.0	20.1	0.0	20.1	0.0	0.0	0.0
Volume/Cap:	0.35	0.35	0.00	0.00	0.49	0.11	0.34	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	5.0	5.0	0.0	0.0	5.7	0.4	44.8	0.0	46.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	0.0	0.0	5.7	0.4	44.8	0.0	46.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	12	12	0	0	18	1	7	0	10	0	0	0

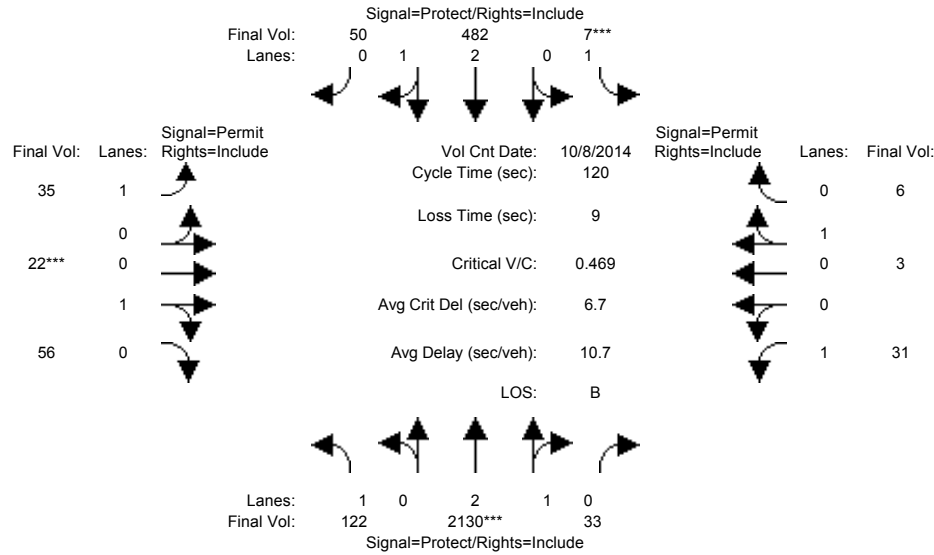
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



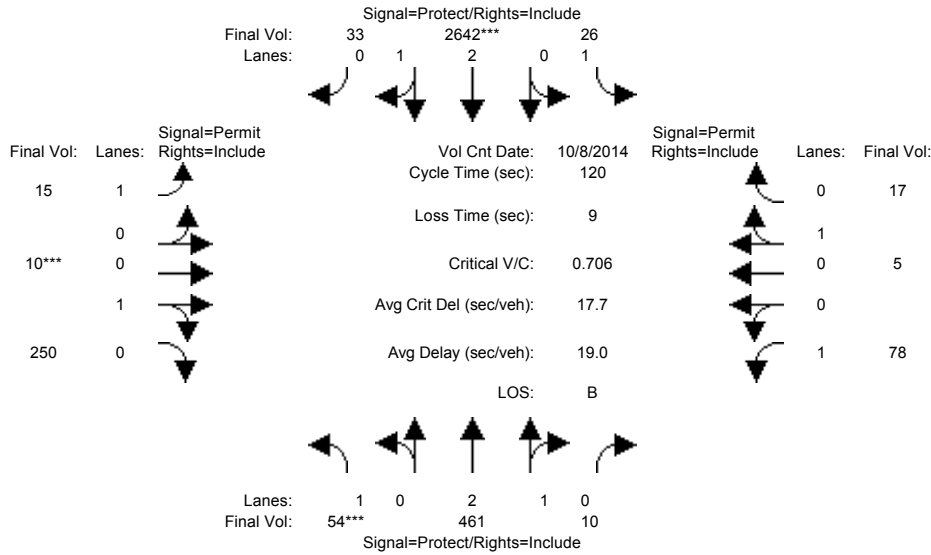
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	122	2130	33	7	482	50	35	22	56	31	3	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	2130	33	7	482	50	35	22	56	31	3	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	2130	33	7	482	50	35	22	56	31	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	2130	33	7	482	50	35	22	56	31	3	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	2130	33	7	482	50	35	22	56	31	3	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	2130	33	7	482	50	35	22	56	31	3	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.71	0.29	1.00	0.28	0.72	1.00	0.33	0.67
Final Sat.:	1750	5514	85	1750	5073	526	1750	508	1292	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.00	0.10	0.10	0.02	0.04	0.04	0.02	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	42.5	93.5	93.5	7.0	58.0	58.0	10.5	10.5	10.5	10.5	10.5	10.5
Volume/Cap:	0.20	0.50	0.50	0.07	0.20	0.20	0.23	0.50	0.50	0.20	0.06	0.06
Delay/Veh:	27.0	4.9	4.9	53.7	17.7	17.7	51.8	54.7	54.7	51.5	50.4	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	4.9	4.9	53.7	17.7	17.7	51.8	54.7	54.7	51.5	50.4	50.4
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	18	18	1	7	7	3	6	6	3	1	1

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



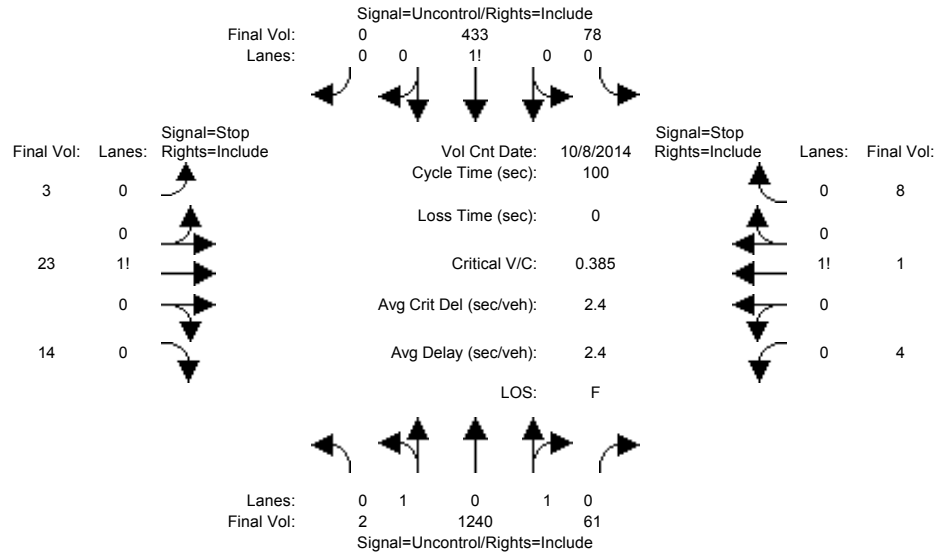
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	54	461	10	26	2642	33	15	10	250	78	5	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	461	10	26	2642	33	15	10	250	78	5	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	461	10	26	2642	33	15	10	250	78	5	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	461	10	26	2642	33	15	10	250	78	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	461	10	26	2642	33	15	10	250	78	5	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	461	10	26	2642	33	15	10	250	78	5	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.23	0.77
Final Sat.:	1750	5481	119	1750	5531	69	1750	69	1731	1750	409	1391
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.01	0.48	0.48	0.01	0.14	0.14	0.04	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	51.3	51.3	35.6	79.9	79.9	24.1	24.1	24.1	24.1	24.1	24.1
Volume/Cap:	0.53	0.20	0.20	0.05	0.72	0.72	0.04	0.72	0.72	0.22	0.06	0.06
Delay/Veh:	60.0	21.5	21.5	30.2	13.5	13.5	38.7	51.5	51.5	40.4	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	21.5	21.5	30.2	13.5	13.5	38.7	51.5	51.5	40.4	38.8	38.8
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	7	7	1	36	36	1	18	18	5	1	1

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

BART

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM - Background Conditions

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Volume Module: >> Count Date: 8 Oct 2014 <<				
Base Vol:	2 1240	61 78 433	0 3 23 14	4 1 8
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	2 1240	61 78 433	0 3 23 14	4 1 8
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	2 1240	61 78 433	0 3 23 14	4 1 8
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	2 1240	61 78 433	0 3 23 14	4 1 8
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	2 1240	61 78 433	0 3 23 14	4 1 8
Critical Gap Module:				
Critical Gp:	4.1 xxxxx xxxxxx	4.1 xxxxx xxxxxx	7.1 6.5 6.2	7.1 6.5 6.2
FollowUpTim:	2.2 xxxxx xxxxxx	2.2 xxxxx xxxxxx	3.5 4.0 3.3	3.5 4.0 3.3
Capacity Module:				
Cnflct Vol:	433 xxxxx xxxxxx	1301 xxxxx xxxxxx	1214 1894 433	1882 1864 651
Potent Cap.:	1137 xxxxx xxxxxx	539 xxxxx xxxxxx	160 71 627	55 74 472
Move Cap.:	1137 xxxxx xxxxxx	539 xxxxx xxxxxx	137 60 627	33 62 472
Volume/Cap:	0.00 xxxxx xxxxx	0.14 xxxxx xxxxx	0.02 0.38 0.02	0.12 0.02 0.02
Level Of Service Module:				
2Way95thQ:	0.0 xxxxx xxxxxx	0.5 xxxxx xxxxxx	xxxx xxxxx xxxxxx	xxxx xxxxx xxxxxx
Control Del:	8.2 xxxxx xxxxxx	12.8 xxxxx xxxxxx	xxxx xxxxx xxxxxx	xxxx xxxxx xxxxxx
LOS by Move:	A * * * *	B * * * *	* * * * *	* * * * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxxx	xxxx xxxxx xxxxxx	93 xxxxxx	85 xxxxxx
SharedQueue:	0.0 xxxxx xxxxxx	0.5 xxxxx xxxxxx	1.8 xxxxxx	0.5 xxxxxx
Shrd ConDel:	8.2 xxxxx xxxxxx	12.8 xxxxx xxxxxx	69.9 xxxxxx	54.7 xxxxxx
Shared LOS:	A * * * *	B * * * *	F * * * *	F * * * *
ApproachDel:	xxxxxx	xxxxxx	69.9	54.7
ApproachLOS:	*	*	F	F
Note: Queue reported is the number of cars per lane.				
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed:	4.00 feet/sec			
LaneWidth:	12 feet	12 feet	12 feet	12 feet
Time Period:	0.25 hour			
Upstream Signals:				
Link Index:	#718	#974		
Dist(miles):	0.000	0.000		
Speed (mph):	0.00	0.00		
SignalIndex:	#107	#5444		
Cycle Time:	0 secs	0 secs		
InitVolume:	0 0	0 0		
Saturation:	0 0	0 0		
ArrivalType:	0 0	0 0		
G/C:	0.00 0.00	0.00 0.00		
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection				
P:	0.000 0.000	0.000 0.000		
gg1:	0.00 0.00	0.00 0.00		
gg2:	0.00 0.00	0.00 0.00		
gg:	0.00 0.00	0.00 0.00		
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons				
alpha:	0.000	0.000		
beta:	0.000	0.000		
ta (secs):	0.000	0.000		
F:	0.000	0.000		
f:	0.000 0.000	0.000 0.000		
vcmax:	0 0	0 0		
vcg:	0 0	0 0		
vcmin:	0 0	0 0		
tp:	0.0 0.0	0.0 0.0		
P1:	0.000	0.000		
*** Computation 3: Platoon Event Periods				
pdom/psubo:	0.000/0.000/Unconstrained			
*** Computation 4: Conflicting Flows During Each Unblocked Period				
InitCnflVol:	433 xxxxx xxxxxx	1301 xxxxx xxxxxx	1214 1894 433	1882 1864 651
AdjCnflVol:	433 xxxxx xxxxxx	1301 xxxxx xxxxxx	1214 1894 433	1882 1864 651
UpstreamAdj:	1.00 x.xxx x.xxx	1.00 x.xxx x.xxx	1.00 1.000 1.000	1.00 1.000 1.000

```
ConflictVol: 433 xxxxx xxxxx 1301 xxxxx xxxxx 1214 1894 433 1882 1864 651
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 1137 xxxxx xxxxx 539 xxxxx xxxxx 160 71 627 55 74 472
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000
Potent Cap.:1137 xxxxx xxxxx 539 xxxxx xxxxx 160 71 627 55 74 472
```

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Background Conditions

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]

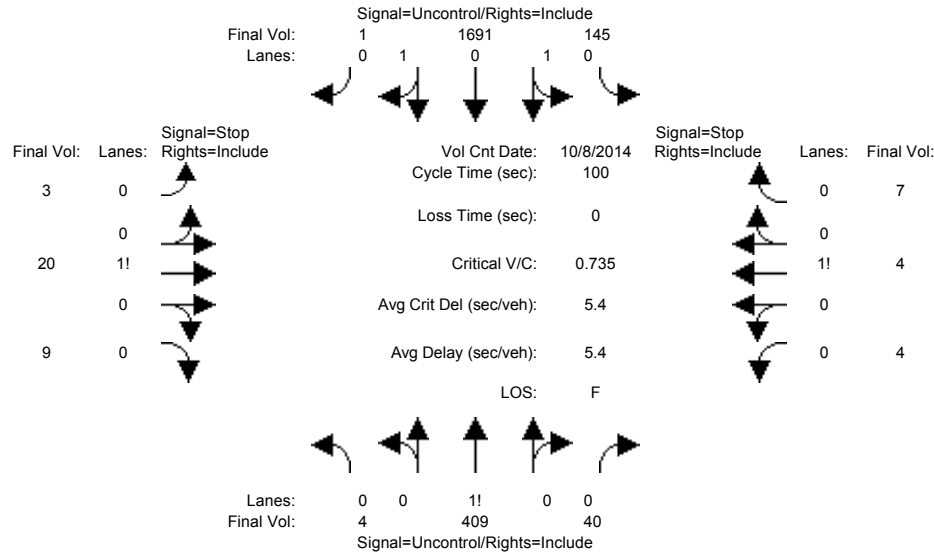


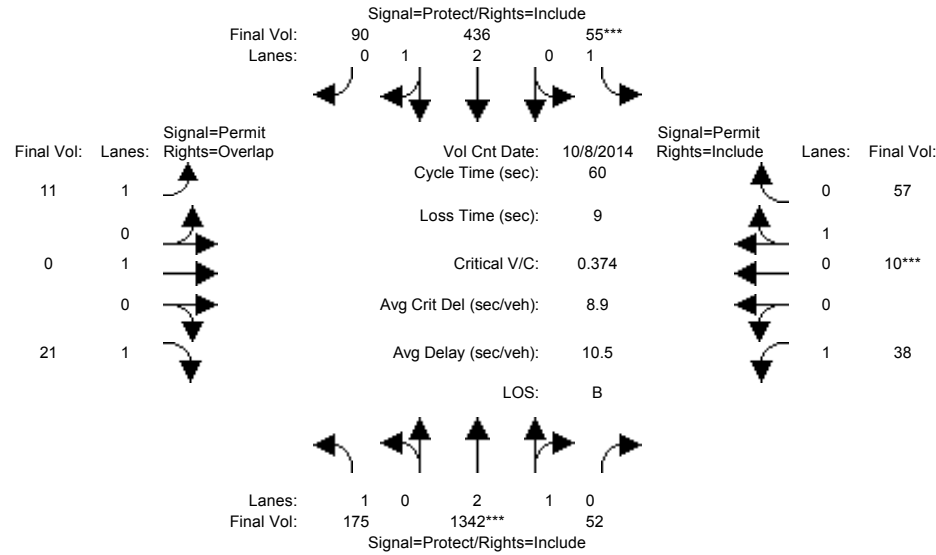
Table containing traffic engineering data: Approach (North, South, East, West Bound), Movement (L, T, R), Volume Module (Base Vol, Growth Adj, Initial Bse, etc.), Critical Gap Module, Capacity Module, Level of Service Module, and various performance metrics like delay, queue, and saturation.

ConflictVol:1692 xxxxx xxxxx 449 xxxxx xxxxx 2424 2439 846 1583 2419 429  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 382 xxxxx xxxxx 1122 xxxxx xxxxx 22 32 365 89 33 630  
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.: 382 xxxxx xxxxx 1122 xxxxx xxxxx 22 32 365 89 33 630

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



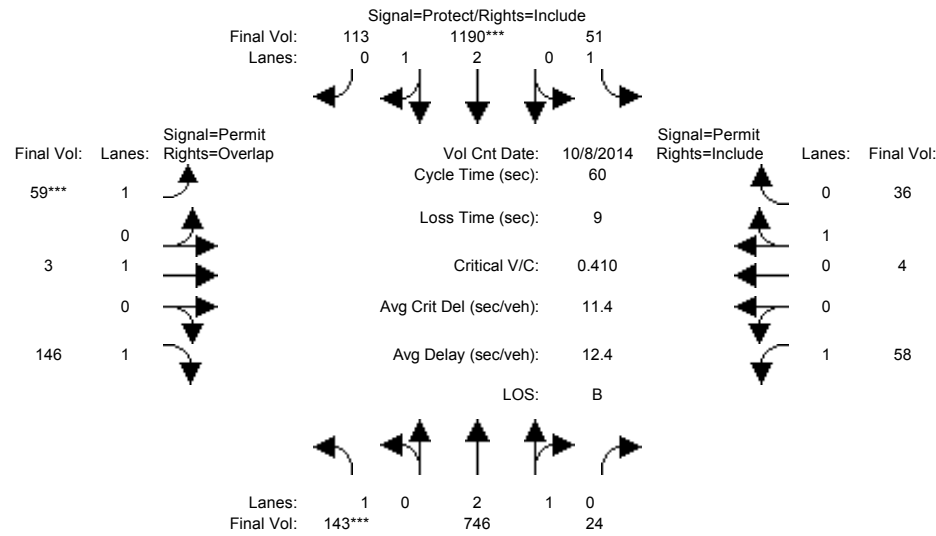
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	175	1342	52	55	436	90	11	0	21	38	10	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1342	52	55	436	90	11	0	21	38	10	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1342	52	55	436	90	11	0	21	38	10	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1342	52	55	436	90	11	0	21	38	10	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1342	52	55	436	90	11	0	21	38	10	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	1342	52	55	436	90	11	0	21	38	10	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.47	0.53	1.00	1.00	1.00	1.00	0.15	0.85
Final Sat.:	1750	5391	209	1750	4641	958	1750	1900	1750	1750	269	1531
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.03	0.09	0.09	0.01	0.00	0.01	0.02	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	0.0	26.9	10.0	10.0	10.0
Volume/Cap:	0.36	0.44	0.44	0.27	0.23	0.23	0.04	0.00	0.03	0.13	0.22	0.22
Delay/Veh:	17.7	7.6	7.6	24.9	11.9	11.9	21.0	0.0	9.3	21.5	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	7.6	7.6	24.9	11.9	11.9	21.0	0.0	9.3	21.5	22.0	22.0
LOS by Move:	B	A	A	C	B	B	C	A	A	C	C	C
HCM2k95thQ:	6	10	10	2	4	4	0	0	1	2	3	3

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

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	143	746	24	51	1190	113	59	3	146	58	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	746	24	51	1190	113	59	3	146	58	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	746	24	51	1190	113	59	3	146	58	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	746	24	51	1190	113	59	3	146	58	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	746	24	51	1190	113	59	3	146	58	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	746	24	51	1190	113	59	3	146	58	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.73	0.27	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5425	175	1750	5114	486	1750	1900	1750	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.03	0.23	0.23	0.03	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****			****			****					
Green Time:	10.7	24.1	24.1	16.9	30.3	30.3	10.0	10.0	20.7	10.0	10.0	10.0
Volume/Cap:	0.46	0.34	0.34	0.10	0.46	0.46	0.20	0.01	0.24	0.20	0.13	0.13
Delay/Veh:	23.2	12.5	12.5	16.1	9.7	9.7	21.9	20.9	14.3	21.9	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	12.5	12.5	16.1	9.7	9.7	21.9	20.9	14.3	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	6	7	7	1	10	10	2	0	4	2	2	2

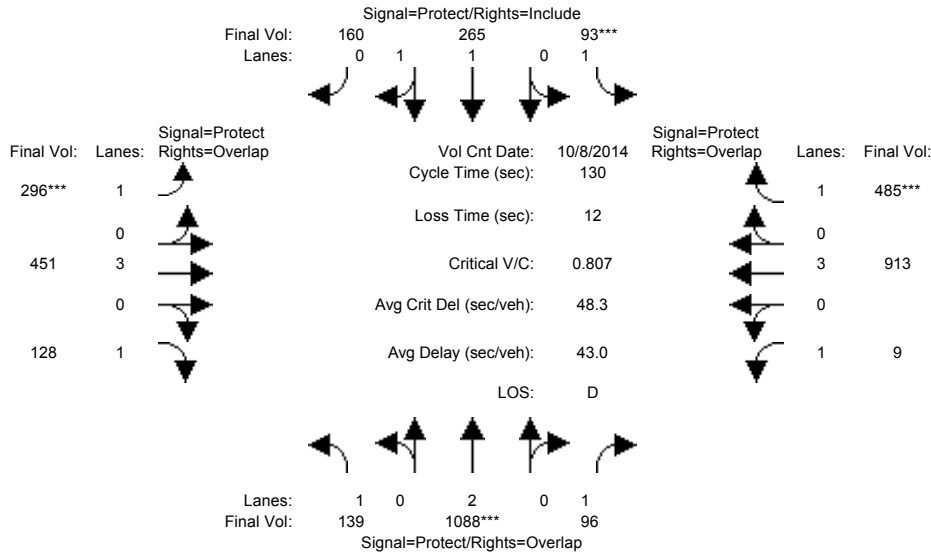
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



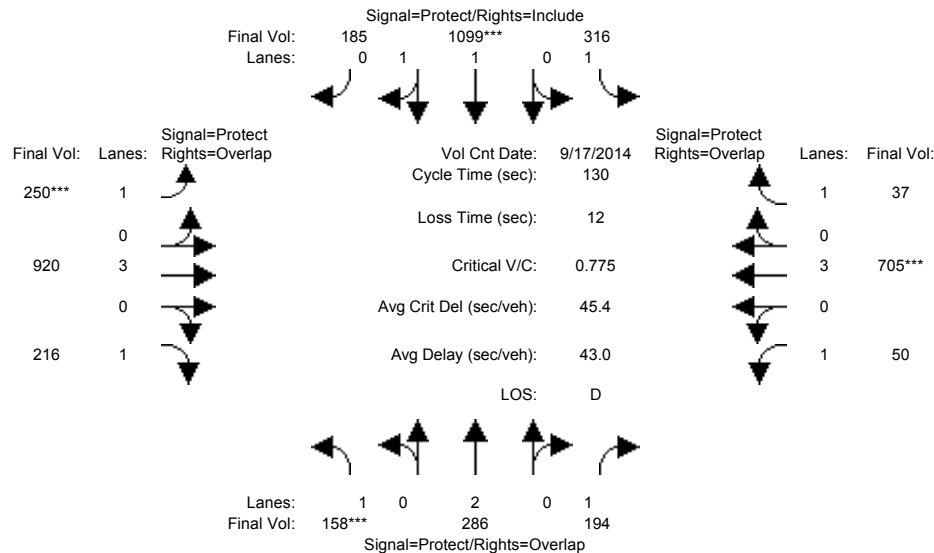
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	139	1088	96	93	265	160	296	451	128	9	913	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1088	96	93	265	160	296	451	128	9	913	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1088	96	93	265	160	296	451	128	9	913	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1088	96	93	265	160	296	451	128	9	913	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1088	96	93	265	160	296	451	128	9	913	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1088	96	93	265	160	296	451	128	9	913	485
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.23	0.77	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2306	1392	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.05	0.05	0.11	0.11	0.17	0.08	0.07	0.01	0.16	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.3	46.1	71.7	8.6	32.3	32.3	27.2	37.6	60.0	25.6	36.0	44.5
Volume/Cap:	0.46	0.81	0.10	0.81	0.46	0.46	0.81	0.27	0.16	0.03	0.58	0.81
Delay/Veh:	49.5	41.6	13.9	92.7	41.8	41.8	61.3	35.7	20.4	42.2	41.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	41.6	13.9	92.7	41.8	41.8	61.3	35.7	20.4	42.2	41.0	47.0
LOS by Move:	D	D	B	F	D	D	E	D	C	D	D	D
HCM2k95thQ:	10	34	4	9	14	14	22	9	6	1	20	35

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



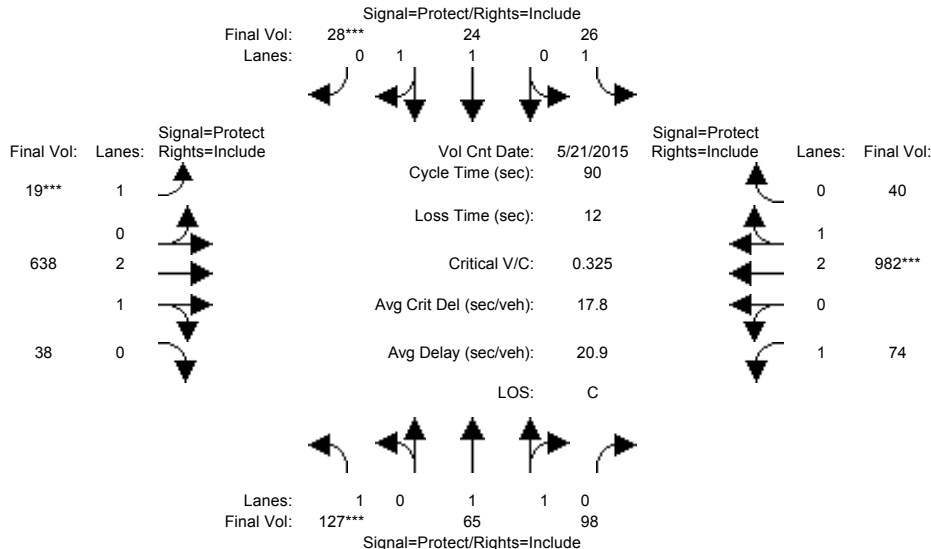
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	158	286	194	316	1099	185	250	920	216	50	705	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	286	194	316	1099	185	250	920	216	50	705	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	286	194	316	1099	185	250	920	216	50	705	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	286	194	316	1099	185	250	920	216	50	705	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	286	194	316	1099	185	250	920	216	50	705	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	286	194	316	1099	185	250	920	216	50	705	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3167	533	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.11	0.18	0.35	0.35	0.14	0.16	0.12	0.03	0.12	0.02
Crit Moves:	****			****			****			****		
Green Time:	15.1	23.0	34.1	50.4	58.2	58.2	23.9	33.5	48.6	11.2	20.7	71.1
Volume/Cap:	0.78	0.43	0.42	0.47	0.78	0.78	0.78	0.63	0.33	0.33	0.78	0.04
Delay/Veh:	72.7	48.1	40.4	30.3	32.8	32.8	61.7	43.6	29.3	57.2	56.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	48.1	40.4	30.3	32.8	32.8	61.7	43.6	29.3	57.2	56.6	13.6
LOS by Move:	E	D	D	C	C	C	E	D	C	E	E	B
HCM2k95thQ:	13	10	13	18	38	38	19	19	12	5	20	1

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



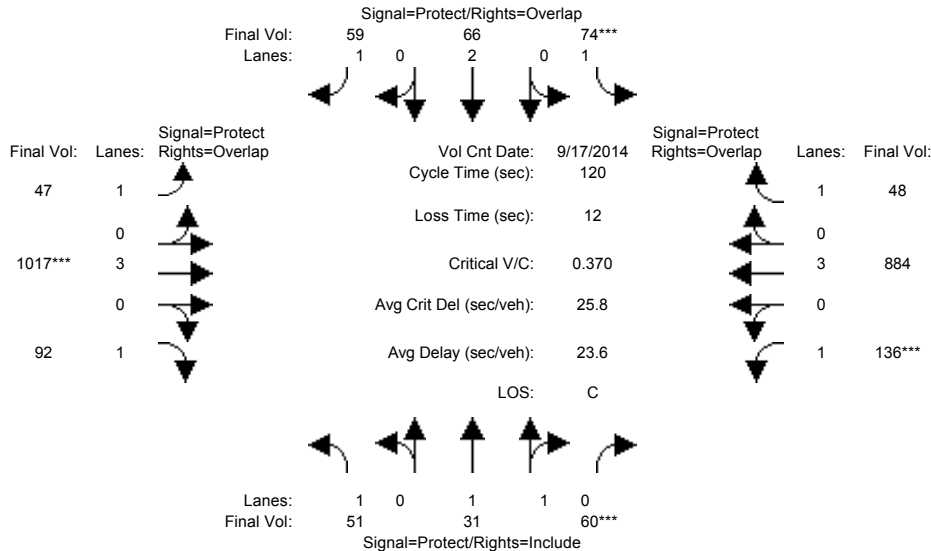
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00 - 6:00 PM												
Base Vol:	127	65	98	26	24	28	19	638	38	74	982	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	65	98	26	24	28	19	638	38	74	982	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	65	98	26	24	28	19	638	38	74	982	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	65	98	26	24	28	19	638	38	74	982	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	65	98	26	24	28	19	638	38	74	982	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	65	98	26	24	28	19	638	38	74	982	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.83	0.17	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5285	315	1750	5381	219
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.06	0.01	0.01	0.02	0.01	0.12	0.12	0.04	0.18	0.18
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	17.4	16.1	16.1	11.3	10.0	10.0	7.0	30.8	30.8	19.8	43.6	43.6
Volume/Cap:	0.38	0.19	0.31	0.12	0.11	0.14	0.14	0.35	0.35	0.19	0.38	0.38
Delay/Veh:	32.3	31.5	32.5	35.2	36.1	36.3	39.2	22.3	22.3	28.8	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	31.5	32.5	35.2	36.1	36.3	39.2	22.3	22.3	28.8	14.7	14.7
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	5	2	1	2	1	9	9	4	11	11

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



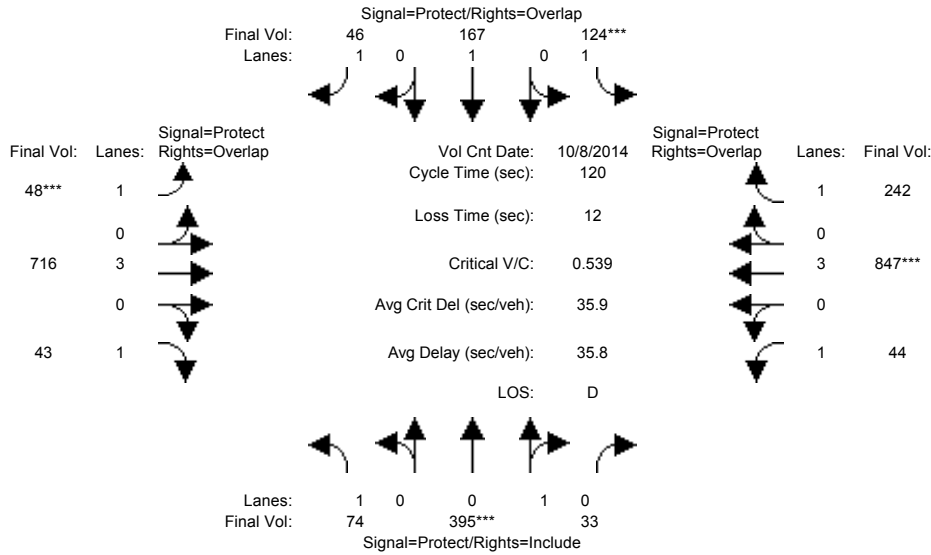
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 4:45-5:45PM												
Base Vol:	51	31	60	74	66	59	47	1017	92	136	884	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	31	60	74	66	59	47	1017	92	136	884	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	31	60	74	66	59	47	1017	92	136	884	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	31	60	74	66	59	47	1017	92	136	884	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	31	60	74	66	59	47	1017	92	136	884	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	31	60	74	66	59	47	1017	92	136	884	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.04	0.02	0.03	0.03	0.18	0.05	0.08	0.16	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.2	11.1	11.1	13.7	14.6	37.3	22.7	57.9	68.2	25.2	60.4	74.1
Volume/Cap:	0.34	0.18	0.37	0.37	0.14	0.11	0.14	0.37	0.09	0.37	0.31	0.04
Delay/Veh:	53.1	50.4	52.1	50.3	47.2	29.5	40.7	19.6	11.9	41.2	17.6	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	50.4	52.1	50.3	47.2	29.5	40.7	19.6	11.9	41.2	17.6	9.0
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	4	2	4	6	2	3	3	14	3	9	12	2

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



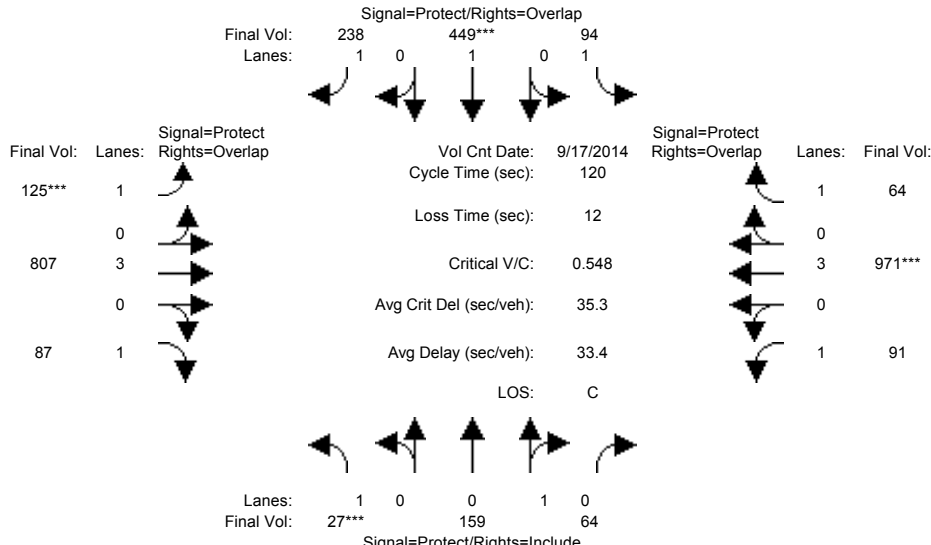
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	74	395	33	124	167	46	48	716	43	44	847	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	395	33	124	167	46	48	716	43	44	847	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	395	33	124	167	46	48	716	43	44	847	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	395	33	124	167	46	48	716	43	44	847	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	395	33	124	167	46	48	716	43	44	847	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	395	33	124	167	46	48	716	43	44	847	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1661	139	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.07	0.09	0.03	0.03	0.13	0.02	0.03	0.15	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.2	52.5	52.5	15.7	41.0	48.0	7.0	27.2	54.4	12.6	32.8	48.5
Volume/Cap:	0.19	0.54	0.54	0.54	0.26	0.07	0.47	0.55	0.05	0.24	0.54	0.34
Delay/Veh:	37.7	25.7	25.7	51.5	28.7	22.2	58.1	41.6	18.4	49.9	37.6	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	25.7	25.7	51.5	28.7	22.2	58.1	41.6	18.4	49.9	37.6	25.0
LOS by Move:	D	C	C	D	C	C	E	D	B	D	D	C
HCM2k95thQ:	5	22	22	9	8	2	4	14	2	3	16	12

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



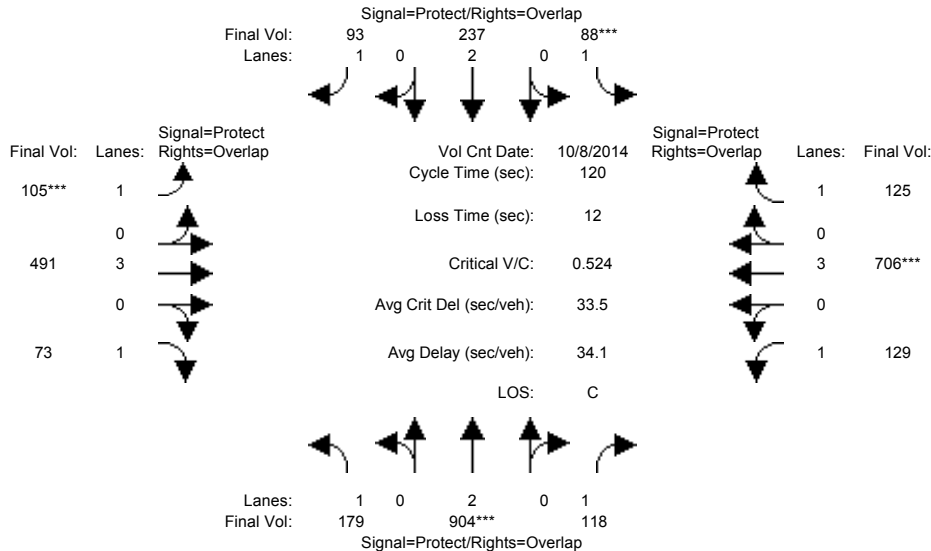
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	27	159	64	94	449	238	125	807	87	91	971	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	159	64	94	449	238	125	807	87	91	971	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	159	64	94	449	238	125	807	87	91	971	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	159	64	94	449	238	125	807	87	91	971	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	159	64	94	449	238	125	807	87	91	971	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	159	64	94	449	238	125	807	87	91	971	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1283	517	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.05	0.24	0.14	0.07	0.14	0.05	0.05	0.17	0.04
Crit Moves:	****			****			****			****		
Green Time:	7.0	38.7	38.7	18.2	49.9	65.0	15.1	36.2	43.2	14.9	36.0	54.2
Volume/Cap:	0.26	0.38	0.38	0.35	0.57	0.25	0.57	0.47	0.14	0.42	0.57	0.08
Delay/Veh:	55.4	31.9	31.9	46.4	27.8	14.7	52.9	34.3	26.0	49.9	35.9	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	31.9	31.9	46.4	27.8	14.7	52.9	34.3	26.0	49.9	35.9	18.8
LOS by Move:	E	C	C	D	C	B	D	C	C	D	D	B
HCM2k95thQ:	3	13	13	7	22	9	9	15	5	6	18	3

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



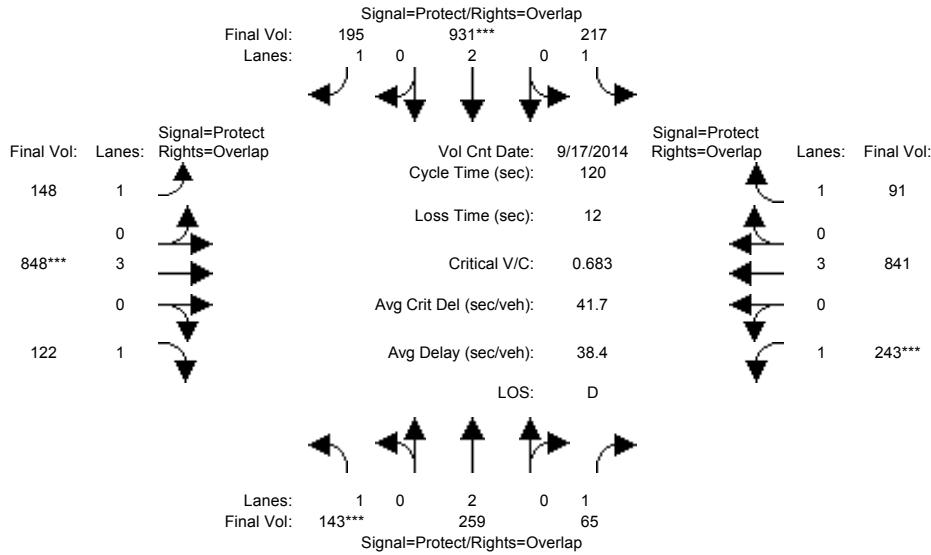
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	179	904	118	88	237	93	105	491	73	129	706	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	904	118	88	237	93	105	491	73	129	706	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	904	118	88	237	93	105	491	73	129	706	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	904	118	88	237	93	105	491	73	129	706	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	904	118	88	237	93	105	491	73	129	706	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	904	118	88	237	93	105	491	73	129	706	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.07	0.05	0.06	0.05	0.06	0.09	0.04	0.07	0.12	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	36.3	54.4	73.8	11.5	29.6	43.3	13.7	22.7	59.0	19.4	28.3	39.8
Volume/Cap:	0.34	0.52	0.11	0.52	0.25	0.15	0.52	0.46	0.08	0.46	0.52	0.22
Delay/Veh:	32.9	23.8	9.6	54.7	36.5	26.0	52.6	43.5	16.2	46.7	40.3	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	23.8	9.6	54.7	36.5	26.0	52.6	43.5	16.2	46.7	40.3	29.0
LOS by Move:	C	C	A	D	D	C	D	D	B	D	D	C
HCM2k95thQ:	10	21	4	7	7	5	8	10	3	9	14	7

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	143	259	65	217	931	195	148	848	122	243	841	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	259	65	217	931	195	148	848	122	243	841	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	259	65	217	931	195	148	848	122	243	841	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	259	65	217	931	195	148	848	122	243	841	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	259	65	217	931	195	148	848	122	243	841	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	259	65	217	931	195	148	848	122	243	841	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.12	0.25	0.11	0.08	0.15	0.07	0.14	0.15	0.05
Crit Moves:	****			****			****			****		
Green Time:	14.4	23.1	47.5	34.4	43.1	61.5	18.4	26.2	40.5	24.4	32.1	66.5
Volume/Cap:	0.68	0.35	0.09	0.43	0.68	0.22	0.55	0.68	0.21	0.68	0.55	0.09
Delay/Veh:	59.5	42.3	22.8	35.5	34.1	16.2	49.4	44.7	28.5	49.6	38.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	42.3	22.8	35.5	34.1	16.2	49.4	44.7	28.5	49.6	38.2	12.6
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2k95thQ:	11	8	3	13	26	8	11	18	7	17	16	3

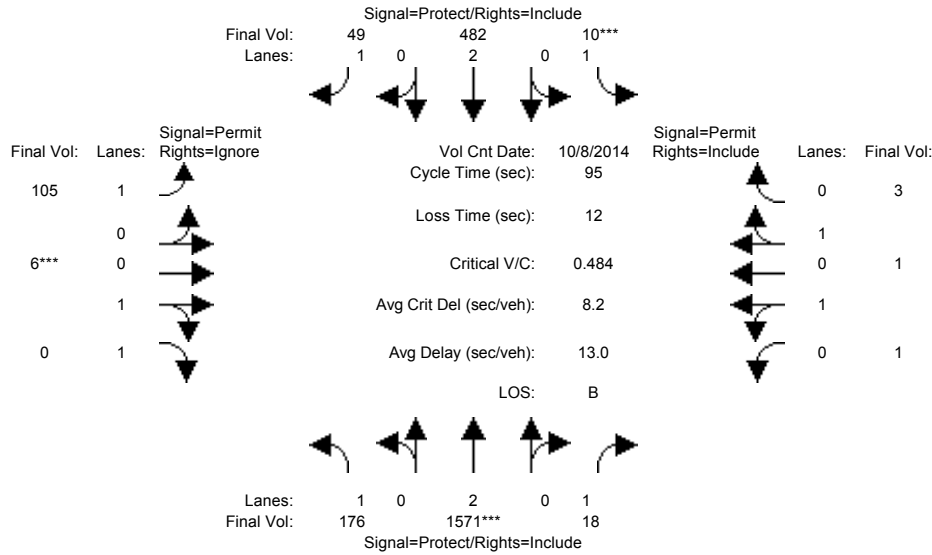
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



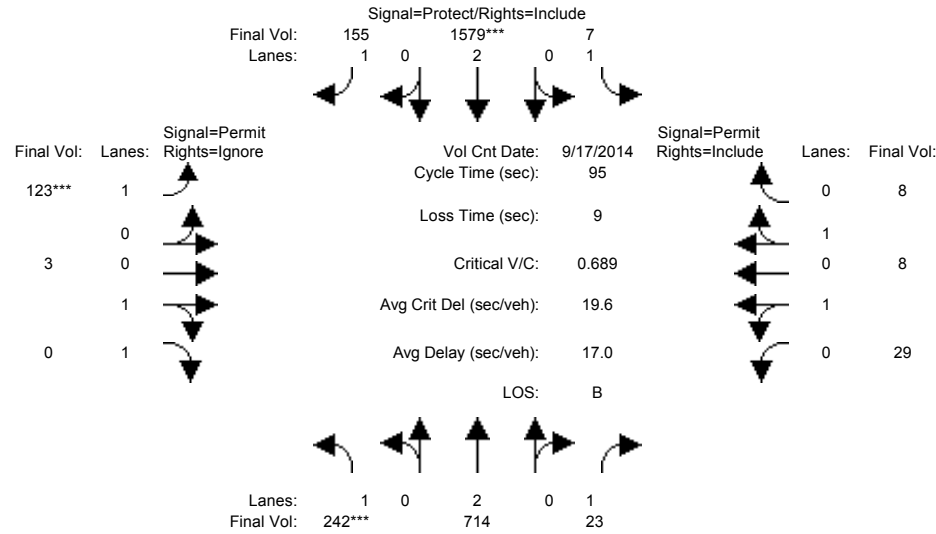
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	176	1571	18	10	482	49	105	6	108	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1571	18	10	482	49	105	6	108	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1571	18	10	482	49	105	6	108	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	176	1571	18	10	482	49	105	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1571	18	10	482	49	105	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	176	1571	18	10	482	49	105	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.01	0.01	0.13	0.03	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.3	66.0	66.0	7.0	40.7	40.7	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.30	0.60	0.01	0.08	0.30	0.07	0.57	0.03	0.00	0.01	0.01	0.02
Delay/Veh:	23.3	7.9	4.5	41.3	17.9	16.0	44.7	38.2	0.0	38.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	7.9	4.5	41.3	17.9	16.0	44.7	38.2	0.0	38.1	38.1	38.1
LOS by Move:	C	A	A	D	B	B	D	D	A	D	D	D
HCM2k95thQ:	8	21	0	1	9	2	8	0	0	0	0	0

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

BART

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

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



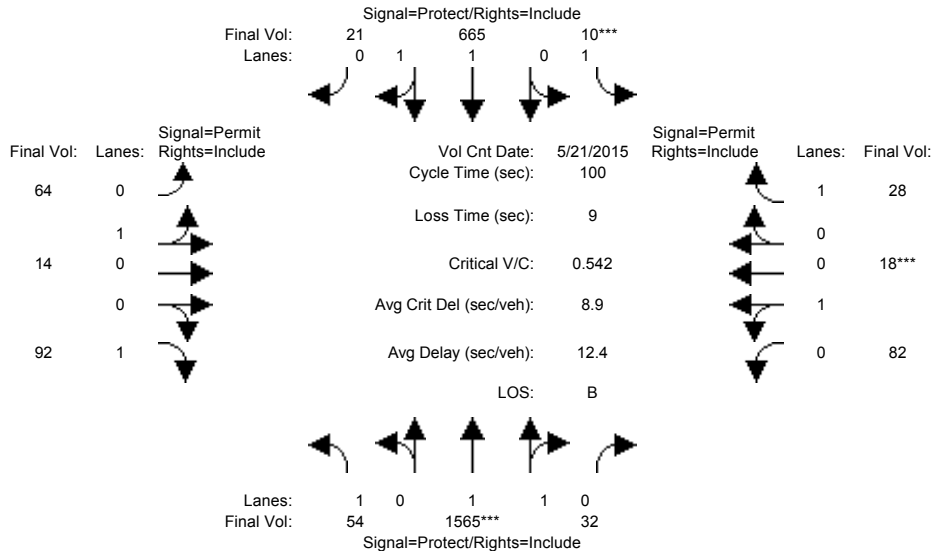
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	242	714	23	7	1579	155	123	3	281	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	714	23	7	1579	155	123	3	281	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	714	23	7	1579	155	123	3	281	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	242	714	23	7	1579	155	123	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	714	23	7	1579	155	123	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	242	714	23	7	1579	155	123	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.01	0.00	0.42	0.09	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	19.0	54.6	54.6	21.4	57.0	57.0	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.69	0.33	0.02	0.02	0.69	0.15	0.67	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	41.2	10.7	8.7	28.6	13.9	8.4	49.9	38.1	0.0	38.9	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	10.7	8.7	28.6	13.9	8.4	49.9	38.1	0.0	38.9	38.4	38.4
LOS by Move:	D	B	A	C	B	A	D	D	A	D	D	D
HCM2k95thQ:	14	10	1	0	29	4	10	0	0	2	1	1

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



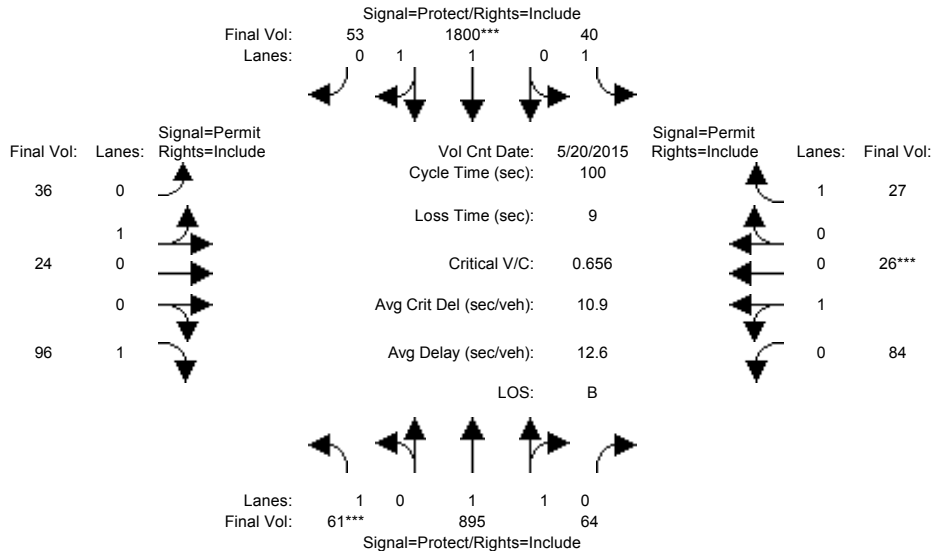
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	54	1565	32	10	665	21	64	14	92	82	18	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1565	32	10	665	21	64	14	92	82	18	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1565	32	10	665	21	64	14	92	82	18	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1565	32	10	665	21	64	14	92	82	18	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1565	32	10	665	21	64	14	92	82	18	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1565	32	10	665	21	64	14	92	82	18	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.94	0.06	0.82	0.18	1.00	0.82	0.18	1.00
Final Sat.:	1750	3626	74	1750	3587	113	1477	323	1750	1476	324	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.01	0.19	0.19	0.04	0.04	0.05	0.06	0.06	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.2	74.0	74.0	7.0	58.8	58.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.14	0.58	0.58	0.08	0.32	0.32	0.43	0.43	0.53	0.56	0.56	0.16
Delay/Veh:	31.4	6.3	6.3	43.8	10.5	10.5	44.0	44.0	45.7	46.7	46.7	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	6.3	6.3	43.8	10.5	10.5	44.0	44.0	45.7	46.7	46.7	41.6
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	3	21	21	1	10	10	5	5	6	8	8	2

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

BART

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

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



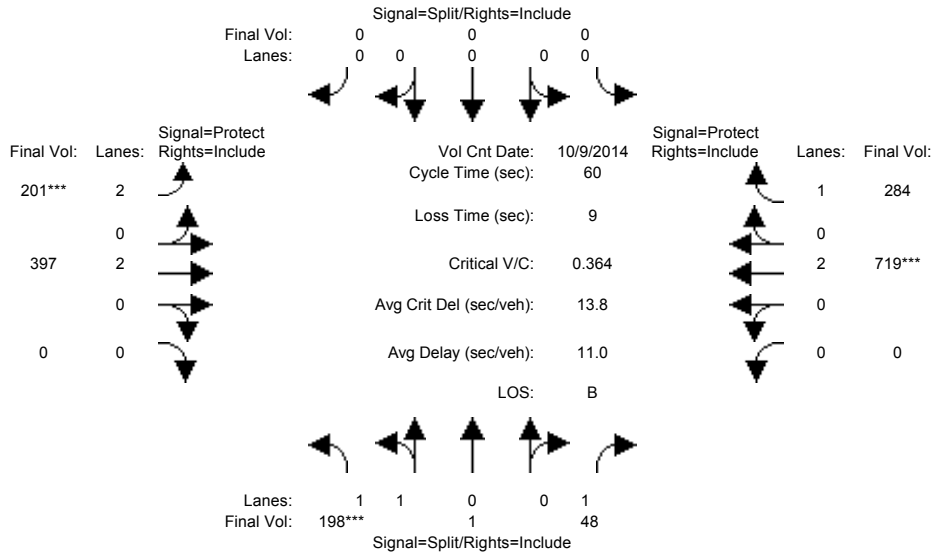
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	61	895	64	40	1800	53	36	24	96	84	26	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	895	64	40	1800	53	36	24	96	84	26	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	895	64	40	1800	53	36	24	96	84	26	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	895	64	40	1800	53	36	24	96	84	26	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	895	64	40	1800	53	36	24	96	84	26	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	895	64	40	1800	53	36	24	96	84	26	27
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.94	0.06	0.60	0.40	1.00	0.76	0.24	1.00
Final Sat.:	1750	3453	247	1750	3594	106	1080	720	1750	1375	425	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.50	0.50	0.03	0.03	0.05	0.06	0.06	0.02
Crit Moves:	****			****						****		
Green Time:	7.0	63.8	63.8	17.2	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.41	0.41	0.13	0.68	0.68	0.33	0.33	0.55	0.61	0.61	0.15
Delay/Veh:	48.0	9.0	9.0	35.3	7.5	7.5	43.0	43.0	46.5	49.2	49.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	9.0	9.0	35.3	7.5	7.5	43.0	43.0	46.5	49.2	49.2	41.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	14	14	2	26	26	4	4	6	9	9	2

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



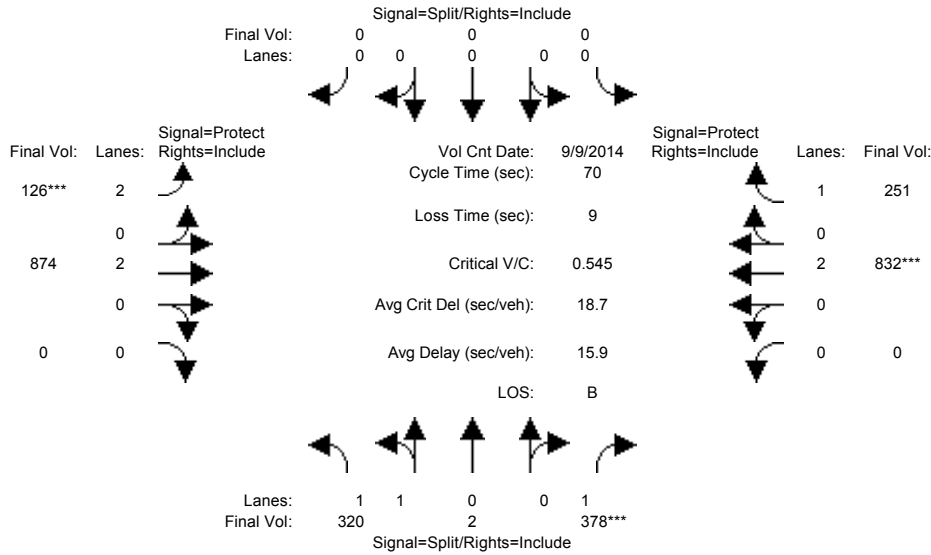
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	198	1	48	0	0	0	201	397	0	0	719	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1	48	0	0	0	201	397	0	0	719	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1	48	0	0	0	201	397	0	0	719	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1	48	0	0	0	201	397	0	0	719	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1	48	0	0	0	201	397	0	0	719	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1	48	0	0	0	201	397	0	0	719	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.06	0.10	0.00	0.00	0.19	0.16
Crit Moves:	****						****			****		
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	10.3	41.0	0.0	0.0	30.7	30.7
Volume/Cap:	0.34	0.34	0.16	0.00	0.00	0.00	0.37	0.15	0.00	0.00	0.37	0.32
Delay/Veh:	22.4	22.4	21.7	0.0	0.0	0.0	22.4	3.4	0.0	0.0	9.0	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	21.7	0.0	0.0	0.0	22.4	3.4	0.0	0.0	9.0	8.8
LOS by Move:	C	C	C	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	4	4	2	0	0	0	4	3	0	0	8	6

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

BART

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

Intersection #3016: 101/ALUM ROCK [Study Int 15]



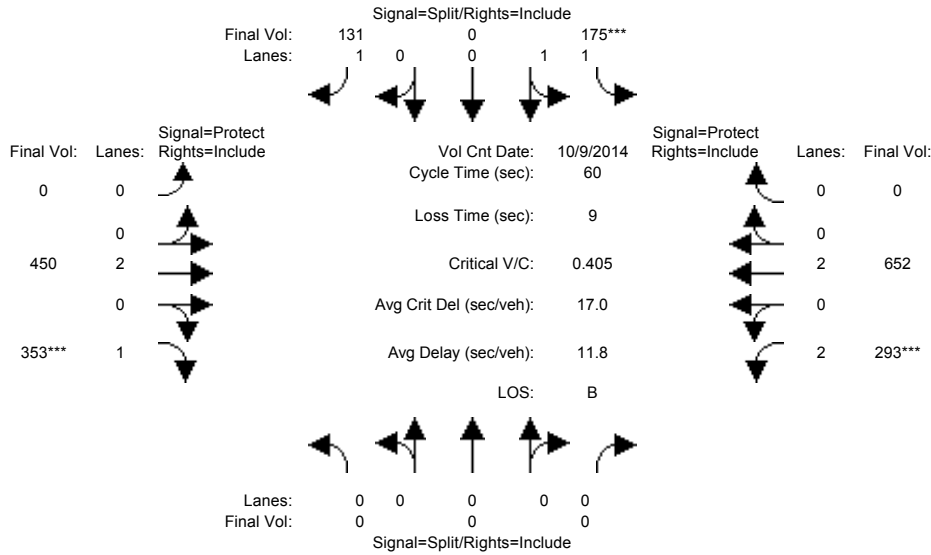
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	320	2	378	0	0	0	126	874	0	0	832	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	2	378	0	0	0	126	874	0	0	832	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2	378	0	0	0	126	874	0	0	832	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2	378	0	0	0	126	874	0	0	832	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2	378	0	0	0	126	874	0	0	832	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2	378	0	0	0	126	874	0	0	832	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3528	22	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.22	0.00	0.00	0.00	0.04	0.23	0.00	0.00	0.22	0.14
Crit Moves:	****			****			****			****		
Green Time:	26.8	26.8	26.8	0.0	0.0	0.0	7.0	34.2	0.0	0.0	27.2	27.2
Volume/Cap:	0.24	0.24	0.56	0.00	0.00	0.00	0.40	0.47	0.00	0.00	0.56	0.37
Delay/Veh:	14.7	14.7	18.1	0.0	0.0	0.0	30.4	12.1	0.0	0.0	17.3	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	18.1	0.0	0.0	0.0	30.4	12.1	0.0	0.0	17.3	15.6
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	5	5	14	0	0	0	3	12	0	0	13	8

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



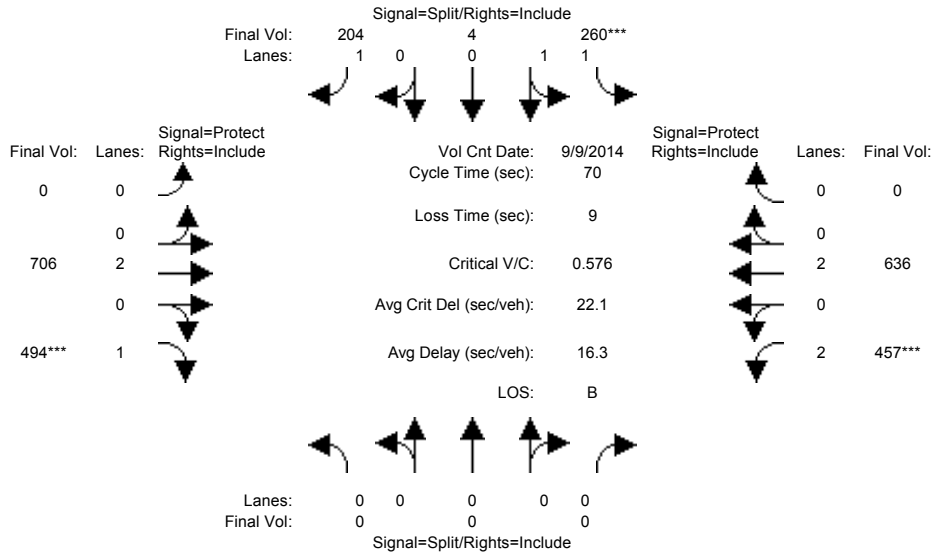
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	175	0	131	0	450	353	293	652	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	175	0	131	0	450	353	293	652	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	175	0	131	0	450	353	293	652	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	175	0	131	0	450	353	293	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	131	0	450	353	293	652	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	175	0	131	0	450	353	293	652	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3550	0	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.00	0.12	0.20	0.09	0.17	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	11.1	0.0	11.1	0.0	27.3	27.3	12.6	39.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.40	0.00	0.26	0.44	0.44	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	22.4	0.0	10.2	11.6	21.1	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	22.4	0.0	10.2	11.6	21.1	4.1	0.0
LOS by Move:	A	A	A	C	A	C	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	3	0	6	0	5	9	6	5	0

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

BART

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

Intersection #3023: 101/SANTA CLARA [Study Int 14]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	0	0	0	260	4	204	0	706	494	457	636	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	4	204	0	706	494	457	636	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	4	204	0	706	494	457	636	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	4	204	0	706	494	457	636	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	4	204	0	706	494	457	636	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	260	4	204	0	706	494	457	636	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3496	54	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.12	0.00	0.19	0.28	0.15	0.17	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	30.9	30.9	15.9	46.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.58	0.00	0.42	0.64	0.64	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	24.4	24.4	27.5	0.0	13.6	17.0	26.4	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.4	24.4	27.5	0.0	13.6	17.0	26.4	4.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	6	6	10	0	10	17	10	5	0

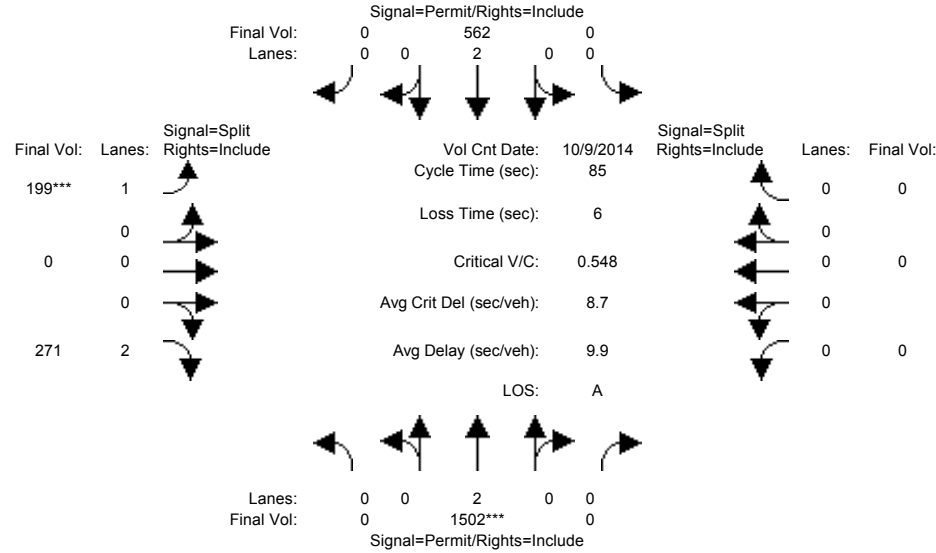
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



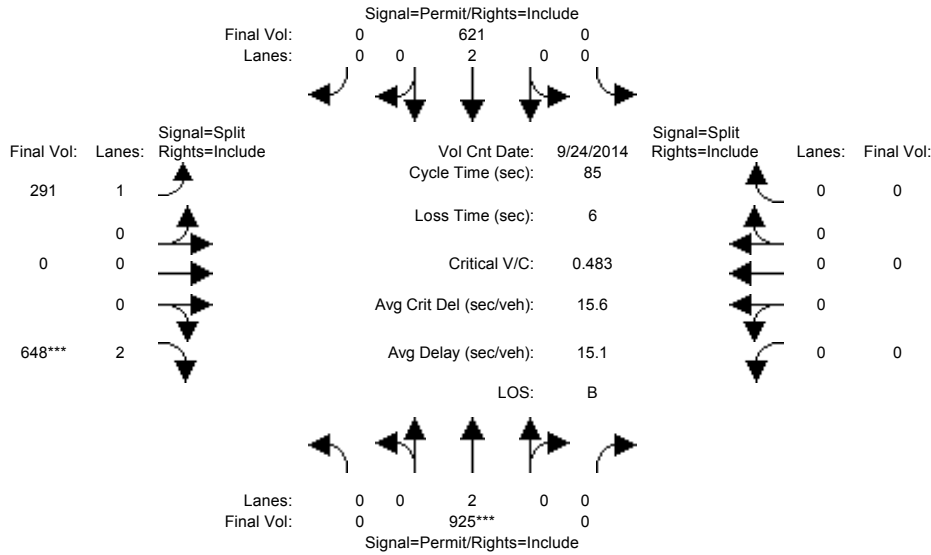
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	1502	0	0	562	0	199	0	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1502	0	0	562	0	199	0	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1502	0	0	562	0	199	0	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1502	0	0	562	0	199	0	271	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1502	0	0	562	0	199	0	271	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1502	0	0	562	0	199	0	271	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.15	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	61.4	0.0	0.0	61.4	0.0	17.6	0.0	17.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.20	0.00	0.55	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	3.9	0.0	31.9	0.0	29.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	3.9	0.0	31.9	0.0	29.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	17	0	0	5	0	11	0	8	0	0	0

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

BART

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

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



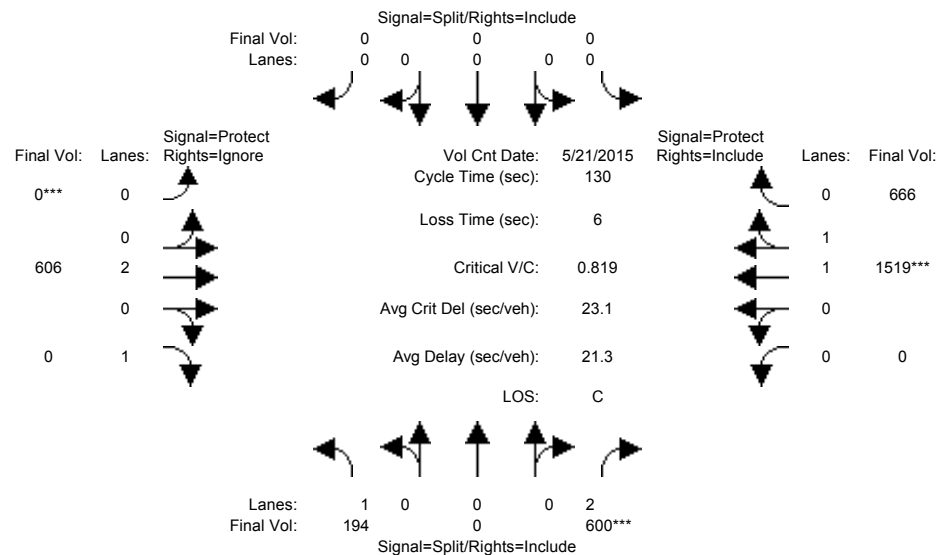
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	925	0	0	621	0	291	0	648	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	0	0	621	0	291	0	648	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	925	0	0	621	0	291	0	648	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	925	0	0	621	0	291	0	648	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	925	0	0	621	0	291	0	648	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	925	0	0	621	0	291	0	648	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.16	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	42.8	0.0	0.0	42.8	0.0	36.2	0.0	36.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.32	0.00	0.39	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	0.0	0.0	12.6	0.0	17.2	0.0	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	0.0	0.0	12.6	0.0	17.2	0.0	17.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	15	0	0	9	0	11	0	14	0	0	0

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



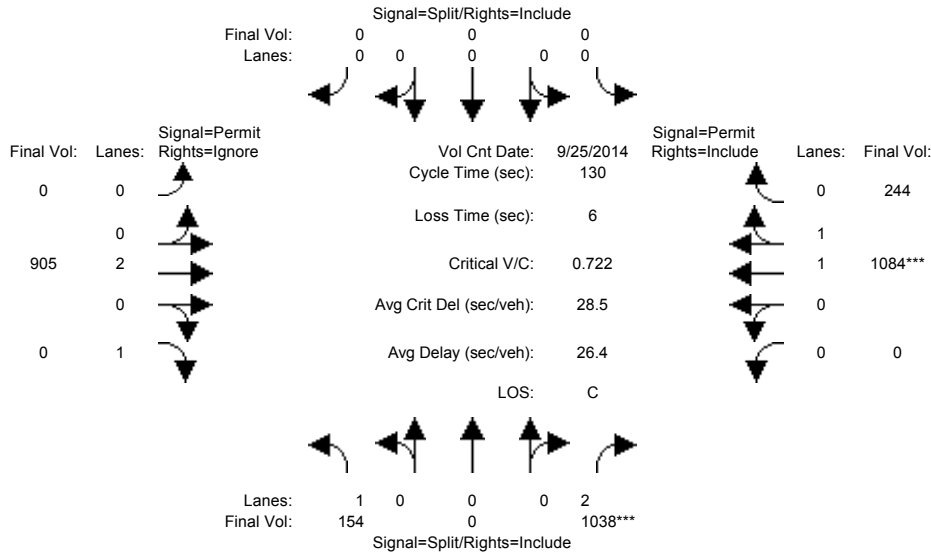
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	194	0	600	0	0	0	0	606	361	0	1519	666
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	600	0	0	0	0	606	361	0	1519	666
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	600	0	0	0	0	606	361	0	1519	666
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	194	0	600	0	0	0	0	606	0	0	1519	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	600	0	0	0	0	606	0	0	1519	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	194	0	600	0	0	0	0	606	0	0	1519	666
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.37	0.63
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	2571	1127
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.59	0.59
Crit Moves:	****			****			****			****		
Green Time:	30.2	0.0	30.2	0.0	0.0	0.0	0.0	93.8	0.0	0.0	93.8	93.8
Volume/Cap:	0.48	0.00	0.82	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.82	0.82
Delay/Veh:	43.9	0.0	54.5	0.0	0.0	0.0	0.0	6.0	0.0	0.0	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	0.0	54.5	0.0	0.0	0.0	0.0	6.0	0.0	0.0	14.5	14.5
LOS by Move:	D	A	D	A	A	A	A	A	A	A	B	B
HCM2k95thQ:	14	0	28	0	0	0	0	8	0	0	51	51

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

BART

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

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



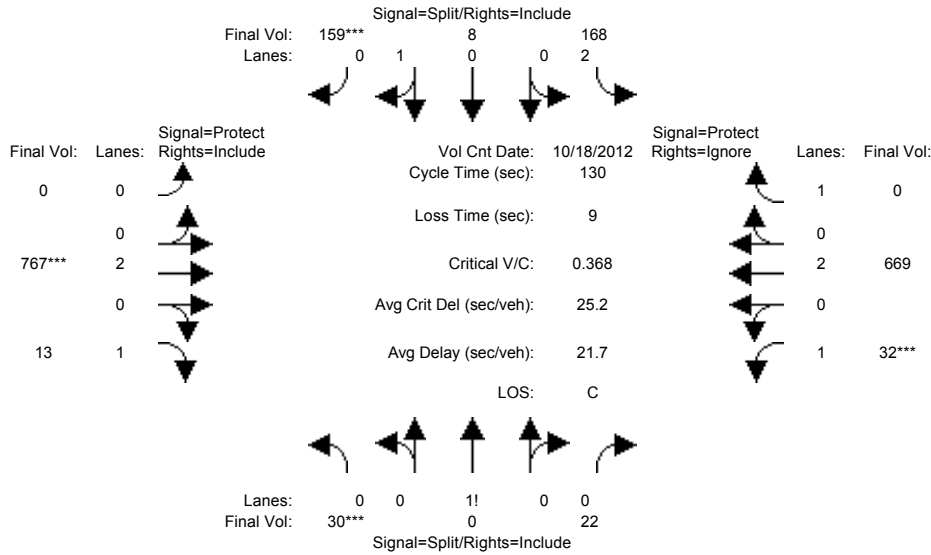
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM												
Base Vol:	154	0	1038	0	0	0	0	905	8	0	1084	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	0	1038	0	0	0	0	905	8	0	1084	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	0	1038	0	0	0	0	905	8	0	1084	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	154	0	1038	0	0	0	0	905	0	0	1084	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	1038	0	0	0	0	905	0	0	1084	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	154	0	1038	0	0	0	0	905	0	0	1084	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.62	0.38
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3020	680
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.36	0.36
Crit Moves:	****											
Green Time:	59.3	0.0	59.3	0.0	0.0	0.0	0.0	64.7	0.0	0.0	64.7	64.7
Volume/Cap:	0.19	0.00	0.72	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.72	0.72
Delay/Veh:	21.2	0.0	30.5	0.0	0.0	0.0	0.0	21.8	0.0	0.0	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	30.5	0.0	0.0	0.0	0.0	21.8	0.0	0.0	27.1	27.1
LOS by Move:	C	A	C	A	A	A	A	C	A	A	C	C
HCM2k95thQ:	8	0	35	0	0	0	0	21	0	0	36	36

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



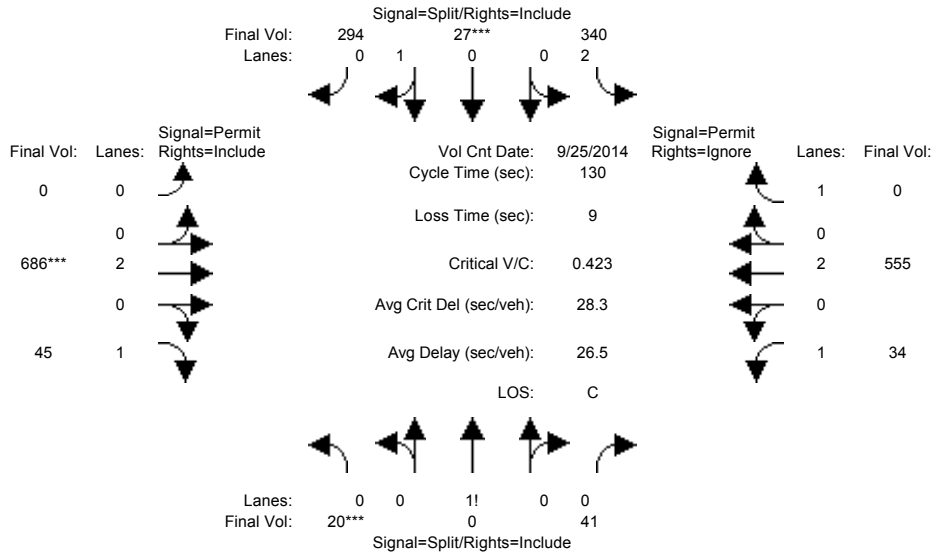
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Oct 2012 << 7:15-8:15AM												
Base Vol:	30	0	22	168	8	159	0	767	13	32	669	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	22	168	8	159	0	767	13	32	669	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	22	168	8	159	0	767	13	32	669	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	0	22	168	8	159	0	767	13	32	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	22	168	8	159	0	767	13	32	669	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	0	22	168	8	159	0	767	13	32	669	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.00	0.42	2.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1010	0	740	3150	86	1714	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.05	0.09	0.09	0.00	0.20	0.01	0.02	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.2	0.0	10.2	31.8	31.8	31.8	0.0	69.1	69.1	10.0	79.1	0.0
Volume/Cap:	0.38	0.00	0.38	0.22	0.38	0.38	0.00	0.38	0.01	0.24	0.29	0.00
Delay/Veh:	58.7	0.0	58.7	39.4	41.5	41.5	0.0	18.0	14.4	57.3	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	0.0	58.7	39.4	41.5	41.5	0.0	18.0	14.4	57.3	12.2	0.0
LOS by Move:	E	A	E	D	D	D	A	B	B	E	B	A
HCM2k95thQ:	5	0	5	6	11	11	0	16	1	3	12	0

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

BART

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

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



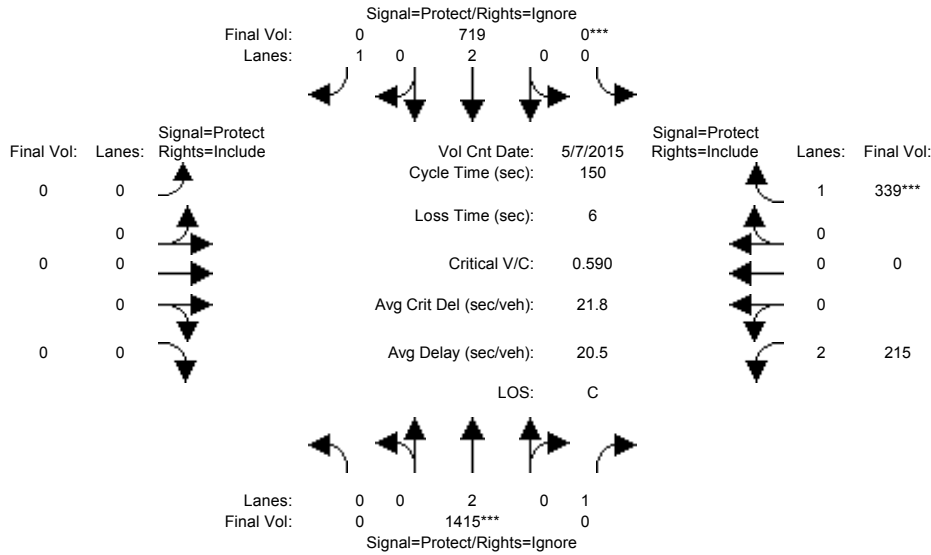
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:15-5:15PM												
Base Vol:	20	0	41	340	27	294	0	686	45	34	555	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	41	340	27	294	0	686	45	34	555	592
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	41	340	27	294	0	686	45	34	555	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	0	41	340	27	294	0	686	45	34	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	41	340	27	294	0	686	45	34	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	20	0	41	340	27	294	0	686	45	34	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.33	0.00	0.67	2.00	0.08	0.92	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	574	0	1176	3150	151	1649	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.11	0.18	0.18	0.00	0.18	0.03	0.02	0.15	0.00
Crit Moves:	****			****			****					
Green Time:	10.7	0.0	10.7	54.8	54.8	54.8	0.0	55.5	55.5	55.5	55.5	0.0
Volume/Cap:	0.42	0.00	0.42	0.26	0.42	0.42	0.00	0.42	0.06	0.05	0.34	0.00
Delay/Veh:	58.7	0.0	58.7	24.5	26.8	26.8	0.0	26.2	22.0	21.8	25.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	0.0	58.7	24.5	26.8	26.8	0.0	26.2	22.0	21.8	25.1	0.0
LOS by Move:	E	A	E	C	C	C	A	C	C	C	C	A
HCM2k95thQ:	6	0	6	10	17	17	0	17	2	2	14	0

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



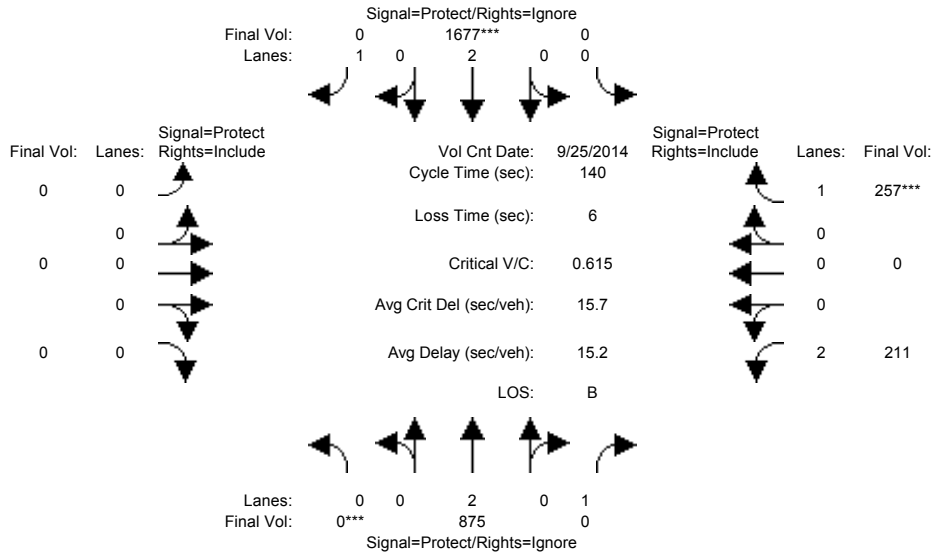
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:35-8:35AM												
Base Vol:	0	1415	313	0	719	193	0	0	0	215	0	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1415	313	0	719	193	0	0	0	215	0	339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1415	313	0	719	193	0	0	0	215	0	339
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1415	0	0	719	0	0	0	0	215	0	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1415	0	0	719	0	0	0	0	215	0	339
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1415	0	0	719	0	0	0	0	215	0	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	94.7	0.0	0.0	94.7	0.0	0.0	0.0	0.0	49.3	0.0	49.3
Volume/Cap:	0.00	0.59	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.21	0.00	0.59
Delay/Veh:	0.0	16.6	0.0	0.0	12.6	0.0	0.0	0.0	0.0	36.4	0.0	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	0.0	0.0	12.6	0.0	0.0	0.0	0.0	36.4	0.0	43.6
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	32	0	0	14	0	0	0	0	8	0	25

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

BART

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

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:00PM												
Base Vol:	0	875	394	0	1677	362	0	0	0	211	0	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	875	394	0	1677	362	0	0	0	211	0	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	875	394	0	1677	362	0	0	0	211	0	257
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	875	0	0	1677	0	0	0	0	211	0	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	875	0	0	1677	0	0	0	0	211	0	257
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	875	0	0	1677	0	0	0	0	211	0	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	****			****							****	
Green Time:	0.0	101	0.0	0.0	101	0.0	0.0	0.0	0.0	33.5	0.0	33.5
Volume/Cap:	0.00	0.32	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.28	0.00	0.61
Delay/Veh:	0.0	7.3	0.0	0.0	10.4	0.0	0.0	0.0	0.0	43.7	0.0	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	0.0	0.0	10.4	0.0	0.0	0.0	0.0	43.7	0.0	50.2
LOS by Move:	A	A	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	13	0	0	30	0	0	0	0	9	0	20

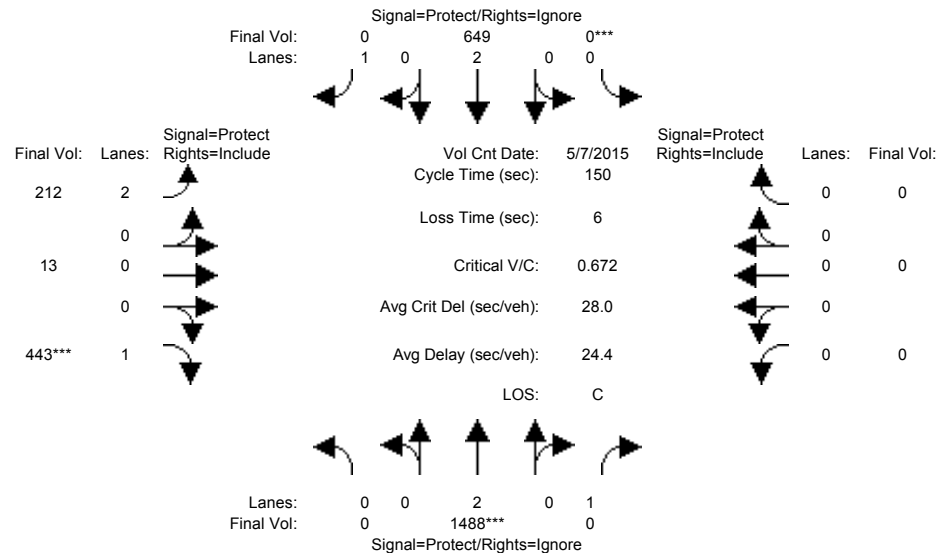
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



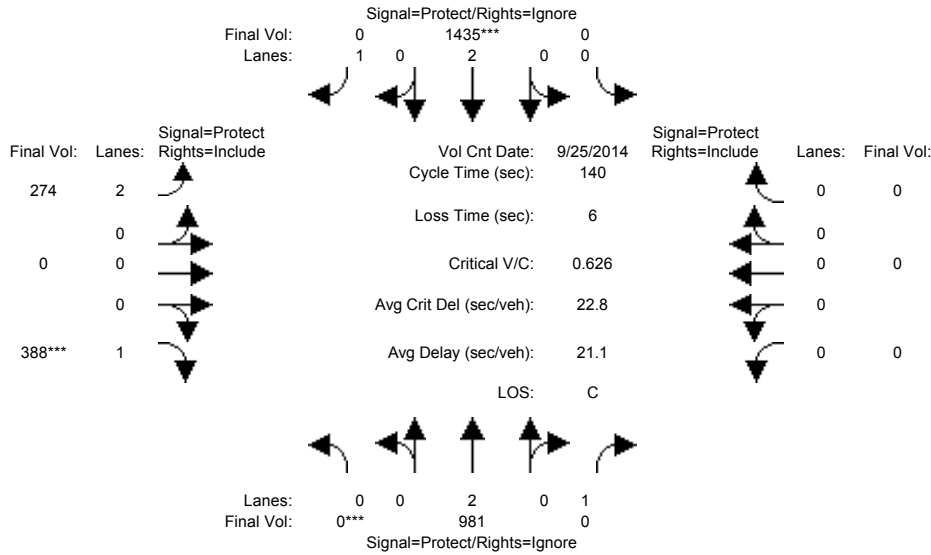
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 7:50-8:50AM												
Base Vol:	0	1488	469	0	649	269	212	13	443	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1488	469	0	649	269	212	13	443	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1488	469	0	649	269	212	13	443	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1488	0	0	649	0	212	13	443	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1488	0	0	649	0	212	13	443	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1488	0	0	649	0	212	13	443	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3313	203	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.17	0.00	0.06	0.06	0.25	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	87.5	0.0	0.0	87.5	0.0	56.5	56.5	56.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.29	0.00	0.17	0.17	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	0.0	0.0	15.8	0.0	31.1	31.1	40.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	0.0	15.8	0.0	31.1	31.1	40.8	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	C	C	D	A	A	A
HCM2k95thQ:	0	38	0	0	14	0	7	7	32	0	0	0

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

BART

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

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



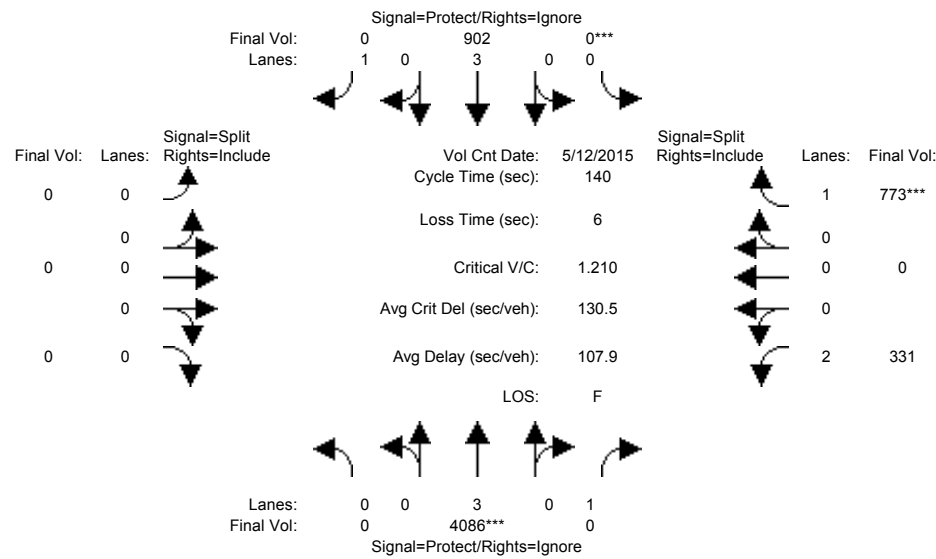
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:45-5:45PM												
Base Vol:	0	981	225	0	1435	466	274	0	388	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	981	225	0	1435	466	274	0	388	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	981	225	0	1435	466	274	0	388	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	981	0	0	1435	0	274	0	388	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	981	0	0	1435	0	274	0	388	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	981	0	0	1435	0	274	0	388	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.38	0.00	0.09	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	84.4	0.0	0.0	84.4	0.0	49.6	0.0	49.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.00	0.63	0.00	0.25	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	15.0	0.0	0.0	18.3	0.0	32.1	0.0	39.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	0.0	0.0	18.3	0.0	32.1	0.0	39.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	D	A	A	A
HCM2k95thQ:	0	20	0	0	33	0	10	0	27	0	0	0

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



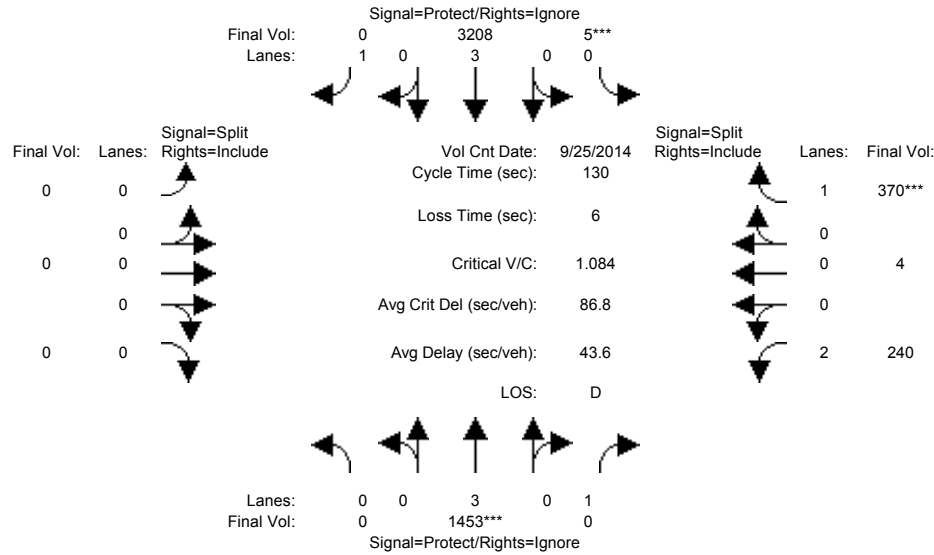
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 May 2015 << 7:45-8:45AM											
Base Vol:	0	4086	179	0	902	193	0	0	0	331	0	773
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4086	179	0	902	193	0	0	0	331	0	773
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4086	179	0	902	193	0	0	0	331	0	773
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4086	0	0	902	0	0	0	0	331	0	773
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4086	0	0	902	0	0	0	0	331	0	773
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4086	0	0	902	0	0	0	0	331	0	773
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Crit Moves:	****			****						****		
Green Time:	0.0	82.9	0.0	0.0	82.9	0.0	0.0	0.0	0.0	51.1	0.0	51.1
Volume/Cap:	0.00	1.21	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.29	0.00	1.21
Delay/Veh:	0.0	126	0.0	0.0	13.9	0.0	0.0	0.0	0.0	31.7	0.0	153.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	126	0.0	0.0	13.9	0.0	0.0	0.0	0.0	31.7	0.0	153.3
LOS by Move:	A	F	A	A	B	A	A	A	A	C	A	F
HCM2k95thQ:	0	132	0	0	12	0	0	0	0	11	0	85

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

BART

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

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



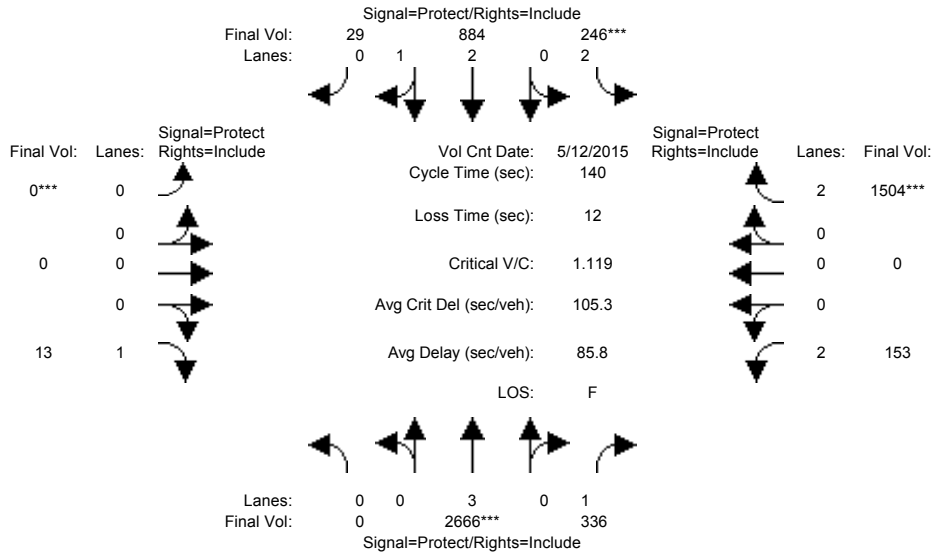
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 4:30 PM to 5:30 PM												
Base Vol:	0	1453	301	5	3208	773	0	0	0	240	4	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1453	301	5	3208	773	0	0	0	240	4	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1453	301	5	3208	773	0	0	0	240	4	370
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1453	0	5	3208	0	0	0	0	240	4	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1453	0	5	3208	0	0	0	0	240	4	370
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1453	0	5	3208	0	0	0	0	240	4	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	9	5591	1750	0	0	0	3458	58	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.57	0.57	0.00	0.00	0.00	0.00	0.07	0.07	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	30.6	0.0	68.8	99.4	0.0	0.0	0.0	0.0	24.6	24.6	24.6
Volume/Cap:	0.00	1.08	0.00	1.08	0.75	0.00	0.00	0.00	0.00	0.37	0.37	1.08
Delay/Veh:	0.0	101	0.0	75.2	9.2	0.0	0.0	0.0	0.0	46.0	46.0	115.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	101	0.0	75.2	9.2	0.0	0.0	0.0	0.0	46.0	46.0	115.3
LOS by Move:	A	F	A	E	A	A	A	A	A	D	D	F
HCM2k95thQ:	0	46	0	87	41	0	0	0	0	9	9	39

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



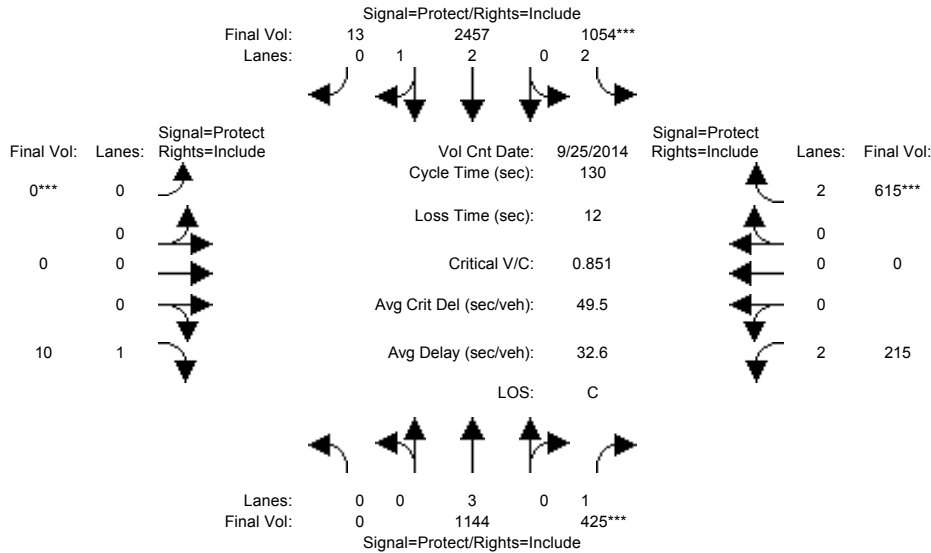
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2666	336	246	884	29	0	0	13	153	0	1504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2666	336	246	884	29	0	0	13	153	0	1504
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2666	336	246	884	29	0	0	13	153	0	1504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2666	336	246	884	29	0	0	13	153	0	1504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2666	336	246	884	29	0	0	13	153	0	1504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2666	336	246	884	29	0	0	13	153	0	1504
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.90	0.10	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5422	178	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.19	0.08	0.16	0.16	0.00	0.00	0.01	0.05	0.00	0.48
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	58.5	58.5	9.8	68.3	68.3	0.0	0.0	5.6	54.1	0.0	59.7
Volume/Cap:	0.00	1.12	0.46	1.12	0.33	0.33	0.00	0.00	0.18	0.13	0.00	1.12
Delay/Veh:	0.0	101	29.8	161.5	22.0	22.0	0.0	0.0	66.2	27.7	0.0	104.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	101	29.8	161.5	22.0	22.0	0.0	0.0	66.2	27.7	0.0	104.3
LOS by Move:	A	F	C	F	C	C	A	A	E	C	A	F
HCM2k95thQ:	0	75	19	20	15	15	0	0	2	5	0	82

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

BART

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

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



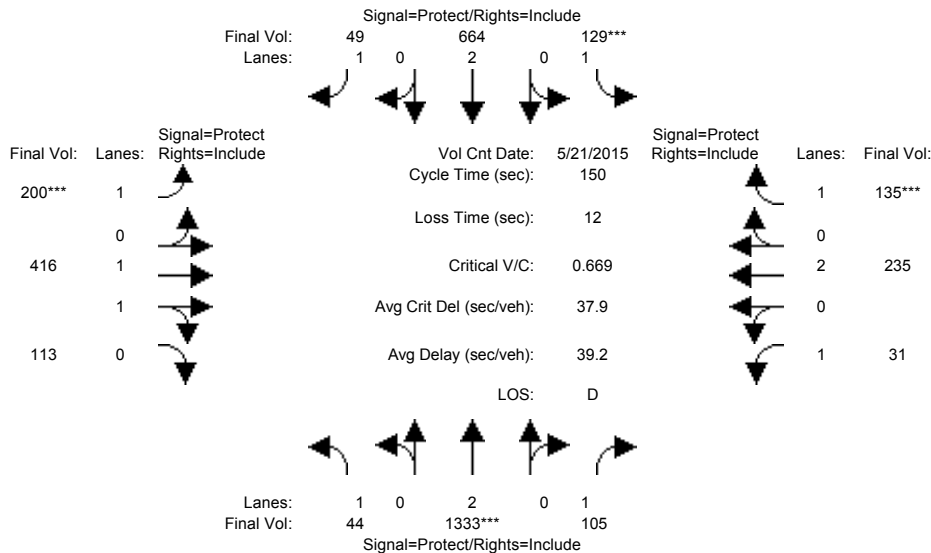
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1144	425	1054	2457	13	0	0	10	215	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1144	425	1054	2457	13	0	0	10	215	0	615
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1144	425	1054	2457	13	0	0	10	215	0	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1144	425	1054	2457	13	0	0	10	215	0	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1144	425	1054	2457	13	0	0	10	215	0	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1144	425	1054	2457	13	0	0	10	215	0	615
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.98	0.02	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5570	29	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.33	0.44	0.44	0.00	0.00	0.01	0.07	0.00	0.20
Crit Moves:	0.00	0.20	0.24	0.33	0.44	0.44	0.00	0.00	0.01	0.07	0.00	0.20
Green Time:	0.0	37.1	37.1	51.1	88.2	88.2	0.0	0.0	2.1	27.8	0.0	29.8
Volume/Cap:	0.00	0.70	0.85	0.85	0.65	0.65	0.00	0.00	0.36	0.32	0.00	0.85
Delay/Veh:	0.0	43.0	57.0	41.8	12.4	12.4	0.0	0.0	71.1	43.4	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.0	57.0	41.8	12.4	12.4	0.0	0.0	71.1	43.4	0.0	57.5
LOS by Move:	A	D	E	D	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	24	30	42	33	33	0	0	2	9	0	29

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



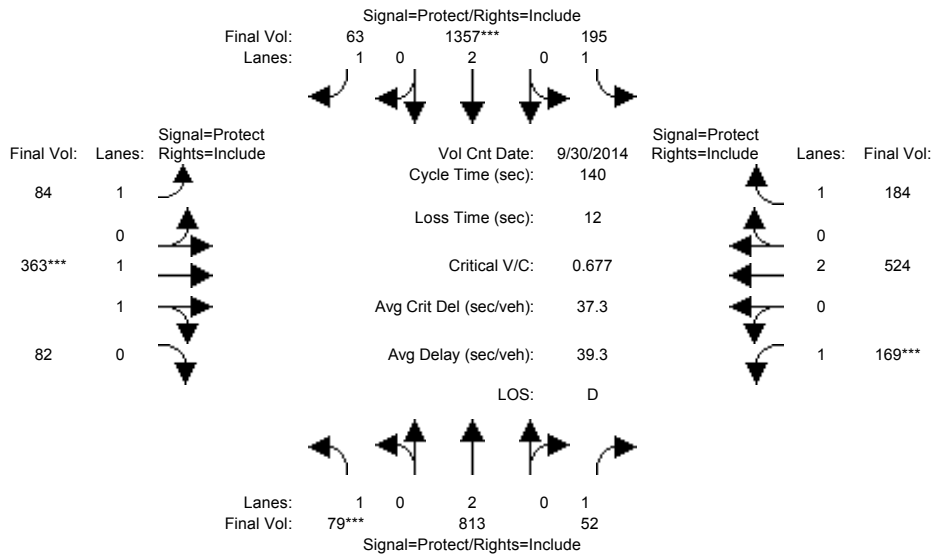
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	44	1333	105	129	664	49	200	416	113	31	235	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1333	105	129	664	49	200	416	113	31	235	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1333	105	129	664	49	200	416	113	31	235	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1333	105	129	664	49	200	416	113	31	235	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1333	105	129	664	49	200	416	113	31	235	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	1333	105	129	664	49	200	416	113	31	235	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2909	790	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.06	0.07	0.17	0.03	0.11	0.14	0.14	0.02	0.06	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	78.6	78.6	16.5	75.1	75.1	25.6	32.3	32.3	10.6	17.3	17.3
Volume/Cap:	0.19	0.67	0.11	0.67	0.35	0.06	0.67	0.66	0.66	0.25	0.54	0.67
Delay/Veh:	58.1	27.1	18.1	72.9	22.8	19.3	64.0	56.0	56.0	67.1	63.9	72.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	27.1	18.1	72.9	22.8	19.3	64.0	56.0	56.0	67.1	63.9	72.0
LOS by Move:	E	C	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	4	36	5	12	17	2	19	22	22	3	9	12

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

BART

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

Intersection #3057: The Alameda/Hedding [Study Int 58]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	79	813	52	195	1357	63	84	363	82	169	524	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	813	52	195	1357	63	84	363	82	169	524	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	813	52	195	1357	63	84	363	82	169	524	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	813	52	195	1357	63	84	363	82	169	524	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	813	52	195	1357	63	84	363	82	169	524	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	813	52	195	1357	63	84	363	82	169	524	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3018	682	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.03	0.11	0.36	0.04	0.05	0.12	0.12	0.10	0.14	0.11
Crit Moves:	****			****			****			****		
Green Time:	9.3	54.7	54.7	28.5	73.8	73.8	11.9	24.9	24.9	20.0	32.9	32.9
Volume/Cap:	0.68	0.55	0.08	0.55	0.68	0.07	0.56	0.68	0.68	0.68	0.59	0.45
Delay/Veh:	78.6	33.5	26.8	51.8	25.3	16.3	66.4	56.6	56.6	64.2	48.5	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	33.5	26.8	51.8	25.3	16.3	66.4	56.6	56.6	64.2	48.5	46.6
LOS by Move:	E	C	C	D	C	B	E	E	E	E	D	D
HCM2k95thQ:	7	23	3	15	35	3	9	19	19	14	18	13

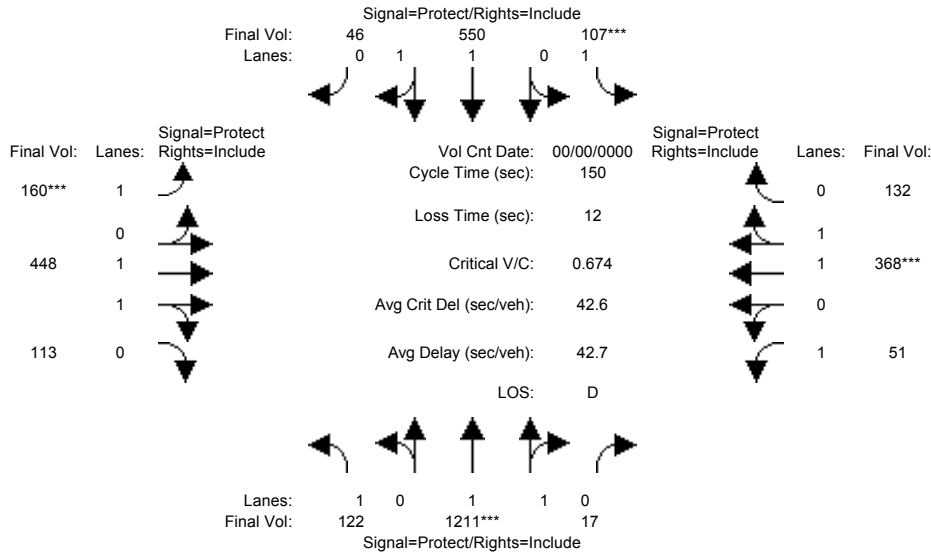
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



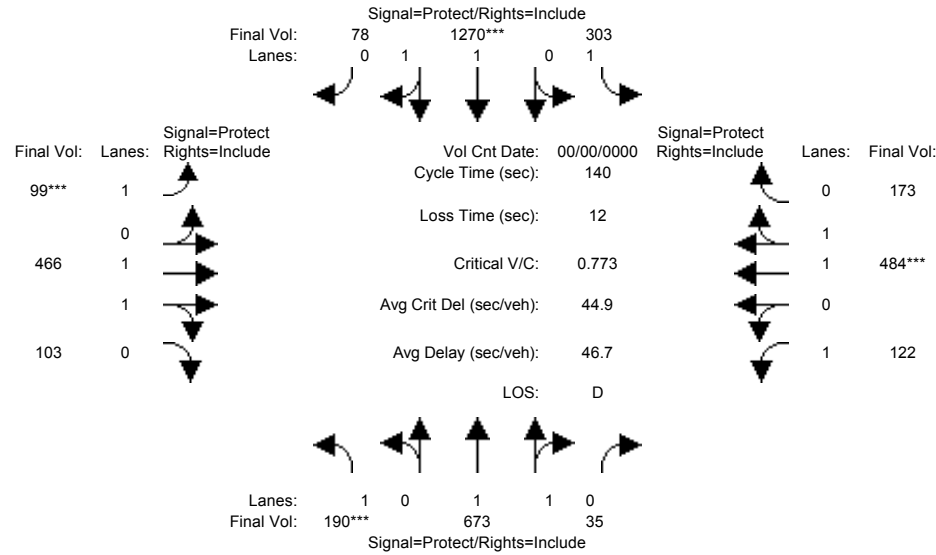
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	122	1211	17	107	550	46	160	448	113	51	368	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1211	17	107	550	46	160	448	113	51	368	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1211	17	107	550	46	160	448	113	51	368	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1211	17	107	550	46	160	448	113	51	368	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1211	17	107	550	46	160	448	113	51	368	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	1211	17	107	550	46	160	448	113	51	368	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.84	0.16	1.00	1.59	0.41	1.00	1.46	0.54
Final Sat.:	1750	3649	51	1750	3414	286	1750	2954	745	1750	2722	977
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.06	0.16	0.16	0.09	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.4	73.9	73.9	13.6	61.1	61.1	20.4	38.6	38.6	11.9	30.1	30.1
Volume/Cap:	0.40	0.67	0.67	0.67	0.40	0.40	0.67	0.59	0.59	0.37	0.67	0.67
Delay/Veh:	55.5	29.9	29.9	76.9	31.6	31.6	69.1	49.8	49.8	67.2	57.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	29.9	29.9	76.9	31.6	31.6	69.1	49.8	49.8	67.2	57.9	57.9
LOS by Move:	E	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	11	37	37	10	18	18	16	21	21	5	20	20

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

BART

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

Intersection #3058: The Alameda/Naglee [Study Int 59]



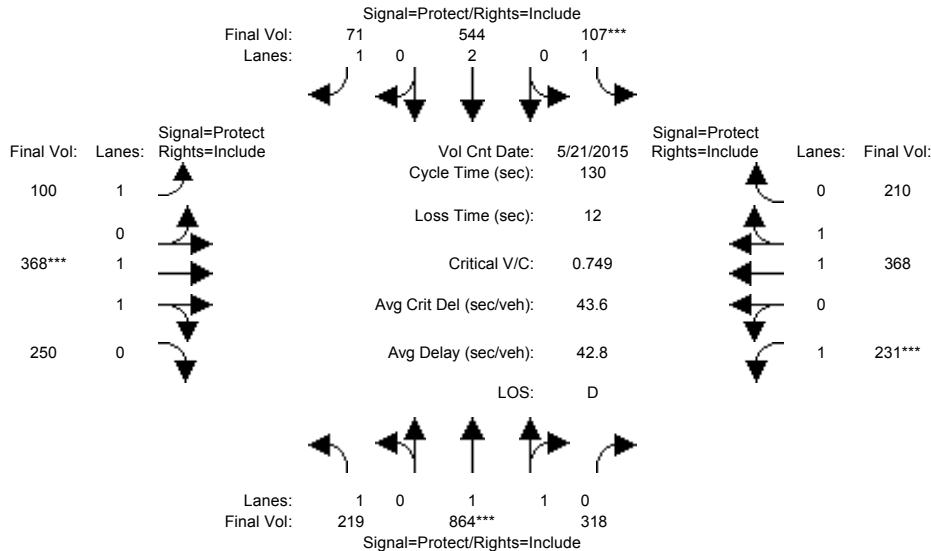
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	190	673	35	303	1270	78	99	466	103	122	484	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	673	35	303	1270	78	99	466	103	122	484	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	673	35	303	1270	78	99	466	103	122	484	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	673	35	303	1270	78	99	466	103	122	484	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	673	35	303	1270	78	99	466	103	122	484	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	673	35	303	1270	78	99	466	103	122	484	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.88	0.12	1.00	1.63	0.37	1.00	1.46	0.54
Final Sat.:	1750	3517	183	1750	3486	214	1750	3030	670	1750	2725	974
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.36	0.36	0.06	0.15	0.15	0.07	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.7	44.9	44.9	40.7	66.0	66.0	10.2	29.2	29.2	13.2	32.2	32.2
Volume/Cap:	0.77	0.60	0.60	0.60	0.77	0.77	0.77	0.74	0.74	0.74	0.77	0.77
Delay/Veh:	72.1	40.7	40.7	44.6	33.0	33.0	88.5	55.6	55.6	77.7	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	40.7	40.7	44.6	33.0	33.0	88.5	55.6	55.6	77.7	55.0	55.0
LOS by Move:	E	D	D	D	C	C	F	E	E	E	D	D
HCM2k95thQ:	19	24	24	21	40	40	12	23	23	11	24	24

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



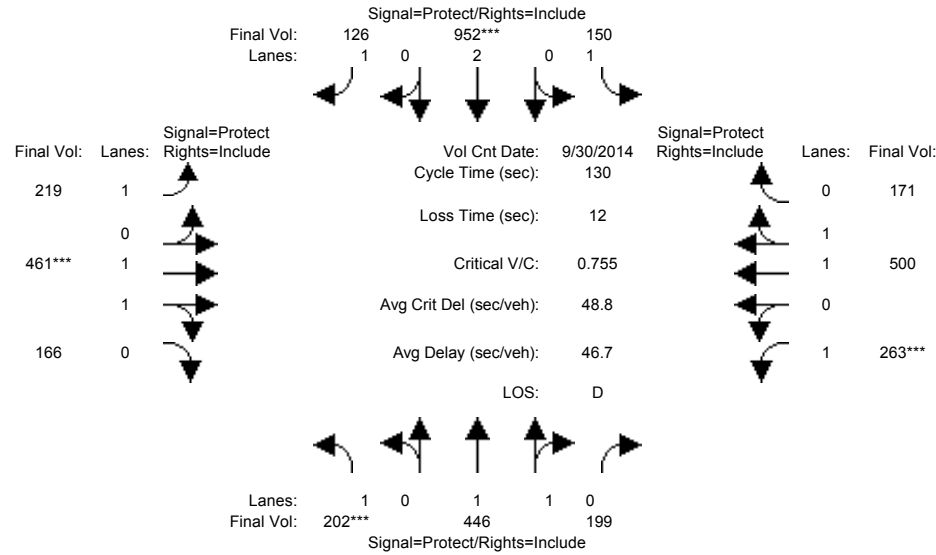
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:45-8:45AM												
Base Vol:	219	864	318	107	544	71	100	368	250	231	368	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	864	318	107	544	71	100	368	250	231	368	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	864	318	107	544	71	100	368	250	231	368	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	864	318	107	544	71	100	368	250	231	368	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	864	318	107	544	71	100	368	250	231	368	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	864	318	107	544	71	100	368	250	231	368	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.25	0.75
Final Sat.:	1750	2704	995	1750	3800	1750	1750	2202	1496	1750	2355	1344
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.06	0.14	0.04	0.06	0.17	0.17	0.13	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.8	55.5	55.5	10.6	35.3	35.3	13.9	29.0	29.0	22.9	38.0	38.0
Volume/Cap:	0.53	0.75	0.75	0.75	0.53	0.15	0.53	0.75	0.75	0.75	0.53	0.53
Delay/Veh:	44.5	33.4	33.4	77.9	40.8	36.1	58.0	50.9	50.9	60.6	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	33.4	33.4	77.9	40.8	36.1	58.0	50.9	50.9	60.6	39.1	39.1
LOS by Move:	D	C	C	E	D	D	E	D	D	E	D	D
HCM2k95thQ:	16	36	36	12	18	5	8	22	22	18	18	18

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

BART

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

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



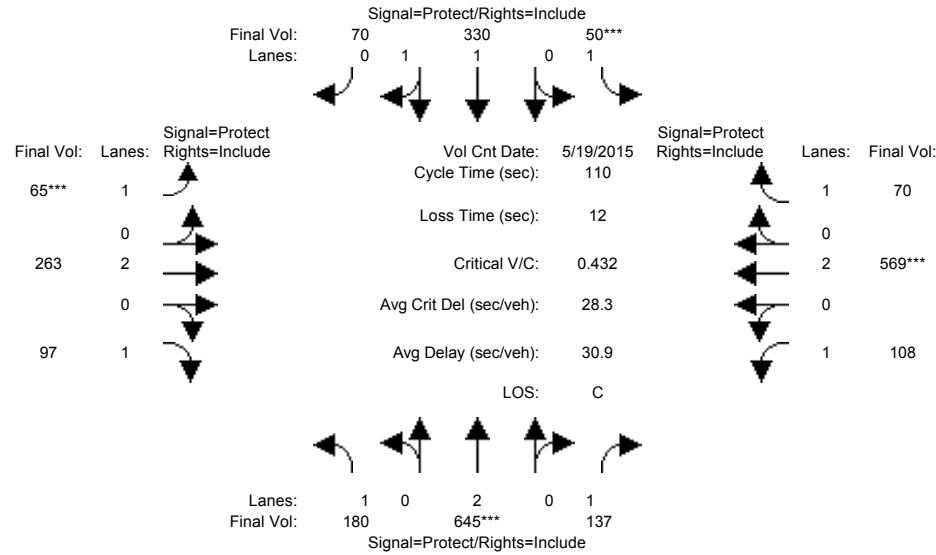
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 4:15-5:15PM												
Base Vol:	202	446	199	150	952	126	219	461	166	263	500	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	446	199	150	952	126	219	461	166	263	500	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	446	199	150	952	126	219	461	166	263	500	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	446	199	150	952	126	219	461	166	263	500	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	446	199	150	952	126	219	461	166	263	500	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	446	199	150	952	126	219	461	166	263	500	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.37	0.63	1.00	2.00	1.00	1.00	1.46	0.54	1.00	1.48	0.52
Final Sat.:	1750	2558	1141	1750	3800	1750	1750	2720	979	1750	2756	943
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.09	0.25	0.07	0.13	0.17	0.17	0.15	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	19.9	42.2	42.2	20.8	43.1	43.1	22.5	29.2	29.2	25.9	32.6	32.6
Volume/Cap:	0.76	0.54	0.54	0.54	0.76	0.22	0.72	0.76	0.76	0.76	0.72	0.72
Delay/Veh:	64.4	36.4	36.4	52.3	41.4	31.5	59.2	51.1	51.1	58.2	47.5	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	36.4	36.4	52.3	41.4	31.5	59.2	51.1	51.1	58.2	47.5	47.5
LOS by Move:	E	D	D	D	D	C	E	D	D	E	D	D
HCM2k95thQ:	18	20	20	12	31	8	17	22	22	20	23	23

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



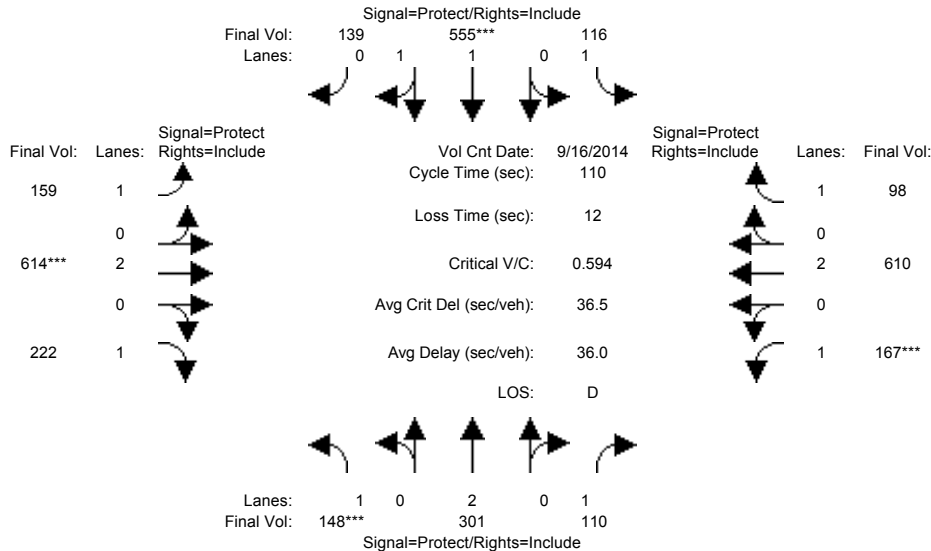
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	180	645	137	50	330	70	65	263	97	108	569	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	645	137	50	330	70	65	263	97	108	569	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	645	137	50	330	70	65	263	97	108	569	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	645	137	50	330	70	65	263	97	108	569	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	645	137	50	330	70	65	263	97	108	569	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	645	137	50	330	70	65	263	97	108	569	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3052	647	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.08	0.03	0.11	0.11	0.04	0.07	0.06	0.06	0.15	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.6	43.2	43.2	7.3	25.9	25.9	9.4	28.0	28.0	19.6	38.1	38.1
Volume/Cap:	0.46	0.43	0.20	0.43	0.46	0.46	0.43	0.27	0.22	0.35	0.43	0.12
Delay/Veh:	37.8	24.6	22.2	52.0	36.5	36.5	49.7	33.0	32.6	40.3	27.9	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	24.6	22.2	52.0	36.5	36.5	49.7	33.0	32.6	40.3	27.9	24.6
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	11	15	6	4	11	11	5	7	5	7	14	4

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

BART

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

Intersection #3064: ALUM ROCK/KING [Study Int 17]



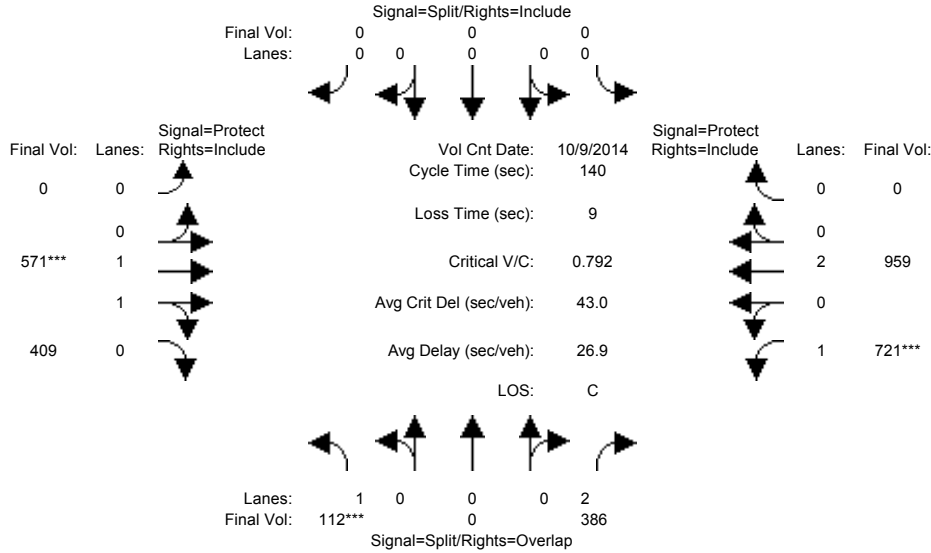
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00 - 6:00 PM												
Base Vol:	148	301	110	116	555	139	159	614	222	167	610	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	301	110	116	555	139	159	614	222	167	610	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	301	110	116	555	139	159	614	222	167	610	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	301	110	116	555	139	159	614	222	167	610	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	301	110	116	555	139	159	614	222	167	610	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	148	301	110	116	555	139	159	614	222	167	610	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2958	741	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.06	0.07	0.19	0.19	0.09	0.16	0.13	0.10	0.16	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.7	29.1	29.1	21.3	34.7	34.7	17.2	29.9	29.9	17.7	30.4	30.4
Volume/Cap:	0.59	0.30	0.24	0.34	0.59	0.59	0.58	0.59	0.47	0.59	0.58	0.20
Delay/Veh:	48.0	32.4	32.0	39.0	32.5	32.5	46.2	35.7	34.1	46.2	35.1	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	32.4	32.0	39.0	32.5	32.5	46.2	35.7	34.1	46.2	35.1	30.7
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	C
HCM2k95thQ:	10	8	6	7	18	18	10	17	13	12	17	6

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



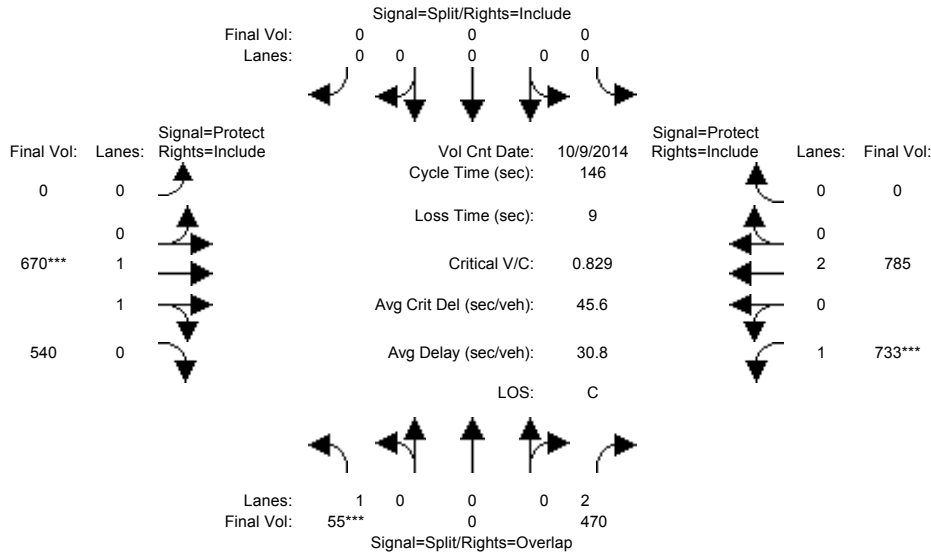
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	112	0	386	0	0	0	0	571	409	721	959	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	0	386	0	0	0	0	571	409	721	959	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	0	386	0	0	0	0	571	409	721	959	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	386	0	0	0	0	571	409	721	959	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	386	0	0	0	0	571	409	721	959	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	0	386	0	0	0	0	571	409	721	959	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2155	1543	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.00	0.00	0.00	0.00	0.27	0.27	0.41	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	11.3	0.0	84.2	0.0	0.0	0.0	0.0	46.8	46.8	72.8	120	0.0
Volume/Cap:	0.79	0.00	0.20	0.00	0.00	0.00	0.00	0.79	0.79	0.79	0.30	0.00
Delay/Veh:	88.7	0.0	12.7	0.0	0.0	0.0	0.0	45.7	45.7	32.2	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.7	0.0	12.7	0.0	0.0	0.0	0.0	45.7	45.7	32.2	2.0	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	C	A	A
HCM2k95thQ:	13	0	9	0	0	0	0	33	33	46	8	0

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

BART

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

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	55	0	470	0	0	0	0	670	540	733	785	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	470	0	0	0	0	670	540	733	785	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	470	0	0	0	0	670	540	733	785	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	470	0	0	0	0	670	540	733	785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	470	0	0	0	0	670	540	733	785	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	0	470	0	0	0	0	670	540	733	785	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.08	0.92	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2048	1650	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.33	0.33	0.42	0.21	0.00
Crit Moves:	****						****			****		
Green Time:	10.0	0.0	81.3	0.0	0.0	0.0	0.0	55.7	55.7	71.3	127	0.0
Volume/Cap:	0.46	0.00	0.27	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.24	0.00
Delay/Veh:	68.2	0.0	16.9	0.0	0.0	0.0	0.0	47.0	47.0	41.5	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	0.0	16.9	0.0	0.0	0.0	0.0	47.0	47.0	41.5	1.6	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	6	0	12	0	0	0	0	44	44	53	6	0

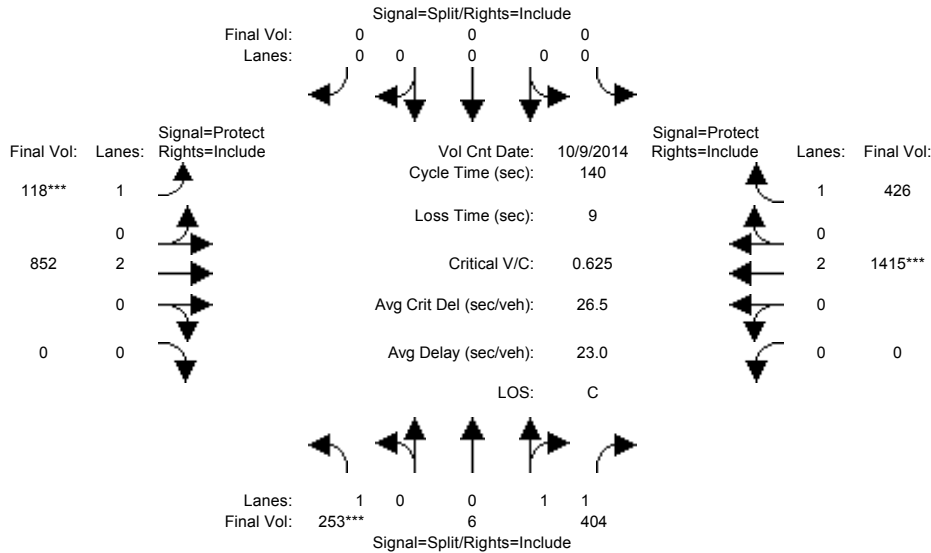
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3211: 101/McKee(E) [Study Int 5]



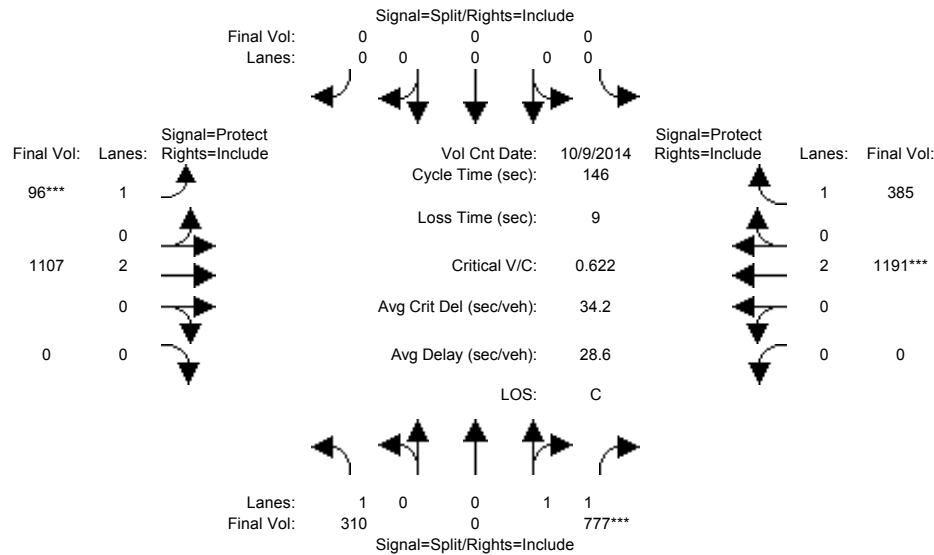
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	253	6	404	0	0	0	118	852	0	0	1415	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	6	404	0	0	0	118	852	0	0	1415	426
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	6	404	0	0	0	118	852	0	0	1415	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	6	404	0	0	0	118	852	0	0	1415	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	6	404	0	0	0	118	852	0	0	1415	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	6	404	0	0	0	118	852	0	0	1415	426
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	1.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	53	3547	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.00	0.00	0.00	0.07	0.22	0.00	0.00	0.37	0.24
Crit Moves:	****						****			****		
Green Time:	32.4	32.4	32.4	0.0	0.0	0.0	15.1	98.6	0.0	0.0	83.5	83.5
Volume/Cap:	0.62	0.49	0.49	0.00	0.00	0.00	0.62	0.32	0.00	0.00	0.62	0.41
Delay/Veh:	51.4	47.1	47.1	0.0	0.0	0.0	66.1	8.0	0.0	0.0	18.7	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	47.1	47.1	0.0	0.0	0.0	66.1	8.0	0.0	0.0	18.7	15.3
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	20	15	15	0	0	0	12	13	0	0	32	18

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

BART

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

Intersection #3211: 101/McKee(E) [Study Int 5]



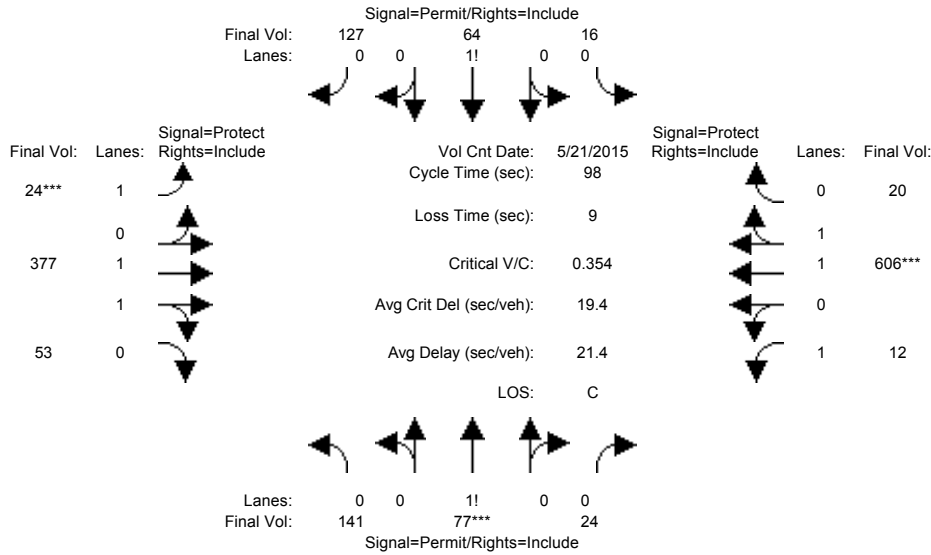
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	310	0	777	0	0	0	96	1107	0	0	1191	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	777	0	0	0	96	1107	0	0	1191	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	777	0	0	0	96	1107	0	0	1191	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	777	0	0	0	96	1107	0	0	1191	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	777	0	0	0	96	1107	0	0	1191	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	0	777	0	0	0	96	1107	0	0	1191	385
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.22	0.00	0.00	0.00	0.05	0.29	0.00	0.00	0.31	0.22
Crit Moves:	****			****			****			****		
Green Time:	50.6	0.0	50.6	0.0	0.0	0.0	12.9	86.4	0.0	0.0	73.5	73.5
Volume/Cap:	0.51	0.00	0.62	0.00	0.00	0.00	0.62	0.49	0.00	0.00	0.62	0.44
Delay/Veh:	38.6	0.0	40.7	0.0	0.0	0.0	71.9	17.3	0.0	0.0	26.9	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	0.0	40.7	0.0	0.0	0.0	71.9	17.3	0.0	0.0	26.9	23.4
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	21	0	27	0	0	0	11	25	0	0	32	21

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



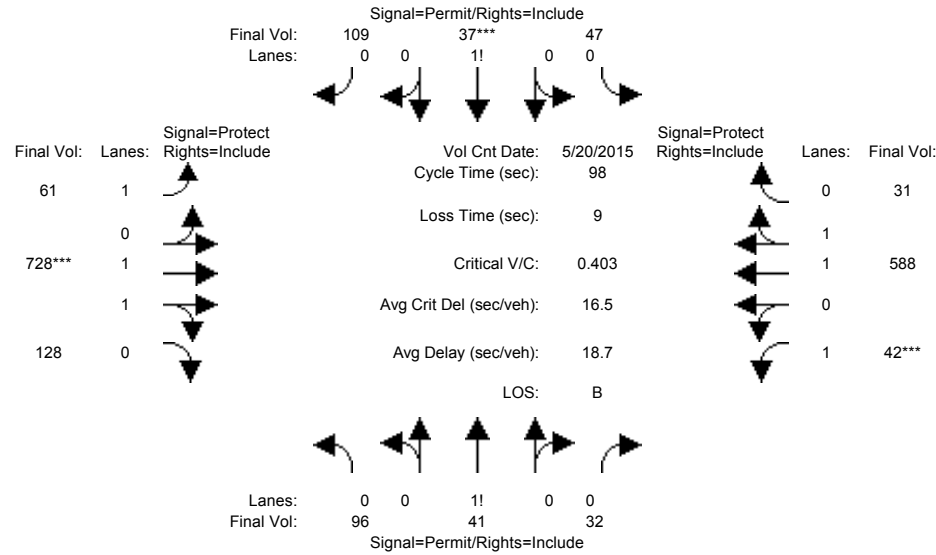
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	141	77	24	16	64	127	24	377	53	12	606	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	77	24	16	64	127	24	377	53	12	606	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	77	24	16	64	127	24	377	53	12	606	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	77	24	16	64	127	24	377	53	12	606	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	77	24	16	64	127	24	377	53	12	606	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	77	24	16	64	127	24	377	53	12	606	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.58	0.32	0.10	0.08	0.31	0.61	1.00	1.75	0.25	1.00	1.93	0.07
Final Sat.:	1020	557	174	135	541	1074	1750	3244	456	1750	3582	118
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.01	0.12	0.12	0.01	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	36.9	36.9	36.9	36.9	36.9	36.9	7.0	32.3	32.3	19.8	45.1	45.1
Volume/Cap:	0.37	0.37	0.37	0.31	0.31	0.31	0.19	0.35	0.35	0.03	0.37	0.37
Delay/Veh:	22.5	22.5	22.5	21.9	21.9	21.9	43.6	25.1	25.1	31.4	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	22.5	22.5	21.9	21.9	21.9	43.6	25.1	25.1	31.4	17.3	17.3
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	11	11	11	9	9	9	1	10	10	1	12	12

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

BART

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

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



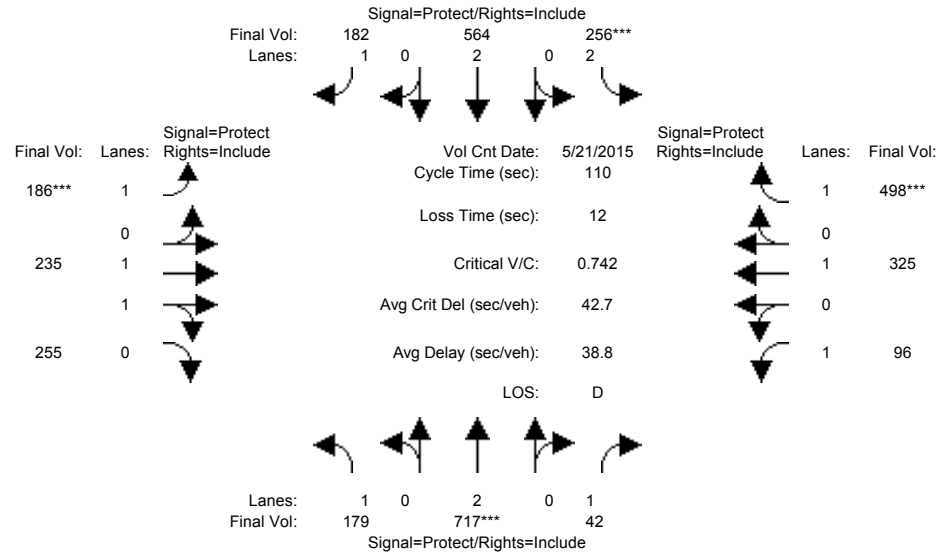
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:15-5:15PM												
Base Vol:	96	41	32	47	37	109	61	728	128	42	588	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	41	32	47	37	109	61	728	128	42	588	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	41	32	47	37	109	61	728	128	42	588	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	41	32	47	37	109	61	728	128	42	588	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	41	32	47	37	109	61	728	128	42	588	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	41	32	47	37	109	61	728	128	42	588	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.57	0.24	0.19	0.24	0.19	0.57	1.00	1.69	0.31	1.00	1.90	0.10
Final Sat.:	994	425	331	426	335	988	1750	3146	553	1750	3515	185
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.11	0.11	0.11	0.03	0.23	0.23	0.02	0.17	0.17
Crit Moves:				****				****				****
Green Time:	26.5	26.5	26.5	26.5	26.5	26.5	18.7	55.5	55.5	7.0	43.8	43.8
Volume/Cap:	0.36	0.36	0.36	0.41	0.41	0.41	0.18	0.41	0.41	0.34	0.37	0.37
Delay/Veh:	29.4	29.4	29.4	29.9	29.9	29.9	33.5	12.1	12.1	44.9	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	29.9	29.9	29.9	33.5	12.1	12.1	44.9	18.1	18.1
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	9	9	9	10	10	10	3	14	14	3	12	12

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



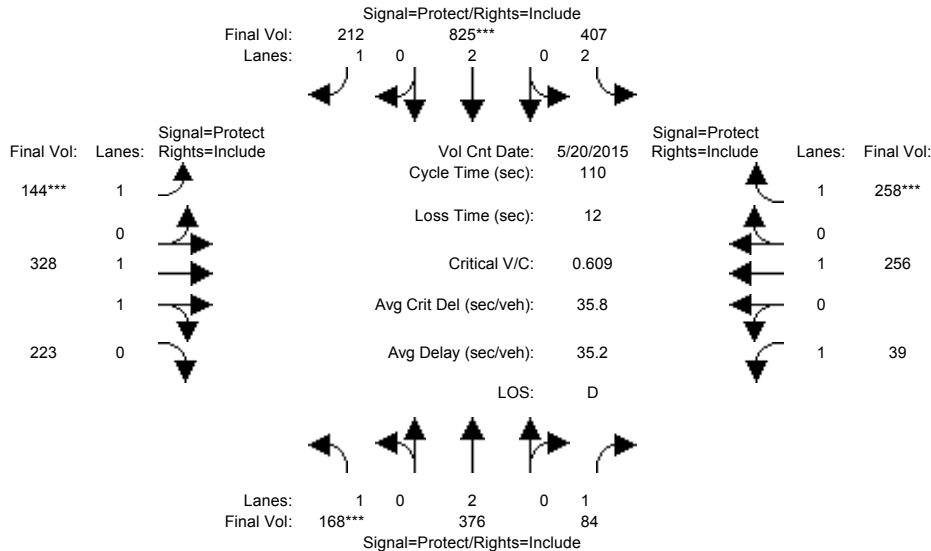
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	179	717	42	256	564	182	186	235	255	96	325	498
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	717	42	256	564	182	186	235	255	96	325	498
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	717	42	256	564	182	186	235	255	96	325	498
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	717	42	256	564	182	186	235	255	96	325	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	717	42	256	564	182	186	235	255	96	325	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	717	42	256	564	182	186	235	255	96	325	498
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.02	0.08	0.15	0.10	0.11	0.12	0.15	0.05	0.17	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.3	28.0	28.0	12.1	23.7	23.7	15.8	40.3	40.3	17.6	42.2	42.2
Volume/Cap:	0.69	0.74	0.09	0.74	0.69	0.48	0.74	0.34	0.40	0.34	0.45	0.74
Delay/Veh:	52.0	40.8	31.4	55.8	42.2	38.8	56.4	25.3	26.0	41.8	25.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	40.8	31.4	55.8	42.2	38.8	56.4	25.3	26.0	41.8	25.6	33.6
LOS by Move:	D	D	C	E	D	D	E	C	C	D	C	C
HCM2k95thQ:	12	21	2	13	18	12	13	11	13	7	15	29

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

BART

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

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



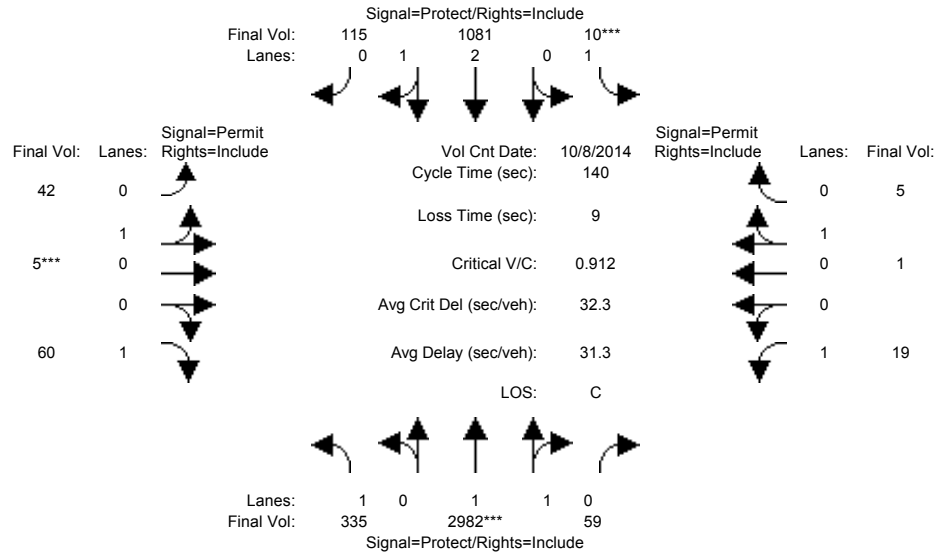
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	168	376	84	407	825	212	144	328	223	39	256	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	376	84	407	825	212	144	328	223	39	256	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	376	84	407	825	212	144	328	223	39	256	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	376	84	407	825	212	144	328	223	39	256	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	376	84	407	825	212	144	328	223	39	256	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	376	84	407	825	212	144	328	223	39	256	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.17	0.83	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	2201	1497	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.05	0.13	0.22	0.12	0.08	0.15	0.15	0.02	0.13	0.15
Crit Moves:	****			****			****			****		
Green Time:	17.3	24.5	24.5	32.0	39.2	39.2	14.9	29.1	29.1	12.4	26.6	26.6
Volume/Cap:	0.61	0.44	0.22	0.44	0.61	0.34	0.61	0.56	0.56	0.20	0.56	0.61
Delay/Veh:	47.1	37.2	35.2	32.1	29.9	26.3	49.4	35.8	35.8	44.8	38.0	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	37.2	35.2	32.1	29.9	26.3	49.4	35.8	35.8	44.8	38.0	39.6
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	11	10	5	13	21	11	10	15	15	3	15	17

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



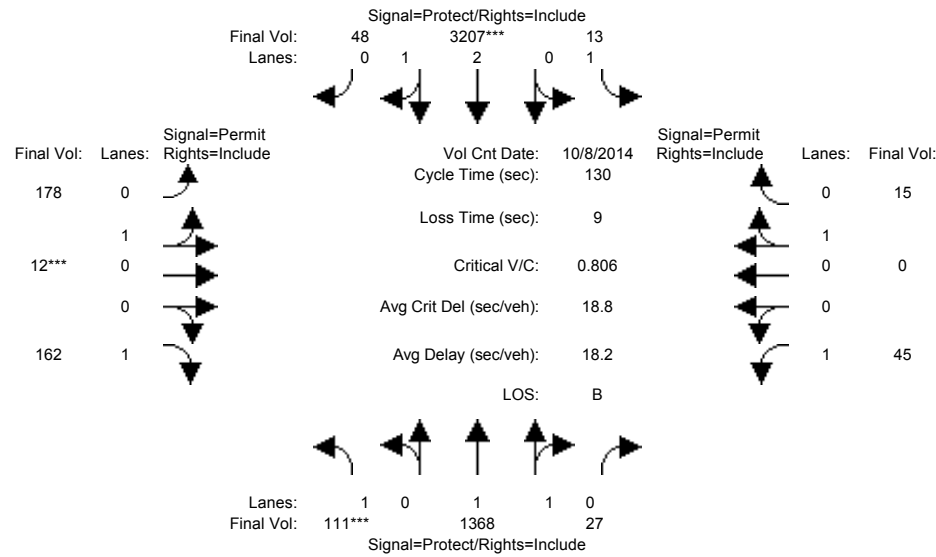
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	335	2982	59	10	1081	115	42	5	60	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	2982	59	10	1081	115	42	5	60	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	2982	59	10	1081	115	42	5	60	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	2982	59	10	1081	115	42	5	60	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	2982	59	10	1081	115	42	5	60	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	2982	59	10	1081	115	42	5	60	19	1	5
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.70	0.30	0.89	0.11	1.00	1.00	0.17	0.83
Final Sat.:	1750	3628	72	1750	5061	538	1609	191	1750	1750	300	1500
-----												
Capacity Analysis Module:												
Vol/Sat:	0.19	0.82	0.82	0.01	0.21	0.21	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	57.2	114	114.0	7.0	63.8	63.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.47	1.01	1.01	0.11	0.47	0.47	0.37	0.37	0.48	0.15	0.05	0.05
Delay/Veh:	30.8	31.7	31.7	64.1	26.5	26.5	63.7	63.7	65.4	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	31.7	31.7	64.1	26.5	26.5	63.7	63.7	65.4	61.6	60.7	60.7
LOS by Move:	C	C	C	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	20	109	109	1	21	21	5	5	7	2	1	1

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

BART

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

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	111	1368	27	13	3207	48	178	12	162	45	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1368	27	13	3207	48	178	12	162	45	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1368	27	13	3207	48	178	12	162	45	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1368	27	13	3207	48	178	12	162	45	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1368	27	13	3207	48	178	12	162	45	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1368	27	13	3207	48	178	12	162	45	0	15
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.95	0.05	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3628	72	1750	5517	83	1686	114	1750	1750	0	1800
-----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.01	0.58	0.58	0.11	0.11	0.09	0.03	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	10.2	91.0	91.0	13.0	93.7	93.7	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.81	0.54	0.54	0.07	0.81	0.81	0.81	0.81	0.71	0.20	0.00	0.06
Delay/Veh:	87.2	9.6	9.6	53.2	13.3	13.3	73.0	73.0	63.8	50.8	0.0	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	9.6	9.6	53.2	13.3	13.3	73.0	73.0	63.8	50.8	0.0	49.6
LOS by Move:	F	A	A	D	B	B	E	E	E	D	A	D
HCM2k95thQ:	10	24	24	1	44	44	18	18	15	4	0	1

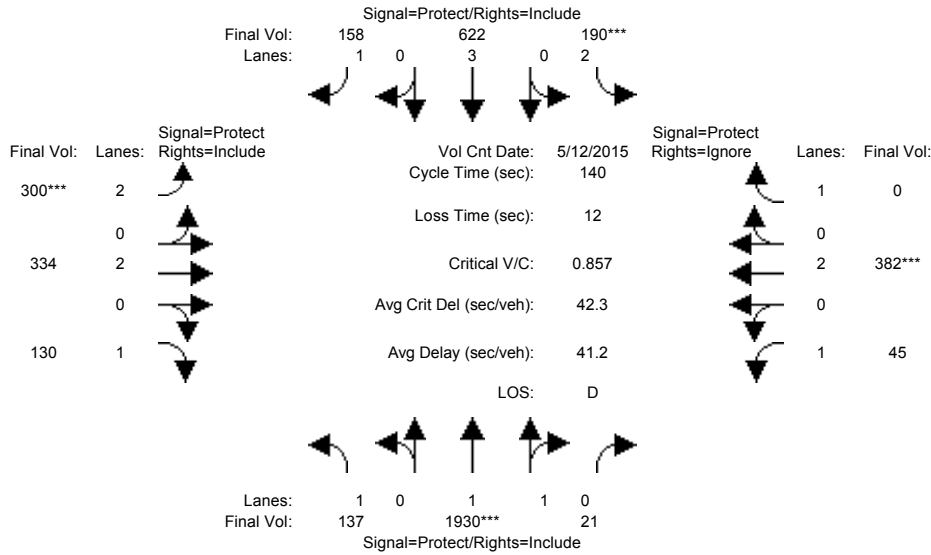
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



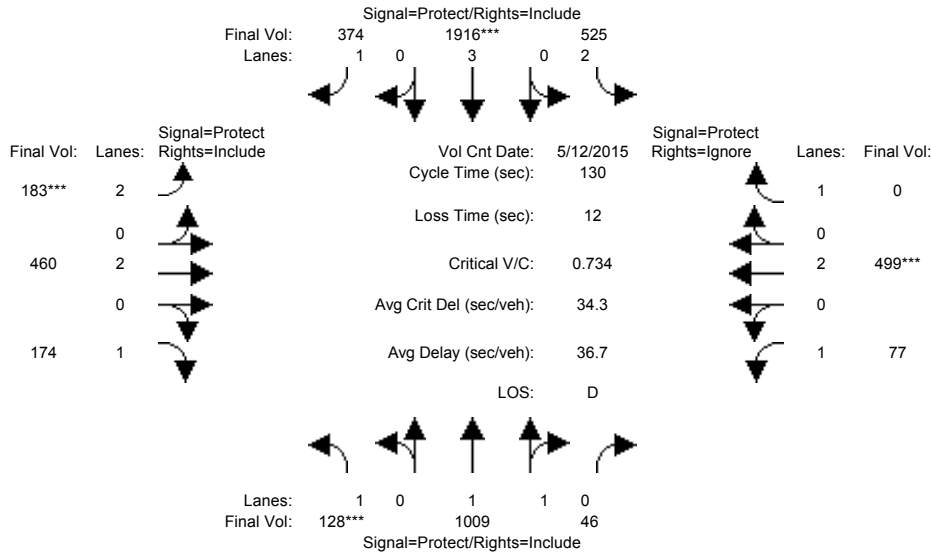
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45AM												
Base Vol:	137	1930	21	190	622	158	300	334	130	45	382	789
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1930	21	190	622	158	300	334	130	45	382	789
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1930	21	190	622	158	300	334	130	45	382	789
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	137	1930	21	190	622	158	300	334	130	45	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1930	21	190	622	158	300	334	130	45	382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	137	1930	21	190	622	158	300	334	130	45	382	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3660	40	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.53	0.06	0.13	0.09	0.10	0.09	0.07	0.03	0.10	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.9	86.2	86.2	9.9	60.1	60.1	15.6	20.4	20.4	11.6	16.4	0.0
Volume/Cap:	0.31	0.86	0.86	0.86	0.31	0.21	0.86	0.60	0.51	0.31	0.86	0.00
Delay/Veh:	42.4	25.4	25.4	90.9	26.3	25.2	79.6	57.9	56.9	61.7	75.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	25.4	25.4	90.9	26.3	25.2	79.6	57.9	56.9	61.7	75.7	0.0
LOS by Move:	D	C	C	F	C	C	E	E	E	E	E	A
HCM2k95thQ:	9	52	52	11	11	9	15	12	10	5	19	0

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

BART

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

Intersection #3413: Coleman/Hedding [Study Int 38]



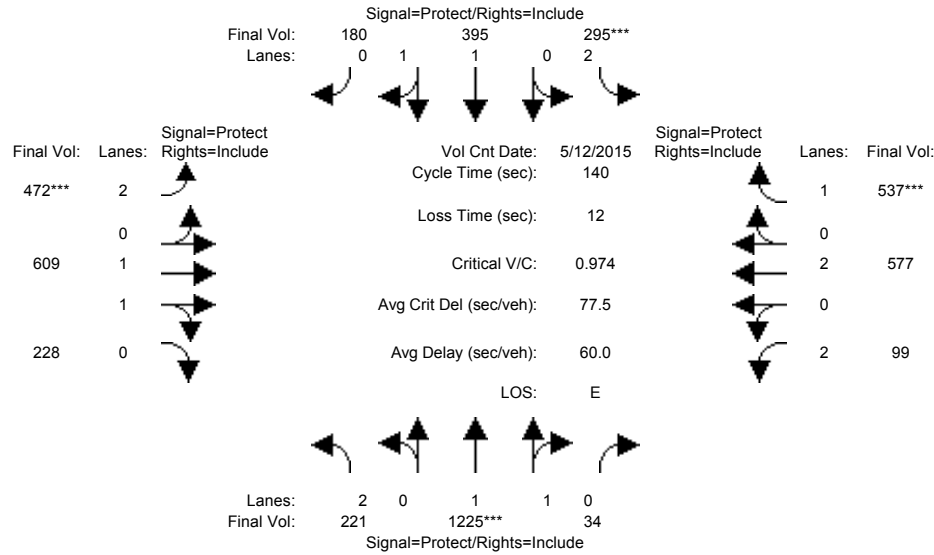
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	128	1009	46	525	1916	374	183	460	174	77	499	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1009	46	525	1916	374	183	460	174	77	499	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	1009	46	525	1916	374	183	460	174	77	499	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	128	1009	46	525	1916	374	183	460	174	77	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1009	46	525	1916	374	183	460	174	77	499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	128	1009	46	525	1916	374	183	460	174	77	499	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3539	161	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.17	0.40	0.21	0.06	0.12	0.10	0.04	0.13	0.00
Crit Moves:	****			****			****			****		
Green Time:	13.0	53.3	53.3	31.1	71.5	71.5	10.3	23.2	23.2	10.3	23.3	0.0
Volume/Cap:	0.73	0.70	0.70	0.70	0.73	0.39	0.73	0.68	0.56	0.55	0.73	0.00
Delay/Veh:	71.7	33.1	33.1	47.9	23.2	17.0	69.2	52.6	50.9	62.4	54.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	33.1	33.1	47.9	23.2	17.0	69.2	52.6	50.9	62.4	54.6	0.0
LOS by Move:	E	C	C	D	C	B	E	D	D	E	D	A
HCM2k95thQ:	10	30	30	21	32	16	9	16	13	8	20	0

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



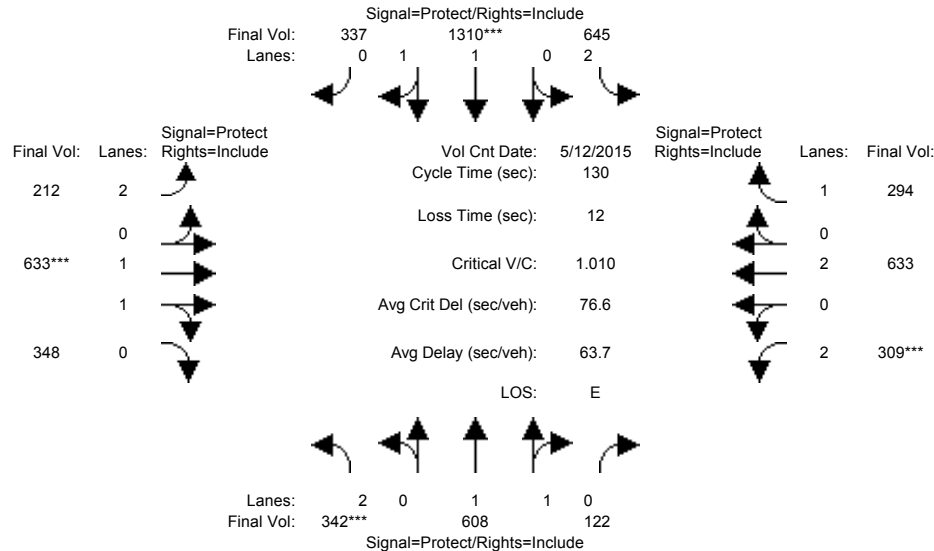
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	221	1225	34	295	395	180	472	609	228	99	577	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1225	34	295	395	180	472	609	228	99	577	537
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1225	34	295	395	180	472	609	228	99	577	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1225	34	295	395	180	472	609	228	99	577	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1225	34	295	395	180	472	609	228	99	577	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	1225	34	295	395	180	472	609	228	99	577	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.94	0.06	2.00	1.36	0.64	2.00	1.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	3600	100	3150	2541	1158	3150	2691	1008	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.09	0.16	0.16	0.15	0.23	0.23	0.03	0.15	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.4	48.9	48.9	13.5	43.0	43.0	21.5	53.8	53.8	11.9	44.1	44.1
Volume/Cap:	0.51	0.97	0.97	0.97	0.51	0.51	0.97	0.59	0.59	0.37	0.48	0.97
Delay/Veh:	56.8	64.0	64.0	107.6	40.2	40.2	93.1	35.0	35.0	61.4	39.0	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	64.0	64.0	107.6	40.2	40.2	93.1	35.0	35.0	61.4	39.0	79.1
LOS by Move:	E	E	E	F	D	D	F	C	C	E	D	E
HCM2k95thQ:	11	52	52	17	19	19	25	25	25	5	18	45

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

BART

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

Intersection #3417: Coleman/Taylor [Study Int 39]



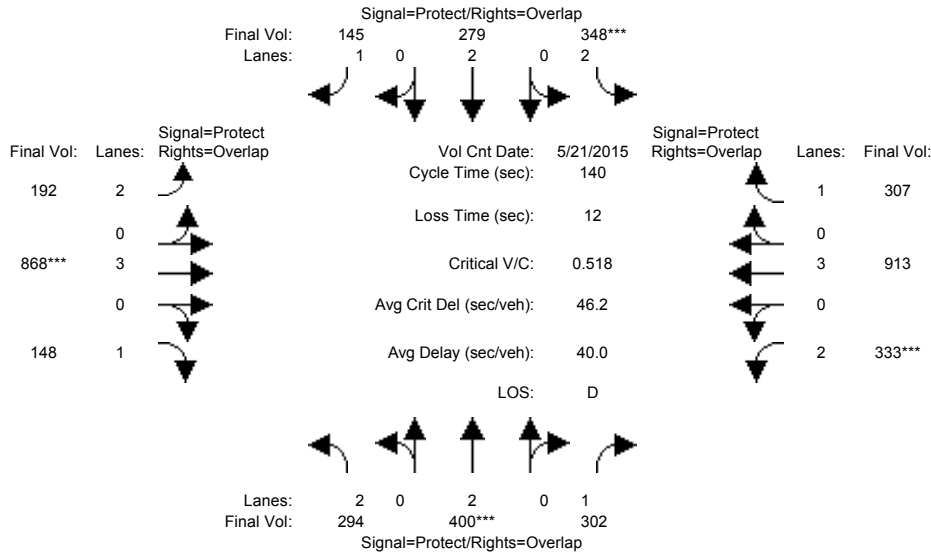
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	342	608	122	645	1310	337	212	633	348	309	633	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	608	122	645	1310	337	212	633	348	309	633	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	608	122	645	1310	337	212	633	348	309	633	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	608	122	645	1310	337	212	633	348	309	633	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	608	122	645	1310	337	212	633	348	309	633	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	342	608	122	645	1310	337	212	633	348	309	633	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.66	0.34	2.00	1.58	0.42	2.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	3150	3081	618	3150	2942	757	3150	2386	1312	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.20	0.45	0.45	0.07	0.27	0.27	0.10	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	14.0	35.0	35.0	36.3	57.3	57.3	13.4	34.1	34.1	12.6	33.4	33.4
Volume/Cap:	1.01	0.73	0.73	0.73	1.01	1.01	0.65	1.01	1.01	1.01	0.65	0.65
Delay/Veh:	109.6	46.1	46.1	45.7	61.2	61.2	60.9	79.4	79.4	112.8	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.6	46.1	46.1	45.7	61.2	61.2	60.9	79.4	79.4	112.8	44.6	44.6
LOS by Move:	F	D	D	D	E	E	E	E	E	E	F	D
HCM2k95thQ:	23	26	26	24	60	60	9	39	39	18	20	20

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



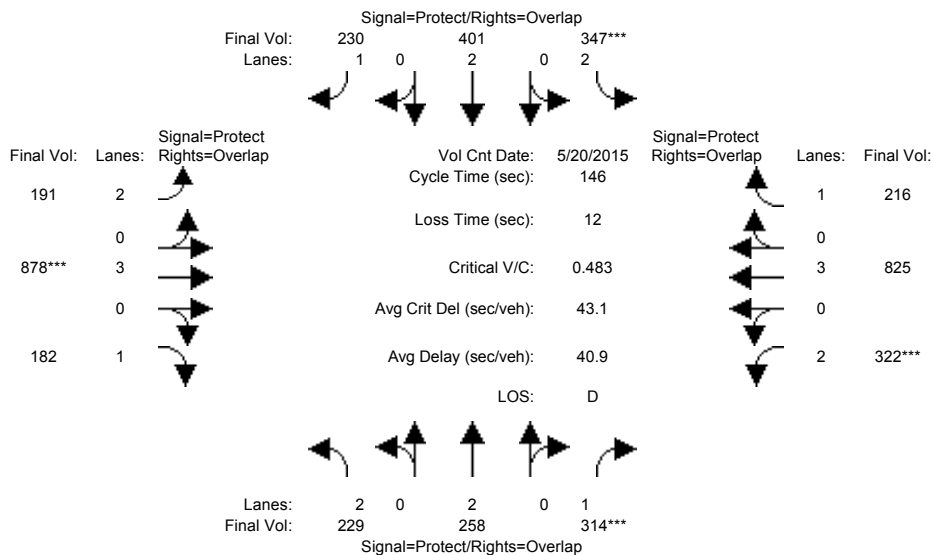
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	294	400	302	348	279	145	192	868	148	333	913	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	400	302	348	279	145	192	868	148	333	913	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	400	302	348	279	145	192	868	148	333	913	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	400	302	348	279	145	192	868	148	333	913	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	400	302	348	279	145	192	868	148	333	913	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	400	302	348	279	145	192	868	148	333	913	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.17	0.11	0.07	0.08	0.06	0.15	0.08	0.11	0.16	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.6	28.4	57.0	29.8	25.7	44.9	19.2	41.1	73.8	28.6	50.5	80.3
Volume/Cap:	0.40	0.52	0.42	0.52	0.40	0.26	0.44	0.52	0.16	0.52	0.44	0.31
Delay/Veh:	45.8	50.3	30.1	49.4	50.8	35.5	56.2	41.5	17.2	50.3	34.2	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	50.3	30.1	49.4	50.8	35.5	56.2	41.5	17.2	50.3	34.2	15.6
LOS by Move:	D	D	C	D	D	D	E	D	B	D	C	B
HCM2k95thQ:	12	15	18	15	10	9	9	19	7	15	18	14

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

BART

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

Intersection #3596: JACKSON/McKEE [Study Int 8]



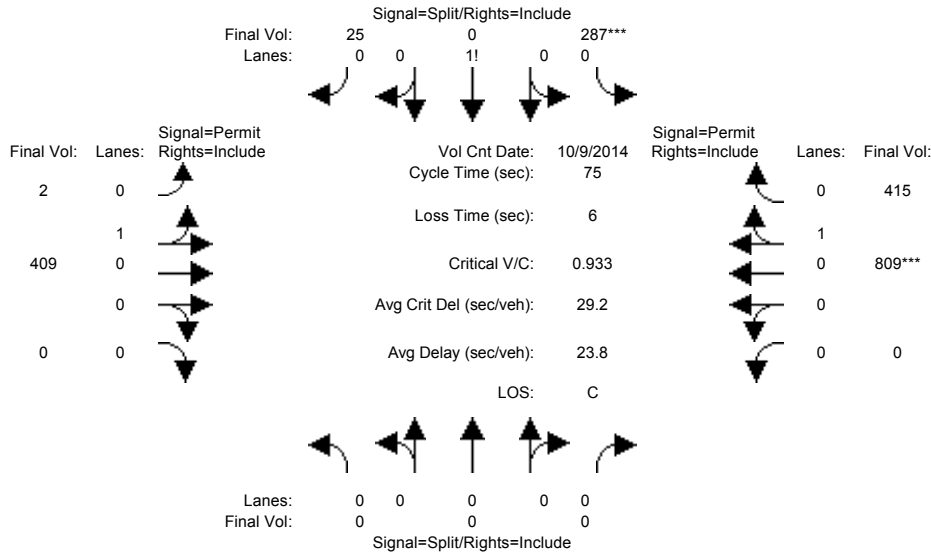
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 5:00-6:00PM												
Base Vol:	229	258	314	347	401	230	191	878	182	322	825	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	258	314	347	401	230	191	878	182	322	825	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	258	314	347	401	230	191	878	182	322	825	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	258	314	347	401	230	191	878	182	322	825	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	258	314	347	401	230	191	878	182	322	825	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	258	314	347	401	230	191	878	182	322	825	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.18	0.11	0.11	0.13	0.06	0.15	0.10	0.10	0.14	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.1	23.3	54.2	33.3	33.5	56.4	22.9	46.5	69.6	30.9	54.6	87.8
Volume/Cap:	0.46	0.43	0.48	0.48	0.46	0.34	0.39	0.48	0.22	0.48	0.39	0.21
Delay/Veh:	56.5	55.8	35.7	49.4	48.8	32.0	55.8	40.3	22.4	51.1	33.6	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	55.8	35.7	49.4	48.8	32.0	55.8	40.3	22.4	51.1	33.6	13.3
LOS by Move:	E	E	D	D	D	C	E	D	C	D	C	B
HCM2k95thQ:	11	11	21	15	14	14	9	19	10	15	16	9

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



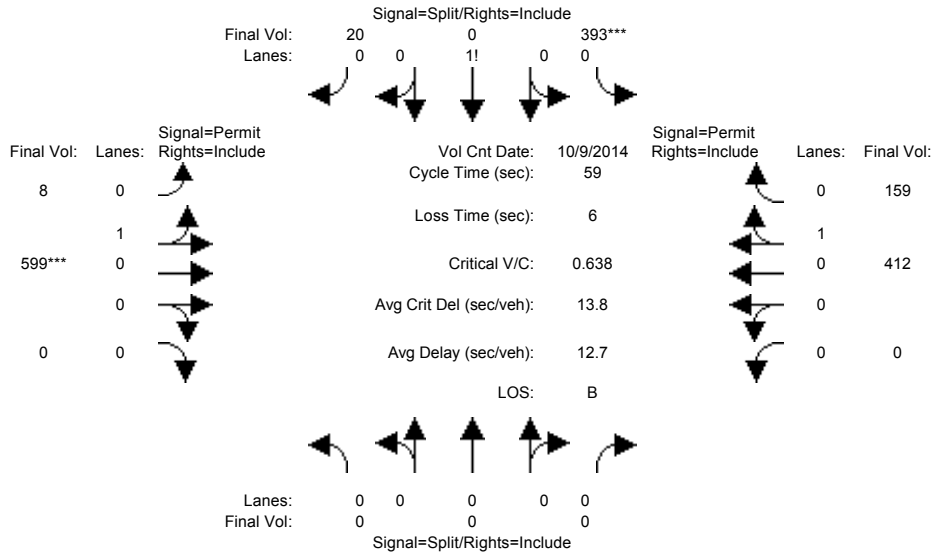
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	287	0	25	2	409	0	0	809	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	287	0	25	2	409	0	0	809	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	287	0	25	2	409	0	0	809	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	287	0	25	2	409	0	0	809	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	287	0	25	2	409	0	0	809	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	287	0	25	2	409	0	0	809	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	0.01	0.99	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	1610	0	140	9	1791	0	0	1190	610
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.23	0.23	0.00	0.00	0.68	0.68
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.3	0.0	14.3	54.7	54.7	0.0	0.0	54.7	54.7
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.93	0.31	0.31	0.00	0.00	0.93	0.93
Delay/Veh:	0.0	0.0	0.0	62.1	0.0	62.1	3.7	3.7	0.0	0.0	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.1	0.0	62.1	3.7	3.7	0.0	0.0	20.8	20.8
LOS by Move:	A	A	A	E	A	E	A	A	A	A	C	C
HCM2k95thQ:	0	0	0	22	0	22	7	7	0	0	47	47

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

BART

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

Intersection #3612: JULIAN/21ST [Study Int 1]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	393	0	20	8	599	0	0	412	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	393	0	20	8	599	0	0	412	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	393	0	20	8	599	0	0	412	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	393	0	20	8	599	0	0	412	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	393	0	20	8	599	0	0	412	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	393	0	20	8	599	0	0	412	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.01	0.99	0.00	0.00	0.72	0.28
Final Sat.:	0	0	0	1665	0	85	24	1776	0	0	1299	501
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.34	0.34	0.00	0.00	0.32	0.32
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	21.8	0.0	21.8	31.2	31.2	0.0	0.0	31.2	31.2
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.64	0.64	0.64	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	17.5	11.4	11.4	0.0	0.0	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	17.5	11.4	11.4	0.0	0.0	10.7	10.7
LOS by Move:	A	A	A	B	A	B	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	15	0	15	16	16	0	0	14	14

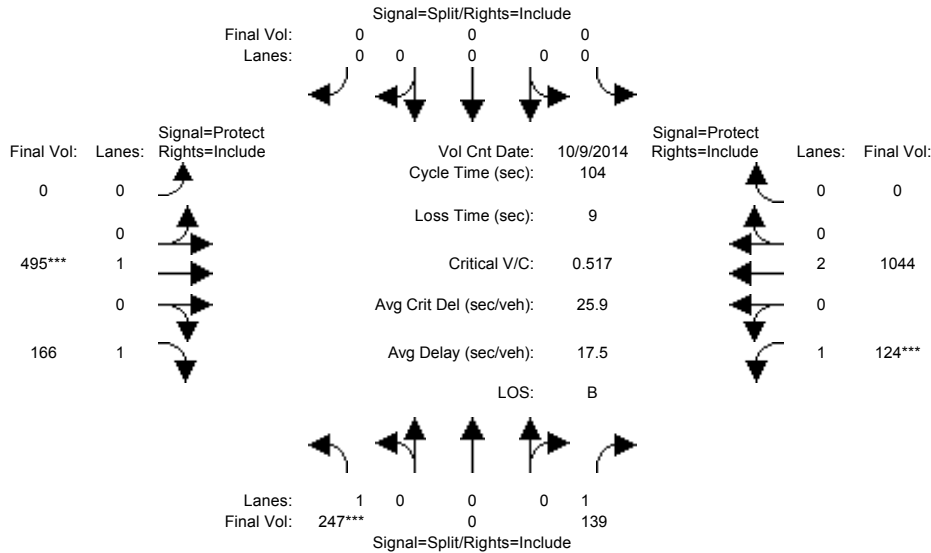
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



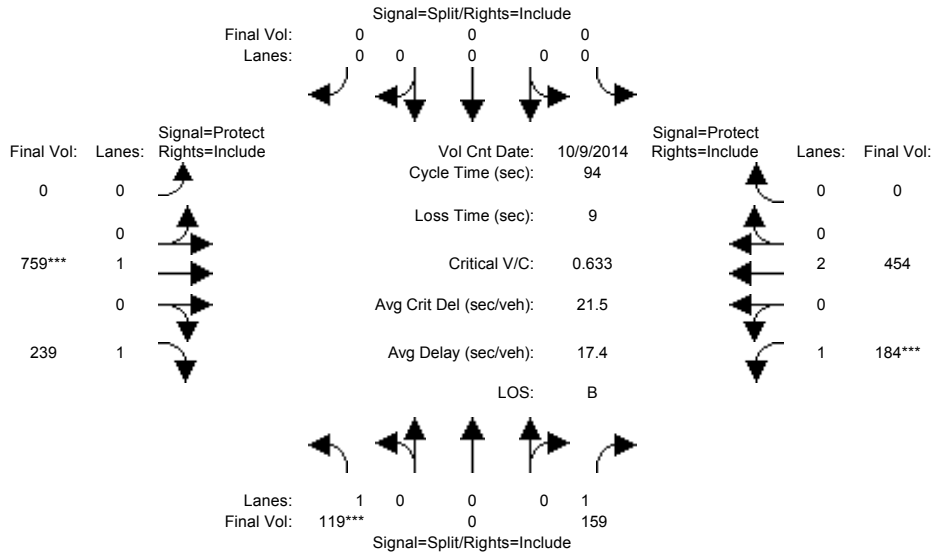
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	247	0	139	0	0	0	0	495	166	124	1044	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	0	139	0	0	0	0	495	166	124	1044	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	0	139	0	0	0	0	495	166	124	1044	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	0	139	0	0	0	0	495	166	124	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	0	139	0	0	0	0	495	166	124	1044	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	0	139	0	0	0	0	495	166	124	1044	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.09	0.07	0.27	0.00
Crit Moves:	****						****			****		
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	52.4	52.4	14.2	66.6	0.0
Volume/Cap:	0.52	0.00	0.29	0.00	0.00	0.00	0.00	0.52	0.19	0.52	0.43	0.00
Delay/Veh:	33.0	0.0	30.2	0.0	0.0	0.0	0.0	17.8	14.3	43.7	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	30.2	0.0	0.0	0.0	0.0	17.8	14.3	43.7	9.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	14	0	8	0	0	0	0	19	6	9	15	0

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

BART

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

Intersection #3613: JULIAN/24TH [Study Int 2]



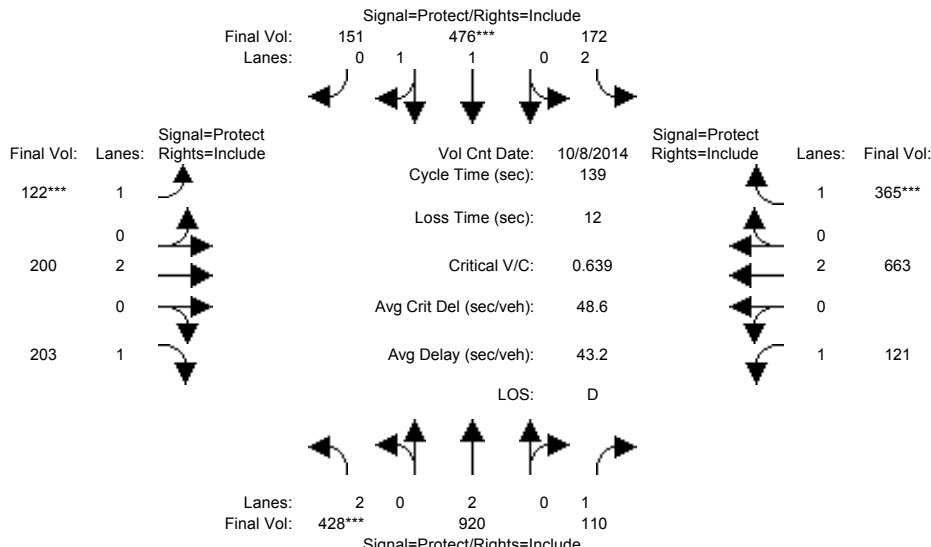
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	119	0	159	0	0	0	0	759	239	184	454	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	0	159	0	0	0	0	759	239	184	454	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	0	159	0	0	0	0	759	239	184	454	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	0	159	0	0	0	0	759	239	184	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	159	0	0	0	0	759	239	184	454	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	0	159	0	0	0	0	759	239	184	454	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.11	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	57.0	57.0	15.0	72.0	0.0
Volume/Cap:	0.49	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.23	0.66	0.16	0.00
Delay/Veh:	39.1	0.0	44.9	0.0	0.0	0.0	0.0	13.5	8.5	42.8	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	0.0	44.9	0.0	0.0	0.0	0.0	13.5	8.5	42.8	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	8	0	11	0	0	0	0	25	7	13	4	0

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



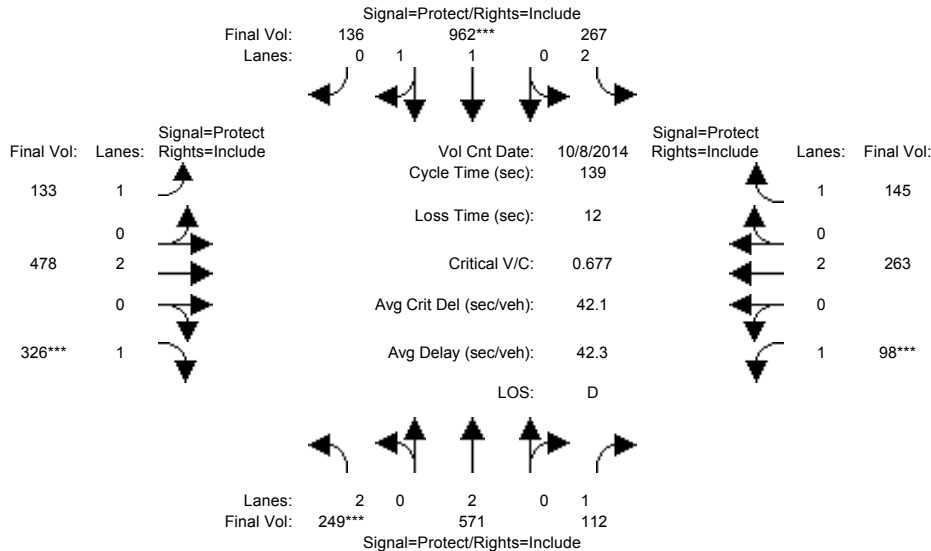
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	428	920	110	172	476	151	122	200	203	121	663	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	920	110	172	476	151	122	200	203	121	663	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	920	110	172	476	151	122	200	203	121	663	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	920	110	172	476	151	122	200	203	121	663	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	920	110	172	476	151	122	200	203	121	663	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	428	920	110	172	476	151	122	200	203	121	663	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.51	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2808	891	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.06	0.05	0.17	0.17	0.07	0.05	0.12	0.07	0.17	0.21
Crit Moves:	****			****			****			****		
Green Time:	29.6	54.2	54.2	12.2	36.9	36.9	15.2	37.9	37.9	22.6	45.4	45.4
Volume/Cap:	0.64	0.62	0.16	0.62	0.64	0.64	0.64	0.19	0.42	0.42	0.53	0.64
Delay/Veh:	51.9	34.9	27.7	65.4	46.6	46.6	66.4	38.9	42.2	53.4	38.6	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	34.9	27.7	65.4	46.6	46.6	66.4	38.9	42.2	53.4	38.6	42.3
LOS by Move:	D	C	C	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	18	27	6	9	22	22	11	6	14	10	20	25

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

BART

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

Intersection #3623: KING/MABURY [Study Int 27]



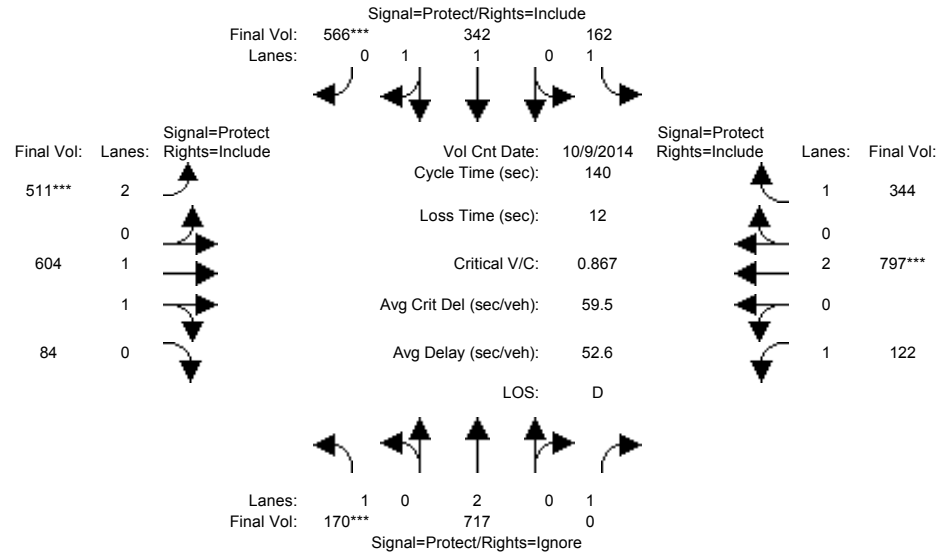
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	249	571	112	267	962	136	133	478	326	98	263	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	571	112	267	962	136	133	478	326	98	263	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	571	112	267	962	136	133	478	326	98	263	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	571	112	267	962	136	133	478	326	98	263	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	571	112	267	962	136	133	478	326	98	263	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	249	571	112	267	962	136	133	478	326	98	263	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3241	458	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.06	0.08	0.30	0.30	0.08	0.13	0.19	0.06	0.07	0.08
Crit Moves:	****			****			****		****	****		
Green Time:	16.2	49.4	49.4	27.8	61.0	61.0	23.8	38.3	38.3	11.5	26.0	26.0
Volume/Cap:	0.68	0.42	0.18	0.42	0.68	0.68	0.44	0.46	0.68	0.68	0.37	0.44
Delay/Veh:	63.8	34.2	31.0	49.0	32.3	32.3	52.7	42.1	48.7	74.0	49.7	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	34.2	31.0	49.0	32.3	32.3	52.7	42.1	48.7	74.0	49.7	51.1
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	12	17	7	11	32	32	10	15	24	9	9	11

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



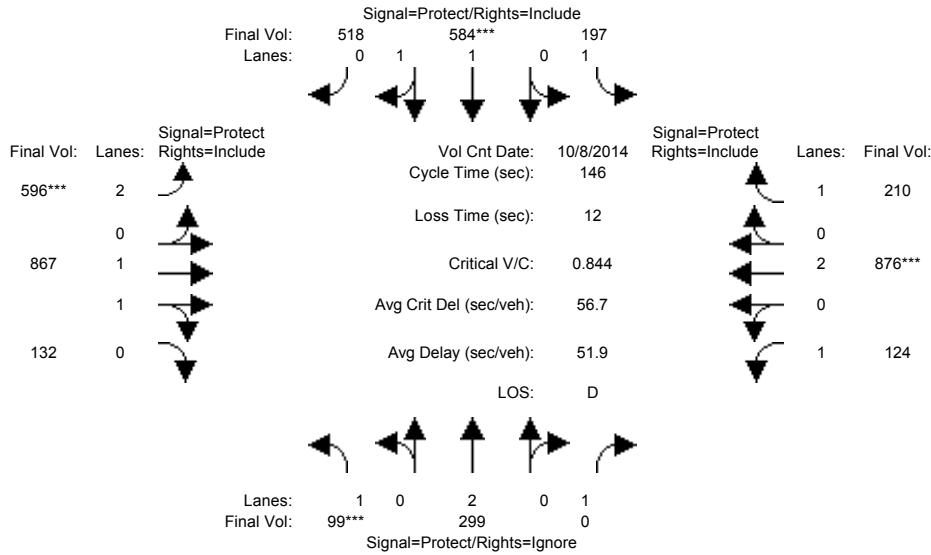
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	170	717	164	162	342	566	511	604	84	122	797	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	717	164	162	342	566	511	604	84	122	797	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	717	164	162	342	566	511	604	84	122	797	344
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	717	0	162	342	566	511	604	84	122	797	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	717	0	162	342	566	511	604	84	122	797	344
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	717	0	162	342	566	511	604	84	122	797	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	3248	452	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.09	0.18	0.32	0.16	0.19	0.19	0.07	0.21	0.20
Crit Moves:	****			****		****	****		****	****		****
Green Time:	15.7	45.6	0.0	22.4	52.2	52.2	26.2	43.7	43.7	16.4	33.9	33.9
Volume/Cap:	0.87	0.58	0.00	0.58	0.48	0.87	0.87	0.60	0.60	0.60	0.87	0.81
Delay/Veh:	92.1	39.9	0.0	57.5	33.7	48.4	68.1	41.5	41.5	63.4	59.6	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.1	39.9	0.0	57.5	33.7	48.4	68.1	41.5	41.5	63.4	59.6	61.4
LOS by Move:	F	D	A	E	C	D	E	D	D	E	E	E
HCM2k95thQ:	16	22	0	13	20	42	24	22	22	11	30	28

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

BART

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

Intersection #3625: KING/McKEE [Study Int 7]



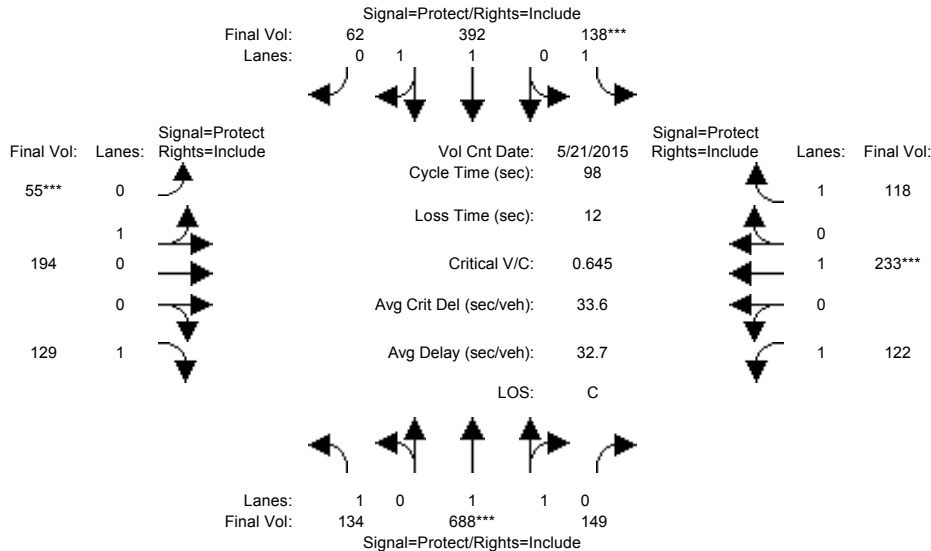
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	99	299	104	197	584	518	596	867	132	124	876	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	299	104	197	584	518	596	867	132	124	876	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	299	104	197	584	518	596	867	132	124	876	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	299	0	197	584	518	596	867	132	124	876	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	299	0	197	584	518	596	867	132	124	876	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	299	0	197	584	518	596	867	132	124	876	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.03	0.97	2.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1960	1738	3150	3211	489	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.11	0.30	0.30	0.19	0.27	0.27	0.07	0.23	0.12
Crit Moves:	****			****			****			****		
Green Time:	9.8	25.2	0.0	36.1	51.6	51.6	32.7	57.5	57.5	15.1	39.9	39.9
Volume/Cap:	0.84	0.46	0.00	0.46	0.84	0.84	0.84	0.69	0.69	0.69	0.84	0.44
Delay/Veh:	107.0	54.7	0.0	47.4	48.7	48.7	63.3	38.1	38.1	73.6	56.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.0	54.7	0.0	47.4	48.7	48.7	63.3	38.1	38.1	73.6	56.5	44.5
LOS by Move:	F	D	A	D	D	D	E	D	D	E	E	D
HCM2k95thQ:	10	11	0	15	40	40	28	32	32	12	33	15

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



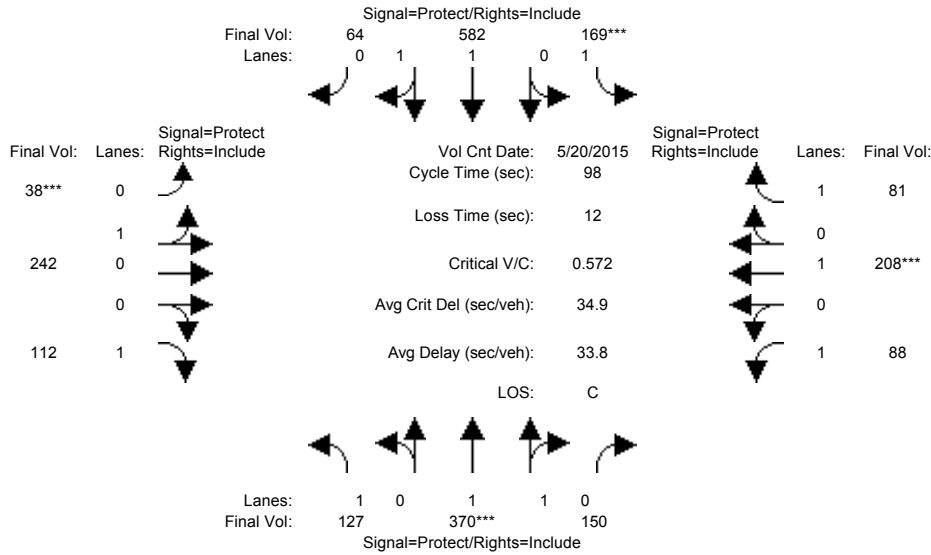
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	134	688	149	138	392	62	55	194	129	122	233	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	688	149	138	392	62	55	194	129	122	233	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	688	149	138	392	62	55	194	129	122	233	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	688	149	138	392	62	55	194	129	122	233	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	688	149	138	392	62	55	194	129	122	233	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	688	149	138	392	62	55	194	129	122	233	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.72	0.28	0.22	0.78	1.00	1.00	1.00	1.00
Final Sat.:	1750	3041	659	1750	3194	505	398	1402	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.08	0.12	0.12	0.14	0.14	0.07	0.07	0.12	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.8	34.4	34.4	12.0	28.5	28.5	21.0	22.8	22.8	16.8	18.6	18.6
Volume/Cap:	0.42	0.65	0.65	0.65	0.42	0.42	0.65	0.59	0.32	0.41	0.65	0.35
Delay/Veh:	36.4	27.8	27.8	47.6	28.3	28.3	38.8	35.8	31.6	37.0	40.6	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	27.8	27.8	47.6	28.3	28.3	38.8	35.8	31.6	37.0	40.6	35.1
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	D
HCM2k95thQ:	8	20	20	9	11	11	15	15	7	8	14	7

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

BART

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

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 4:45-5:45PM												
Base Vol:	127	370	150	169	582	64	38	242	112	88	208	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	370	150	169	582	64	38	242	112	88	208	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	370	150	169	582	64	38	242	112	88	208	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	370	150	169	582	64	38	242	112	88	208	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	370	150	169	582	64	38	242	112	88	208	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	370	150	169	582	64	38	242	112	88	208	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.41	0.59	1.00	1.80	0.20	0.14	0.86	1.00	1.00	1.00	1.00
Final Sat.:	1750	2632	1067	1750	3333	367	244	1556	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.10	0.17	0.17	0.16	0.16	0.06	0.05	0.11	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.9	24.1	24.1	16.5	28.7	28.7	26.6	27.4	27.4	18.0	18.7	18.7
Volume/Cap:	0.60	0.57	0.57	0.57	0.60	0.60	0.57	0.56	0.23	0.27	0.57	0.24
Delay/Veh:	45.3	33.3	33.3	40.2	30.6	30.6	32.4	31.5	27.4	34.9	38.2	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	33.3	33.3	40.2	30.6	30.6	32.4	31.5	27.4	34.9	38.2	34.0
LOS by Move:	D	C	C	D	C	C	C	C	C	C	D	C
HCM2k95thQ:	8	13	13	10	16	16	15	15	6	5	12	5

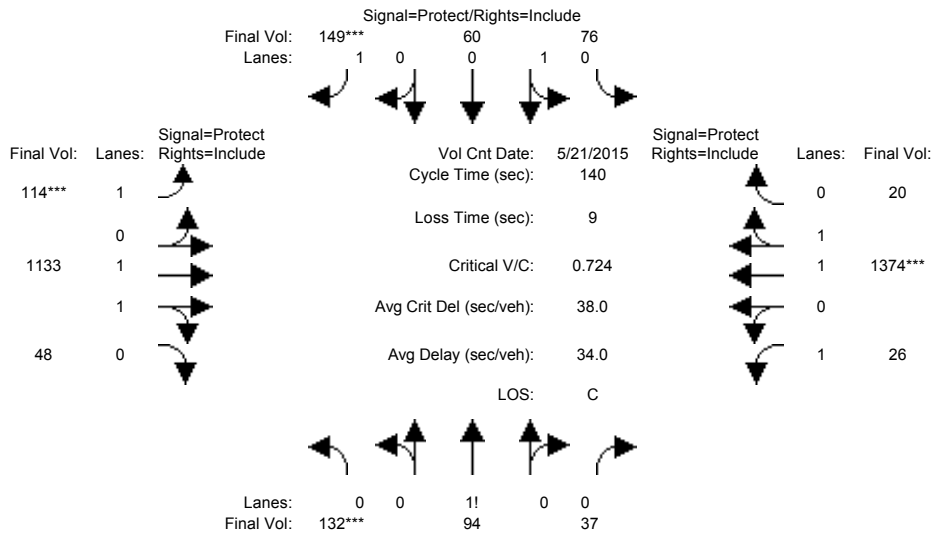
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



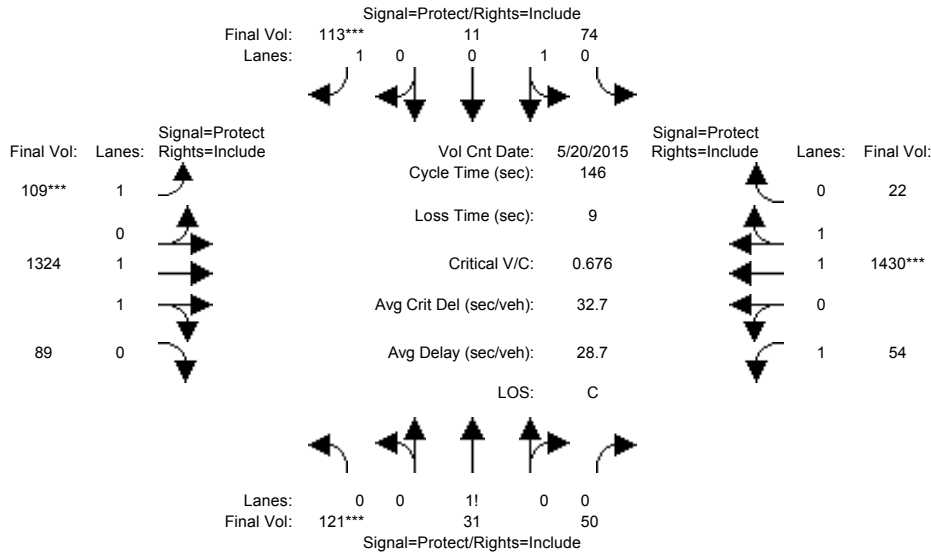
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:30-8:30AM												
Base Vol:	132	94	37	76	60	149	114	1133	48	26	1374	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	94	37	76	60	149	114	1133	48	26	1374	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	94	37	76	60	149	114	1133	48	26	1374	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	94	37	76	60	149	114	1133	48	26	1374	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	94	37	76	60	149	114	1133	48	26	1374	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	94	37	76	60	149	114	1133	48	26	1374	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.50	0.36	0.14	0.56	0.44	1.00	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	878	625	246	1006	794	1750	1750	3550	150	1750	3647	53
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.09	0.07	0.32	0.32	0.01	0.38	0.38
Crit Moves:	****			****	****	****	****			****		
Green Time:	29.1	30.3	30.3	15.2	16.5	16.5	12.6	73.9	73.9	11.6	72.9	72.9
Volume/Cap:	0.72	0.69	0.69	0.69	0.64	0.72	0.72	0.60	0.60	0.18	0.72	0.72
Delay/Veh:	58.8	56.1	56.1	70.5	65.5	71.6	77.3	23.5	23.5	60.4	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	56.1	56.1	70.5	65.5	71.6	77.3	23.5	23.5	60.4	27.2	27.2
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	21	21	21	14	13	15	10	30	30	2	37	37

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

BART

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

Intersection #3678: MCKEE/33RD [Study Int 6]



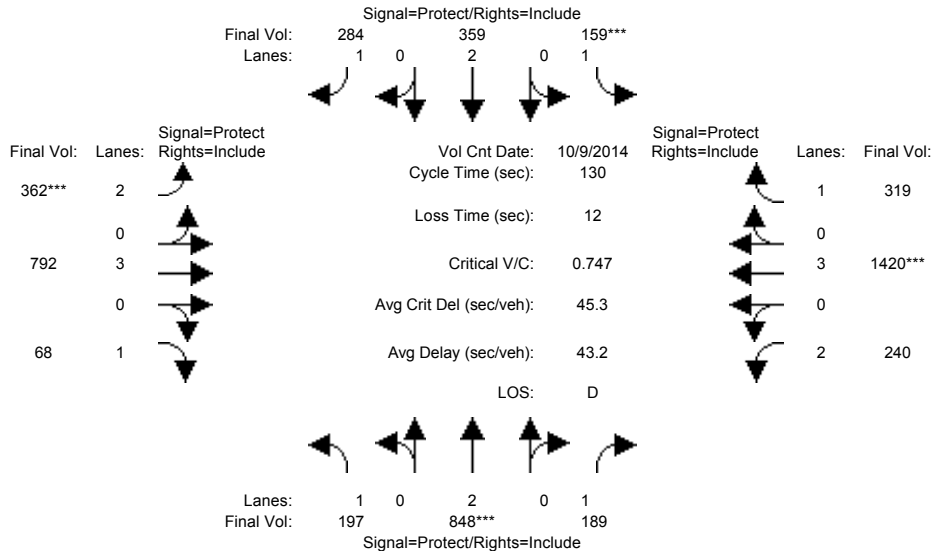
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 20 May 2015 << 5:00-6:00PM											
Base Vol:	121	31	50	74	11	113	109	1324	89	54	1430	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	31	50	74	11	113	109	1324	89	54	1430	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	31	50	74	11	113	109	1324	89	54	1430	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	31	50	74	11	113	109	1324	89	54	1430	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	31	50	74	11	113	109	1324	89	54	1430	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	31	50	74	11	113	109	1324	89	54	1430	22
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.60	0.15	0.25	0.87	0.13	1.00	1.00	1.87	0.13	1.00	1.97	0.03
Final Sat.:	1048	269	433	1567	233	1750	1750	3467	233	1750	3644	56
-----												
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.05	0.05	0.06	0.06	0.38	0.38	0.03	0.39	0.39
Crit Moves:	****			****	****	****	****			****		
Green Time:	24.9	24.4	24.4	14.5	13.9	13.9	13.4	87.2	87.2	10.9	84.7	84.7
Volume/Cap:	0.68	0.69	0.69	0.48	0.49	0.68	0.68	0.64	0.64	0.41	0.68	0.68
Delay/Veh:	62.8	64.2	64.2	64.2	64.9	74.4	75.1	19.8	19.8	66.5	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	64.2	64.2	64.2	64.9	74.4	75.1	19.8	19.8	66.5	22.1	22.1
LOS by Move:	E	E	E	E	E	E	E	B	B	E	C	C
HCM2k95thQ:	17	17	17	8	9	12	10	35	35	5	37	37

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



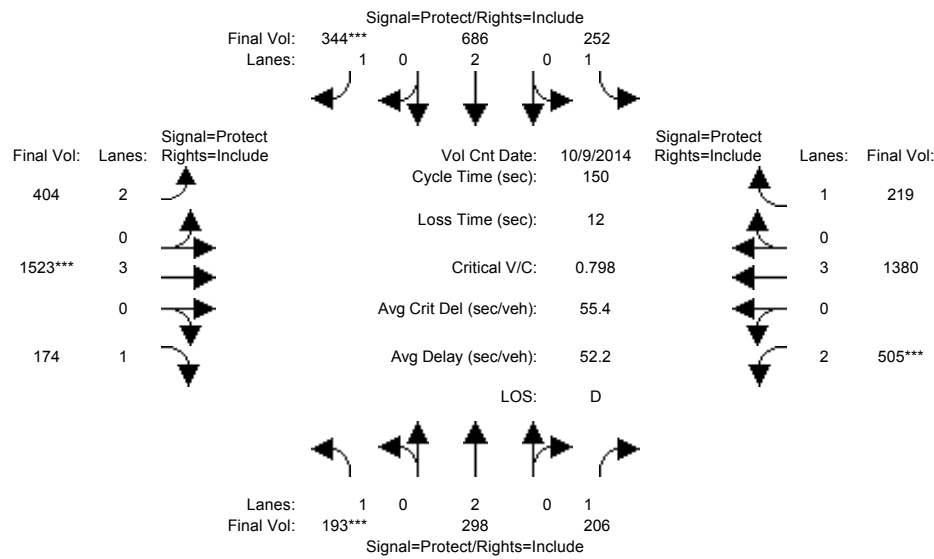
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	197	848	189	159	359	284	362	792	68	240	1420	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	848	189	159	359	284	362	792	68	240	1420	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	848	189	159	359	284	362	792	68	240	1420	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	848	189	159	359	284	362	792	68	240	1420	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	848	189	159	359	284	362	792	68	240	1420	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	848	189	159	359	284	362	792	68	240	1420	319
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.11	0.09	0.09	0.16	0.11	0.14	0.04	0.08	0.25	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.4	38.8	38.8	15.8	32.3	32.3	20.0	40.9	40.9	22.4	43.4	43.4
Volume/Cap:	0.65	0.75	0.36	0.75	0.38	0.65	0.75	0.44	0.12	0.44	0.75	0.55
Delay/Veh:	55.3	43.9	36.3	68.7	40.8	47.4	58.9	35.6	31.9	48.7	40.1	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	43.9	36.3	68.7	40.8	47.4	58.9	35.6	31.9	48.7	40.1	36.4
LOS by Move:	E	D	D	E	D	D	E	D	C	D	D	D
HCM2k95thQ:	17	29	12	13	11	20	18	16	4	10	29	20

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

BART

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

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



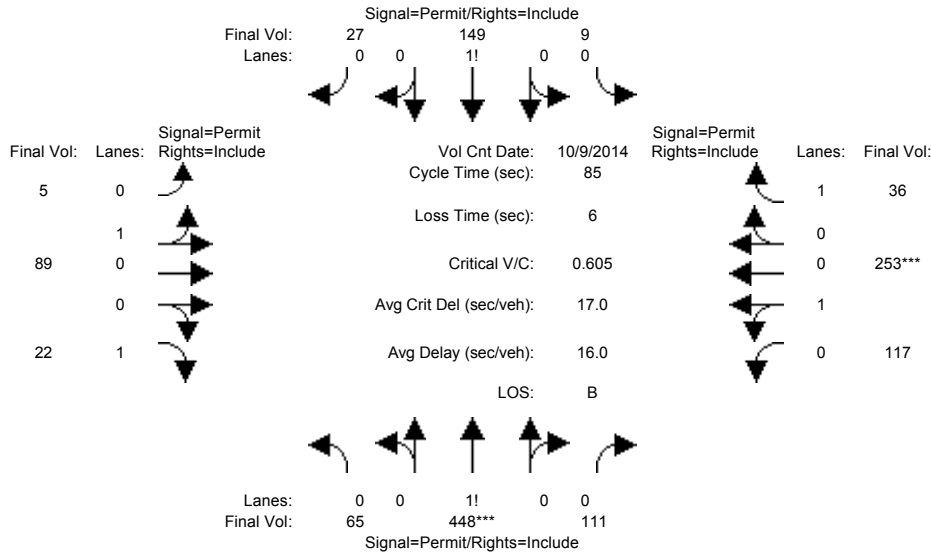
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	193	298	206	252	686	344	404	1523	174	505	1380	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	298	206	252	686	344	404	1523	174	505	1380	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	298	206	252	686	344	404	1523	174	505	1380	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	298	206	252	686	344	404	1523	174	505	1380	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	298	206	252	686	344	404	1523	174	505	1380	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	298	206	252	686	344	404	1523	174	505	1380	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.12	0.14	0.18	0.20	0.13	0.27	0.10	0.16	0.24	0.13
Crit Moves:	****			****			****			****		
Green Time:	20.7	25.9	25.9	31.7	36.9	36.9	27.8	50.2	50.2	30.1	52.5	52.5
Volume/Cap:	0.80	0.45	0.68	0.68	0.73	0.80	0.69	0.80	0.30	0.80	0.69	0.36
Delay/Veh:	79.4	56.2	64.3	59.6	55.0	63.1	60.6	47.8	37.1	64.1	42.9	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.4	56.2	64.3	59.6	55.0	63.1	60.6	47.8	37.1	64.1	42.9	36.6
LOS by Move:	E	E	E	E	E	E	E	D	D	E	D	D
HCM2k95thQ:	20	12	19	21	26	29	21	38	12	25	31	15

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



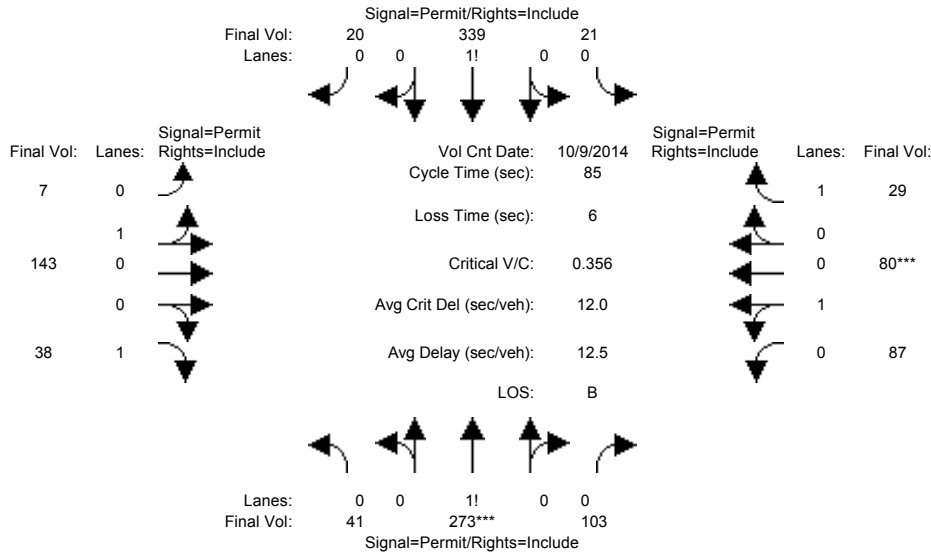
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	65	448	111	9	149	27	5	89	22	117	253	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	448	111	9	149	27	5	89	22	117	253	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	448	111	9	149	27	5	89	22	117	253	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	448	111	9	149	27	5	89	22	117	253	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	448	111	9	149	27	5	89	22	117	253	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	448	111	9	149	27	5	89	22	117	253	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.10	0.72	0.18	0.05	0.80	0.15	0.05	0.95	1.00	0.32	0.68	1.00
Final Sat.:	182	1256	311	85	1409	255	96	1704	1750	569	1231	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.11	0.11	0.11	0.05	0.05	0.01	0.21	0.21	0.02
Crit Moves:	****									****		
Green Time:	50.1	50.1	50.1	50.1	50.1	50.1	28.9	28.9	28.9	28.9	28.9	28.9
Volume/Cap:	0.60	0.60	0.60	0.18	0.18	0.18	0.15	0.15	0.04	0.60	0.60	0.06
Delay/Veh:	12.2	12.2	12.2	8.1	8.1	8.1	19.7	19.7	18.8	25.0	25.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	8.1	8.1	8.1	19.7	19.7	18.8	25.0	25.0	19.0
LOS by Move:	B	B	B	A	A	A	B	B	B	C	C	B
HCM2k95thQ:	20	20	20	5	5	5	4	4	1	16	16	1

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

BART

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

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



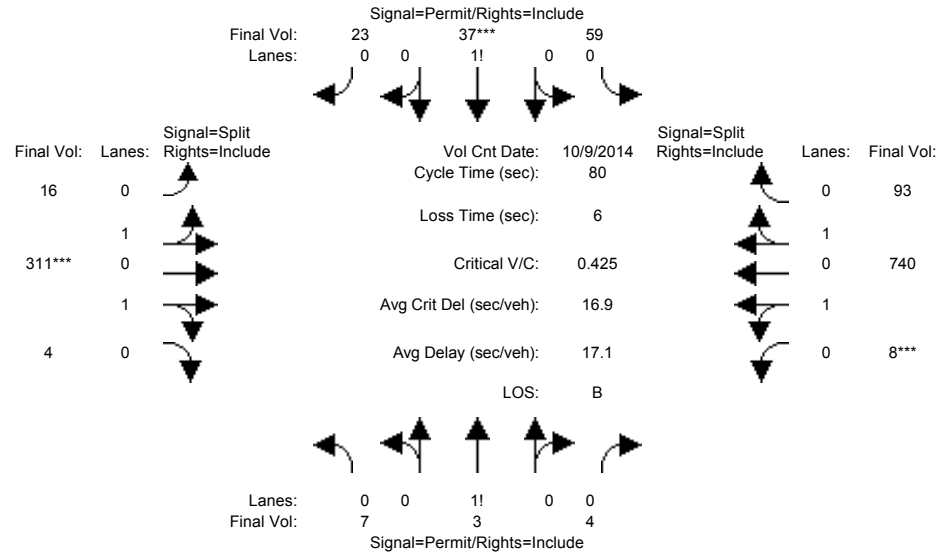
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	41	273	103	21	339	20	7	143	38	87	80	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	273	103	21	339	20	7	143	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	273	103	21	339	20	7	143	38	87	80	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	273	103	21	339	20	7	143	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	273	103	21	339	20	7	143	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	273	103	21	339	20	7	143	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.10	0.65	0.25	0.06	0.89	0.05	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	172	1146	432	97	1561	92	84	1716	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.22	0.22	0.22	0.08	0.08	0.02	0.09	0.09	0.02
Crit Moves:	****									****		
Green Time:	56.9	56.9	56.9	56.9	56.9	56.9	22.1	22.1	22.1	22.1	22.1	22.1
Volume/Cap:	0.36	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.08	0.36	0.36	0.06
Delay/Veh:	6.3	6.3	6.3	6.1	6.1	6.1	25.8	25.8	23.8	26.1	26.1	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	6.3	6.3	6.1	6.1	6.1	25.8	25.8	23.8	26.1	26.1	23.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	9	9	9	7	7	2	7	7	1

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



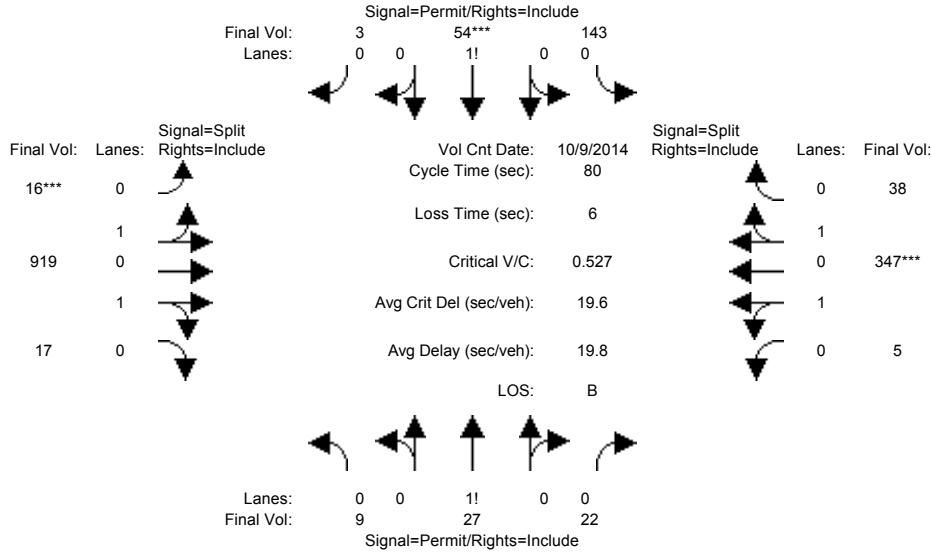
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	7	3	4	59	37	23	16	311	4	8	740	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	59	37	23	16	311	4	8	740	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	4	59	37	23	16	311	4	8	740	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	4	59	37	23	16	311	4	8	740	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	59	37	23	16	311	4	8	740	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	3	4	59	37	23	16	311	4	8	740	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.50	0.21	0.29	0.50	0.31	0.19	0.10	1.88	0.02	0.02	1.76	0.22
Final Sat.:	875	375	500	868	544	338	174	3382	44	34	3168	398
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:				****				****				****
Green Time:	12.8	12.8	12.8	12.8	12.8	12.8	17.3	17.3	17.3	43.9	43.9	43.9
Volume/Cap:	0.05	0.05	0.05	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Delay/Veh:	28.5	28.5	28.5	31.3	31.3	31.3	27.4	27.4	27.4	10.8	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.5	28.5	31.3	31.3	31.3	27.4	27.4	27.4	10.8	10.8	10.8
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2k95thQ:	1	1	1	7	7	7	8	8	8	12	12	12

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

BART

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

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	9	27	22	143	54	3	16	919	17	5	347	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	22	143	54	3	16	919	17	5	347	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	22	143	54	3	16	919	17	5	347	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	22	143	54	3	16	919	17	5	347	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	22	143	54	3	16	919	17	5	347	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	22	143	54	3	16	919	17	5	347	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.15	0.47	0.38	0.72	0.27	0.01	0.03	1.93	0.04	0.03	1.78	0.19
Final Sat.:	272	815	664	1251	473	26	61	3475	64	46	3203	351
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.11	0.26	0.26	0.26	0.11	0.11	0.11
Crit Moves:	*****			*****			*****			*****		
Green Time:	17.4	17.4	17.4	17.4	17.4	17.4	40.2	40.2	40.2	16.5	16.5	16.5
Volume/Cap:	0.15	0.15	0.15	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	25.5	25.5	25.5	29.1	29.1	29.1	13.8	13.8	13.8	29.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	29.1	29.1	29.1	13.8	13.8	13.8	29.0	29.0	29.0
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
HCM2k95thQ:	3	3	3	10	10	10	16	16	16	9	9	9

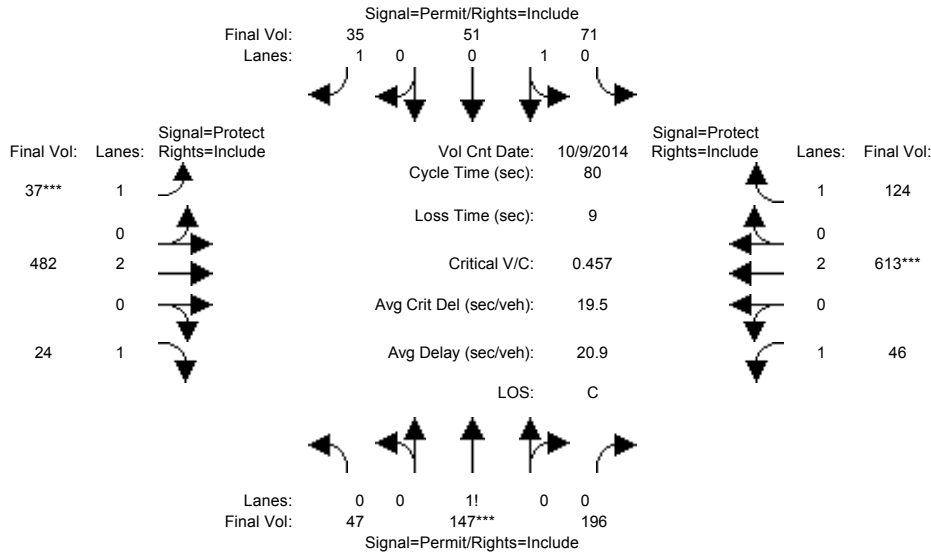
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



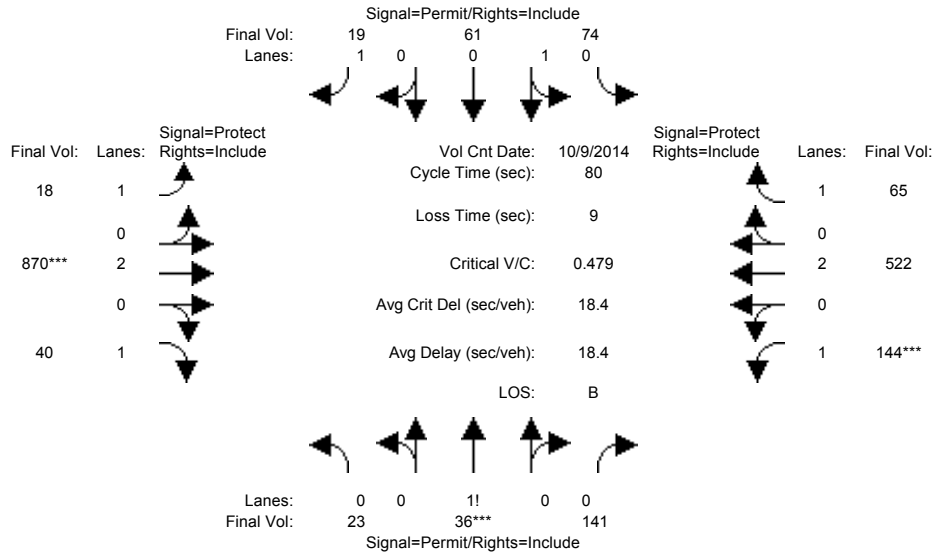
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	47	147	196	71	51	35	37	482	24	46	613	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	71	51	35	37	482	24	46	613	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	147	196	71	51	35	37	482	24	46	613	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	71	51	35	37	482	24	46	613	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	71	51	35	37	482	24	46	613	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	147	196	71	51	35	37	482	24	46	613	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.02	0.13	0.01	0.03	0.16	0.07
Crit Moves:	****			****			****			****		
Green Time:	37.1	37.1	37.1	37.1	37.1	37.1	7.0	20.0	20.0	13.8	26.9	26.9
Volume/Cap:	0.48	0.48	0.48	0.15	0.15	0.04	0.24	0.51	0.05	0.15	0.48	0.21
Delay/Veh:	15.2	15.2	15.2	12.4	12.4	11.7	34.8	26.2	22.8	28.3	21.3	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.2	15.2	12.4	12.4	11.7	34.8	26.2	22.8	28.3	21.3	19.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2k95thQ:	13	13	13	4	4	1	2	10	1	2	11	5

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

BART

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

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



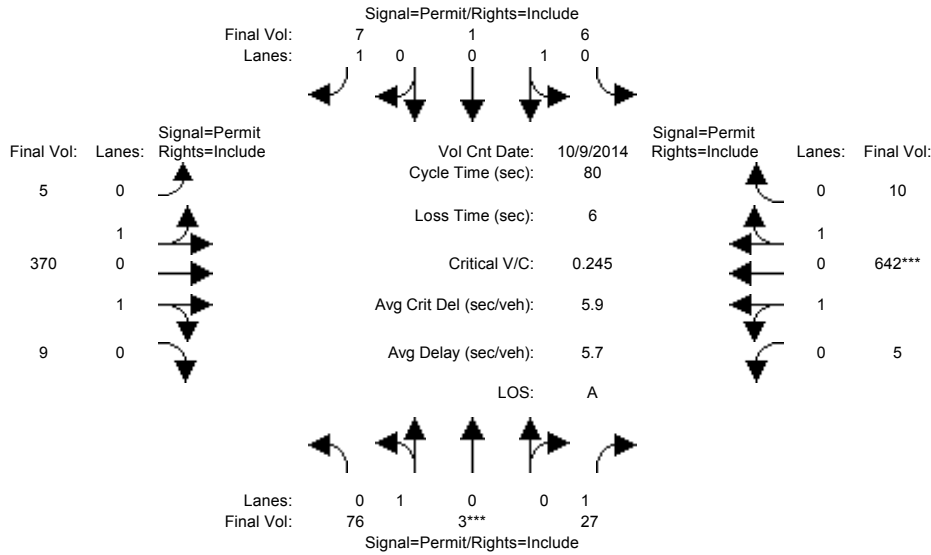
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	23	36	141	74	61	19	18	870	40	144	522	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	36	141	74	61	19	18	870	40	144	522	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	36	141	74	61	19	18	870	40	144	522	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	36	141	74	61	19	18	870	40	144	522	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	36	141	74	61	19	18	870	40	144	522	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	36	141	74	61	19	18	870	40	144	522	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.18	0.71	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	201	315	1234	987	813	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.01	0.01	0.23	0.02	0.08	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	19.1	19.1	19.1	19.1	19.1	19.1	20.2	38.2	38.2	13.7	31.7	31.7
Volume/Cap:	0.48	0.48	0.48	0.31	0.31	0.05	0.04	0.48	0.05	0.48	0.35	0.09
Delay/Veh:	27.1	27.1	27.1	25.5	25.5	23.5	22.6	14.4	11.2	31.1	17.0	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.1	25.5	25.5	23.5	22.6	14.4	11.2	31.1	17.0	15.2
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	9	9	9	6	6	1	1	13	1	7	9	2

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



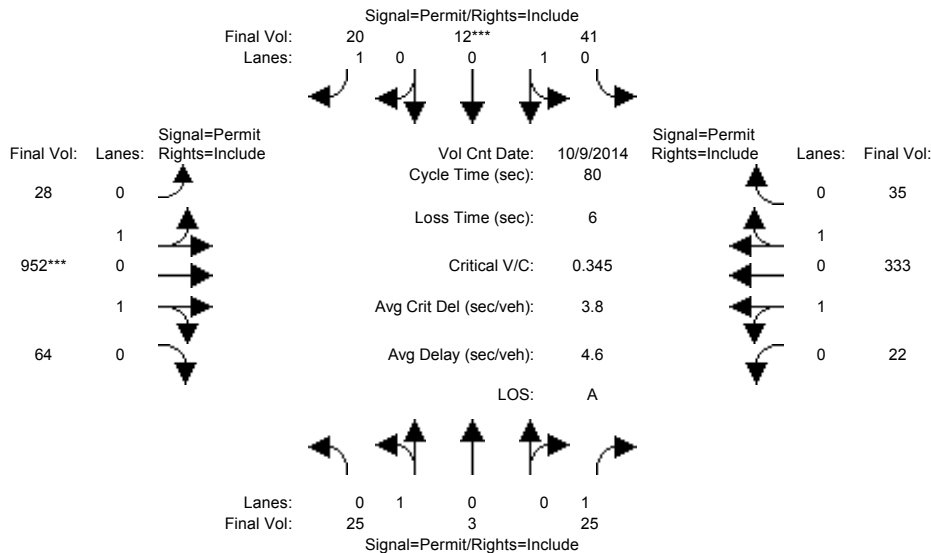
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	76	3	27	6	1	7	5	370	9	5	642	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	3	27	6	1	7	5	370	9	5	642	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	3	27	6	1	7	5	370	9	5	642	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	3	27	6	1	7	5	370	9	5	642	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	3	27	6	1	7	5	370	9	5	642	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	3	27	6	1	7	5	370	9	5	642	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.96	0.04	1.00	0.86	0.14	1.00	0.02	1.93	0.05	0.02	1.95	0.03
Final Sat.:	1732	68	1750	1543	257	1750	47	3469	84	27	3518	55
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.00	0.00	0.00	0.11	0.11	0.11	0.18	0.18	0.18
Crit Moves:	****									****		
Green Time:	14.3	14.3	14.3	14.3	14.3	14.3	59.7	59.7	59.7	59.7	59.7	59.7
Volume/Cap:	0.24	0.24	0.09	0.02	0.02	0.02	0.14	0.14	0.14	0.24	0.24	0.24
Delay/Veh:	28.6	28.6	27.5	27.1	27.1	27.1	2.9	2.9	2.9	3.2	3.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	28.6	27.5	27.1	27.1	27.1	2.9	2.9	2.9	3.2	3.2	3.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	0	0	0	3	3	3	5	5	5

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

BART

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

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



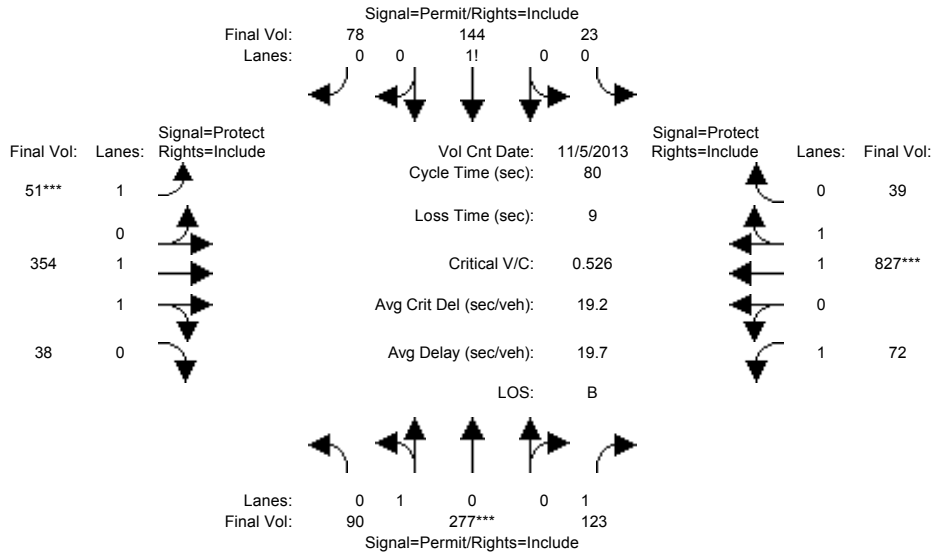
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	25	3	25	41	12	20	28	952	64	22	333	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	25	41	12	20	28	952	64	22	333	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	25	41	12	20	28	952	64	22	333	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	25	41	12	20	28	952	64	22	333	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	25	41	12	20	28	952	64	22	333	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	3	25	41	12	20	28	952	64	22	333	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.77	0.23	1.00	0.05	1.83	0.12	0.11	1.71	0.18
Final Sat.:	1607	193	1750	1392	408	1750	97	3283	221	203	3074	323
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.29	0.29	0.29	0.11	0.11	0.11
Crit Moves:	*****											
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.12	0.12	0.11	0.24	0.24	0.09	0.36	0.36	0.36	0.14	0.14	0.14
Delay/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.3	32.1	32.1	31.2	2.3	2.3	2.3	1.8	1.8	1.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	1	8	8	8	2	2	2

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



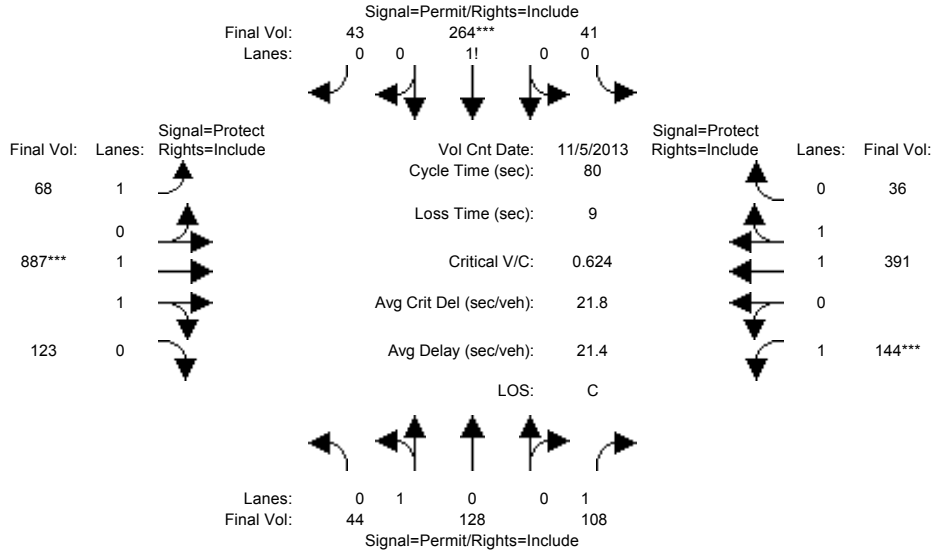
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 5 Nov 2013 <<											
Base Vol:	90	277	123	23	144	78	51	354	38	72	827	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	277	123	23	144	78	51	354	38	72	827	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	277	123	23	144	78	51	354	38	72	827	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	277	123	23	144	78	51	354	38	72	827	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	277	123	23	144	78	51	354	38	72	827	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	277	123	23	144	78	51	354	38	72	827	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.25	0.75	1.00	0.09	0.59	0.32	1.00	1.80	0.20	1.00	1.91	0.09
Final Sat.:	441	1359	1750	164	1029	557	1750	3341	359	1750	3533	167
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.14	0.14	0.14	0.03	0.11	0.11	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	29.8	29.8	29.8	29.8	29.8	29.8	7.0	24.2	24.2	17.0	34.2	34.2
Volume/Cap:	0.55	0.55	0.19	0.38	0.38	0.38	0.33	0.35	0.35	0.19	0.55	0.55
Delay/Veh:	20.7	20.7	17.1	18.7	18.7	18.7	35.6	21.9	21.9	26.2	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	20.7	17.1	18.7	18.7	18.7	35.6	21.9	21.9	26.2	17.5	17.5
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	14	14	4	10	10	10	3	7	7	3	15	15

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

BART

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

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



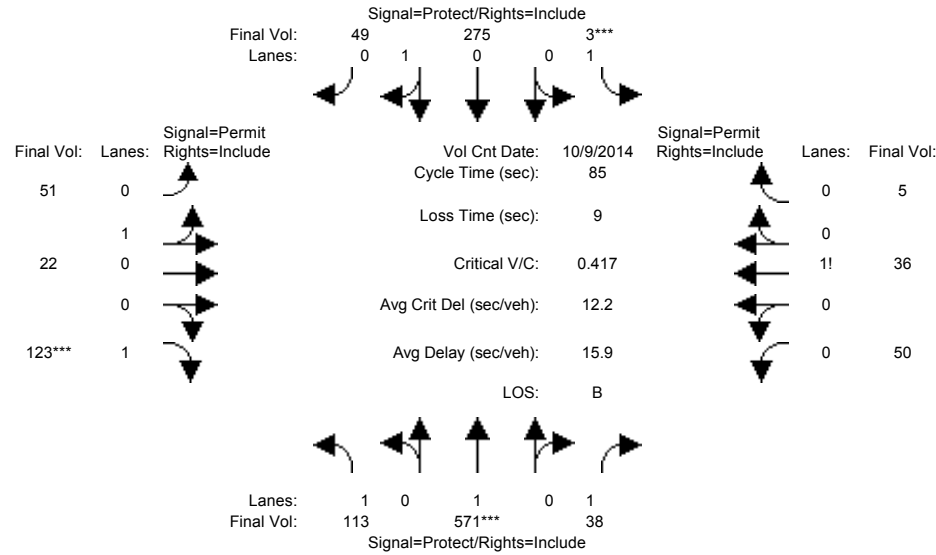
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	44	128	108	41	264	43	68	887	123	144	391	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	128	108	41	264	43	68	887	123	144	391	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	128	108	41	264	43	68	887	123	144	391	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	128	108	41	264	43	68	887	123	144	391	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	128	108	41	264	43	68	887	123	144	391	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	128	108	41	264	43	68	887	123	144	391	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.76	0.12	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	460	1340	1750	206	1328	216	1750	3249	451	1750	3388	312
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.20	0.20	0.20	0.04	0.27	0.27	0.08	0.12	0.12
Crit Moves:	*****											
Green Time:	25.5	25.5	25.5	25.5	25.5	25.5	18.7	35.0	35.0	10.5	26.8	26.8
Volume/Cap:	0.30	0.30	0.19	0.62	0.62	0.62	0.17	0.62	0.62	0.62	0.34	0.34
Delay/Veh:	20.8	20.8	20.0	25.4	25.4	25.4	24.6	18.2	18.2	38.1	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	20.0	25.4	25.4	25.4	24.6	18.2	18.2	38.1	20.2	20.2
LOS by Move:	C	C	B	C	C	C	C	B	B	D	C	C
HCM2k95thQ:	6	6	4	16	16	16	3	18	18	7	8	8

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



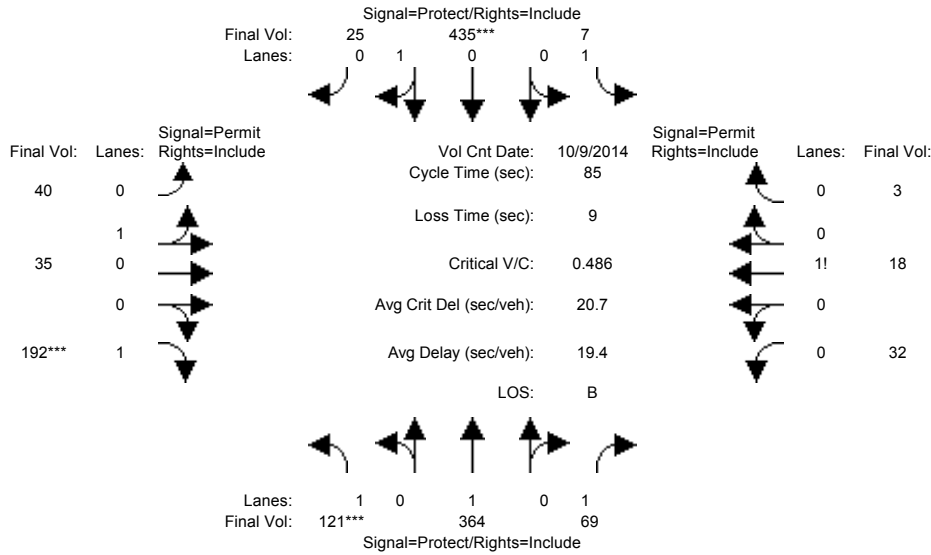
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	113	571	38	3	275	49	51	22	123	50	36	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	571	38	3	275	49	51	22	123	50	36	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	571	38	3	275	49	51	22	123	50	36	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	571	38	3	275	49	51	22	123	50	36	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	571	38	3	275	49	51	22	123	50	36	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	571	38	3	275	49	51	22	123	50	36	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.55	0.40	0.05
Final Sat.:	1750	1900	1750	1750	1528	272	1258	542	1750	962	692	96
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.8	55.9	55.9	7.0	43.2	43.2	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.28	0.46	0.03	0.02	0.35	0.35	0.26	0.26	0.46	0.34	0.34	0.34
Delay/Veh:	27.1	7.4	5.1	35.9	12.8	12.8	32.2	32.2	34.0	32.8	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	7.4	5.1	35.9	12.8	12.8	32.2	32.2	34.0	32.8	32.8	32.8
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	14	1	0	10	10	4	4	7	5	5	5

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

BART

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

Intersection #3832: 24TH/WILLIAM [Study Int 24]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	121	364	69	7	435	25	40	35	192	32	18	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	364	69	7	435	25	40	35	192	32	18	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	364	69	7	435	25	40	35	192	32	18	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	364	69	7	435	25	40	35	192	32	18	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	364	69	7	435	25	40	35	192	32	18	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	364	69	7	435	25	40	35	192	32	18	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1702	98	960	840	1750	1057	594	99
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.04	0.00	0.26	0.26	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.1	39.7	39.7	17.1	44.7	44.7	19.2	19.2	19.2	19.2	19.2	19.2
Volume/Cap:	0.49	0.41	0.08	0.02	0.49	0.49	0.18	0.18	0.49	0.13	0.13	0.13
Delay/Veh:	35.1	15.2	12.6	27.3	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	15.2	12.6	27.3	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	15	15	4	4	10	3	3	3

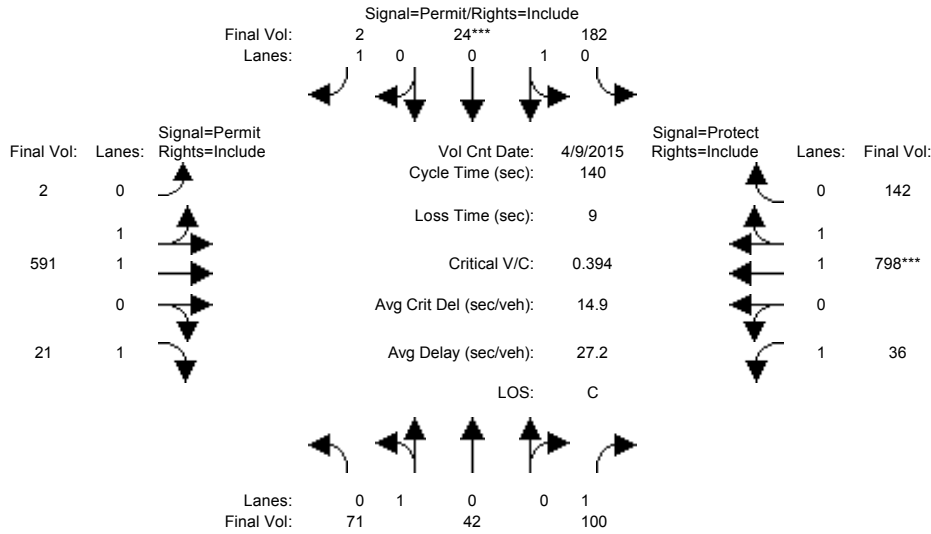
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



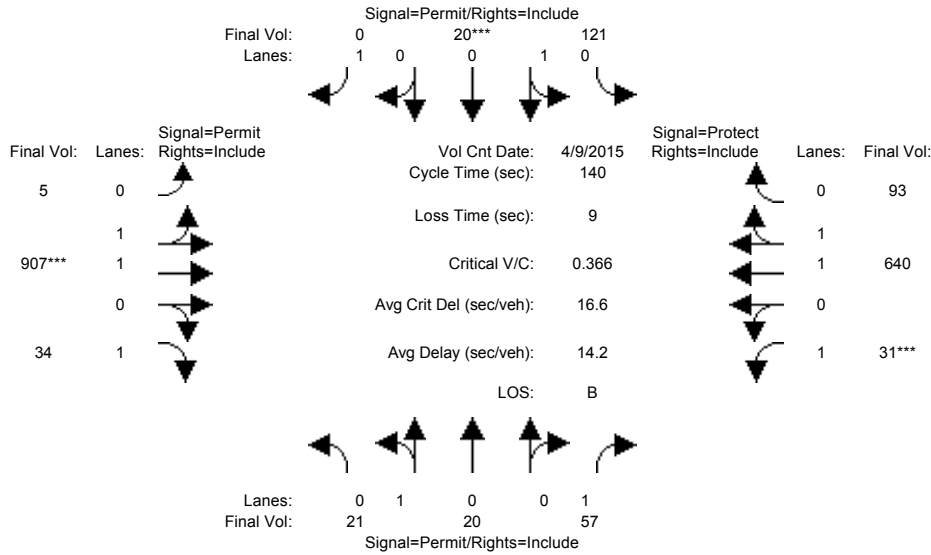
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	100	182	24	2	2	591	21	36	798	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	42	100	182	24	2	2	591	21	36	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:	*****											
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	39.7	39.7	39.7	62.9	103	102.6
Volume/Cap:	0.31	0.31	0.28	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	47.7	52.3	52.3	44.6	43.5	43.5	36.4	21.7	6.8	6.8
LOS by Move:	D	D	D	D	D	D	D	D	D	C	A	A
HCM2k95thQ:	8	8	7	17	17	0	20	20	1	2	14	14

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

BART

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

Intersection #4005: JULIAN/28TH [Study Int 3]



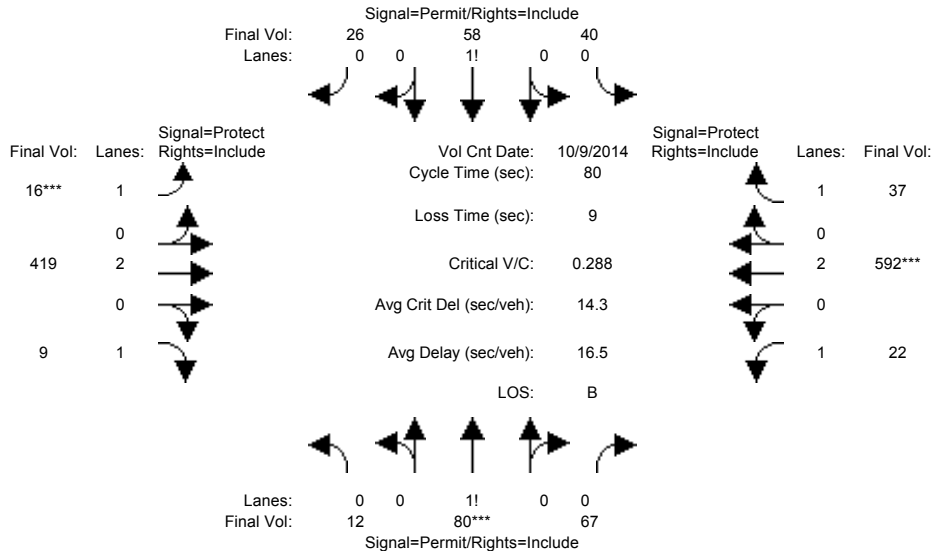
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Apr 2015 <<											
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	57	121	20	0	5	907	34	31	640	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	20	57	121	20	0	5	907	34	31	640	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	57	121	20	0	5	907	34	31	640	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	20	57	121	20	0	5	907	34	31	640	93
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	1750	20	3680	1750	1750	3230	469
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.25	0.25	0.02	0.02	0.20	0.20
Crit Moves:	*****											
Green Time:	29.9	29.9	29.9	29.9	29.9	0.0	94.1	94.1	94.1	7.0	101	101.1
Volume/Cap:	0.11	0.11	0.15	0.37	0.37	0.00	0.37	0.37	0.03	0.35	0.27	0.27
Delay/Veh:	44.4	44.4	44.9	47.6	47.6	0.0	10.1	10.1	7.7	66.8	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	44.4	44.9	47.6	47.6	0.0	10.1	10.1	7.7	66.8	6.8	6.8
LOS by Move:	D	D	D	D	D	A	B	B	A	E	A	A
HCM2k95thQ:	3	3	4	11	11	0	16	16	1	3	11	11

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



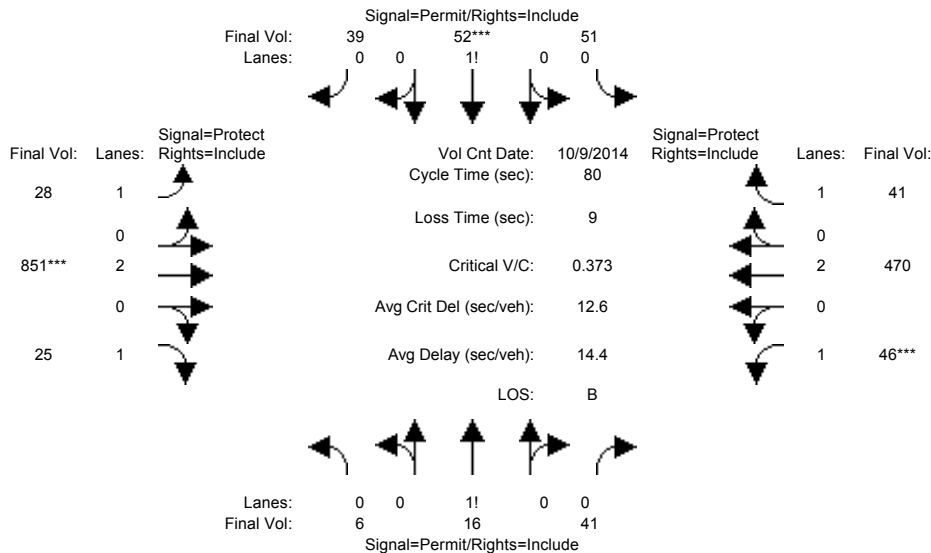
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	12	80	67	40	58	26	16	419	9	22	592	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	419	9	22	592	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	419	9	22	592	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	419	9	22	592	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	419	9	22	592	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	80	67	40	58	26	16	419	9	22	592	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.11	0.01	0.01	0.16	0.02
Crit Moves:	****			****			****			****		
Green Time:	23.6	23.6	23.6	23.6	23.6	23.6	7.0	27.9	27.9	19.5	40.4	40.4
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.32	0.01	0.05	0.31	0.04
Delay/Veh:	22.2	22.2	22.2	21.7	21.7	21.7	33.9	19.2	17.1	23.2	11.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	22.2	21.7	21.7	21.7	33.9	19.2	17.1	23.2	11.7	10.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	7	7	7	5	5	5	1	7	0	1	8	1

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

BART

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

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



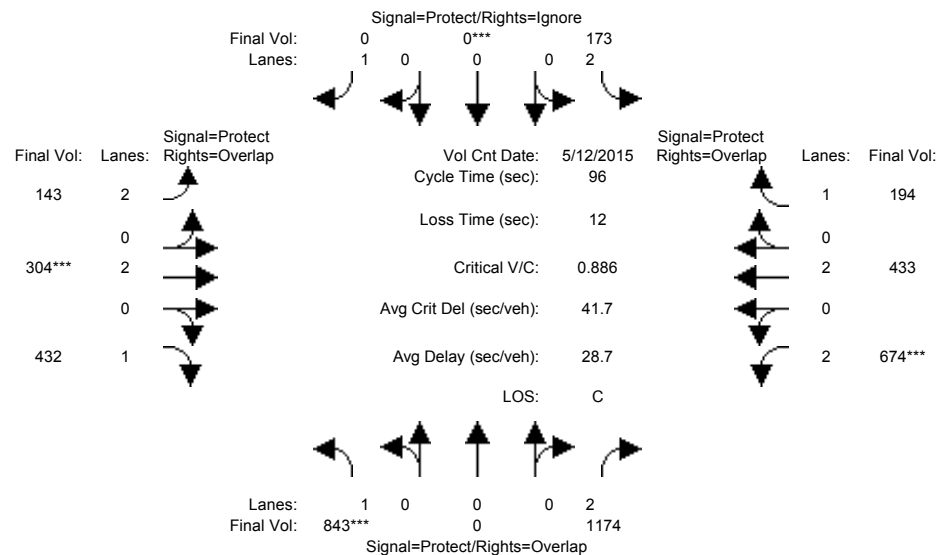
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	6	16	41	51	52	39	28	851	25	46	470	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	16	41	51	52	39	28	851	25	46	470	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	16	41	51	52	39	28	851	25	46	470	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	16	41	51	52	39	28	851	25	46	470	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	851	25	46	470	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	16	41	51	52	39	28	851	25	46	470	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.22	0.01	0.03	0.12	0.02
Crit Moves:				****			****			****		
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	22.2	47.0	47.0	7.0	31.8	31.8
Volume/Cap:	0.17	0.17	0.17	0.38	0.38	0.38	0.06	0.38	0.02	0.30	0.31	0.06
Delay/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	14.9
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	7	1	11	1	2	8	1

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



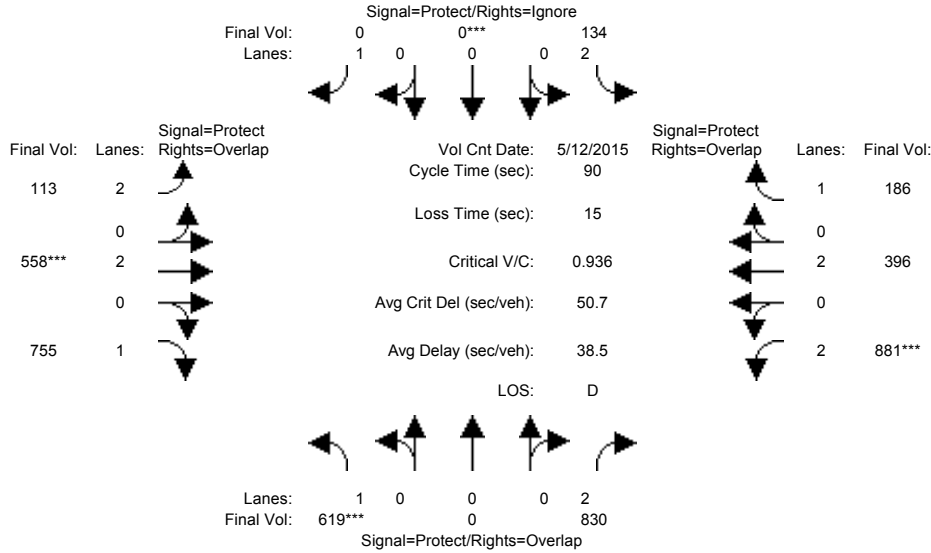
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	843	0	1174	173	0	146	143	304	432	674	433	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	0	1174	173	0	146	143	304	432	674	433	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	843	0	1174	173	0	146	143	304	432	674	433	194
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	843	0	1174	173	0	0	143	304	432	674	433	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	0	1174	173	0	0	143	304	432	674	433	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	843	0	1174	173	0	0	143	304	432	674	433	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.00	0.37	0.05	0.00	0.00	0.05	0.08	0.25	0.21	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	51.2	0.0	57.9	16.1	0.0	0.0	12.8	10.0	61.2	22.8	20.0	36.1
Volume/Cap:	0.90	0.00	0.62	0.33	0.00	0.00	0.34	0.77	0.39	0.90	0.55	0.29
Delay/Veh:	32.0	0.0	12.7	35.5	0.0	0.0	38.3	50.7	8.6	49.8	34.8	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	0.0	12.7	35.5	0.0	0.0	38.3	50.7	8.6	49.8	34.8	21.3
LOS by Move:	C	A	B	D	A	A	D	D	A	D	C	C
HCM2k95thQ:	46	0	24	6	0	0	4	9	12	27	12	9

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

BART

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

Intersection #4038: 87/Taylor [Study Int 40]



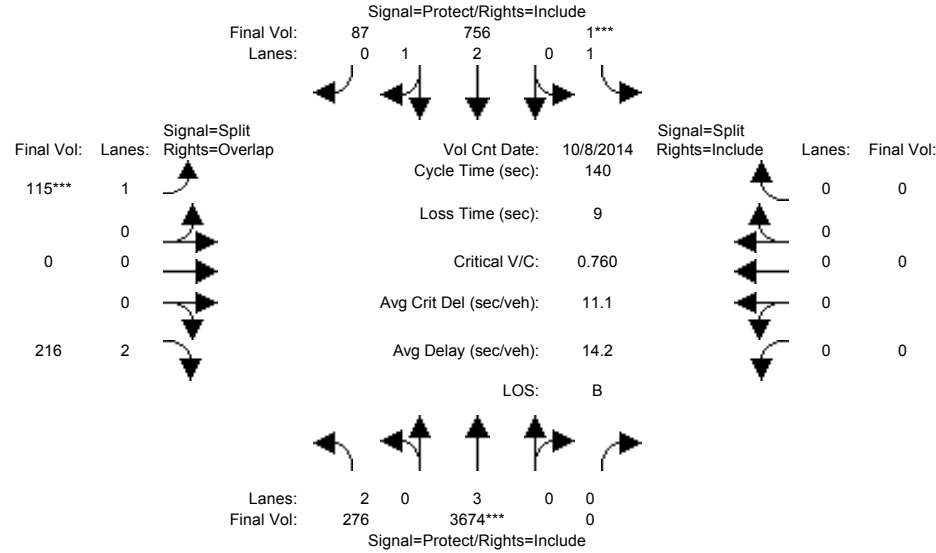
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	619	0	830	134	0	155	113	558	755	881	396	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	619	0	830	134	0	155	113	558	755	881	396	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	619	0	830	134	0	155	113	558	755	881	396	186
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	619	0	830	134	0	0	113	558	755	881	396	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	619	0	830	134	0	0	113	558	755	881	396	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	619	0	830	134	0	0	113	558	755	881	396	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.26	0.04	0.00	0.00	0.04	0.15	0.43	0.28	0.10	0.11
Crit Moves:	****			****			****			****		
Green Time:	34.0	0.0	26.9	34.0	0.0	0.0	16.9	14.1	48.1	26.9	24.1	58.1
Volume/Cap:	0.94	0.00	0.88	0.11	0.00	0.00	0.19	0.94	0.81	0.94	0.39	0.16
Delay/Veh:	47.8	0.0	39.8	18.2	0.0	0.0	31.0	59.9	22.4	46.9	27.2	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	39.8	18.2	0.0	0.0	31.0	59.9	22.4	46.9	27.2	6.4
LOS by Move:	D	A	D	B	A	A	C	E	C	D	C	A
HCM2k95thQ:	38	0	29	3	0	0	3	14	30	33	9	4

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



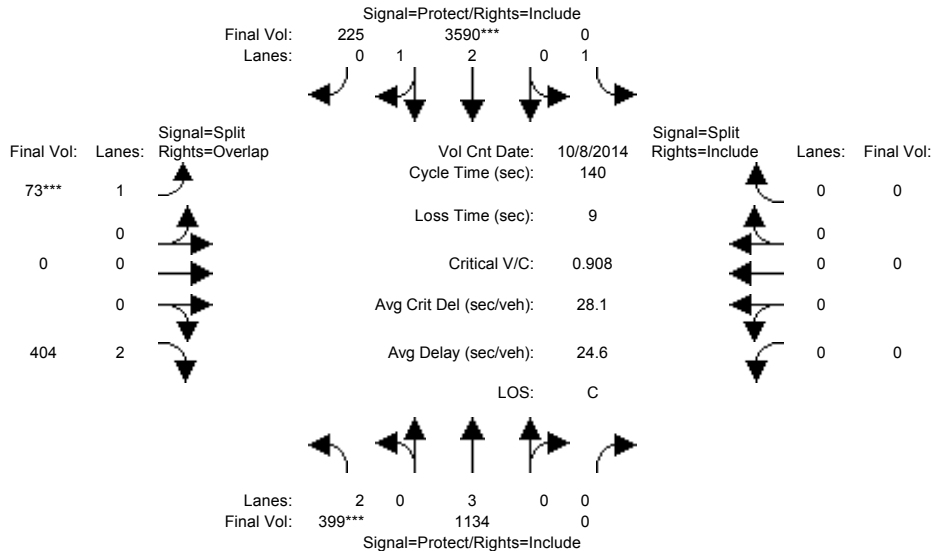
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	276	3674	0	1	756	87	115	0	216	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	3674	0	1	756	87	115	0	216	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	3674	0	1	756	87	115	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	3674	0	1	756	87	115	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	3674	0	1	756	87	115	0	216	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	276	3674	0	1	756	87	115	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.68	0.32	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5021	578	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.64	0.00	0.00	0.15	0.15	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.0	113	0.0	7.0	75.6	75.6	11.5	0.0	55.4	0.0	0.0	0.0
Volume/Cap:	0.28	0.80	0.00	0.01	0.28	0.28	0.80	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	36.3	8.7	0.0	63.3	17.5	17.5	89.9	0.0	27.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	8.7	0.0	63.3	17.5	17.5	89.9	0.0	27.5	0.0	0.0	0.0
LOS by Move:	D	A	A	E	B	B	F	A	C	A	A	A
HCM2k95thQ:	10	48	0	0	12	12	14	0	7	0	0	0

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

BART

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

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	399	1134	0	0	3590	225	73	0	404	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	1134	0	0	3590	225	73	0	404	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	1134	0	0	3590	225	73	0	404	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	1134	0	0	3590	225	73	0	404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	1134	0	0	3590	225	73	0	404	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	399	1134	0	0	3590	225	73	0	404	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.82	0.18	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5269	330	1750	0	3150	0	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.68	0.68	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	19.0	121	0.0	0.0	102	102.0	10.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.93	0.23	0.00	0.00	0.93	0.93	0.58	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	87.7	1.6	0.0	0.0	21.0	21.0	69.9	0.0	52.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	1.6	0.0	0.0	21.0	21.0	69.9	0.0	52.3	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	E	A	D	A	A	A
HCM2k95thQ:	25	6	0	0	74	74	8	0	19	0	0	0

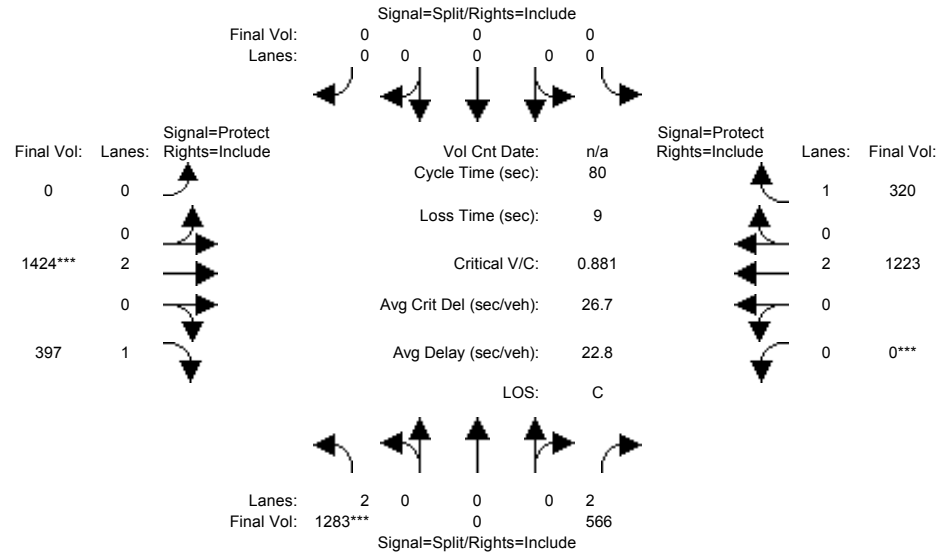
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #4069: 101/Trimble [Study Int 62]



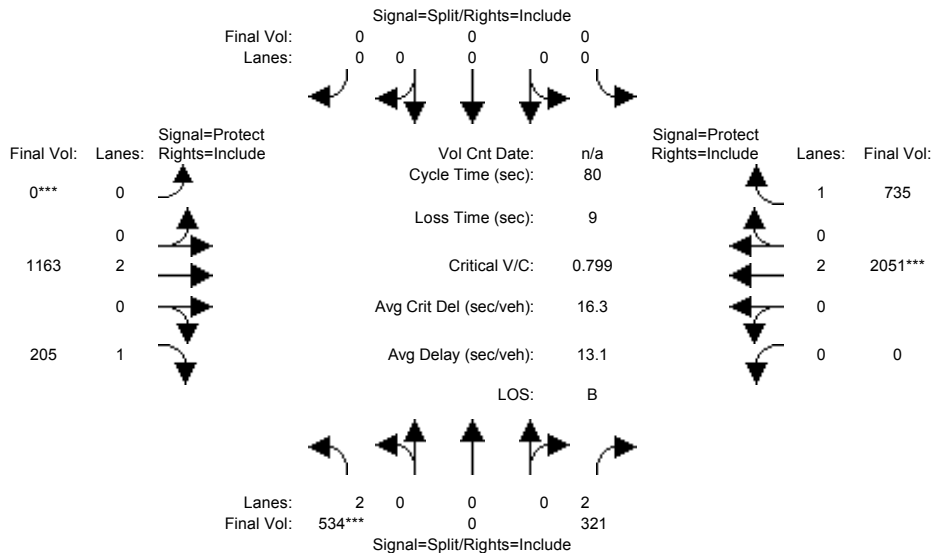
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1283	0	566	0	0	0	0	1424	397	0	1223	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1283	0	566	0	0	0	0	1424	397	0	1223	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1283	0	566	0	0	0	0	1424	397	0	1223	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.18	0.00	0.00	0.00	0.00	0.37	0.23	0.00	0.32	0.18
Crit Moves:	****							****			****	
Green Time:	37.0	0.0	37.0	0.0	0.0	0.0	0.0	34.0	34.0	0.0	34.0	34.0
Volume/Cap:	0.88	0.00	0.39	0.00	0.00	0.00	0.00	0.88	0.53	0.00	0.76	0.43
Delay/Veh:	26.1	0.0	14.3	0.0	0.0	0.0	0.0	27.1	17.8	0.0	21.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	0.0	14.3	0.0	0.0	0.0	0.0	27.1	17.8	0.0	21.6	16.6
LOS by Move:	C	A	B	A	A	A	A	C	B	A	C	B
HCM2k95thQ:	35	0	11	0	0	0	0	31	15	0	25	12

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

BART

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

Intersection #4069: 101/Trimble [Study Int 62]



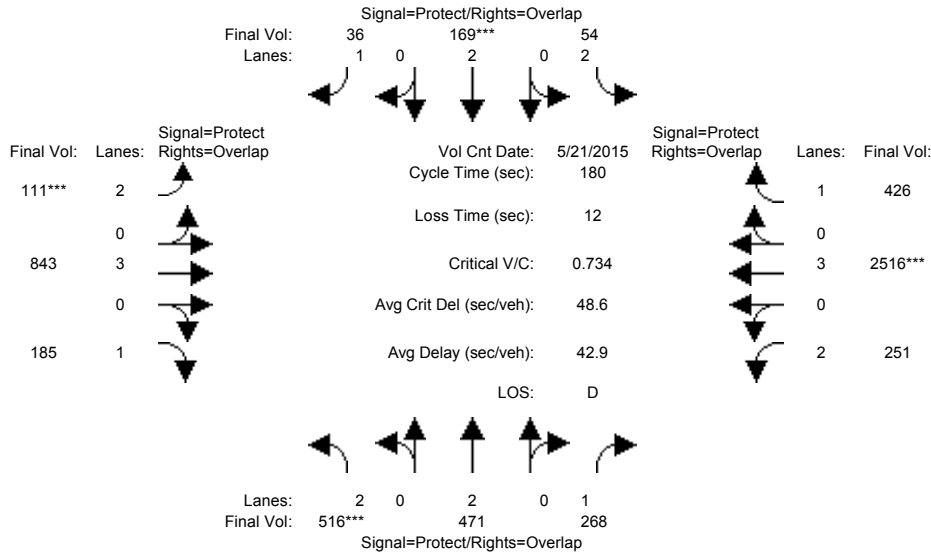
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	534	0	321	0	0	0	0	1163	205	0	2051	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	0	321	0	0	0	0	1163	205	0	2051	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	0	321	0	0	0	0	1163	205	0	2051	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	0	321	0	0	0	0	1163	205	0	2051	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	0	321	0	0	0	0	1163	205	0	2051	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	534	0	321	0	0	0	0	1163	205	0	2051	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.12	0.00	0.54	0.42
Crit Moves:	****						****			****		
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	54.0	54.0	0.0	54.0	54.0
Volume/Cap:	0.80	0.00	0.48	0.00	0.00	0.00	0.00	0.45	0.17	0.00	0.80	0.62
Delay/Veh:	36.7	0.0	28.2	0.0	0.0	0.0	0.0	6.2	4.8	0.0	11.0	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	28.2	0.0	0.0	0.0	0.0	6.2	4.8	0.0	11.0	8.3
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	18	0	9	0	0	0	0	13	4	0	33	21

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



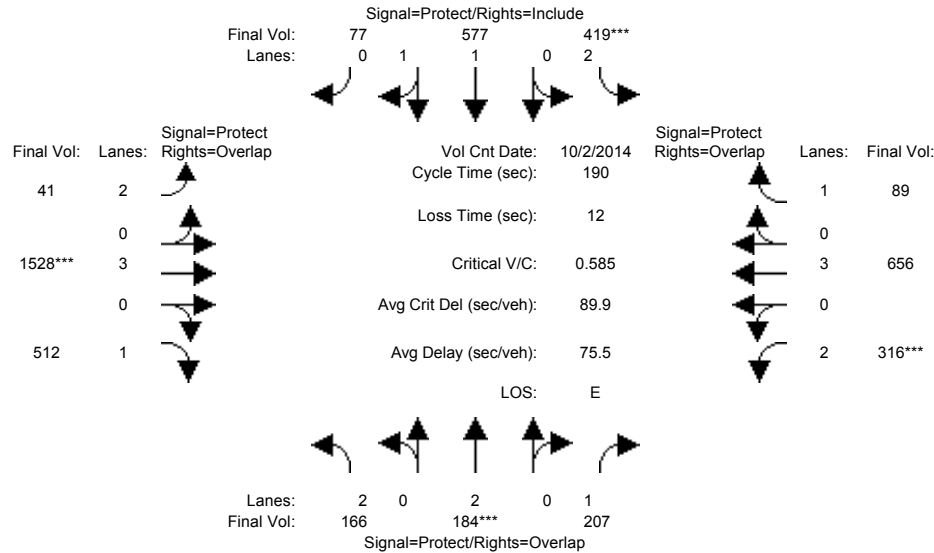
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 5:00-6:00PM												
Base Vol:	516	471	268	54	169	36	111	843	185	251	2516	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	516	471	268	54	169	36	111	843	185	251	2516	426
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	471	268	54	169	36	111	843	185	251	2516	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	471	268	54	169	36	111	843	185	251	2516	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	471	268	54	169	36	111	843	185	251	2516	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	516	471	268	54	169	36	111	843	185	251	2516	426
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.15	0.02	0.04	0.02	0.04	0.15	0.11	0.08	0.44	0.24
Crit Moves:	****			****			****			****		
Green Time:	38.8	30.3	71.9	19.0	10.5	24.5	14.0	77.1	115.9	41.5	105	123.7
Volume/Cap:	0.76	0.74	0.38	0.16	0.76	0.15	0.45	0.35	0.16	0.35	0.76	0.35
Delay/Veh:	71.2	75.5	38.7	73.5	97.6	68.8	76.2	17.4	0.1	59.5	39.5	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	75.5	38.7	73.5	97.6	68.8	76.2	17.4	0.1	59.5	39.5	18.9
LOS by Move:	E	E	D	E	F	E	E	B	A	E	D	B
HCM2k95thQ:	29	23	22	3	10	4	8	11	0	13	60	27

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

BART

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



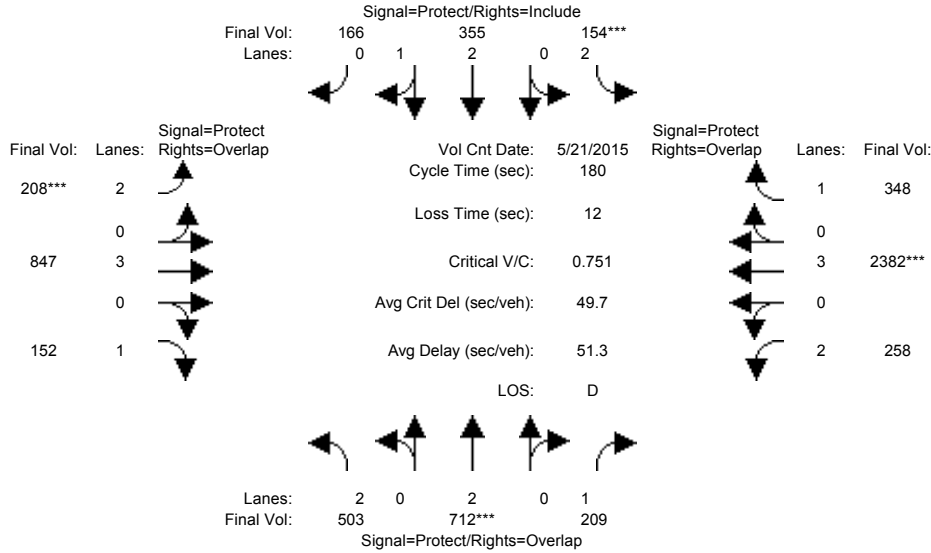
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 5:15-6:15PM												
Base Vol:	166	184	207	419	577	77	41	2065	512	316	745	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
Initial Bse:	166	184	207	419	577	77	41	1528	512	316	656	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	184	207	419	577	77	41	1528	512	316	656	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	184	207	419	577	77	41	1528	512	316	656	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	184	207	419	577	77	41	1528	512	316	656	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	184	207	419	577	77	41	1528	512	316	656	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.76	0.24	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3264	436	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.12	0.13	0.18	0.18	0.01	0.27	0.29	0.10	0.12	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.38	0.23	0.37	1.34	1.05	1.05	0.14	0.52	0.44	0.88	0.21	0.08
Delay/Veh:	79.7	66.7	53.1	265.5	134	134.0	84.2	40.4	25.7	109.6	17.0	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	66.7	53.1	265.5	134	134.0	84.2	40.4	25.7	109.6	17.0	6.6
LOS by Move:	E	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	11	9	19	39	41	41	3	39	38	22	9	2

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



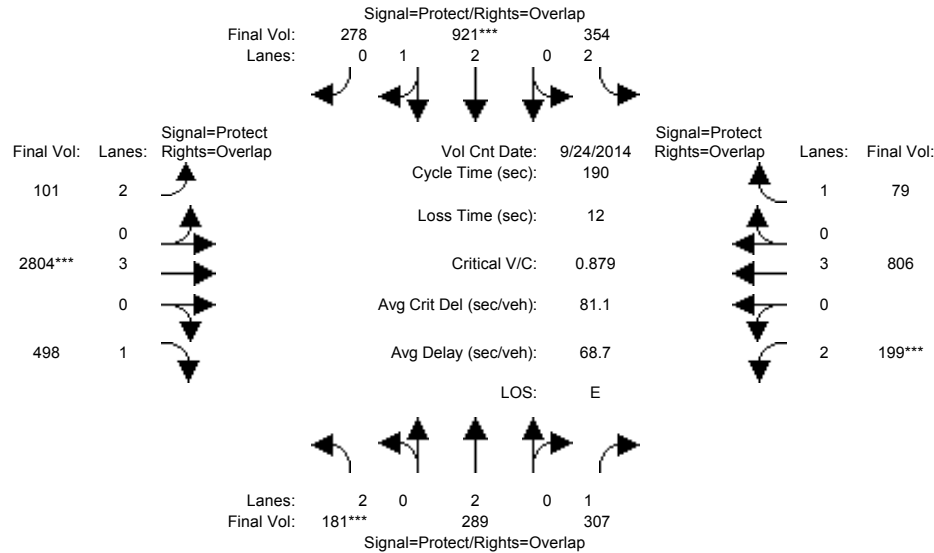
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 << 7:00-9:00												
Base Vol:	503	712	209	154	355	166	208	847	152	258	2382	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	712	209	154	355	166	208	847	152	258	2382	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	503	712	209	154	355	166	208	847	152	258	2382	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	712	209	154	355	166	208	847	152	258	2382	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	712	209	154	355	166	208	847	152	258	2382	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	503	712	209	154	355	166	208	847	152	258	2382	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.04	0.96	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	3800	1900	3800	3884	1816	3800	4845	1900	3800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.11	0.04	0.09	0.09	0.05	0.17	0.08	0.07	0.42	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.9	43.3	77.4	14.0	23.4	23.4	14.0	76.6	110.5	34.1	96.7	110.7
Volume/Cap:	0.70	0.78	0.26	0.52	0.70	0.70	0.70	0.41	0.13	0.36	0.78	0.30
Delay/Veh:	82.0	81.6	49.5	85.9	85.5	85.5	88.4	36.1	14.6	63.8	34.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	81.6	49.5	85.9	85.5	85.5	88.4	36.1	14.6	63.8	34.5	16.5
LOS by Move:	F	F	D	F	F	F	F	D	B	E	C	B
HCM2k95thQ:	24	33	18	8	18	18	11	19	7	12	61	22

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

BART

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



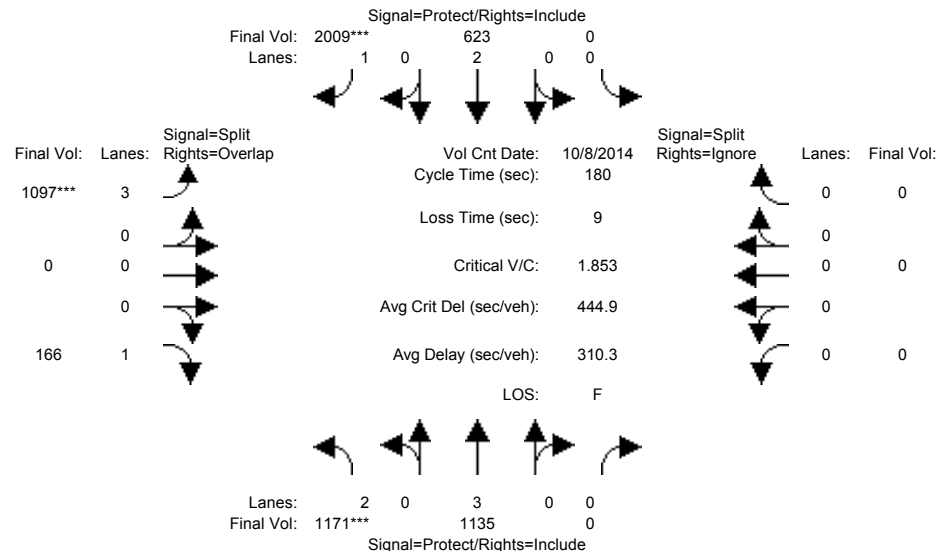
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	181	289	307	354	921	278	101	2804	498	199	806	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	289	307	354	921	278	101	2804	498	199	806	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	289	307	354	921	278	101	2804	498	199	806	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	289	307	354	921	278	101	2804	498	199	806	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	289	307	354	921	278	101	2804	498	199	806	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	289	307	354	921	278	101	2804	498	199	806	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4300	1298	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.18	0.11	0.21	0.21	0.03	0.49	0.28	0.06	0.14	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.65	0.44	0.64	0.99	1.09	0.74	0.34	0.89	0.44	0.61	0.25	0.07
Delay/Veh:	94.7	75.7	67.3	135.3	135	66.6	86.7	56.3	27.5	90.5	22.8	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.7	75.7	67.3	135.3	135	66.6	86.7	56.3	27.5	90.5	22.8	11.3
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	13	15	31	27	50	38	7	84	37	14	15	4

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



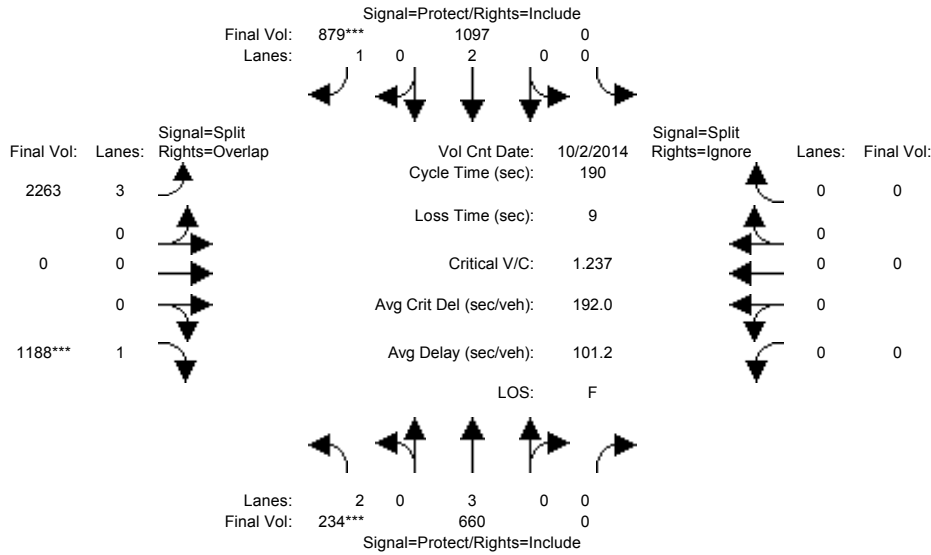
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1171	1135	0	0	623	2009	1097	0	166	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1171	1135	0	0	623	2009	1097	0	166	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1171	1135	0	0	623	2009	1097	0	166	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1171	1135	0	0	623	2009	1097	0	166	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1171	1135	0	0	623	2009	1097	0	166	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1171	1135	0	0	623	2009	1097	0	166	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.20	0.00	0.00	0.16	1.15	0.24	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	36.1	148	0.0	0.0	111	111.5	23.4	0.0	59.5	0.0	0.0	0.0
Volume/Cap:	1.85	0.24	0.00	0.00	0.26	1.85	1.85	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	462.1	3.7	0.0	0.0	15.7	421.9	468.8	0.0	43.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	462.1	3.7	0.0	0.0	15.7	421.9	468.8	0.0	43.1	0.0	0.0	0.0
LOS by Move:	F	A	A	A	B	F	F	A	D	A	A	A
HCM2k95thQ:	116	9	0	0	14	356	77	0	12	0	0	0

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

BART

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<												
Base Vol:	234	660	0	0	1097	879	2263	0	1188	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	660	0	0	1097	879	2263	0	1188	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	660	0	0	1097	879	2263	0	1188	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	234	660	0	0	1097	879	2263	0	1188	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	660	0	0	1097	879	2263	0	1188	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	234	660	0	0	1097	879	2263	0	1188	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.00	0.29	0.50	0.50	0.00	0.68	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	0.78	0.30	0.00	0.00	1.01	1.75	0.87	0.00	1.02	0.00	0.00	0.00
Delay/Veh:	100.1	43.1	0.0	0.0	100	418.3	26.3	0.0	42.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.1	43.1	0.0	0.0	100	418.3	26.3	0.0	42.8	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	F	C	A	D	A	A	A
HCM2k95thQ:	16	17	0	0	60	159	61	0	122	0	0	0

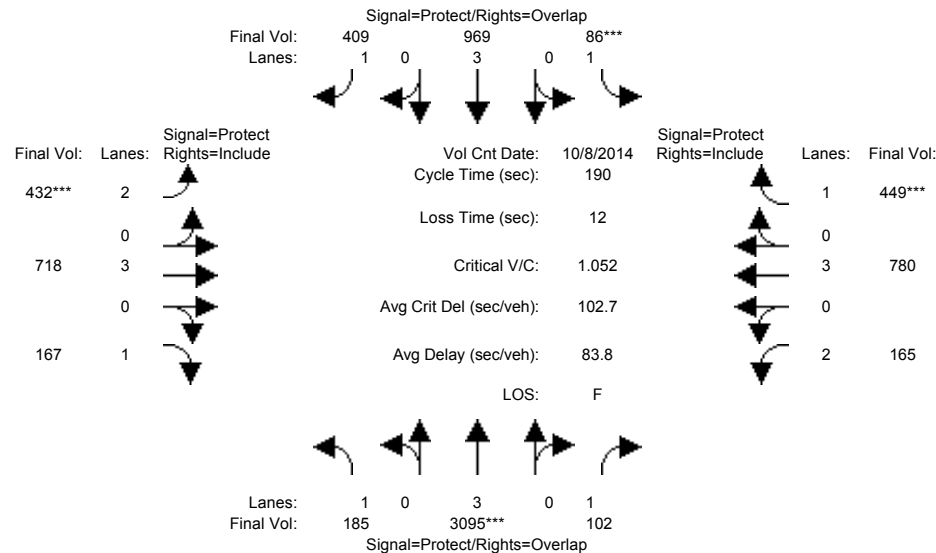
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



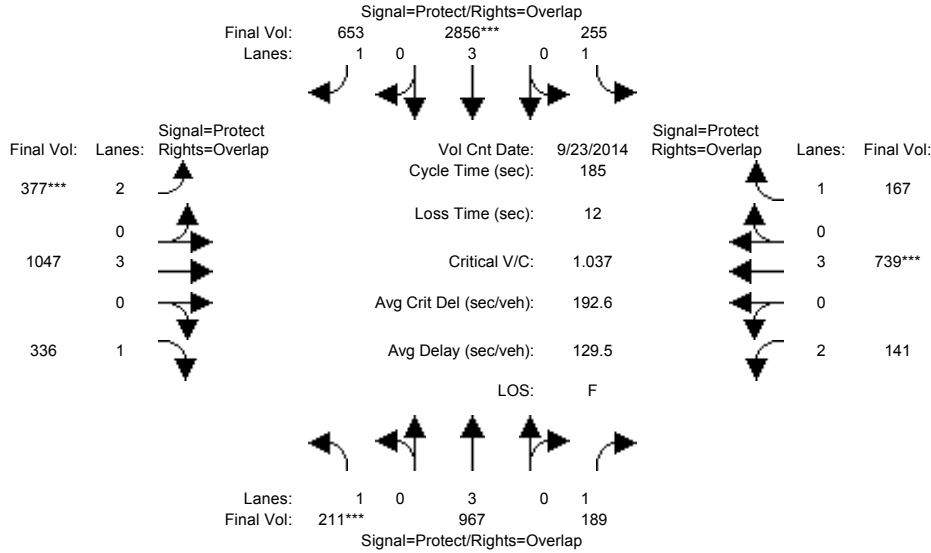
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	185	3684	102	86	1153	409	432	718	167	165	780	449
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	3684	102	86	1153	409	432	718	167	165	780	449
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	3684	102	86	1153	409	432	718	167	165	780	449
User Adj:	1.00	0.84	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	3095	102	86	969	409	432	718	167	165	780	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	3095	102	86	969	409	432	718	167	165	780	449
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	3095	102	86	969	409	432	718	167	165	780	449
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.06	0.05	0.17	0.23	0.14	0.13	0.10	0.05	0.14	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.0	98.0	118.9	8.9	65.9	90.7	24.8	50.2	50.2	20.9	46.3	46.3
Volume/Cap:	0.49	1.05	0.09	1.05	0.49	0.49	1.05	0.48	0.36	0.48	0.56	1.05
Delay/Veh:	67.3	90.4	20.5	208.1	66.3	55.0	141.4	59.1	57.3	80.5	63.5	129.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	90.4	20.5	208.1	66.3	55.0	141.4	59.1	57.3	80.5	63.5	129.8
LOS by Move:	E	F	C	F	E	D	F	E	E	F	E	F
HCM2k95thQ:	19	106	7	13	29	37	34	21	16	10	23	54

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

BART

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



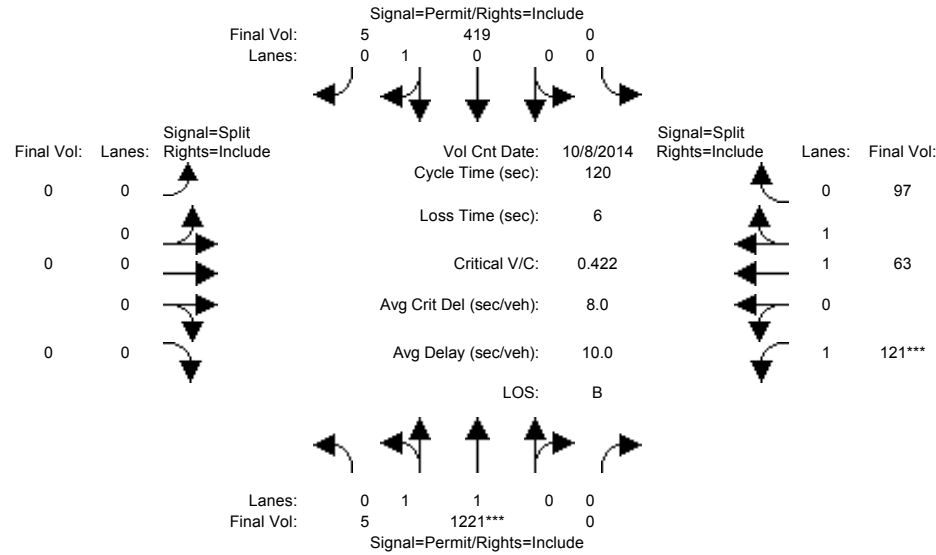
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2014 <<												
Base Vol:	211	1273	189	255	3709	653	377	1047	336	141	739	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1273	189	255	3709	653	377	1047	336	141	739	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1273	189	255	3709	653	377	1047	336	141	739	167
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	967	189	255	2856	653	377	1047	336	141	739	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	967	189	255	2856	653	377	1047	336	141	739	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	967	189	255	2856	653	377	1047	336	141	739	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.11	0.15	0.60	0.37	0.12	0.18	0.19	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.98	0.46	0.21	0.87	1.28	0.56	0.60	0.71	0.60	0.30	0.62	0.25
Delay/Veh:	565.0	53.1	32.9	113.9	212	40.9	73.7	68.3	58.6	75.0	72.0	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	565.0	53.1	32.9	113.9	212	40.9	73.7	68.3	58.6	75.0	72.0	42.7
LOS by Move:	F	D	C	F	F	D	E	E	E	E	E	D
HCM2k95thQ:	45	28	15	30	123	57	23	33	31	9	24	14

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



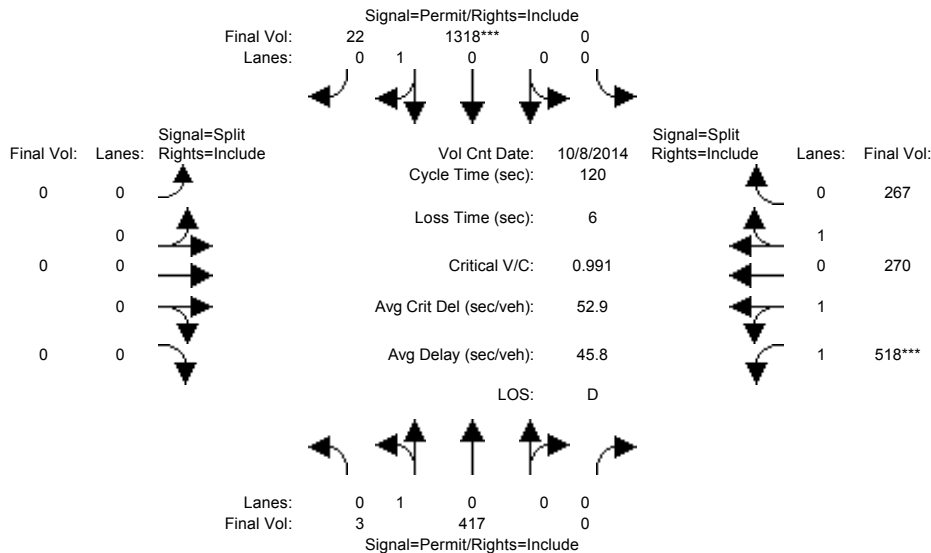
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	5	1221	0	0	419	5	0	0	0	121	63	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1221	0	0	419	5	0	0	0	121	63	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1221	0	0	419	5	0	0	0	121	63	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1221	0	0	419	5	0	0	0	121	63	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1221	0	0	419	5	0	0	0	121	63	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	1221	0	0	419	5	0	0	0	121	63	97
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.99	0.01	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	15	3685	0	0	1779	21	0	0	0	1750	1900	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.07	0.03	0.06
Crit Moves:	*****											
Green Time:	94.3	94.3	0.0	0.0	94.3	94.3	0.0	0.0	0.0	19.7	19.7	19.7
Volume/Cap:	0.42	0.42	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.42	0.20	0.34
Delay/Veh:	4.2	4.2	0.0	0.0	3.7	3.7	0.0	0.0	0.0	46.0	43.5	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.2	0.0	0.0	3.7	3.7	0.0	0.0	0.0	46.0	43.5	44.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	14	14	0	0	9	9	0	0	0	9	4	7

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

BART

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

Intersection #5444: Lafayette/Lewis [Study Int 47]



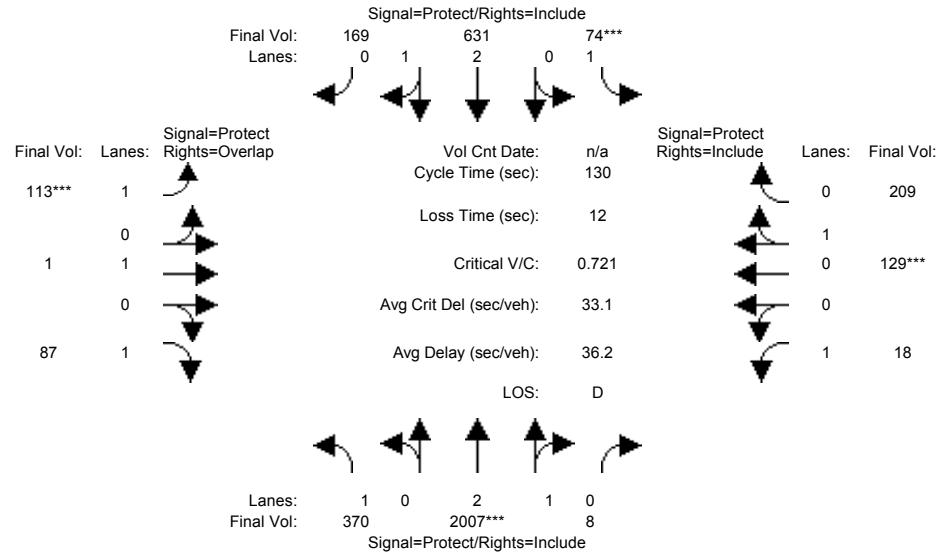
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	3	417	0	0	1318	22	0	0	0	518	270	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	417	0	0	1318	22	0	0	0	518	270	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	417	0	0	1318	22	0	0	0	518	270	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	417	0	0	1318	22	0	0	0	518	270	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	417	0	0	1318	22	0	0	0	518	270	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	417	0	0	1318	22	0	0	0	518	270	267
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.49	0.76	0.75
Final Sat.:	13	1787	0	0	1770	30	0	0	0	2627	1369	1354
-----												
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:	*****											
Green Time:	90.1	90.1	0.0	0.0	90.1	90.1	0.0	0.0	0.0	23.9	23.9	23.9
Volume/Cap:	0.31	0.31	0.00	0.00	0.99	0.99	0.00	0.00	0.00	0.99	0.99	0.99
Delay/Veh:	5.0	5.0	0.0	0.0	36.9	36.9	0.0	0.0	0.0	73.3	73.3	73.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	0.0	0.0	36.9	36.9	0.0	0.0	0.0	73.3	73.3	73.3
LOS by Move:	A	A	A	A	D	D	A	A	A	E	E	E
HCM2k95thQ:	10	10	0	0	84	84	0	0	0	33	33	33

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



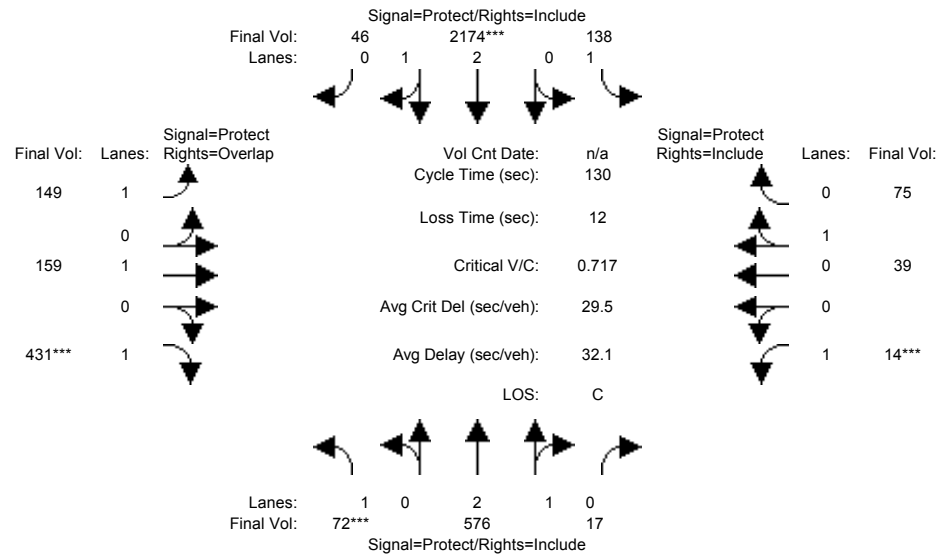
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	2007	8	74	631	169	113	1	87	18	129	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	2007	8	74	631	169	113	1	87	18	129	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	2007	8	74	631	169	113	1	87	18	129	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	2007	8	74	631	169	113	1	87	18	129	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	2007	8	74	631	169	113	1	87	18	129	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	2007	8	74	631	169	113	1	87	18	129	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.34	0.66	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	1750	5578	22	1750	4415	1183	1750	1900	1750	1750	687	1113
Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.36	0.04	0.14	0.14	0.06	0.00	0.05	0.01	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	43.3	64.9	64.9	7.6	29.2	29.2	11.6	26.8	70.0	18.7	33.9	33.9
Volume/Cap:	0.64	0.72	0.72	0.72	0.64	0.64	0.72	0.00	0.09	0.07	0.72	0.72
Delay/Veh:	39.0	26.4	26.4	82.1	46.6	46.6	72.7	41.0	14.6	48.2	49.2	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	26.4	26.4	82.1	46.6	46.6	72.7	41.0	14.6	48.2	49.2	49.2
LOS by Move:	D	C	C	F	D	D	E	D	B	D	D	D
HCM2k95thQ:	24	36	36	7	18	18	10	0	4	1	25	25

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

BART

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

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



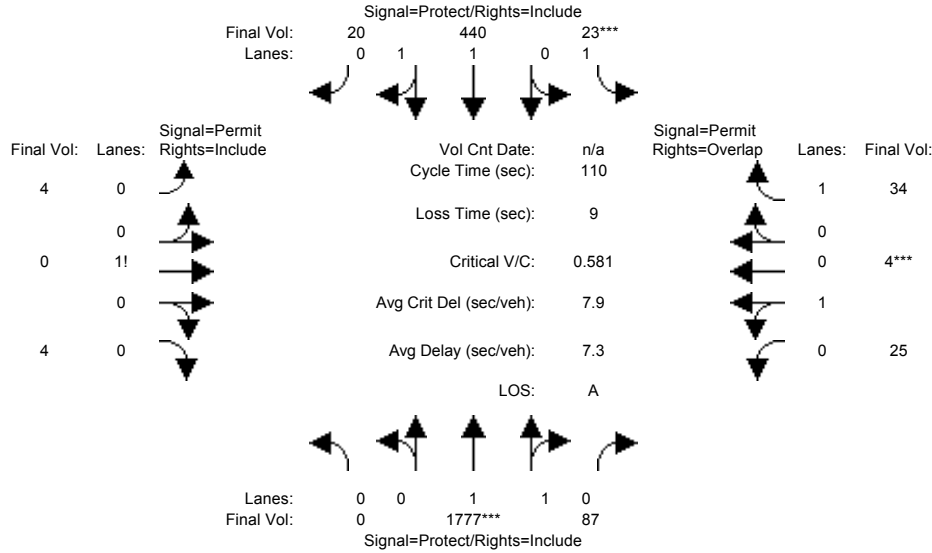
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	576	17	138	2174	46	149	159	431	14	39	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	576	17	138	2174	46	149	159	431	14	39	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	576	17	138	2174	46	149	159	431	14	39	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	576	17	138	2174	46	149	159	431	14	39	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	576	17	138	2174	46	149	159	431	14	39	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	576	17	138	2174	46	149	159	431	14	39	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.34	0.66
Final Sat.:	1750	5439	161	1750	5484	116	1750	1900	1750	1750	616	1184
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.08	0.40	0.40	0.09	0.08	0.25	0.01	0.06	0.06
Crit Moves:	****			****			****		****	****		
Green Time:	7.2	44.2	44.2	32.9	69.8	69.8	21.5	33.9	41.2	7.0	19.4	19.4
Volume/Cap:	0.74	0.31	0.31	0.31	0.74	0.74	0.52	0.32	0.78	0.15	0.42	0.42
Delay/Veh:	85.8	31.8	31.8	39.8	24.0	24.0	51.1	39.1	47.2	59.4	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	31.8	31.8	39.8	24.0	24.0	51.1	39.1	47.2	59.4	51.3	51.3
LOS by Move:	F	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	7	11	11	9	39	39	11	10	30	1	9	9

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



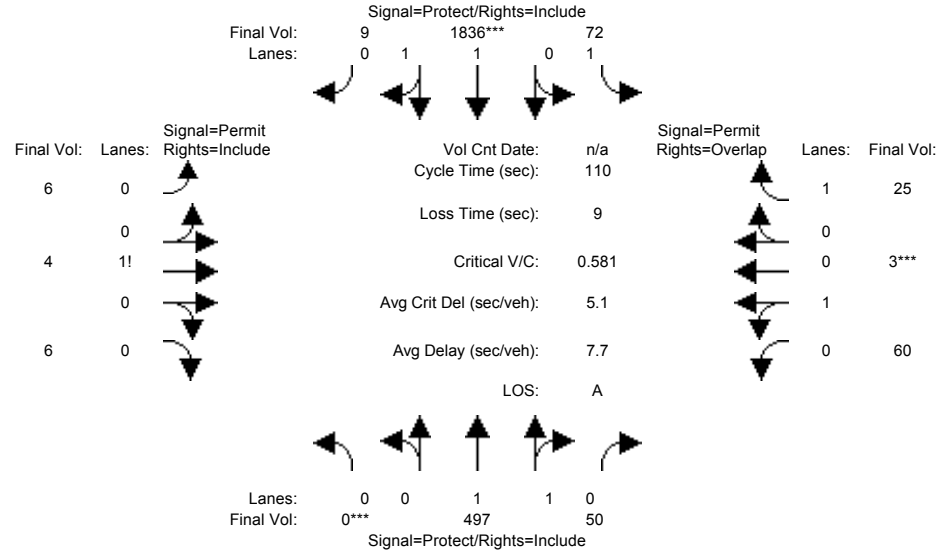
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1777	87	23	440	20	4	0	4	25	4	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1777	87	23	440	20	4	0	4	25	4	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1777	87	23	440	20	4	0	4	25	4	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1777	87	23	440	20	4	0	4	25	4	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1777	87	23	440	20	4	0	4	25	4	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1777	87	23	440	20	4	0	4	25	4	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.90	0.10	1.00	1.91	0.09	0.50	0.00	0.50	0.86	0.14	1.00
Final Sat.:	0	3527	173	1750	3539	161	875	0	875	1552	248	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.01	0.12	0.12	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	84.0	84.0	7.0	91.0	91.0	10.0	0.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.00	0.66	0.66	0.21	0.15	0.15	0.05	0.00	0.05	0.18	0.18	0.13
Delay/Veh:	0.0	6.8	6.8	49.8	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	49.8	1.9	1.9	45.8	0.0	45.8	46.7	46.7	40.3
LOS by Move:	A	A	A	D	A	A	D	A	D	D	D	D
HCM2k95thQ:	0	28	28	2	3	3	1	0	1	2	2	2

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

BART

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

Intersection #7: LAFAYETTE/REED [Study Int 45]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	497	50	72	1836	9	6	4	6	60	3	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	497	50	72	1836	9	6	4	6	60	3	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	497	50	72	1836	9	6	4	6	60	3	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	497	50	72	1836	9	6	4	6	60	3	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	497	50	72	1836	9	6	4	6	60	3	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	497	50	72	1836	9	6	4	6	60	3	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.81	0.19	1.00	1.99	0.01	0.37	0.25	0.38	0.95	0.05	1.00
Final Sat.:	0	3362	338	1750	3682	18	656	438	656	1714	86	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.50	0.50	0.01	0.01	0.01	0.04	0.04	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	63.6	63.6	27.4	91.0	91.0	10.0	10.0	10.0	10.0	10.0	37.4
Volume/Cap:	0.00	0.26	0.26	0.17	0.60	0.60	0.10	0.10	0.10	0.39	0.39	0.04
Delay/Veh:	0.0	11.5	11.5	32.5	3.6	3.6	46.2	46.2	46.2	48.6	48.6	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	11.5	32.5	3.6	3.6	46.2	46.2	46.2	48.6	48.6	24.3
LOS by Move:	A	B	B	C	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	9	9	4	21	21	1	1	1	4	4	1

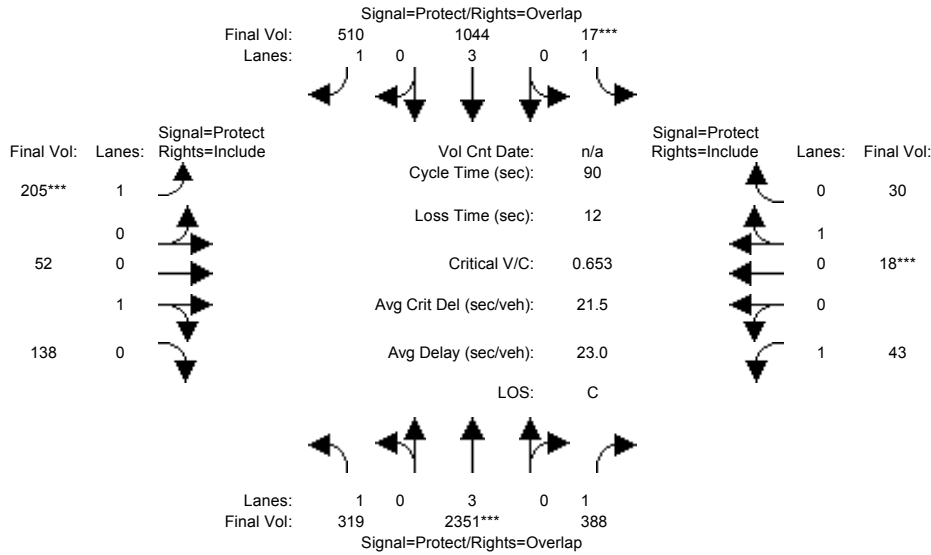
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



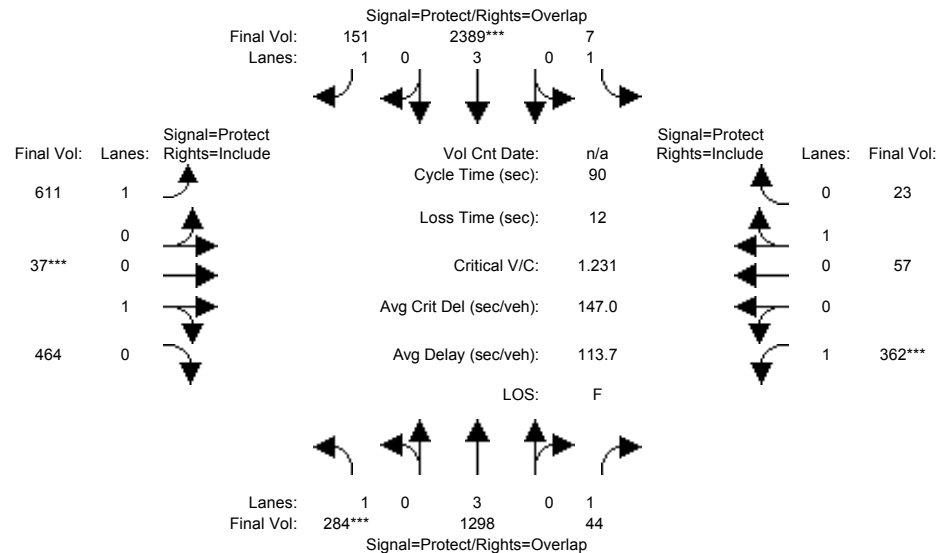
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	319	2351	388	17	1044	510	205	52	138	43	18	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	2351	388	17	1044	510	205	52	138	43	18	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	2351	388	17	1044	510	205	52	138	43	18	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	2351	388	17	1044	510	205	52	138	43	18	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	2351	388	17	1044	510	205	52	138	43	18	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	2351	388	17	1044	510	205	52	138	43	18	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.27	0.73	1.00	0.37	0.63
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	493	1307	1750	675	1125
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.22	0.01	0.18	0.29	0.12	0.11	0.11	0.02	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.2	47.5	57.2	7.0	27.3	40.8	13.5	13.8	13.8	9.7	10.0	10.0
Volume/Cap:	0.60	0.78	0.35	0.12	0.60	0.64	0.78	0.69	0.69	0.23	0.24	0.24
Delay/Veh:	28.8	18.5	7.9	39.1	27.3	20.8	50.9	43.1	43.1	37.4	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	18.5	7.9	39.1	27.3	20.8	50.9	43.1	43.1	37.4	37.2	37.2
LOS by Move:	C	B	A	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	14	28	10	1	15	21	15	13	13	2	3	3

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

BART

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

Intersection #9: Coleman/Brokaw [Study Int 33]



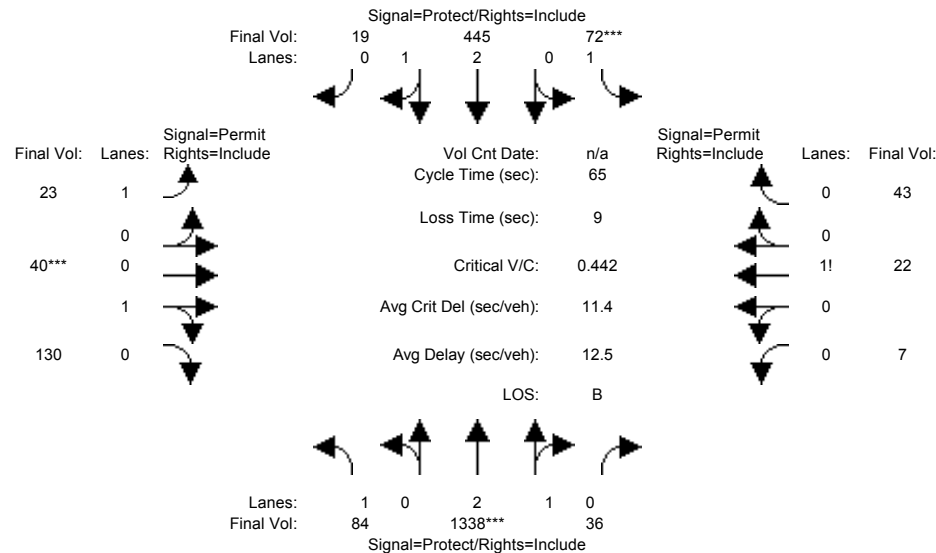
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	1298	44	7	2389	151	611	37	464	362	57	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1298	44	7	2389	151	611	37	464	362	57	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1298	44	7	2389	151	611	37	464	362	57	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1298	44	7	2389	151	611	37	464	362	57	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1298	44	7	2389	151	611	37	464	362	57	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1298	44	7	2389	151	611	37	464	362	57	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.07	0.93	1.00	0.71	0.29
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	133	1667	1750	1282	517
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.03	0.00	0.42	0.09	0.35	0.28	0.28	0.21	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	11.9	31.7	46.8	10.8	30.7	56.1	25.5	20.4	20.4	15.1	10.0	10.0
Volume/Cap:	1.23	0.65	0.05	0.03	1.23	0.14	1.23	1.23	1.23	1.23	0.40	0.40
Delay/Veh:	174.7	25.2	10.6	35.0	138	7.0	153.8	158	158.4	167.3	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.7	25.2	10.6	35.0	138	7.0	153.8	158	158.4	167.3	38.5	38.5
LOS by Move:	F	C	B	D	F	A	F	F	F	F	D	D
HCM2k95thQ:	28	18	1	0	64	4	58	48	48	35	4	4

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

BART

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

Intersection #106: Benton/E/ Camino Real [Study Int 52]



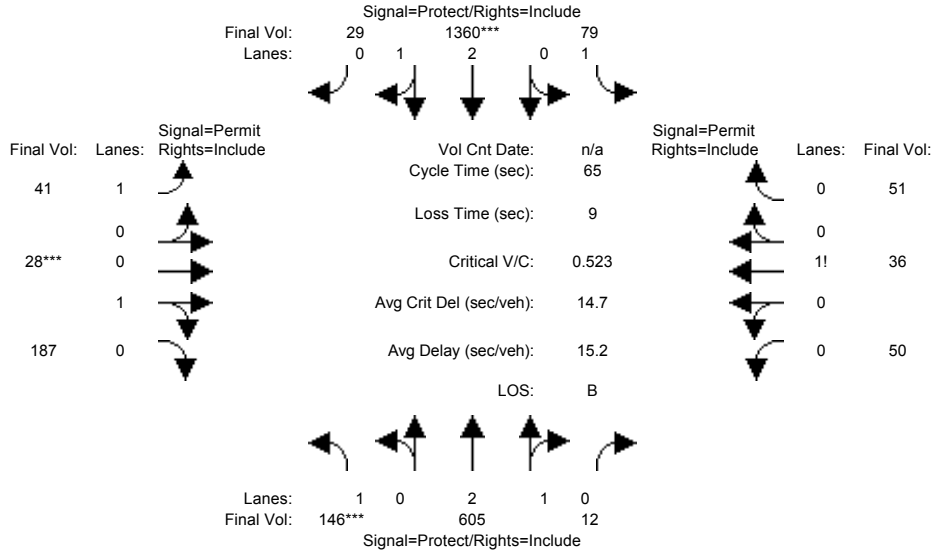
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1338	36	72	445	19	23	40	130	7	22	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1338	36	72	445	19	23	40	130	7	22	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1338	36	72	445	19	23	40	130	7	22	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1338	36	72	445	19	23	40	130	7	22	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1338	36	72	445	19	23	40	130	7	22	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	1338	36	72	445	19	23	40	130	7	22	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.92	0.08	1.00	2.87	0.13	1.00	0.24	0.76	0.10	0.30	0.60
Final Sat.:	1750	5453	147	1750	5370	229	1750	424	1376	170	535	1045
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.08	0.08	0.01	0.09	0.09	0.04	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.5	35.4	35.4	7.0	24.9	24.9	13.6	13.6	13.6	13.6	13.6	13.6
Volume/Cap:	0.18	0.45	0.45	0.38	0.22	0.22	0.06	0.45	0.45	0.20	0.20	0.20
Delay/Veh:	18.5	9.0	9.0	28.3	13.5	13.5	20.7	23.3	23.3	21.4	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	9.0	9.0	28.3	13.5	13.5	20.7	23.3	23.3	21.4	21.4	21.4
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	11	11	3	4	4	1	6	6	3	3	3

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

BART

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

Intersection #106: Benton/EI Camino Real [Study Int 52]



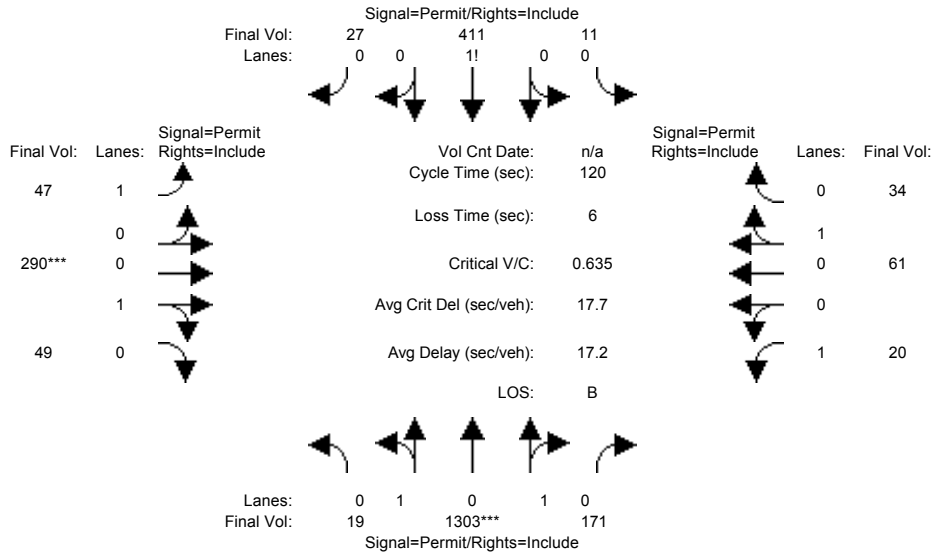
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	605	12	79	1360	29	41	28	187	50	36	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	605	12	79	1360	29	41	28	187	50	36	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	605	12	79	1360	29	41	28	187	50	36	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	605	12	79	1360	29	41	28	187	50	36	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	605	12	79	1360	29	41	28	187	50	36	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	605	12	79	1360	29	41	28	187	50	36	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	1.00	0.13	0.87	0.36	0.26	0.38
Final Sat.:	1750	5491	109	1750	5483	117	1750	234	1566	639	460	651
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.05	0.25	0.25	0.02	0.12	0.12	0.08	0.08	0.08
Crit Moves:	****			****			****					
Green Time:	10.4	24.2	24.2	17.0	30.8	30.8	14.8	14.8	14.8	14.8	14.8	14.8
Volume/Cap:	0.52	0.30	0.30	0.17	0.52	0.52	0.10	0.52	0.52	0.34	0.34	0.34
Delay/Veh:	26.9	14.5	14.5	18.8	12.2	12.2	19.9	23.2	23.2	21.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	14.5	14.5	18.8	12.2	12.2	19.9	23.2	23.2	21.5	21.5	21.5
LOS by Move:	C	B	B	B	B	B	B	C	C	C	C	C
HCM2k95thQ:	6	6	6	3	13	13	1	8	8	6	6	6

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



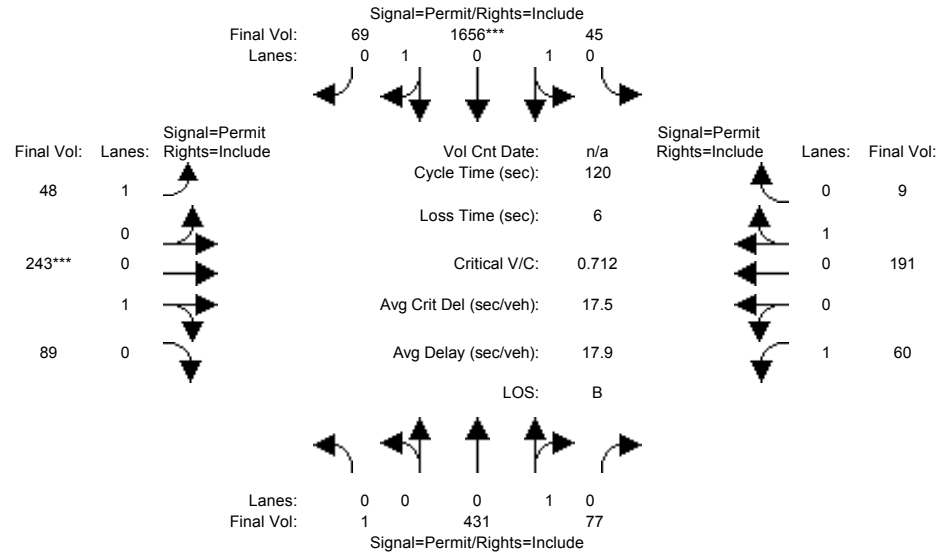
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	1303	171	11	411	27	47	290	49	20	61	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1303	171	11	411	27	47	290	49	20	61	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1303	171	11	411	27	47	290	49	20	61	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1303	171	11	411	27	47	290	49	20	61	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1303	171	11	411	27	47	290	49	20	61	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1303	171	11	411	27	47	290	49	20	61	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	1.75	0.23	0.02	0.92	0.06	1.00	0.86	0.14	1.00	0.64	0.36
Final Sat.:	46	3142	412	43	1602	105	1750	1540	260	1750	1156	644
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.26	0.26	0.26	0.03	0.19	0.19	0.01	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	78.4	78.4	78.4	78.4	78.4	78.4	35.6	35.6	35.6	35.6	35.6	35.6
Volume/Cap:	0.63	0.63	0.63	0.39	0.39	0.39	0.09	0.63	0.63	0.04	0.18	0.18
Delay/Veh:	12.9	12.9	12.9	9.9	9.9	9.9	30.6	39.1	39.1	30.1	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	9.9	9.9	9.9	30.6	39.1	39.1	30.1	31.5	31.5
LOS by Move:	B	B	B	A	A	A	C	D	D	C	C	C
HCM2k95thQ:	28	28	28	15	15	15	3	21	21	1	5	5

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

BART

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

Intersection #107: Lafayette/Benton [Study Int 49]



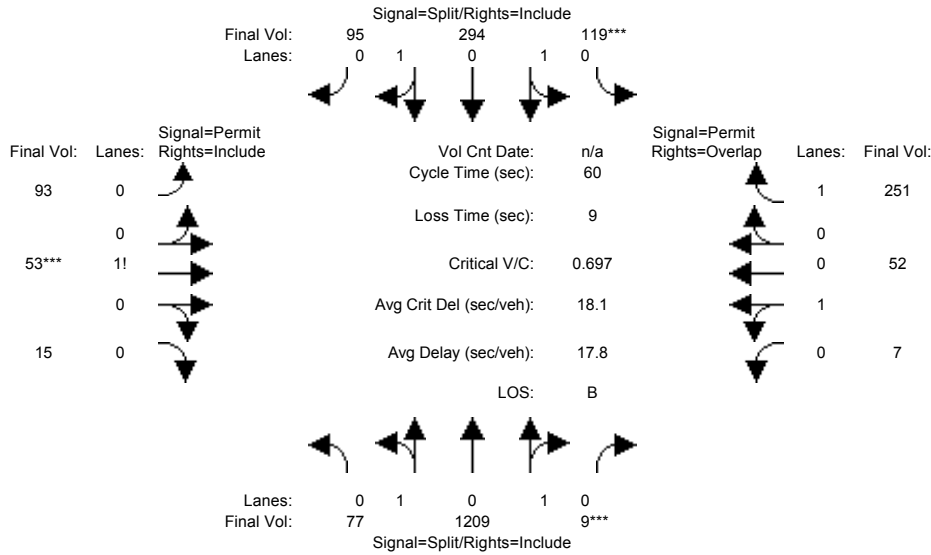
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	431	77	45	1656	69	48	243	89	60	191	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	431	77	45	1656	69	48	243	89	60	191	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	431	77	45	1656	69	48	243	89	60	191	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	431	77	45	1656	69	48	243	89	60	191	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	431	77	45	1656	69	48	243	89	60	191	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	431	77	45	1656	69	48	243	89	60	191	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.01	0.84	0.15	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	3	1482	265	92	3368	140	1750	1317	483	1750	1719	81
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.49	0.49	0.49	0.03	0.18	0.18	0.03	0.11	0.11
Crit Moves:	*****											
Green Time:	82.9	82.9	82.9	82.9	82.9	82.9	31.1	31.1	31.1	31.1	31.1	31.1
Volume/Cap:	0.42	0.42	0.42	0.71	0.71	0.71	0.11	0.71	0.71	0.13	0.43	0.43
Delay/Veh:	8.3	8.3	8.3	12.3	12.3	12.3	34.0	45.5	45.5	34.2	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	12.3	12.3	12.3	34.0	45.5	45.5	34.2	37.7	37.7
LOS by Move:	A	A	A	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	16	16	16	33	33	33	3	21	21	4	13	13

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



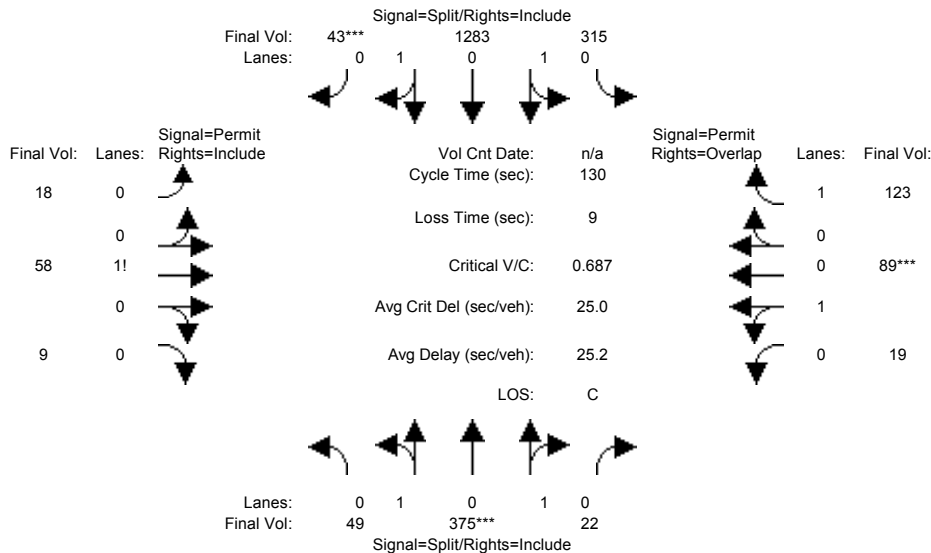
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1209	9	119	294	95	93	53	15	7	52	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1209	9	119	294	95	93	53	15	7	52	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1209	9	119	294	95	93	53	15	7	52	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1209	9	119	294	95	93	53	15	7	52	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1209	9	119	294	95	93	53	15	7	52	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1209	9	119	294	95	93	53	15	7	52	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.12	1.87	0.01	0.47	1.16	0.37	0.58	0.33	0.09	0.12	0.88	1.00
Final Sat.:	214	3361	25	843	2083	673	1011	576	163	214	1586	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.14	0.14	0.14	0.09	0.09	0.09	0.03	0.03	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.4	29.4	29.4	11.6	11.6	11.6	10.0	10.0	10.0	10.0	10.0	21.6
Volume/Cap:	0.73	0.73	0.73	0.73	0.73	0.73	0.55	0.55	0.55	0.20	0.20	0.40
Delay/Veh:	13.8	13.8	13.8	26.8	26.8	26.8	25.2	25.2	25.2	21.9	21.9	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	26.8	26.8	26.8	25.2	25.2	25.2	21.9	21.9	14.8
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	B
HCM2k95thQ:	19	19	19	10	10	10	6	6	6	2	2	8

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

BART

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

Intersection #121: Market/Lafayette [Study Int 51]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	375	22	315	1283	43	18	58	9	19	89	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	375	22	315	1283	43	18	58	9	19	89	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	375	22	315	1283	43	18	58	9	19	89	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	375	22	315	1283	43	18	58	9	19	89	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	375	22	315	1283	43	18	58	9	19	89	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	375	22	315	1283	43	18	58	9	19	89	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.22	1.68	0.10	0.38	1.57	0.05	0.21	0.68	0.11	0.18	0.82	1.00
Final Sat.:	396	3027	178	691	2815	94	371	1194	185	317	1483	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.46	0.46	0.46	0.05	0.05	0.05	0.06	0.06	0.07
Crit Moves:	****			****			****			****		
Green Time:	23.4	23.4	23.4	86.2	86.2	86.2	11.3	11.3	11.3	11.3	11.3	97.6
Volume/Cap:	0.69	0.69	0.69	0.69	0.69	0.69	0.56	0.56	0.56	0.69	0.69	0.09
Delay/Veh:	53.0	53.0	53.0	14.4	14.4	14.4	61.4	61.4	61.4	69.7	69.7	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	14.4	14.4	14.4	61.4	61.4	61.4	69.7	69.7	4.4
LOS by Move:	D	D	D	B	B	B	E	E	E	E	E	A
HCM2k95thQ:	17	17	17	36	36	36	7	7	7	11	11	3

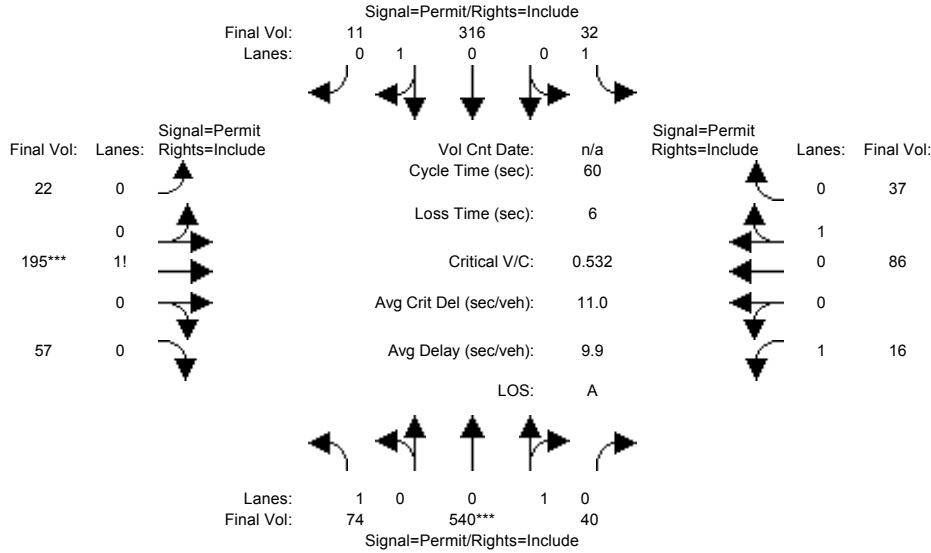
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



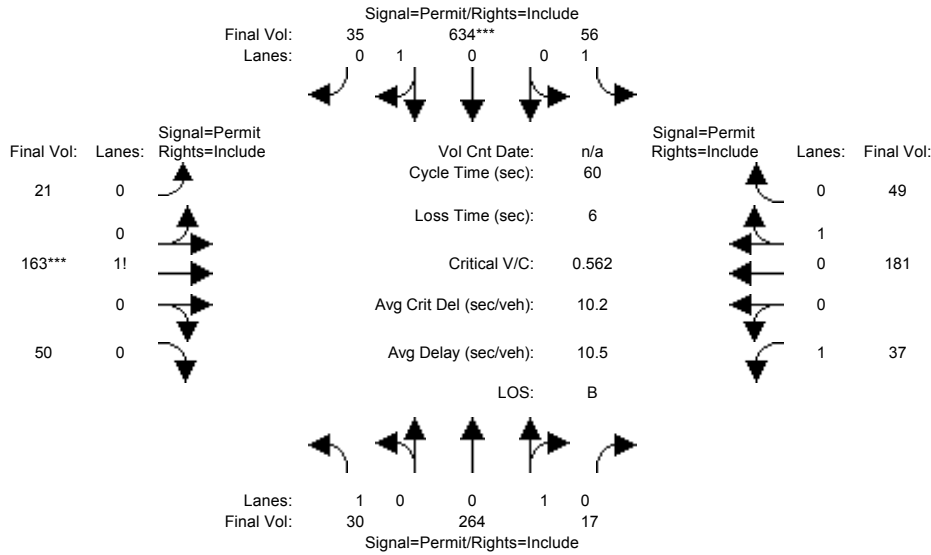
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	540	40	32	316	11	22	195	57	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	540	40	32	316	11	22	195	57	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	540	40	32	316	11	22	195	57	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	540	40	32	316	11	22	195	57	16	86	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	540	40	32	316	11	22	195	57	16	86	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	540	40	32	316	11	22	195	57	16	86	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.08	0.71	0.21	1.00	0.70	0.30
Final Sat.:	1750	1676	124	1750	1739	61	141	1245	364	1750	1259	541
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.02	0.18	0.18	0.16	0.16	0.16	0.01	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	36.3	36.3	36.3	36.3	36.3	36.3	17.7	17.7	17.7	17.7	17.7	17.7
Volume/Cap:	0.07	0.53	0.53	0.03	0.30	0.30	0.53	0.53	0.53	0.03	0.23	0.23
Delay/Veh:	4.9	7.4	7.4	4.8	5.9	5.9	18.8	18.8	18.8	15.1	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	7.4	7.4	4.8	5.9	5.9	18.8	18.8	18.8	15.1	16.3	16.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	13	13	1	6	6	9	9	9	0	4	4

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

BART

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

Intersection #123: Homestead/Monroe [Study Int 61]



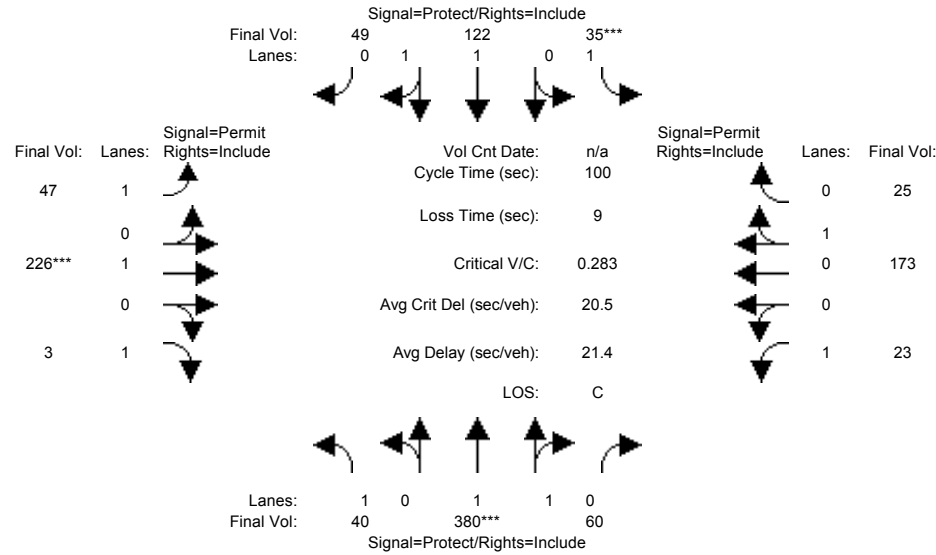
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	264	17	56	634	35	21	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	264	17	56	634	35	21	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	264	17	56	634	35	21	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	264	17	56	634	35	21	163	50	37	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	264	17	56	634	35	21	163	50	37	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	264	17	56	634	35	21	163	50	37	181	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.09	0.70	0.21	1.00	0.79	0.21
Final Sat.:	1750	1691	109	1750	1706	94	157	1219	374	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.37	0.37	0.13	0.13	0.13	0.02	0.13	0.13
Crit Moves:	*****											
Green Time:	39.7	39.7	39.7	39.7	39.7	39.7	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.03	0.24	0.24	0.05	0.56	0.56	0.56	0.56	0.56	0.09	0.54	0.54
Delay/Veh:	3.5	4.2	4.2	3.6	6.1	6.1	21.8	21.8	21.8	17.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.2	4.2	3.6	6.1	6.1	21.8	21.8	21.8	17.9	21.3	21.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	0	4	4	1	14	14	8	8	8	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



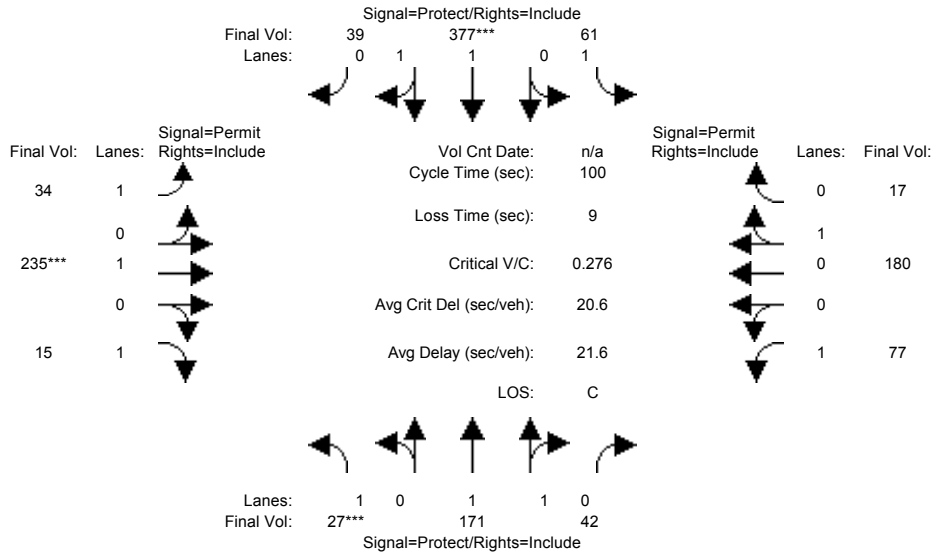
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	380	60	35	122	49	47	226	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	380	60	35	122	49	47	226	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	380	60	35	122	49	47	226	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	380	60	35	122	49	47	226	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	380	60	35	122	49	47	226	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	380	60	35	122	49	47	226	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.72	0.28	1.00	1.41	0.59	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3195	504	1750	2639	1060	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.02	0.05	0.05	0.03	0.12	0.00	0.01	0.11	0.11
Crit Moves:	****			****			****					
Green Time:	20.2	42.0	42.0	7.1	28.8	28.8	42.0	42.0	42.0	42.0	42.0	42.0
Volume/Cap:	0.11	0.28	0.28	0.28	0.16	0.16	0.06	0.28	0.00	0.03	0.26	0.26
Delay/Veh:	32.7	19.2	19.2	45.3	26.6	26.6	17.3	19.3	16.9	17.1	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	19.2	19.2	45.3	26.6	26.6	17.3	19.3	16.9	17.1	19.1	19.1
LOS by Move:	C	B	B	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	9	9	2	4	4	2	9	0	1	8	8

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

BART

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

Intersection #127: Lincoln/Homestead [Study Int 60]



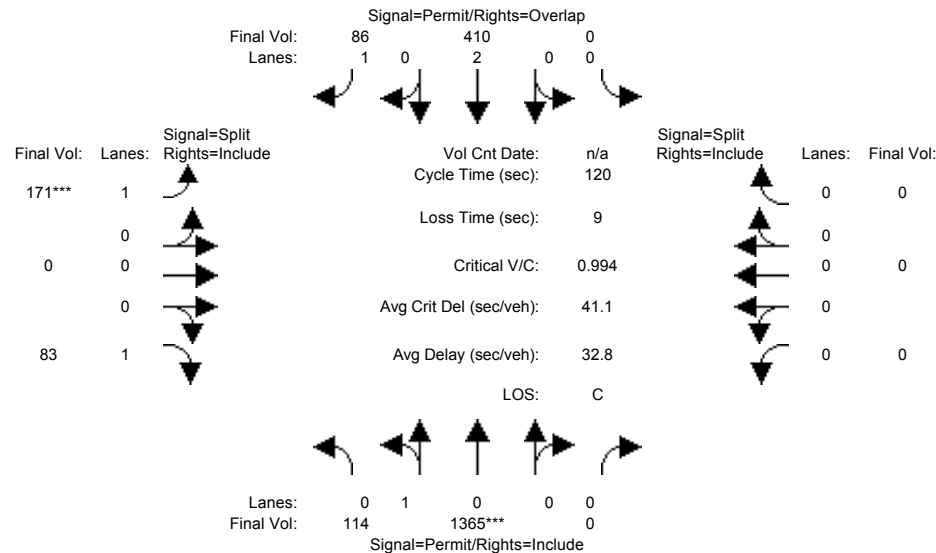
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	171	42	61	377	39	34	235	15	77	180	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	171	42	61	377	39	34	235	15	77	180	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	171	42	61	377	39	34	235	15	77	180	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	171	42	61	377	39	34	235	15	77	180	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	171	42	61	377	39	34	235	15	77	180	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	171	42	61	377	39	34	235	15	77	180	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.59	0.41	1.00	1.81	0.19	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	2970	729	1750	3353	347	1750	1900	1750	1750	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.03	0.11	0.11	0.02	0.12	0.01	0.04	0.11	0.11
Crit Moves:	****			****			****					
Green Time:	7.0	27.6	27.6	19.4	40.0	40.0	44.0	44.0	44.0	44.0	44.0	44.0
Volume/Cap:	0.22	0.21	0.21	0.18	0.28	0.28	0.04	0.28	0.02	0.10	0.25	0.25
Delay/Veh:	44.8	27.9	27.9	34.0	20.4	20.4	16.0	18.1	15.8	16.5	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	27.9	27.9	34.0	20.4	20.4	16.0	18.1	15.8	16.5	17.8	17.8
LOS by Move:	D	C	C	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	2	5	5	3	8	8	1	9	1	3	8	8

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



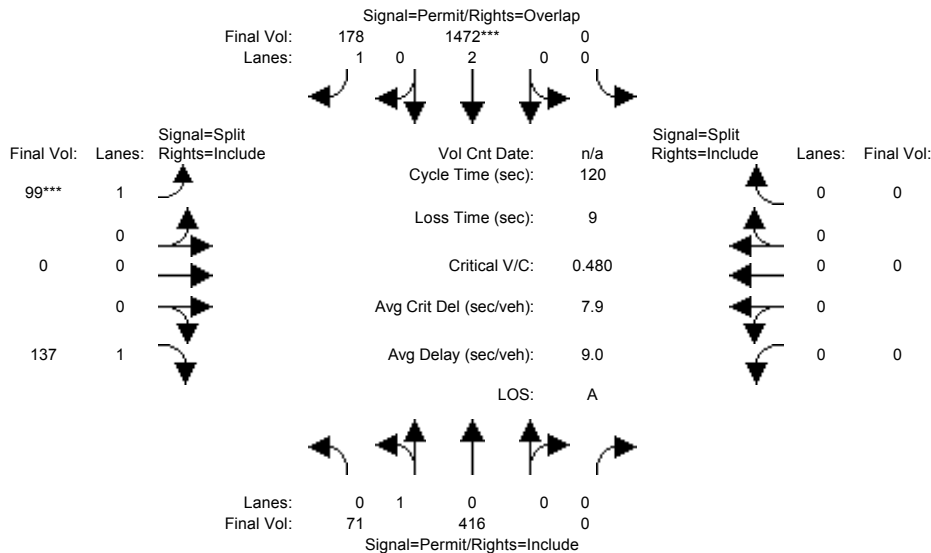
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1365	0	0	0	410	86	171	0	83	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1365	0	0	0	410	86	171	0	83	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1365	0	0	0	410	86	171	0	83	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1365	0	0	0	410	86	171	0	83	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1365	0	0	0	410	86	171	0	83	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
Final Volume:	114	1365	0	0	0	410	86	171	0	83	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	139	1661	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.00	0.00	0.11	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	99.2	99.2	0.0	0.0	99.2	111.0	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.99	0.99	0.00	0.00	0.13	0.05	0.99	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	31.9	31.9	0.0	0.0	2.0	0.4	120.8	0.0	53.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	0.0	0.0	2.0	0.4	120.8	0.0	53.3	0.0	0.0	0.0
LOS by Move:	C	C	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	98	98	0	0	3	1	16	0	6	0	0	0

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

BART

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

Intersection #128: Homestead/Lafayette [Study Int 50]



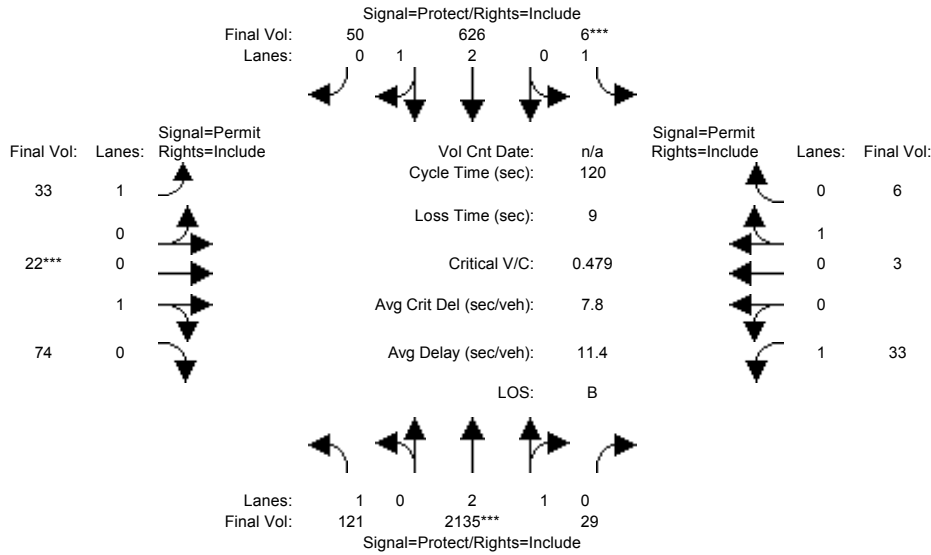
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	416	0	0	1472	178	99	0	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	416	0	0	1472	178	99	0	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	416	0	0	1472	178	99	0	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	416	0	0	1472	178	99	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	416	0	0	1472	178	99	0	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	416	0	0	1472	178	99	0	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.85	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	262	1538	0	0	3800	1750	0	1750	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.39	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	92.3	92.3	0.0	0.0	92.3	111.0	18.7	0.0	18.7	0.0	0.0	0.0
Volume/Cap:	0.35	0.35	0.00	0.00	0.50	0.11	0.36	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	4.5	4.5	0.0	0.0	5.3	0.4	46.2	0.0	47.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	4.5	0.0	0.0	5.3	0.4	46.2	0.0	47.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	12	12	0	0	18	1	7	0	10	0	0	0

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



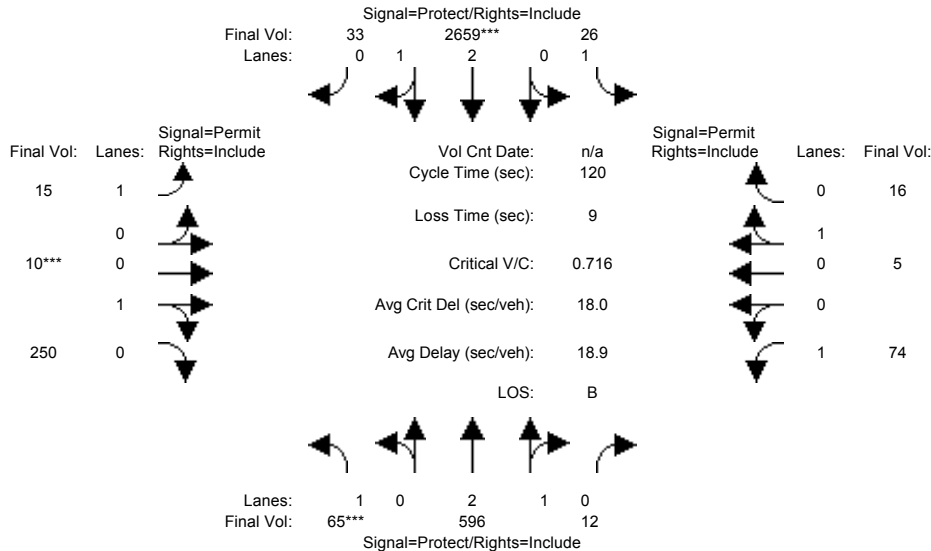
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	2135	29	6	626	50	33	22	74	33	3	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	2135	29	6	626	50	33	22	74	33	3	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	2135	29	6	626	50	33	22	74	33	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	2135	29	6	626	50	33	22	74	33	3	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	2135	29	6	626	50	33	22	74	33	3	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	2135	29	6	626	50	33	22	74	33	3	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.77	0.23	1.00	0.23	0.77	1.00	0.33	0.67
Final Sat.:	1750	5525	75	1750	5185	414	1750	412	1387	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.00	0.12	0.12	0.02	0.05	0.05	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	35.8	91.4	91.4	7.0	62.6	62.6	12.6	12.6	12.6	12.6	12.6	12.6
Volume/Cap:	0.23	0.51	0.51	0.06	0.23	0.23	0.18	0.51	0.51	0.18	0.05	0.05
Delay/Veh:	31.9	5.7	5.7	53.6	15.7	15.7	49.4	53.0	53.0	49.4	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	5.7	5.7	53.6	15.7	15.7	49.4	53.0	53.0	49.4	48.4	48.4
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	19	19	0	9	9	2	7	7	3	1	1

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

BART

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

Intersection #175: Reed/De La Cruz [Study Int 32]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	596	12	26	2659	33	15	10	250	74	5	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	596	12	26	2659	33	15	10	250	74	5	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	596	12	26	2659	33	15	10	250	74	5	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	596	12	26	2659	33	15	10	250	74	5	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	596	12	26	2659	33	15	10	250	74	5	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	596	12	26	2659	33	15	10	250	74	5	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	1.00	0.04	0.96	1.00	0.24	0.76
Final Sat.:	1750	5489	111	1750	5531	69	1750	69	1731	1750	429	1371
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.01	0.48	0.48	0.01	0.14	0.14	0.04	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	56.6	56.6	30.4	80.0	80.0	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.64	0.23	0.23	0.06	0.72	0.72	0.04	0.72	0.72	0.21	0.06	0.06
Delay/Veh:	67.8	18.8	18.8	34.0	13.6	13.6	38.8	51.8	51.8	40.4	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	18.8	18.8	34.0	13.6	13.6	38.8	51.8	51.8	40.4	38.9	38.9
LOS by Move:	E	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	9	9	2	37	37	1	18	18	5	1	1

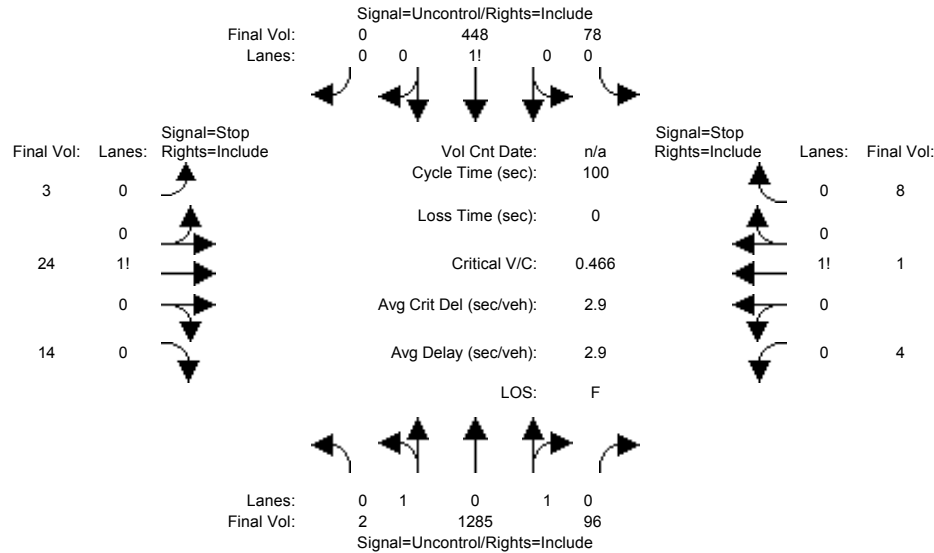
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]



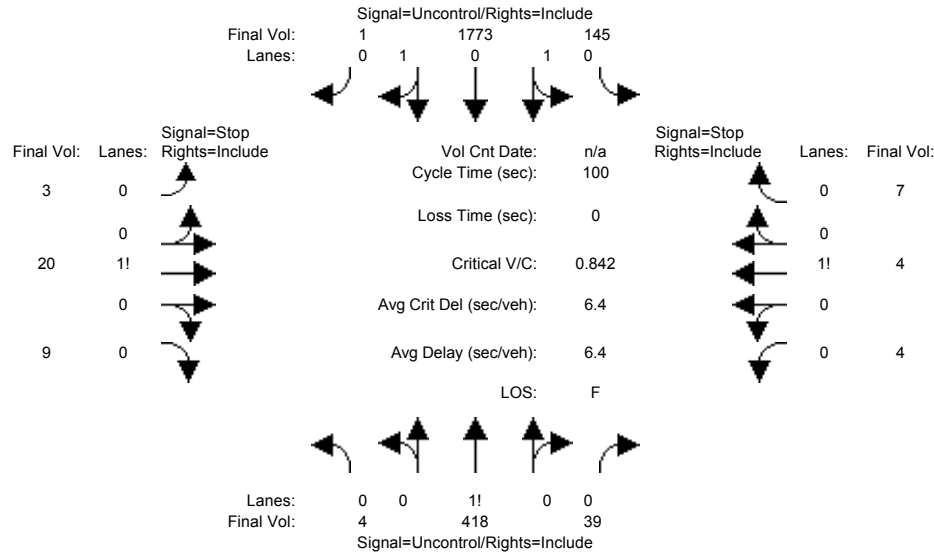
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Base Vol:	2	1285	96	78	448	0	3	24	14	4	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1285	96	78	448	0	3	24	14	4	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1285	96	78	448	0	3	24	14	4	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1285	96	78	448	0	3	24	14	4	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1285	96	78	448	0	3	24	14	4	1	8
Critical Gap Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Cnflct Vol:	448	xxxx	xxxxx	1381	xxxx	xxxxx	1251	1989	448	1960	1941	691
Potent Cap.:	1123	xxxx	xxxxx	503	xxxx	xxxxx	151	62	615	48	66	448
Move Cap.:	1123	xxxx	xxxxx	503	xxxx	xxxxx	128	51	615	26	55	448
Volume/Cap:	0.00	xxxx	xxxx	0.16	xxxx	xxxx	0.02	0.47	0.02	0.15	0.02	0.02
Level Of Service Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	13.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	80	xxxxx	xxxx	69	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	2.2	xxxxx	xxxxx	0.6	xxxxx	xxxxx
Shrd ConDel:	8.2	xxxx	xxxxx	13.5	xxxx	xxxxx	90.0	xxxxx	xxxxx	68.4	xxxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	F	*	xxxxx	F	*	xxxxx
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	90.0	xxxxxx	xxxxxx	68.4	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	
Note:	Queue reported is the number of cars per lane.											
HevVeh:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Grade:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Peds/Hour:	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											
Upstream Signals:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Link Index:	#718			#974								
Dist(miles):	0.000			0.000								
Speed (mph):	0.00			0.00								
SignalIndex:	#107			#5444								
Cycle Time:	0 secs			0 secs								
InitVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation:	0	0	0	0	0	0	0	0	0	0	0	0
ArrivalType:	0	0	0	0	0	0	0	0	0	0	0	0
G/C:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
P:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
gg1:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg2:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
alpha:	0.000			0.000								
beta:	0.000			0.000								
ta (secs):	0.000			0.000								
F:	0.000			0.000								
f:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
vcmax:	0	0	0	0	0	0	0	0	0	0	0	0
vcg:	0	0	0	0	0	0	0	0	0	0	0	0
vcmin:	0	0	0	0	0	0	0	0	0	0	0	0
tp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P1:	0.000			0.000								
*** Computation 3: Platoon Event Periods	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
pdom/psubo:	0.000/0.000/Unconstrained											
*** Computation 4: Conflicting Flows During Each Unblocked Period	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
InitCnflVol:	448	xxxx	xxxxx	1381	xxxx	xxxxx	1251	1989	448	1960	1941	691
AdjCnflVol:	448	xxxx	xxxxx	1381	xxxx	xxxxx	1251	1989	448	1960	1941	691
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000

ConflictVol: 448 xxxxx xxxxx 1381 xxxxx xxxxx 1251 1989 448 1960 1941 691  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 1123 xxxxx xxxxx 503 xxxxx xxxxx 151 62 615 48 66 448  
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.:1123 xxxxx xxxxx 503 xxxxx xxxxx 151 62 615 48 66 448

BART

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

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]



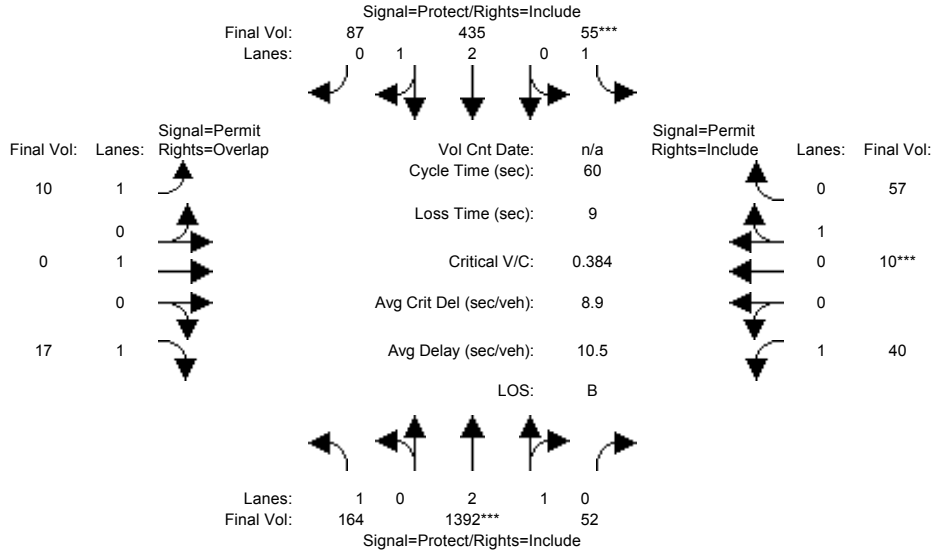
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Base Vol:	4	418	39	145	1773	1	3	20	9	4	4	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	418	39	145	1773	1	3	20	9	4	4	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	418	39	145	1773	1	3	20	9	4	4	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	418	39	145	1773	1	3	20	9	4	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	418	39	145	1773	1	3	20	9	4	4	7
Critical Gap Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Cnflct Vol:	1774	xxxx	xxxxx	457	xxxx	xxxxx	2515	2529	887	1632	2510	438
Potent Cap.:	355	xxxx	xxxxx	1114	xxxx	xxxxx	19	28	346	82	29	623
Move Cap.:	355	xxxx	xxxxx	1114	xxxx	xxxxx	15	24	346	21	24	623
Volume/Cap:	0.01	xxxx	xxxx	0.13	xxxx	xxxx	0.20	0.84	0.03	0.19	0.16	0.01
Level Of Service Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.2	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	30	xxxxx	xxxx	41	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	3.6	xxxxx	xxxxx	1.2	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	382	xxxxx	xxxxx	136	xxxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	382.4	xxxxxx	xxxxxx	135.8	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	*
Note:	Queue reported is the number of cars per lane.											
HevVeh:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grade:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peds/Hour:	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet
Time Period:	0.25 hour											
Upstream Signals:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Link Index:	#718	#718	#718	#718	#718	#718	#718	#718	#718	#718	#718	#718
Dist(miles):	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Speed (mph):	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SignalIndex:	#107	#107	#107	#107	#107	#107	#107	#107	#107	#107	#107	#107
Cycle Time:	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs
InitVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation:	0	0	0	0	0	0	0	0	0	0	0	0
ArrivalType:	0	0	0	0	0	0	0	0	0	0	0	0
G/C:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
P:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
gg1:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg2:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
alpha:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
beta:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ta (secs):	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
F:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
f:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
vcmax:	0	0	0	0	0	0	0	0	0	0	0	0
vcg:	0	0	0	0	0	0	0	0	0	0	0	0
vcmin:	0	0	0	0	0	0	0	0	0	0	0	0
tp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
*** Computation 3: Platoon Event Periods	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
pdom/psubo:	0.000/0.000/Unconstrained											
*** Computation 4: Conflicting Flows During Each Unblocked Period	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
InitCnflVol:	1774	xxxxx	xxxxx	457	xxxxx	xxxxx	2515	2529	887	1632	2510	438
AdjCnflVol:	1774	xxxxx	xxxxx	457	xxxxx	xxxxx	2515	2529	887	1632	2510	438
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000

ConflictVol:1774 xxxxx xxxxx 457 xxxxx xxxxx 2515 2529 887 1632 2510 438  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 355 xxxxx xxxxx 1114 xxxxx xxxxx 19 28 346 82 29 623  
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.: 355 xxxxx xxxxx 1114 xxxxx xxxxx 19 28 346 82 29 623

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



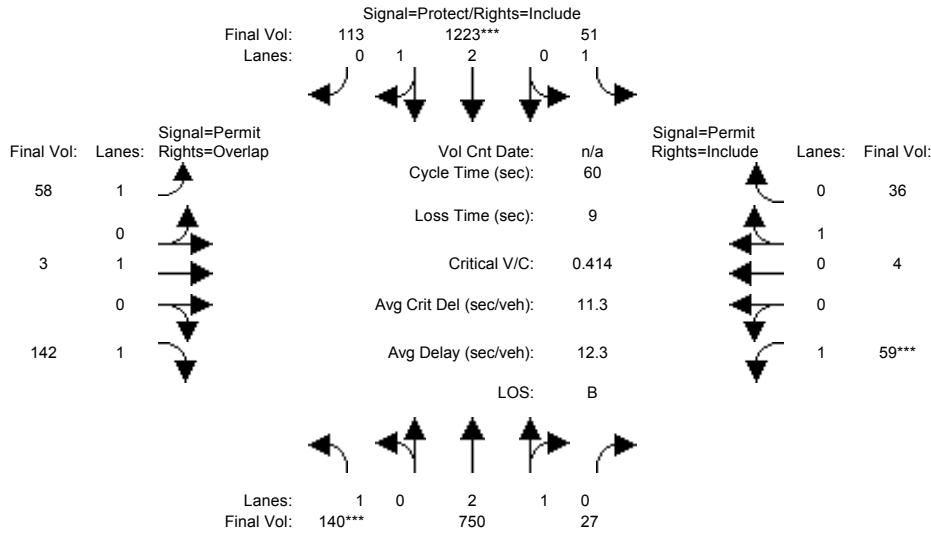
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	164	1392	52	55	435	87	10	0	17	40	10	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1392	52	55	435	87	10	0	17	40	10	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1392	52	55	435	87	10	0	17	40	10	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1392	52	55	435	87	10	0	17	40	10	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1392	52	55	435	87	10	0	17	40	10	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	1392	52	55	435	87	10	0	17	40	10	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.48	0.52	1.00	1.00	1.00	1.00	0.15	0.85
Final Sat.:	1750	5398	202	1750	4665	933	1750	1900	1750	1750	269	1531
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.03	0.09	0.09	0.01	0.00	0.01	0.02	0.04	0.04
Crit Moves:	****			****						****		
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	0.0	26.9	10.0	10.0	10.0
Volume/Cap:	0.33	0.46	0.46	0.27	0.23	0.23	0.03	0.00	0.02	0.14	0.22	0.22
Delay/Veh:	17.5	7.7	7.7	24.9	11.9	11.9	21.0	0.0	9.2	21.5	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	7.7	7.7	24.9	11.9	11.9	21.0	0.0	9.2	21.5	22.0	22.0
LOS by Move:	B	A	A	C	B	B	C	A	A	C	C	C
HCM2k95thQ:	6	11	11	2	4	4	0	0	0	2	3	3

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

BART

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

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



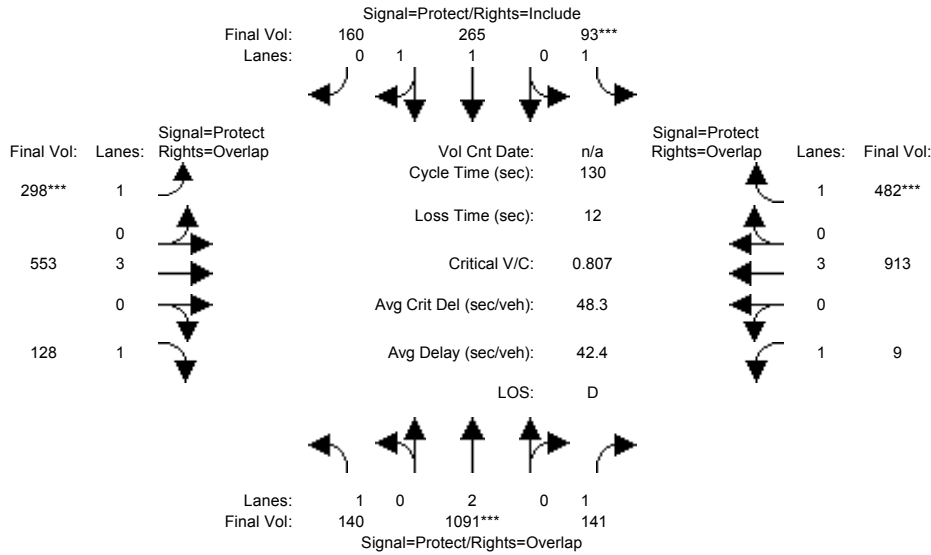
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	750	27	51	1223	113	58	3	142	59	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	750	27	51	1223	113	58	3	142	59	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	750	27	51	1223	113	58	3	142	59	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	750	27	51	1223	113	58	3	142	59	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	750	27	51	1223	113	58	3	142	59	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	750	27	51	1223	113	58	3	142	59	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.74	0.26	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5405	195	1750	5126	474	1750	1900	1750	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.03	0.24	0.24	0.03	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****			****					****			
Green Time:	10.3	24.1	24.1	16.9	30.7	30.7	10.0	10.0	20.3	10.0	10.0	10.0
Volume/Cap:	0.47	0.35	0.35	0.10	0.47	0.47	0.20	0.01	0.24	0.20	0.13	0.13
Delay/Veh:	23.5	12.6	12.6	16.1	9.5	9.5	21.9	20.9	14.5	21.9	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	12.6	12.6	16.1	9.5	9.5	21.9	20.9	14.5	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	6	7	7	1	10	10	2	0	4	2	2	2

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



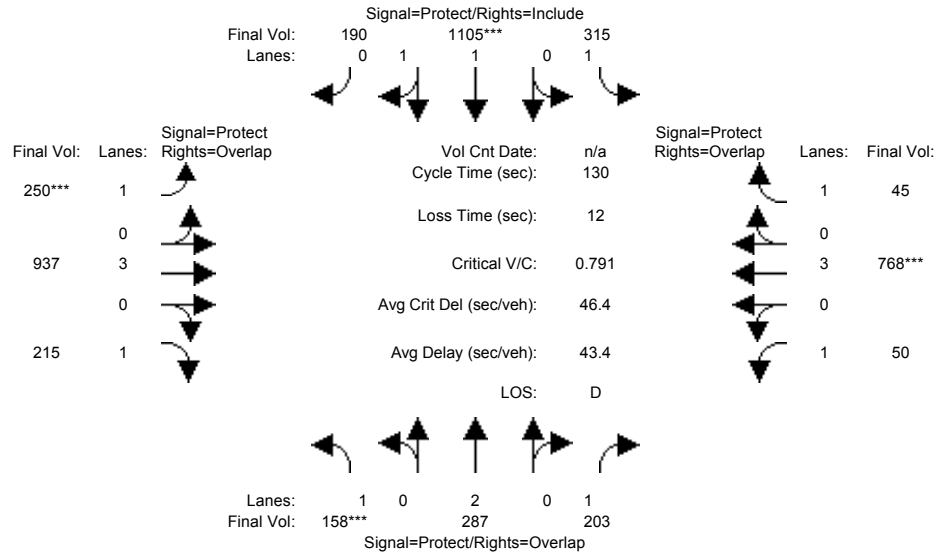
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1091	141	93	265	160	298	553	128	9	913	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1091	141	93	265	160	298	553	128	9	913	482
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1091	141	93	265	160	298	553	128	9	913	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1091	141	93	265	160	298	553	128	9	913	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1091	141	93	265	160	298	553	128	9	913	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	1091	141	93	265	160	298	553	128	9	913	482
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.23	0.77	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2306	1392	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.08	0.05	0.11	0.11	0.17	0.10	0.07	0.01	0.16	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.5	46.2	68.8	8.6	32.3	32.3	27.4	40.6	63.1	22.5	35.7	44.2
Volume/Cap:	0.46	0.81	0.15	0.81	0.46	0.46	0.81	0.31	0.15	0.03	0.58	0.81
Delay/Veh:	49.4	41.6	15.8	92.8	41.8	41.8	61.1	34.2	18.7	44.7	41.3	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	41.6	15.8	92.8	41.8	41.8	61.1	34.2	18.7	44.7	41.3	47.2
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	D
HCM2k95thQ:	10	34	6	9	14	14	22	10	6	1	20	35

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

BART

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	158	287	203	315	1105	190	250	937	215	50	768	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	287	203	315	1105	190	250	937	215	50	768	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	287	203	315	1105	190	250	937	215	50	768	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	287	203	315	1105	190	250	937	215	50	768	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	287	203	315	1105	190	250	937	215	50	768	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	287	203	315	1105	190	250	937	215	50	768	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3157	543	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.12	0.18	0.35	0.35	0.14	0.16	0.12	0.03	0.13	0.03
Crit Moves:	****			****			****			****		
Green Time:	14.8	23.7	34.9	48.7	57.5	57.5	23.5	34.4	49.2	11.3	22.1	70.9
Volume/Cap:	0.79	0.41	0.43	0.48	0.79	0.79	0.79	0.62	0.32	0.33	0.79	0.05
Delay/Veh:	75.0	47.5	40.0	31.5	33.8	33.8	63.6	42.9	28.9	57.1	56.2	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	47.5	40.0	31.5	33.8	33.8	63.6	42.9	28.9	57.1	56.2	13.8
LOS by Move:	E	D	D	C	C	C	E	D	C	E	E	B
HCM2k95thQ:	13	10	13	19	39	39	20	20	12	5	21	2

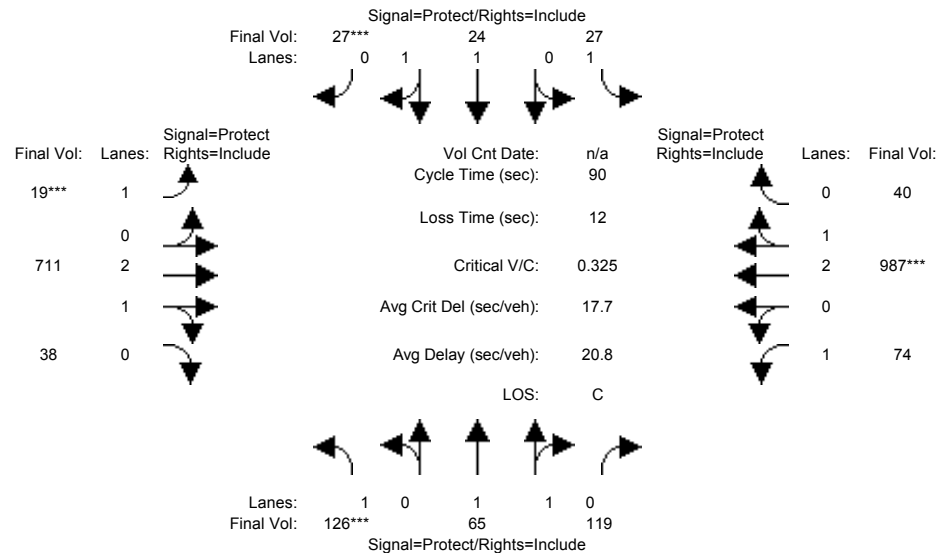
Note: Queue reported is the number of cars per lane.



BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



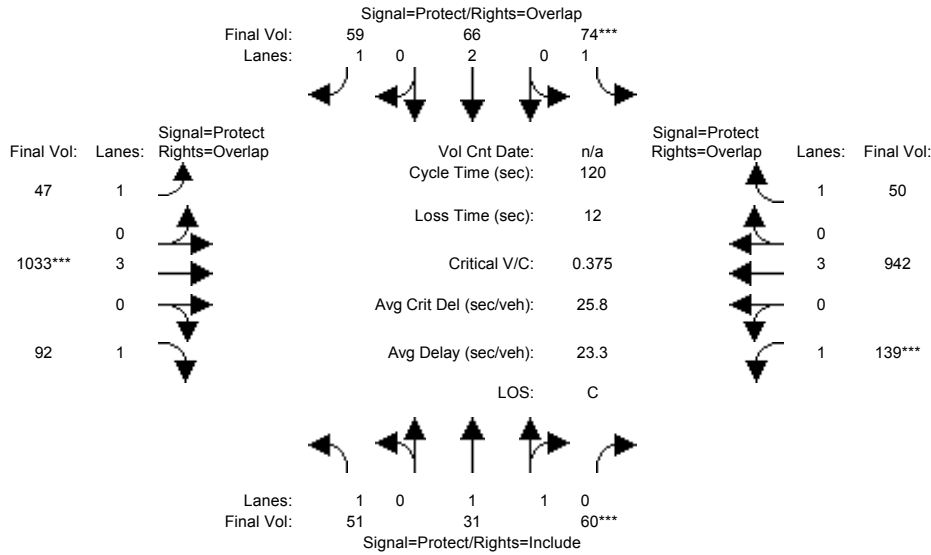
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	65	119	27	24	27	19	711	38	74	987	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	65	119	27	24	27	19	711	38	74	987	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	65	119	27	24	27	19	711	38	74	987	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	65	119	27	24	27	19	711	38	74	987	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	65	119	27	24	27	19	711	38	74	987	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	65	119	27	24	27	19	711	38	74	987	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.84	0.16	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5316	284	1750	5382	218
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.07	0.02	0.01	0.02	0.01	0.13	0.13	0.04	0.18	0.18
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	17.2	16.0	16.0	11.2	10.0	10.0	7.0	32.1	32.1	18.7	43.8	43.8
Volume/Cap:	0.38	0.19	0.38	0.12	0.11	0.14	0.14	0.37	0.37	0.20	0.38	0.38
Delay/Veh:	32.4	31.6	33.2	35.3	36.1	36.3	39.2	21.6	21.6	29.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	31.6	33.2	35.3	36.1	36.3	39.2	21.6	21.6	29.8	14.6	14.6
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	6	3	6	2	1	2	1	10	10	4	11	11

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

BART

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

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



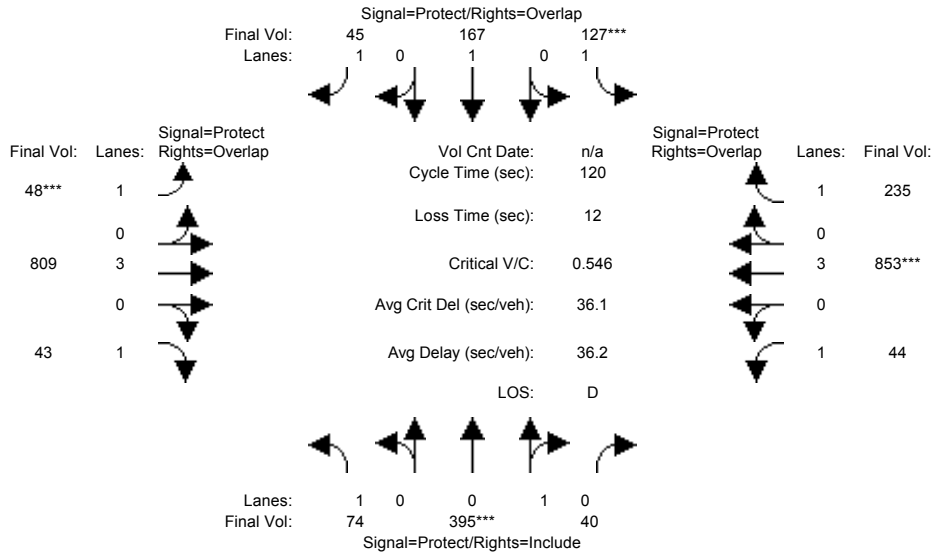
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	31	60	74	66	59	47	1033	92	139	942	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	31	60	74	66	59	47	1033	92	139	942	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	31	60	74	66	59	47	1033	92	139	942	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	31	60	74	66	59	47	1033	92	139	942	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	31	60	74	66	59	47	1033	92	139	942	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	31	60	74	66	59	47	1033	92	139	942	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.04	0.02	0.03	0.03	0.18	0.05	0.08	0.17	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.1	11.0	11.0	13.5	14.4	36.2	21.8	58.0	68.1	25.4	61.7	75.2
Volume/Cap:	0.35	0.18	0.37	0.37	0.14	0.11	0.15	0.37	0.09	0.37	0.32	0.05
Delay/Veh:	53.3	50.5	52.3	50.5	47.4	30.4	41.5	19.6	11.9	41.1	17.0	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	50.5	52.3	50.5	47.4	30.4	41.5	19.6	11.9	41.1	17.0	8.6
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	4	2	4	6	2	3	3	14	3	9	12	2

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



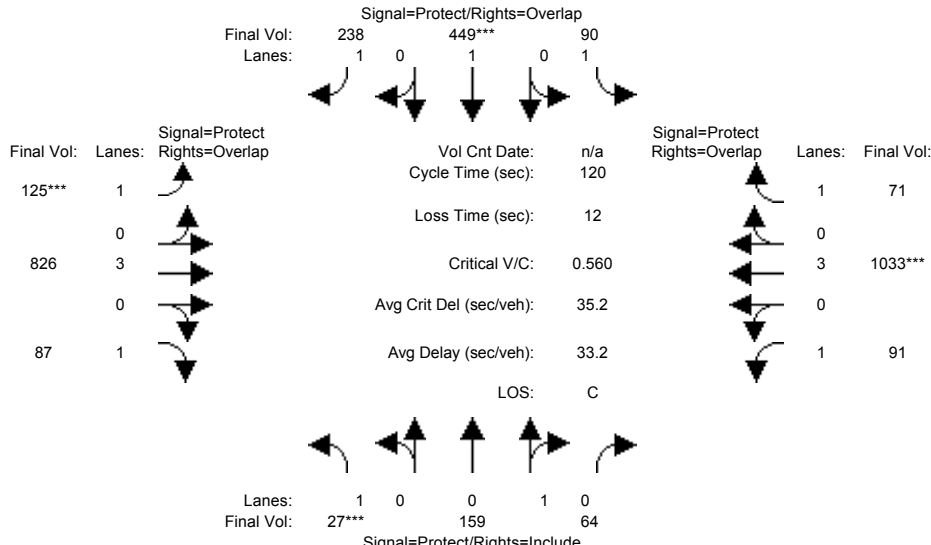
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	395	40	127	167	45	48	809	43	44	853	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	395	40	127	167	45	48	809	43	44	853	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	395	40	127	167	45	48	809	43	44	853	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	395	40	127	167	45	48	809	43	44	853	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	395	40	127	167	45	48	809	43	44	853	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	395	40	127	167	45	48	809	43	44	853	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1634	166	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.07	0.09	0.03	0.03	0.14	0.02	0.03	0.15	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.3	52.6	52.6	15.8	41.1	48.1	7.0	28.1	55.3	11.5	32.6	48.4
Volume/Cap:	0.19	0.55	0.55	0.55	0.26	0.06	0.47	0.61	0.05	0.26	0.55	0.33
Delay/Veh:	37.6	25.8	25.8	51.6	28.6	22.1	58.1	41.9	17.9	51.1	37.9	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	25.8	25.8	51.6	28.6	22.1	58.1	41.9	17.9	51.1	37.9	25.0
LOS by Move:	D	C	C	D	C	C	E	D	B	D	D	C
HCM2k95thQ:	5	23	23	9	8	2	4	16	2	3	16	12

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

BART

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

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



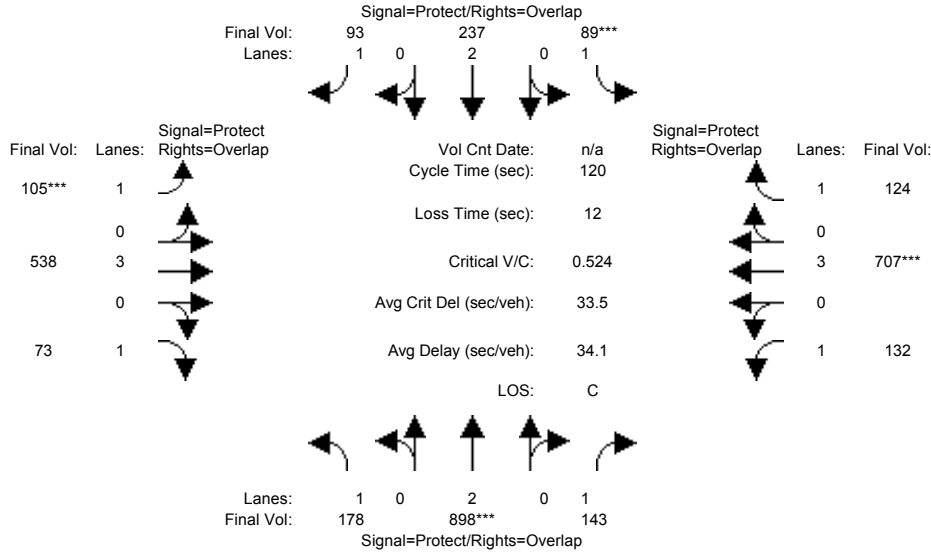
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	159	64	90	449	238	125	826	87	91	1033	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	159	64	90	449	238	125	826	87	91	1033	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	159	64	90	449	238	125	826	87	91	1033	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	159	64	90	449	238	125	826	87	91	1033	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	159	64	90	449	238	125	826	87	91	1033	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	159	64	90	449	238	125	826	87	91	1033	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1283	517	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.05	0.24	0.14	0.07	0.14	0.05	0.05	0.18	0.04
Crit Moves:	****			****			****			****		
Green Time:	7.0	37.9	37.9	17.9	48.8	63.6	14.8	37.2	44.2	15.0	37.4	55.3
Volume/Cap:	0.26	0.39	0.39	0.35	0.58	0.26	0.58	0.47	0.13	0.42	0.58	0.09
Delay/Veh:	55.4	32.5	32.5	46.6	28.8	15.5	53.7	33.6	25.3	49.8	35.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	32.5	32.5	46.6	28.8	15.5	53.7	33.6	25.3	49.8	35.2	18.2
LOS by Move:	E	C	C	D	C	B	D	C	C	D	D	B
HCM2k95thQ:	3	13	13	6	23	10	9	15	4	6	19	3

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



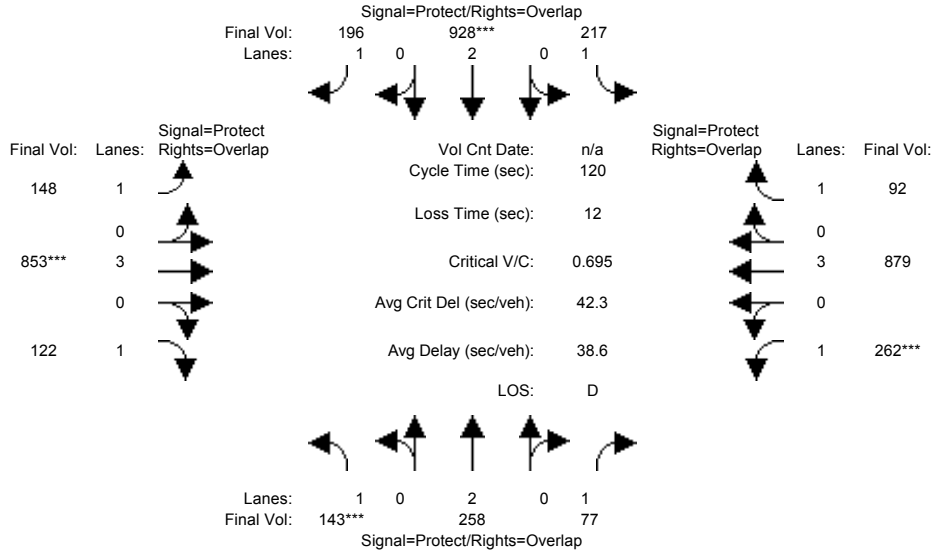
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	898	143	89	237	93	105	538	73	132	707	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	898	143	89	237	93	105	538	73	132	707	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	898	143	89	237	93	105	538	73	132	707	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	898	143	89	237	93	105	538	73	132	707	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	898	143	89	237	93	105	538	73	132	707	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	898	143	89	237	93	105	538	73	132	707	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.08	0.05	0.06	0.05	0.06	0.09	0.04	0.08	0.12	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	36.2	54.2	72.9	11.7	29.6	43.4	13.8	23.4	59.6	18.7	28.4	40.1
Volume/Cap:	0.34	0.52	0.13	0.52	0.25	0.15	0.52	0.48	0.08	0.48	0.52	0.21
Delay/Veh:	33.0	23.9	10.1	54.5	36.4	25.9	52.6	43.2	15.9	47.6	40.3	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	23.9	10.1	54.5	36.4	25.9	52.6	43.2	15.9	47.6	40.3	28.8
LOS by Move:	C	C	B	D	D	C	D	D	B	D	D	C
HCM2k95thQ:	10	21	5	7	7	5	8	11	3	9	14	7

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

BART

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

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



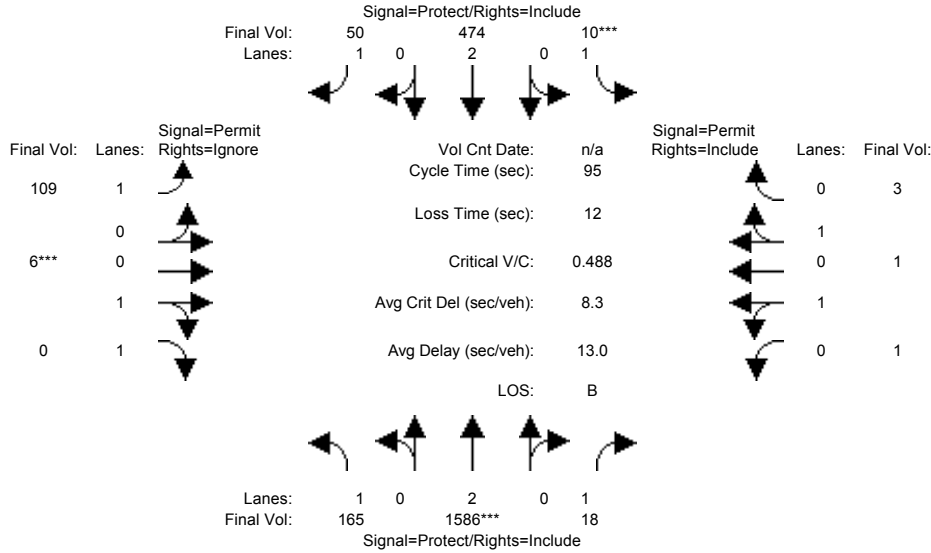
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	258	77	217	928	196	148	853	122	262	879	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	258	77	217	928	196	148	853	122	262	879	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	258	77	217	928	196	148	853	122	262	879	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	258	77	217	928	196	148	853	122	262	879	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	258	77	217	928	196	148	853	122	262	879	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	258	77	217	928	196	148	853	122	262	879	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.12	0.24	0.11	0.08	0.15	0.07	0.15	0.15	0.05
Crit Moves:	****			****			****			****		
Green Time:	14.1	22.6	48.5	33.7	42.2	60.5	18.3	25.8	40.0	25.9	33.4	67.1
Volume/Cap:	0.69	0.36	0.11	0.44	0.69	0.22	0.55	0.69	0.21	0.69	0.55	0.09
Delay/Veh:	60.7	42.7	22.4	36.1	35.0	16.7	49.6	45.2	28.9	49.0	37.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	42.7	22.4	36.1	35.0	16.7	49.6	45.2	28.9	49.0	37.4	12.4
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2k95thQ:	11	8	4	13	26	8	11	18	7	18	17	3

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

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



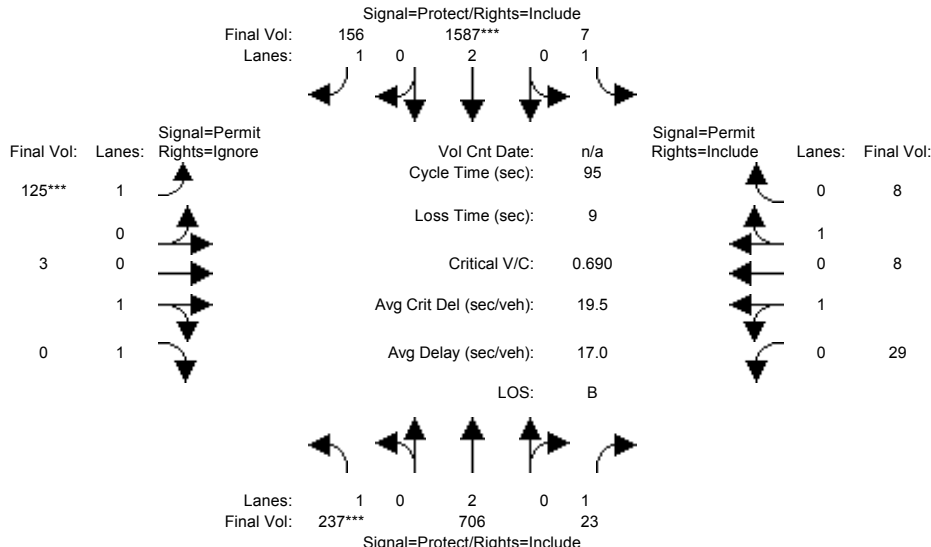
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	1586	18	10	474	50	109	6	97	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1586	18	10	474	50	109	6	97	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1586	18	10	474	50	109	6	97	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	165	1586	18	10	474	50	109	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1586	18	10	474	50	109	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	165	1586	18	10	474	50	109	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.01	0.01	0.12	0.03	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.4	66.0	66.0	7.0	41.6	41.6	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.29	0.60	0.01	0.08	0.29	0.07	0.59	0.03	0.00	0.01	0.01	0.02
Delay/Veh:	23.8	8.0	4.5	41.3	17.3	15.5	45.6	38.2	0.0	38.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	8.0	4.5	41.3	17.3	15.5	45.6	38.2	0.0	38.1	38.1	38.1
LOS by Move:	C	A	A	D	B	B	D	D	A	D	D	D
HCM2k95thQ:	7	22	0	1	9	2	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	237	706	23	7	1587	156	125	3	272	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	706	23	7	1587	156	125	3	272	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	706	23	7	1587	156	125	3	272	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	237	706	23	7	1587	156	125	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	706	23	7	1587	156	125	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	237	706	23	7	1587	156	125	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.01	0.00	0.42	0.09	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	18.6	54.4	54.4	21.6	57.4	57.4	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.69	0.32	0.02	0.02	0.69	0.15	0.68	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	41.5	10.7	8.8	28.5	13.7	8.2	50.7	38.1	0.0	38.9	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	10.7	8.8	28.5	13.7	8.2	50.7	38.1	0.0	38.9	38.4	38.4
LOS by Move:	D	B	A	C	B	A	D	D	A	D	D	D
HCM2k95thQ:	13	10	1	0	29	4	10	0	0	2	1	1

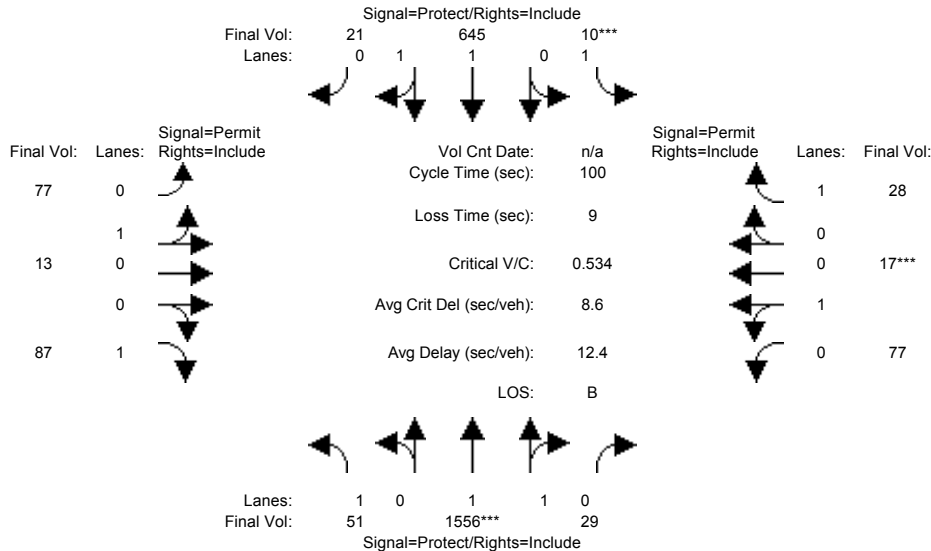
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



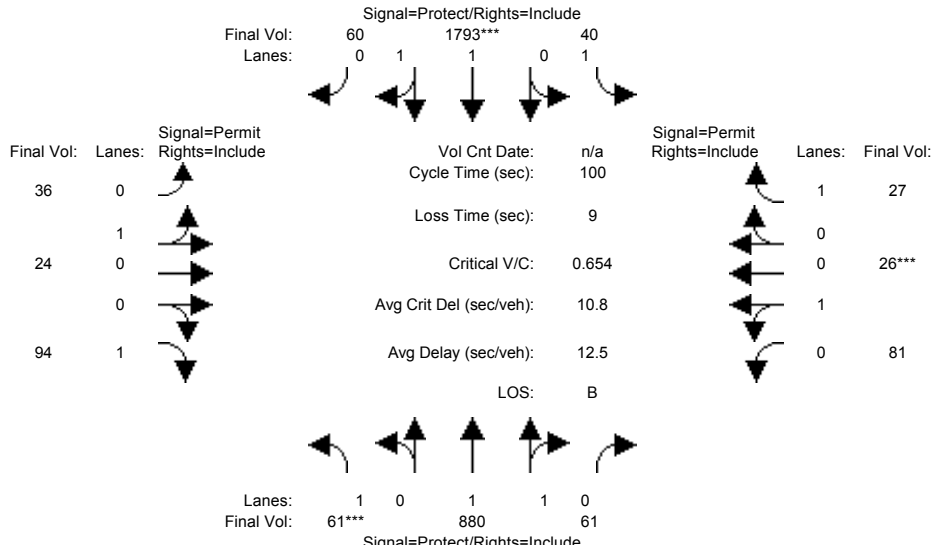
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	1556	29	10	645	21	77	13	87	77	17	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1556	29	10	645	21	77	13	87	77	17	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1556	29	10	645	21	77	13	87	77	17	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1556	29	10	645	21	77	13	87	77	17	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1556	29	10	645	21	77	13	87	77	17	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1556	29	10	645	21	77	13	87	77	17	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.94	0.06	0.86	0.14	1.00	0.82	0.18	1.00
Final Sat.:	1750	3632	68	1750	3583	117	1540	260	1750	1474	326	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.01	0.18	0.18	0.05	0.05	0.05	0.05	0.05	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.7	74.0	74.0	7.0	58.3	58.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.13	0.58	0.58	0.08	0.31	0.31	0.50	0.50	0.50	0.52	0.52	0.16
Delay/Veh:	30.9	6.2	6.2	43.8	10.7	10.7	44.8	44.8	44.8	45.5	45.5	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	6.2	6.2	43.8	10.7	10.7	44.8	44.8	44.8	45.5	45.5	41.6
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	3	20	20	1	10	10	6	6	6	7	7	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



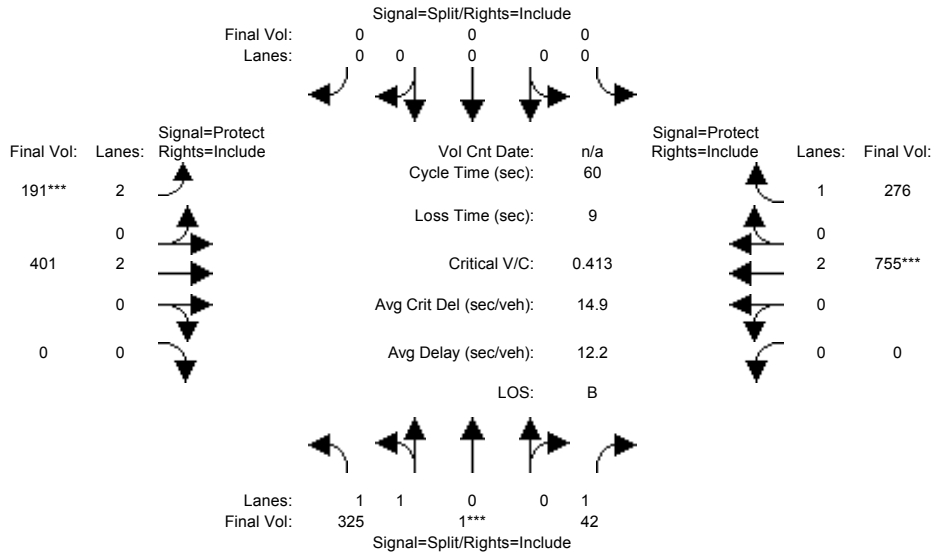
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	880	61	40	1793	60	36	24	94	81	26	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	880	61	40	1793	60	36	24	94	81	26	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	880	61	40	1793	60	36	24	94	81	26	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	880	61	40	1793	60	36	24	94	81	26	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	880	61	40	1793	60	36	24	94	81	26	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	880	61	40	1793	60	36	24	94	81	26	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	0.60	0.40	1.00	0.76	0.24	1.00
Final Sat.:	1750	3460	240	1750	3580	120	1080	720	1750	1363	437	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.02	0.50	0.50	0.03	0.03	0.05	0.06	0.06	0.02
Crit Moves:	****			****						****		
Green Time:	7.0	63.5	63.5	17.5	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.40	0.40	0.13	0.68	0.68	0.33	0.33	0.54	0.59	0.59	0.15
Delay/Veh:	48.0	9.0	9.0	35.0	7.5	7.5	43.0	43.0	46.1	48.3	48.3	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	9.0	9.0	35.0	7.5	7.5	43.0	43.0	46.1	48.3	48.3	41.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	4	14	14	2	26	26	4	4	6	8	8	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3016: 101/ALUM ROCK [Study Int 15]



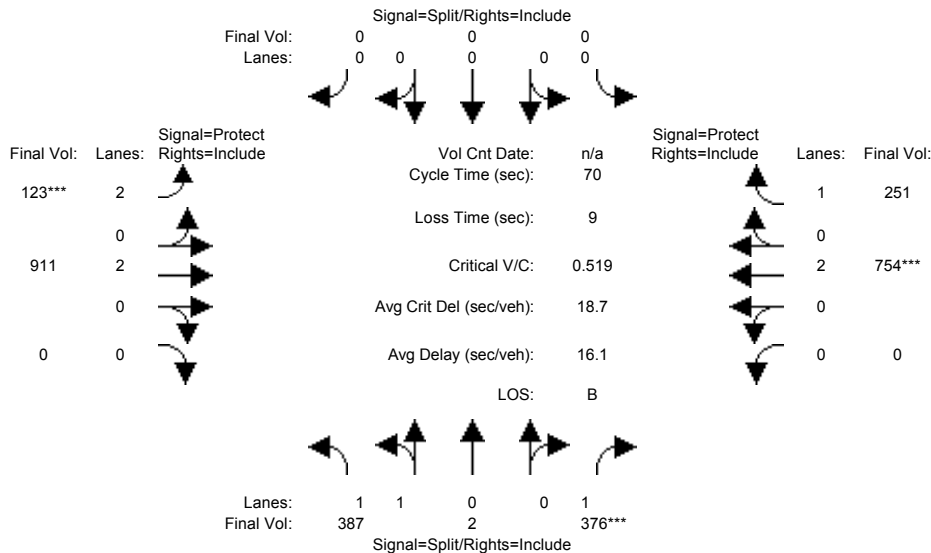
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	1	42	0	0	0	191	401	0	0	755	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1	42	0	0	0	191	401	0	0	755	276
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1	42	0	0	0	191	401	0	0	755	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1	42	0	0	0	191	401	0	0	755	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1	42	0	0	0	191	401	0	0	755	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1	42	0	0	0	191	401	0	0	755	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3539	11	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.00	0.00	0.00	0.06	0.11	0.00	0.00	0.20	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.3	13.3	13.3	0.0	0.0	0.0	8.8	37.7	0.0	0.0	28.9	28.9
Volume/Cap:	0.41	0.41	0.11	0.00	0.00	0.00	0.41	0.17	0.00	0.00	0.41	0.33
Delay/Veh:	20.3	20.3	18.7	0.0	0.0	0.0	23.9	4.7	0.0	0.0	10.2	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	18.7	0.0	0.0	0.0	23.9	4.7	0.0	0.0	10.2	9.8
LOS by Move:	C	C	B	A	A	A	C	A	A	A	B	A
HCM2k95thQ:	6	6	2	0	0	0	4	3	0	0	9	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3016: 101/ALUM ROCK [Study Int 15]



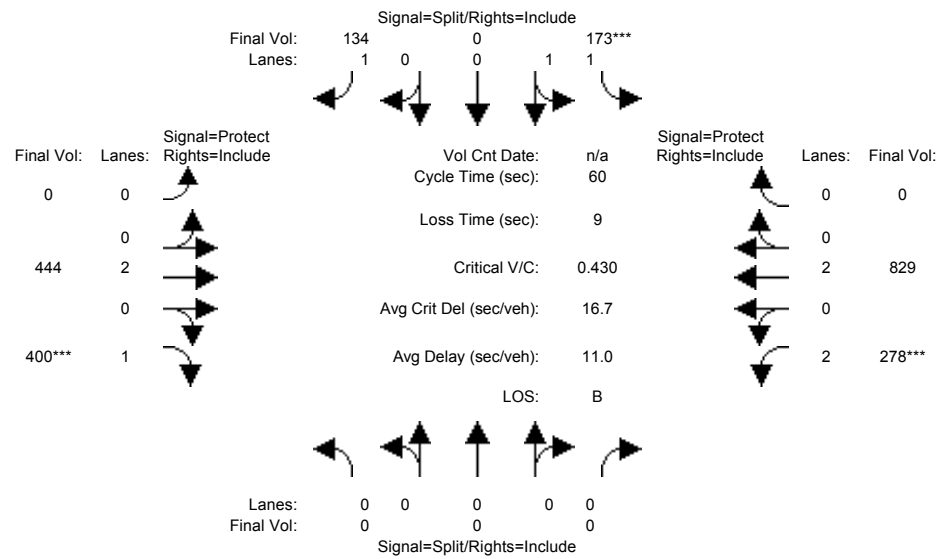
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	387	2	376	0	0	0	123	911	0	0	754	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	2	376	0	0	0	123	911	0	0	754	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	2	376	0	0	0	123	911	0	0	754	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	2	376	0	0	0	123	911	0	0	754	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	2	376	0	0	0	123	911	0	0	754	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	2	376	0	0	0	123	911	0	0	754	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.21	0.00	0.00	0.00	0.04	0.24	0.00	0.00	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	28.1	28.1	28.1	0.0	0.0	0.0	7.0	32.9	0.0	0.0	25.9	25.9
Volume/Cap:	0.27	0.27	0.54	0.00	0.00	0.00	0.39	0.51	0.00	0.00	0.54	0.39
Delay/Veh:	14.2	14.2	16.8	0.0	0.0	0.0	30.3	13.2	0.0	0.0	17.7	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	16.8	0.0	0.0	0.0	30.3	13.2	0.0	0.0	17.7	16.6
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	6	6	14	0	0	0	3	13	0	0	12	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3023: 101/SANTA CLARA [Study Int 14]



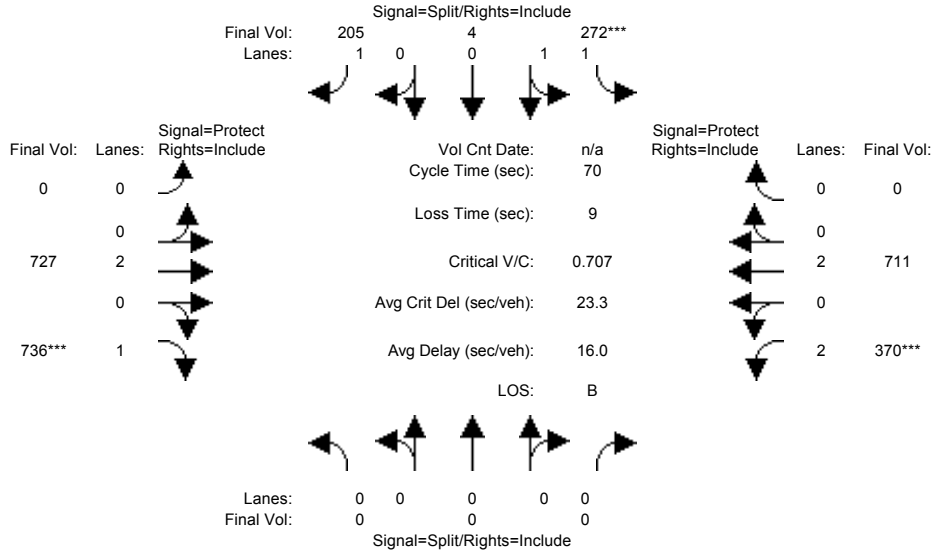
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	173	0	134	0	444	400	278	829	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	173	0	134	0	444	400	278	829	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	173	0	134	0	444	400	278	829	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	173	0	134	0	444	400	278	829	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	0	134	0	444	400	278	829	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	173	0	134	0	444	400	278	829	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3550	0	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.00	0.12	0.23	0.09	0.22	0.00
Crit Moves:				****			****		****	****		
Green Time:	0.0	0.0	0.0	10.7	0.0	10.7	0.0	29.1	29.1	11.2	40.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.43	0.00	0.24	0.47	0.47	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	22.9	0.0	9.1	10.7	22.3	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	22.9	0.0	9.1	10.7	22.3	4.2	0.0
LOS by Move:	A	A	A	C	A	C	A	A	B	C	A	A
HCM2k95thQ:	0	0	0	3	0	6	0	5	10	5	6	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3023: 101/SANTA CLARA [Study Int 14]



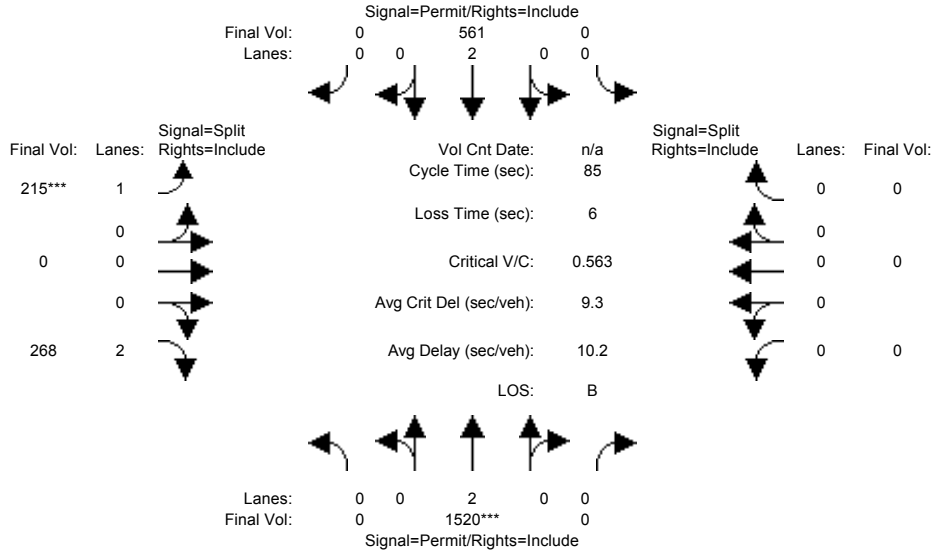
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	272	4	205	0	727	736	370	711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	272	4	205	0	727	736	370	711	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	272	4	205	0	727	736	370	711	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	272	4	205	0	727	736	370	711	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	272	4	205	0	727	736	370	711	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	272	4	205	0	727	736	370	711	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3499	51	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.12	0.00	0.19	0.42	0.12	0.19	0.00
Crit Moves:				****			****		****	****		
Green Time:	0.0	0.0	0.0	11.6	11.6	11.6	0.0	38.6	38.6	10.8	49.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.71	0.00	0.35	0.76	0.76	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	27.0	27.0	35.3	0.0	8.8	15.8	35.4	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.0	27.0	35.3	0.0	8.8	15.8	35.4	3.8	0.0
LOS by Move:	A	A	A	C	C	D	A	A	B	D	A	A
HCM2k95thQ:	0	0	0	7	7	12	0	8	24	10	5	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



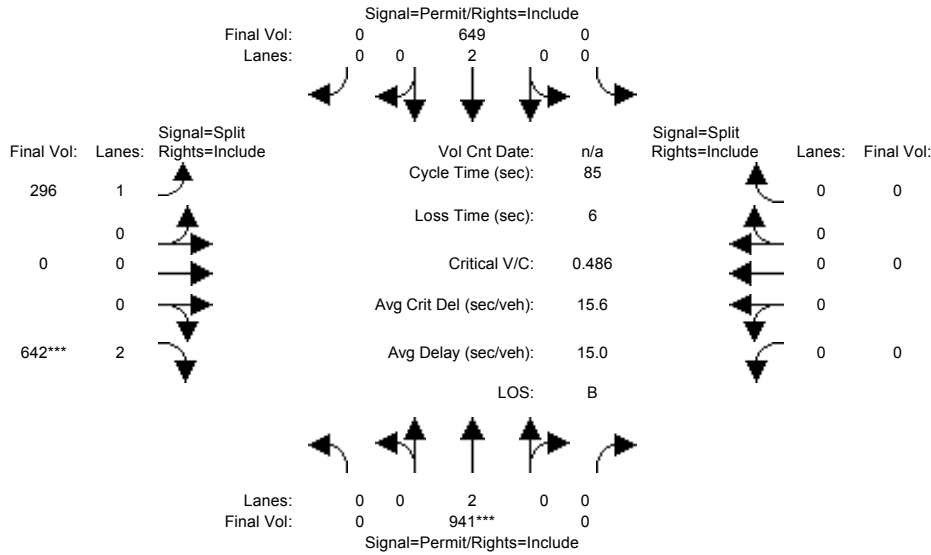
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1520	0	0	0	561	0	215	0	268	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1520	0	0	0	561	0	215	0	268	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1520	0	0	0	561	0	215	0	268	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1520	0	0	0	561	0	215	0	268	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1520	0	0	0	561	0	215	0	268	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
Final Volume:	0	1520	0	0	0	561	0	215	0	268	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.15	0.00	0.12	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	60.4	0.0	0.0	60.4	0.0	18.6	0.0	18.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.21	0.00	0.56	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	6.2	0.0	0.0	4.2	0.0	31.5	0.0	28.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	0.0	0.0	4.2	0.0	31.5	0.0	28.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	18	0	0	5	0	12	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	941	0	0	649	0	296	0	642	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	941	0	0	649	0	296	0	642	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	941	0	0	649	0	296	0	642	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	941	0	0	649	0	296	0	642	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	941	0	0	649	0	296	0	642	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	941	0	0	649	0	296	0	642	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.17	0.00	0.17	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	43.3	0.0	0.0	43.3	0.0	35.7	0.0	35.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.34	0.00	0.40	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	13.8	0.0	0.0	12.4	0.0	17.6	0.0	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	0.0	0.0	12.4	0.0	17.6	0.0	18.3	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	15	0	0	10	0	12	0	14	0	0	0

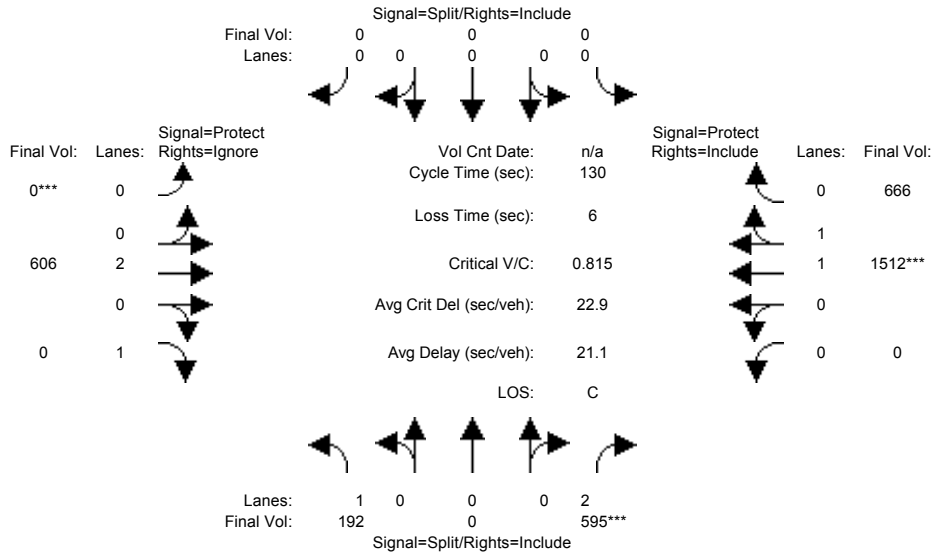
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



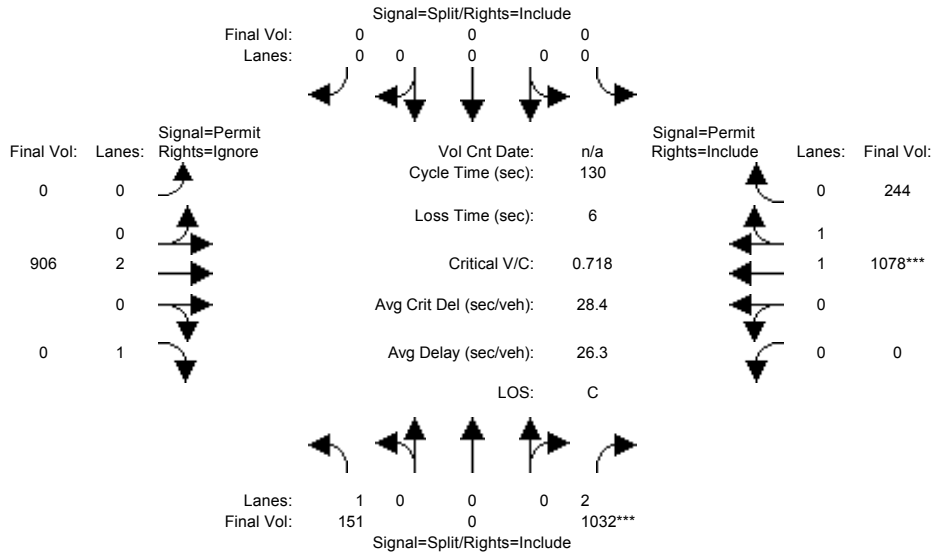
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	192	0	595	0	0	0	0	606	361	0	1512	666
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	0	595	0	0	0	0	606	361	0	1512	666
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	0	595	0	0	0	0	606	361	0	1512	666
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	192	0	595	0	0	0	0	606	0	0	1512	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	0	595	0	0	0	0	606	0	0	1512	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	192	0	595	0	0	0	0	606	0	0	1512	666
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.37	0.63
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	2568	1131
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.59	0.59
Crit Moves:	****			****			****			****		
Green Time:	30.1	0.0	30.1	0.0	0.0	0.0	0.0	93.9	0.0	0.0	93.9	93.9
Volume/Cap:	0.47	0.00	0.82	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.82	0.82
Delay/Veh:	44.0	0.0	54.4	0.0	0.0	0.0	0.0	6.0	0.0	0.0	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	0.0	54.4	0.0	0.0	0.0	0.0	6.0	0.0	0.0	14.2	14.2
LOS by Move:	D	A	D	A	A	A	A	A	A	A	B	B
HCM2k95thQ:	14	0	27	0	0	0	0	8	0	0	50	50

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



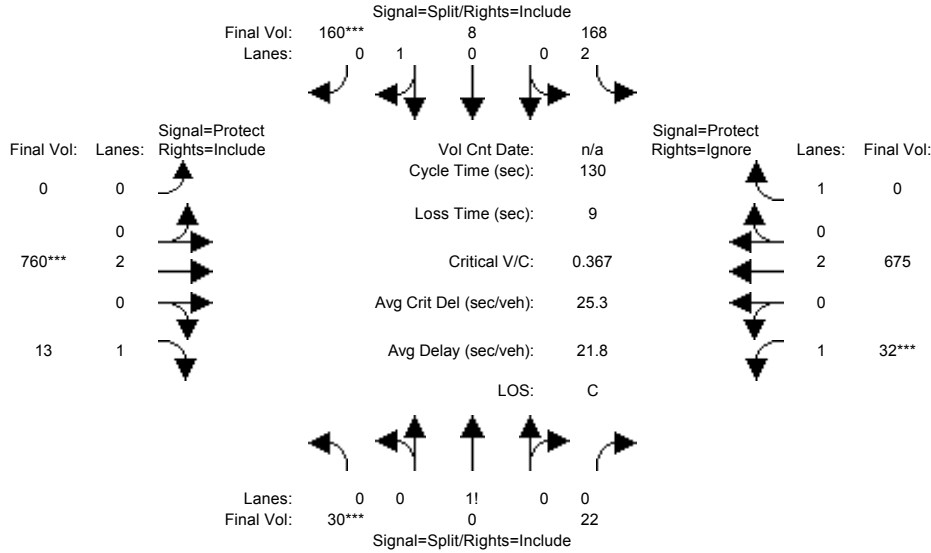
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	0	1032	0	0	0	0	906	8	0	1078	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	0	1032	0	0	0	0	906	8	0	1078	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	0	1032	0	0	0	0	906	8	0	1078	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	151	0	1032	0	0	0	0	906	0	0	1078	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	0	1032	0	0	0	0	906	0	0	1078	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	151	0	1032	0	0	0	0	906	0	0	1078	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.62	0.38
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3017	683
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	59.3	0.0	59.3	0.0	0.0	0.0	0.0	64.7	0.0	0.0	64.7	64.7
Volume/Cap:	0.19	0.00	0.72	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.72	0.72
Delay/Veh:	21.2	0.0	30.4	0.0	0.0	0.0	0.0	21.7	0.0	0.0	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	30.4	0.0	0.0	0.0	0.0	21.7	0.0	0.0	26.9	26.9
LOS by Move:	C	A	C	A	A	A	A	C	A	A	C	C
HCM2k95thQ:	7	0	35	0	0	0	0	21	0	0	36	36

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



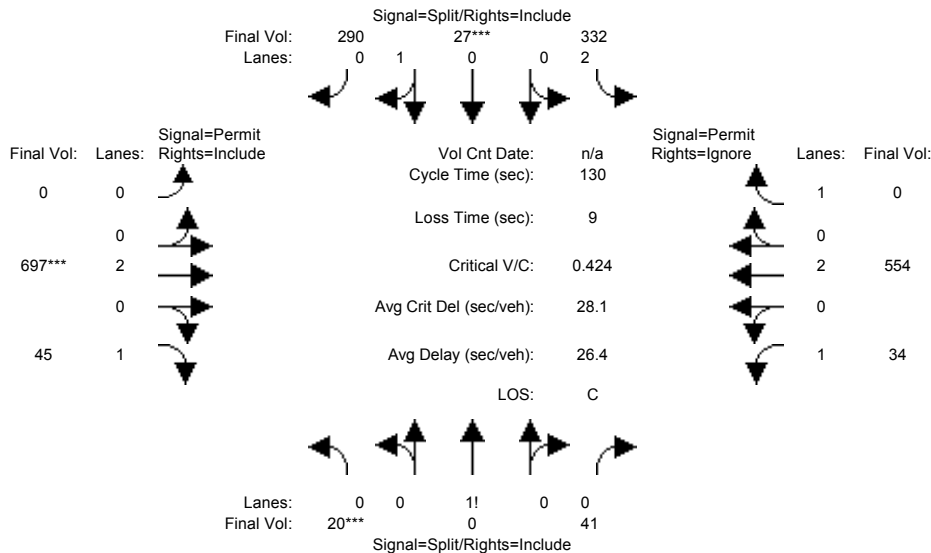
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	0	22	168	8	160	0	760	13	32	675	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	22	168	8	160	0	760	13	32	675	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	22	168	8	160	0	760	13	32	675	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	0	22	168	8	160	0	760	13	32	675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	22	168	8	160	0	760	13	32	675	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	30	0	22	168	8	160	0	760	13	32	675	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.00	0.42	2.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1010	0	740	3150	86	1714	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.05	0.09	0.09	0.00	0.20	0.01	0.02	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.2	0.0	10.2	32.1	32.1	32.1	0.0	68.7	68.7	10.0	78.7	0.0
Volume/Cap:	0.38	0.00	0.38	0.22	0.38	0.38	0.00	0.38	0.01	0.24	0.29	0.00
Delay/Veh:	58.6	0.0	58.6	39.1	41.2	41.2	0.0	18.2	14.6	57.3	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	0.0	58.6	39.1	41.2	41.2	0.0	18.2	14.6	57.3	12.4	0.0
LOS by Move:	E	A	E	D	D	D	A	B	B	E	B	A
HCM2k95thQ:	5	0	5	6	11	11	0	16	1	3	12	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Bkgrd + Proj Conditions

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



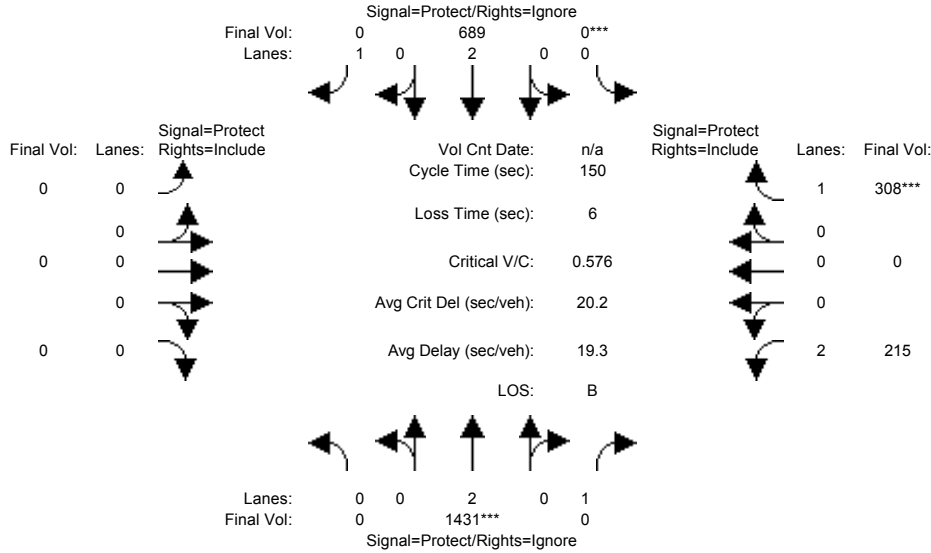
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	0	41	332	27	290	0	697	45	34	554	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	41	332	27	290	0	697	45	34	554	592
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	41	332	27	290	0	697	45	34	554	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	0	41	332	27	290	0	697	45	34	554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	41	332	27	290	0	697	45	34	554	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	0	41	332	27	290	0	697	45	34	554	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.33	0.00	0.67	2.00	0.09	0.91	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	574	0	1176	3150	153	1647	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.11	0.18	0.18	0.00	0.18	0.03	0.02	0.15	0.00
Crit Moves:	****			****			****					
Green Time:	10.7	0.0	10.7	54.0	54.0	54.0	0.0	56.3	56.3	56.3	56.3	0.0
Volume/Cap:	0.42	0.00	0.42	0.25	0.42	0.42	0.00	0.42	0.06	0.04	0.34	0.00
Delay/Veh:	58.7	0.0	58.7	24.9	27.3	27.3	0.0	25.8	21.5	21.3	24.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	0.0	58.7	24.9	27.3	27.3	0.0	25.8	21.5	21.3	24.6	0.0
LOS by Move:	E	A	E	C	C	C	A	C	C	C	C	A
HCM2k95thQ:	6	0	6	10	17	17	0	17	2	2	14	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



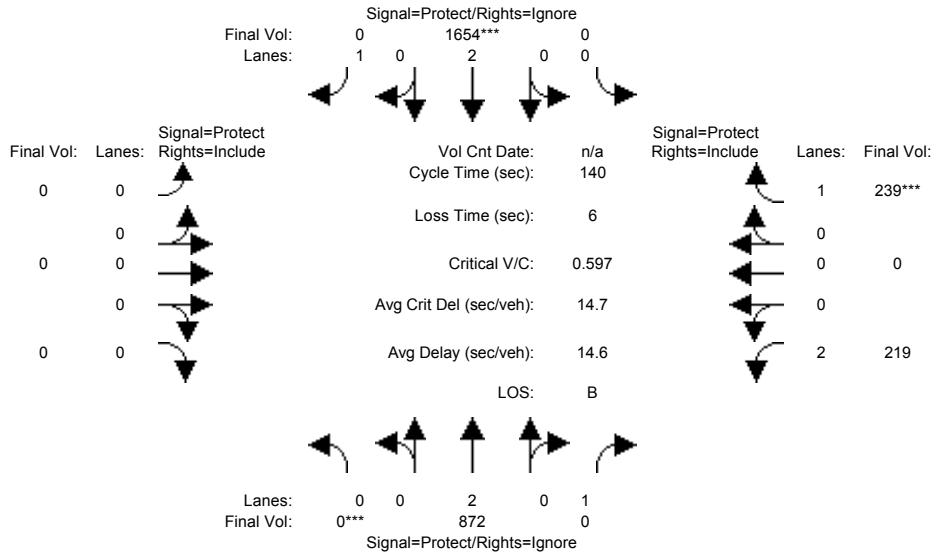
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1431	313	0	689	193	0	0	0	215	0	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1431	313	0	689	193	0	0	0	215	0	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1431	313	0	689	193	0	0	0	215	0	308
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1431	0	0	689	0	0	0	0	215	0	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1431	0	0	689	0	0	0	0	215	0	308
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1431	0	0	689	0	0	0	0	215	0	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:	****			****							****	
Green Time:	0.0	98.1	0.0	0.0	98.1	0.0	0.0	0.0	0.0	45.9	0.0	45.9
Volume/Cap:	0.00	0.58	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.58
Delay/Veh:	0.0	14.7	0.0	0.0	11.0	0.0	0.0	0.0	0.0	38.9	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	0.0	0.0	11.0	0.0	0.0	0.0	0.0	38.9	0.0	45.4
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	31	0	0	12	0	0	0	0	9	0	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



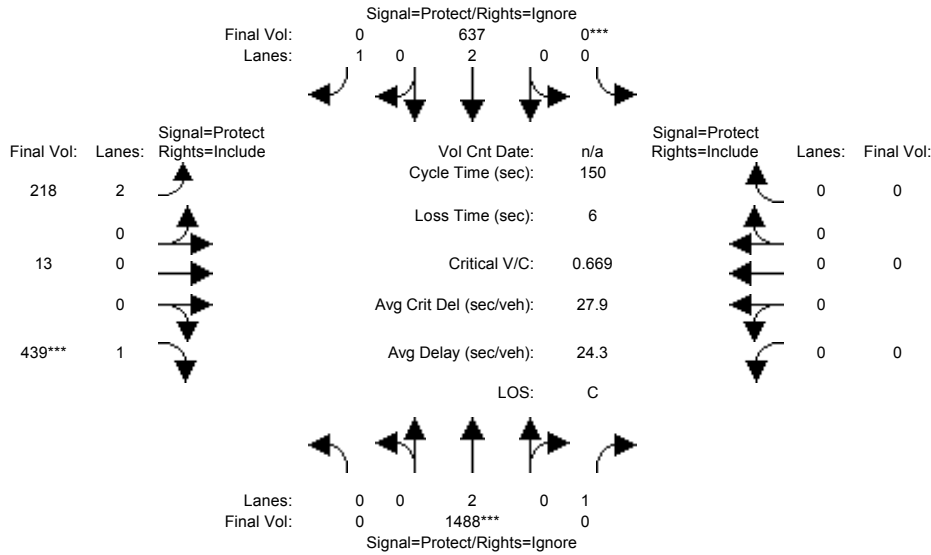
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	872	394	0	1654	362	0	0	0	219	0	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	872	394	0	1654	362	0	0	0	219	0	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	872	394	0	1654	362	0	0	0	219	0	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	872	0	0	1654	0	0	0	0	219	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	872	0	0	1654	0	0	0	0	219	0	239
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	872	0	0	1654	0	0	0	0	219	0	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:	****			****								****
Green Time:	0.0	102	0.0	0.0	102	0.0	0.0	0.0	0.0	32.0	0.0	32.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.30	0.00	0.60
Delay/Veh:	0.0	6.8	0.0	0.0	9.5	0.0	0.0	0.0	0.0	45.0	0.0	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	0.0	0.0	9.5	0.0	0.0	0.0	0.0	45.0	0.0	50.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	12	0	0	29	0	0	0	0	9	0	19

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



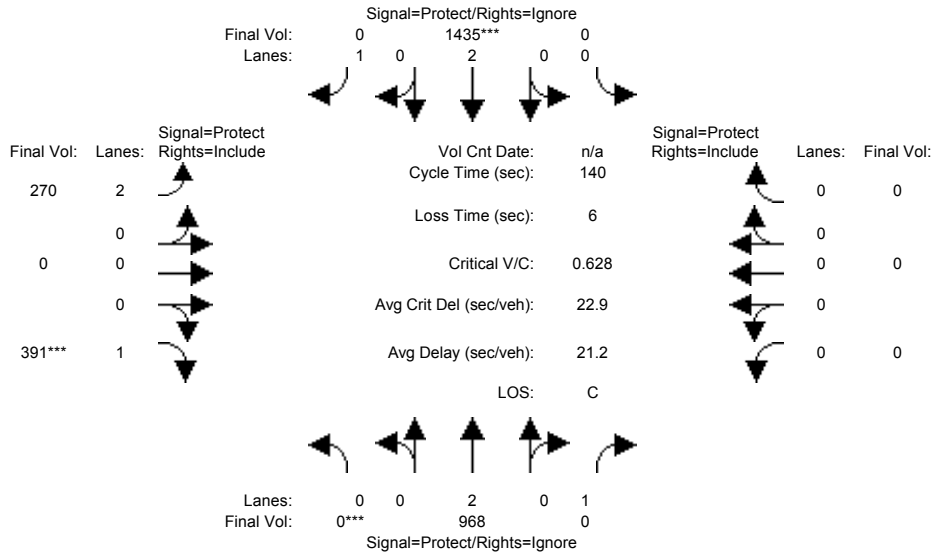
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1488	469	0	637	269	218	13	439	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1488	469	0	637	269	218	13	439	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1488	469	0	637	269	218	13	439	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1488	0	0	637	0	218	13	439	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1488	0	0	637	0	218	13	439	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1488	0	0	637	0	218	13	439	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.90	0.10	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3318	198	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.17	0.00	0.07	0.07	0.25	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	87.8	0.0	0.0	87.8	0.0	56.2	56.2	56.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.29	0.00	0.18	0.18	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	22.0	0.0	0.0	15.6	0.0	31.4	31.4	40.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	0.0	0.0	15.6	0.0	31.4	31.4	40.9	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	C	C	D	A	A	A
HCM2k95thQ:	0	38	0	0	13	0	7	7	32	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	968	225	0	1435	466	270	0	391	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	968	225	0	1435	466	270	0	391	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	968	225	0	1435	466	270	0	391	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	968	0	0	1435	0	270	0	391	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	968	0	0	1435	0	270	0	391	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	968	0	0	1435	0	270	0	391	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.38	0.00	0.09	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	84.2	0.0	0.0	84.2	0.0	49.8	0.0	49.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.63	0.00	0.24	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	15.1	0.0	0.0	18.4	0.0	31.9	0.0	39.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	0.0	0.0	18.4	0.0	31.9	0.0	39.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	D	A	A	A
HCM2k95thQ:	0	20	0	0	33	0	9	0	27	0	0	0

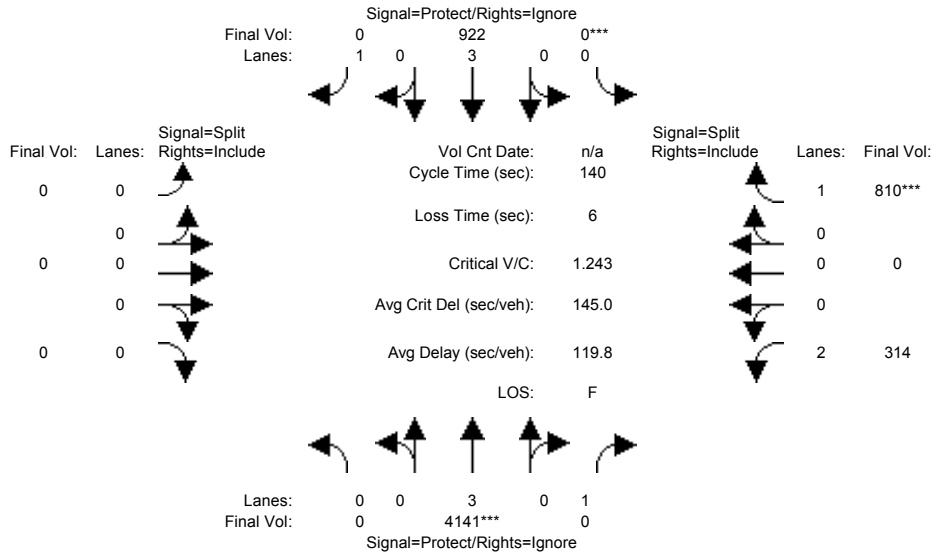
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Bkgrd + Proj Conditions

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



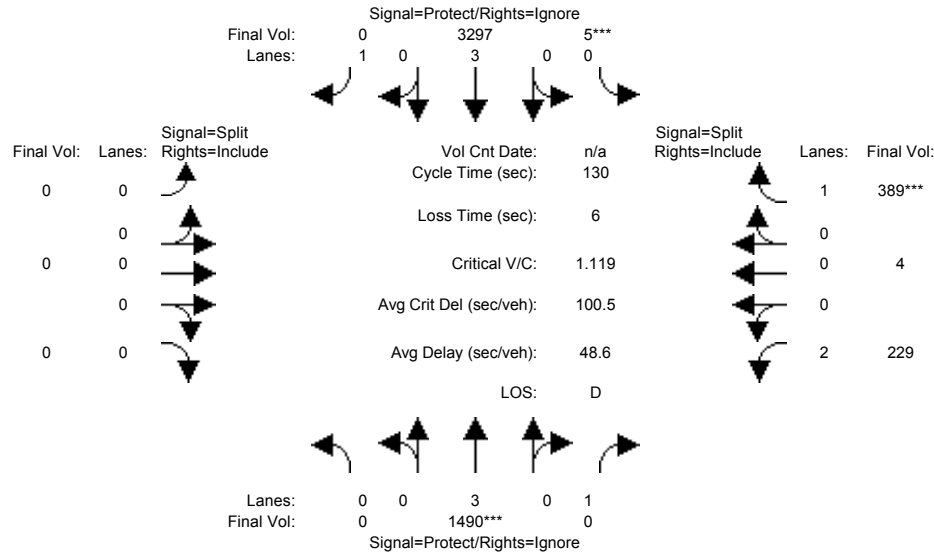
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	4141	179	0	922	193	0	0	0	314	0	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4141	179	0	922	193	0	0	0	314	0	810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4141	179	0	922	193	0	0	0	314	0	810
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4141	0	0	922	0	0	0	0	314	0	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4141	0	0	922	0	0	0	0	314	0	810
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4141	0	0	922	0	0	0	0	314	0	810
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.10	0.00	0.46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	81.9	0.0	0.0	81.9	0.0	0.0	0.0	0.0	52.1	0.0	52.1
Volume/Cap:	0.00	1.24	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.27	0.00	1.24
Delay/Veh:	0.0	141	0.0	0.0	14.5	0.0	0.0	0.0	0.0	30.7	0.0	165.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	141	0.0	0.0	14.5	0.0	0.0	0.0	0.0	30.7	0.0	165.8
LOS by Move:	A	F	A	A	B	A	A	A	A	C	A	F
HCM2k95thQ:	0	138	0	0	12	0	0	0	0	11	0	91

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



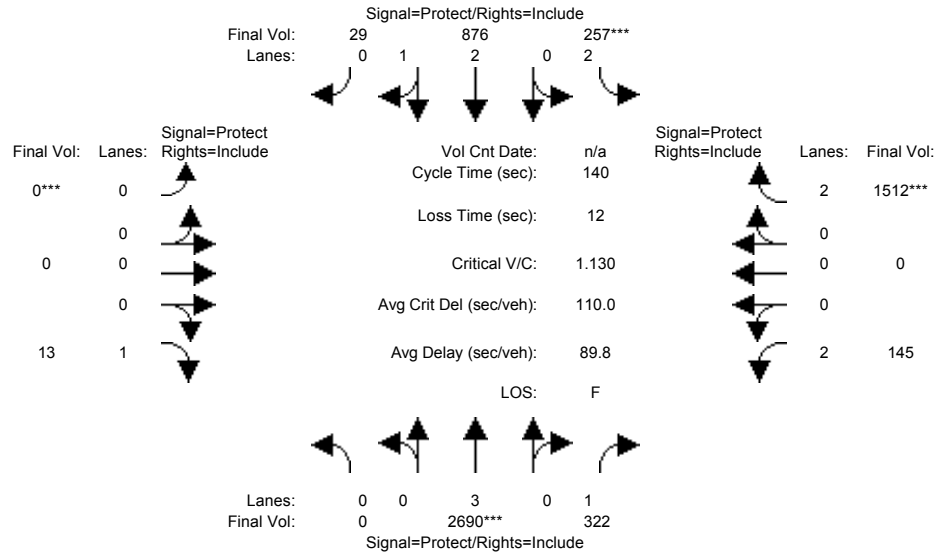
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1490	301	5	3297	773	0	0	0	229	4	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1490	301	5	3297	773	0	0	0	229	4	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1490	301	5	3297	773	0	0	0	229	4	389
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1490	0	5	3297	0	0	0	0	229	4	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1490	0	5	3297	0	0	0	0	229	4	389
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1490	0	5	3297	0	0	0	0	229	4	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	8	5592	1750	0	0	0	3451	60	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.59	0.59	0.00	0.00	0.00	0.00	0.07	0.07	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	30.4	0.0	68.5	98.9	0.0	0.0	0.0	0.0	25.1	25.1	25.1
Volume/Cap:	0.00	1.12	0.00	1.12	0.78	0.00	0.00	0.00	0.00	0.34	0.34	1.12
Delay/Veh:	0.0	114	0.0	89.4	10.0	0.0	0.0	0.0	0.0	45.4	45.4	127.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	114	0.0	89.4	10.0	0.0	0.0	0.0	0.0	45.4	45.4	127.6
LOS by Move:	A	F	A	F	B	A	A	A	A	D	D	F
HCM2k95thQ:	0	48	0	93	44	0	0	0	0	9	9	42

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Bkgrd + Proj Conditions

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



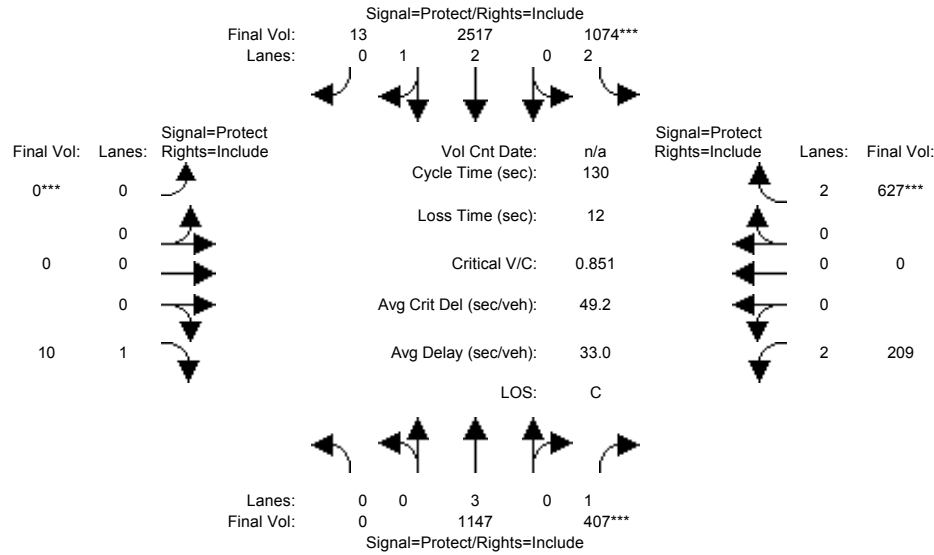
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2690	322	257	876	29	0	0	13	145	0	1512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2690	322	257	876	29	0	0	13	145	0	1512
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2690	322	257	876	29	0	0	13	145	0	1512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2690	322	257	876	29	0	0	13	145	0	1512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2690	322	257	876	29	0	0	13	145	0	1512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2690	322	257	876	29	0	0	13	145	0	1512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.90	0.10	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5420	179	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.18	0.08	0.16	0.16	0.00	0.00	0.01	0.05	0.00	0.48
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	58.4	58.4	10.1	68.6	68.6	0.0	0.0	5.6	53.8	0.0	59.4
Volume/Cap:	0.00	1.13	0.44	1.13	0.33	0.33	0.00	0.00	0.19	0.12	0.00	1.13
Delay/Veh:	0.0	105	29.5	164.2	21.8	21.8	0.0	0.0	66.3	27.8	0.0	108.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	105	29.5	164.2	21.8	21.8	0.0	0.0	66.3	27.8	0.0	108.9
LOS by Move:	A	F	C	F	C	C	A	A	E	C	A	F
HCM2k95thQ:	0	77	18	21	15	15	0	0	2	5	0	83

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



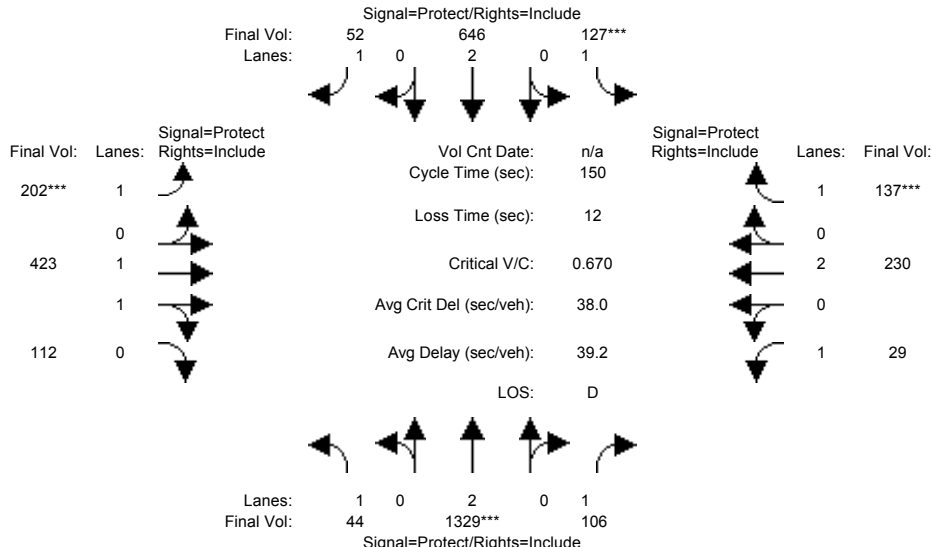
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1147	407	1074	2517	13	0	0	10	209	0	627
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1147	407	1074	2517	13	0	0	10	209	0	627
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1147	407	1074	2517	13	0	0	10	209	0	627
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.98	0.02	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5571	29	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.23	0.34	0.45	0.45	0.00	0.00	0.01	0.07	0.00	0.20
Crit Moves:	0.00	0.20	0.23	0.34	0.45	0.45	0.00	0.00	0.01	0.07	0.00	0.20
Green Time:	0.0	35.5	35.5	52.1	87.6	87.6	0.0	0.0	2.1	28.3	0.0	30.4
Volume/Cap:	0.00	0.74	0.85	0.85	0.67	0.67	0.00	0.00	0.35	0.30	0.00	0.85
Delay/Veh:	0.0	44.9	58.4	41.2	13.1	13.1	0.0	0.0	70.7	42.9	0.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.9	58.4	41.2	13.1	13.1	0.0	0.0	70.7	42.9	0.0	57.0
LOS by Move:	A	D	E	D	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	24	29	42	35	35	0	0	2	8	0	29

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3057: The Alameda/Hedding [Study Int 58]



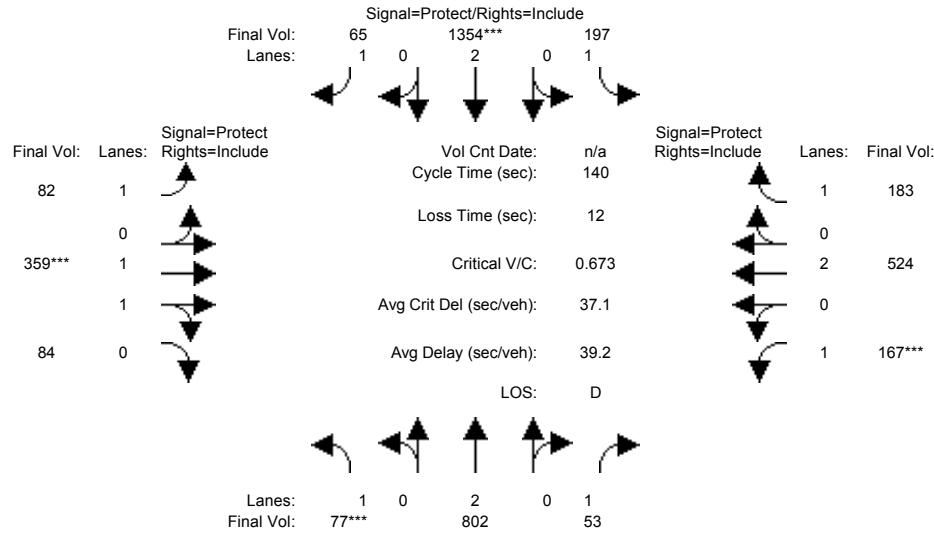
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	1329	106	127	646	52	202	423	112	29	230	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1329	106	127	646	52	202	423	112	29	230	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1329	106	127	646	52	202	423	112	29	230	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1329	106	127	646	52	202	423	112	29	230	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1329	106	127	646	52	202	423	112	29	230	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	1329	106	127	646	52	202	423	112	29	230	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2925	774	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.06	0.07	0.17	0.03	0.12	0.14	0.14	0.02	0.06	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	78.3	78.3	16.3	74.2	74.2	25.9	32.8	32.8	10.6	17.5	17.5
Volume/Cap:	0.19	0.67	0.12	0.67	0.34	0.06	0.67	0.66	0.66	0.23	0.52	0.67
Delay/Veh:	57.8	27.2	18.3	73.2	23.2	19.8	63.8	55.6	55.6	66.9	63.3	71.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	27.2	18.3	73.2	23.2	19.8	63.8	55.6	55.6	66.9	63.3	71.8
LOS by Move:	E	C	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	4	36	5	12	16	3	19	22	22	3	9	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3057: The Alameda/Hedding [Study Int 58]



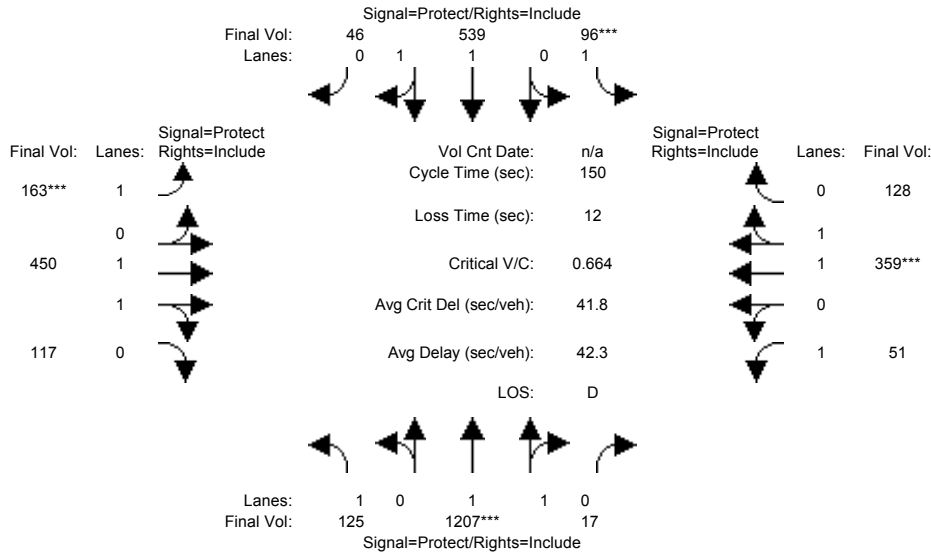
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	802	53	197	1354	65	82	359	84	167	524	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	802	53	197	1354	65	82	359	84	167	524	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	802	53	197	1354	65	82	359	84	167	524	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	802	53	197	1354	65	82	359	84	167	524	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	802	53	197	1354	65	82	359	84	167	524	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	802	53	197	1354	65	82	359	84	167	524	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2998	701	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.03	0.11	0.36	0.04	0.05	0.12	0.12	0.10	0.14	0.10
Crit Moves:	****			****			****			****		
Green Time:	9.2	54.3	54.3	29.0	74.1	74.1	11.9	24.9	24.9	19.8	32.8	32.8
Volume/Cap:	0.67	0.54	0.08	0.54	0.67	0.07	0.55	0.67	0.67	0.67	0.59	0.45
Delay/Veh:	78.6	33.7	27.1	51.3	25.0	16.1	65.9	56.5	56.5	64.1	48.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	33.7	27.1	51.3	25.0	16.1	65.9	56.5	56.5	64.1	48.6	46.6
LOS by Move:	E	C	C	D	C	B	E	E	E	E	D	D
HCM2k95thQ:	7	23	3	15	35	3	9	19	19	14	18	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3058: The Alameda/Naglee [Study Int 59]



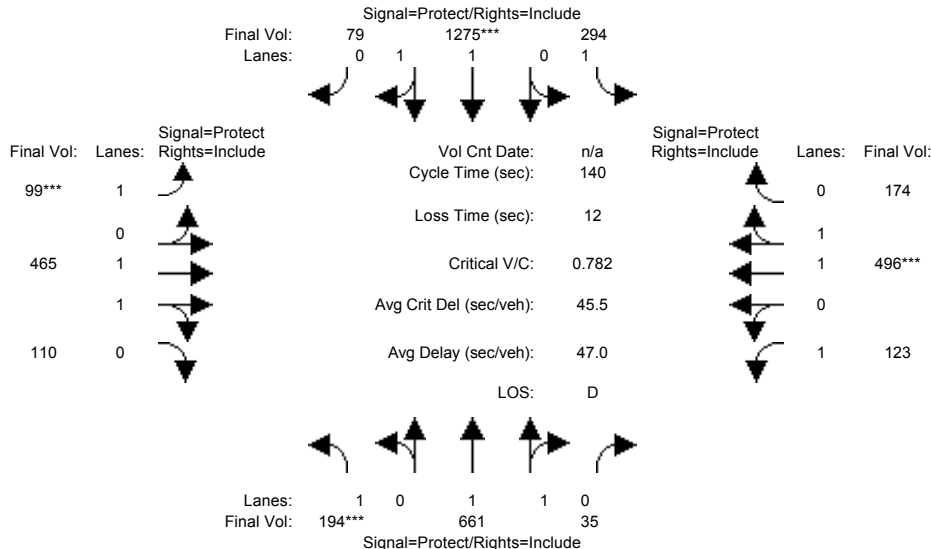
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1207	17	96	539	46	163	450	117	51	359	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1207	17	96	539	46	163	450	117	51	359	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1207	17	96	539	46	163	450	117	51	359	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1207	17	96	539	46	163	450	117	51	359	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1207	17	96	539	46	163	450	117	51	359	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1207	17	96	539	46	163	450	117	51	359	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.84	0.16	1.00	1.58	0.42	1.00	1.46	0.54
Final Sat.:	1750	3649	51	1750	3409	291	1750	2936	763	1750	2727	972
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.05	0.16	0.16	0.09	0.15	0.15	0.03	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.1	74.8	74.8	12.4	60.1	60.1	21.1	39.0	39.0	11.9	29.8	29.8
Volume/Cap:	0.39	0.66	0.66	0.66	0.39	0.39	0.66	0.59	0.59	0.37	0.66	0.66
Delay/Veh:	55.0	29.1	29.1	77.8	32.2	32.2	67.8	49.5	49.5	67.2	57.8	57.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	29.1	29.1	77.8	32.2	32.2	67.8	49.5	49.5	67.2	57.8	57.8
LOS by Move:	E	C	C	E	C	C	E	D	D	E	E	E
HCM2k95thQ:	11	36	36	9	17	17	16	22	22	5	19	19

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3058: The Alameda/Naglee [Study Int 59]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	661	35	294	1275	79	99	465	110	123	496	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	661	35	294	1275	79	99	465	110	123	496	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	661	35	294	1275	79	99	465	110	123	496	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	661	35	294	1275	79	99	465	110	123	496	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	661	35	294	1275	79	99	465	110	123	496	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	661	35	294	1275	79	99	465	110	123	496	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.88	0.12	1.00	1.61	0.39	1.00	1.47	0.53
Final Sat.:	1750	3514	186	1750	3484	216	1750	2992	708	1750	2738	961
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.37	0.37	0.06	0.16	0.16	0.07	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	19.9	45.1	45.1	40.3	65.6	65.6	10.1	29.3	29.3	13.3	32.4	32.4
Volume/Cap:	0.78	0.58	0.58	0.58	0.78	0.78	0.78	0.74	0.74	0.74	0.78	0.78
Delay/Veh:	72.7	40.3	40.3	44.4	33.6	33.6	90.1	55.7	55.7	78.1	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	40.3	40.3	44.4	33.6	33.6	90.1	55.7	55.7	78.1	55.1	55.1
LOS by Move:	E	D	D	D	C	C	F	E	E	E	E	E
HCM2k95thQ:	19	23	23	20	41	41	12	24	24	11	25	25

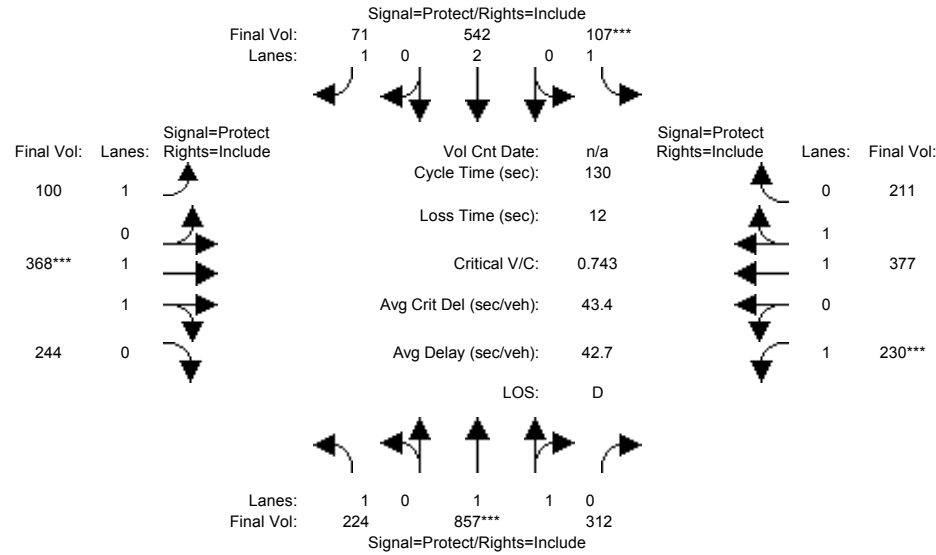
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



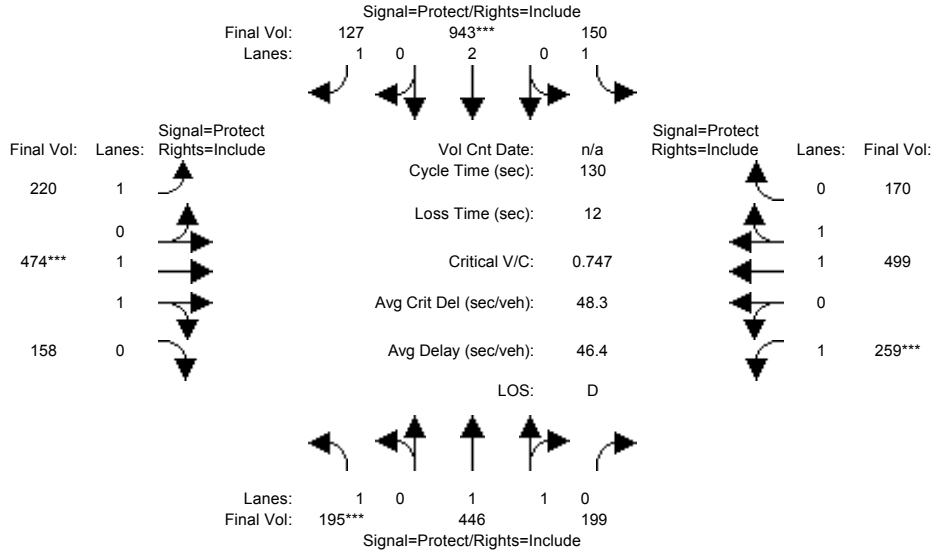
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	224	857	312	107	542	71	100	368	244	230	377	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	857	312	107	542	71	100	368	244	230	377	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	857	312	107	542	71	100	368	244	230	377	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	857	312	107	542	71	100	368	244	230	377	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	857	312	107	542	71	100	368	244	230	377	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	224	857	312	107	542	71	100	368	244	230	377	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.18	0.82	1.00	1.26	0.74
Final Sat.:	1750	2712	987	1750	3800	1750	1750	2224	1474	1750	2371	1327
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.06	0.14	0.04	0.06	0.17	0.17	0.13	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.2	55.3	55.3	10.7	34.8	34.8	13.7	29.0	29.0	23.0	38.2	38.2
Volume/Cap:	0.53	0.74	0.74	0.74	0.53	0.15	0.54	0.74	0.74	0.74	0.54	0.54
Delay/Veh:	44.4	33.3	33.3	76.9	41.2	36.5	58.3	50.7	50.7	60.0	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	33.3	33.3	76.9	41.2	36.5	58.3	50.7	50.7	60.0	39.1	39.1
LOS by Move:	D	C	C	E	D	D	E	D	D	E	D	D
HCM2k95thQ:	16	35	35	12	18	5	8	22	22	18	18	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



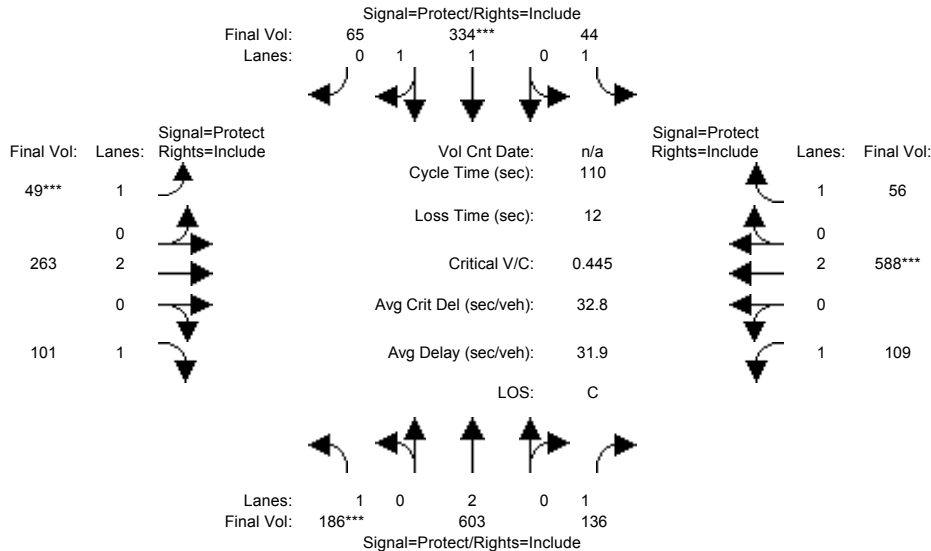
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	446	199	150	943	127	220	474	158	259	499	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	446	199	150	943	127	220	474	158	259	499	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	446	199	150	943	127	220	474	158	259	499	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	446	199	150	943	127	220	474	158	259	499	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	446	199	150	943	127	220	474	158	259	499	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	446	199	150	943	127	220	474	158	259	499	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.37	0.63	1.00	2.00	1.00	1.00	1.49	0.51	1.00	1.48	0.52
Final Sat.:	1750	2558	1141	1750	3800	1750	1750	2774	925	1750	2759	940
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.09	0.25	0.07	0.13	0.17	0.17	0.15	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	19.4	41.9	41.9	20.6	43.2	43.2	22.7	29.7	29.7	25.7	32.7	32.7
Volume/Cap:	0.75	0.54	0.54	0.54	0.75	0.22	0.72	0.75	0.75	0.75	0.72	0.72
Delay/Veh:	64.2	36.6	36.6	52.5	41.1	31.5	58.6	50.4	50.4	57.7	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	36.6	36.6	52.5	41.1	31.5	58.6	50.4	50.4	57.7	47.2	47.2
LOS by Move:	E	D	D	D	D	C	E	D	D	E	D	D
HCM2k95thQ:	18	20	20	13	31	8	17	22	22	20	23	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3064: ALUM ROCK/KING [Study Int 17]



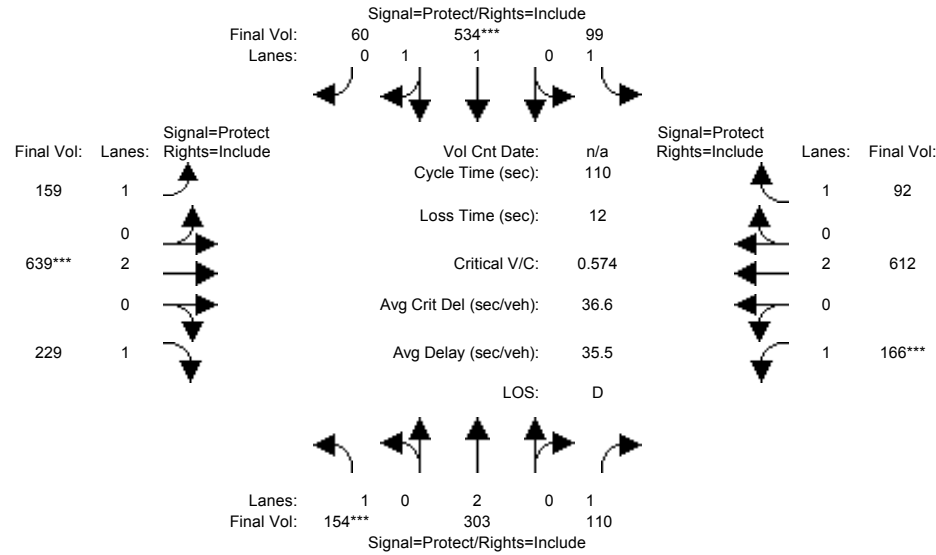
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	603	136	44	334	65	49	263	101	109	588	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	603	136	44	334	65	49	263	101	109	588	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	603	136	44	334	65	49	263	101	109	588	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	603	136	44	334	65	49	263	101	109	588	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	603	136	44	334	65	49	263	101	109	588	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	603	136	44	334	65	49	263	101	109	588	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3097	603	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.08	0.03	0.11	0.11	0.03	0.07	0.06	0.06	0.15	0.03
Crit Moves:	****			****			****			****		
Green Time:	26.2	37.7	37.7	15.1	26.6	26.6	7.0	26.6	26.6	18.6	38.2	38.2
Volume/Cap:	0.45	0.46	0.23	0.18	0.45	0.45	0.44	0.29	0.24	0.37	0.45	0.09
Delay/Veh:	36.5	28.5	26.0	42.3	35.8	35.8	52.4	34.2	33.9	41.3	28.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	28.5	26.0	42.3	35.8	35.8	52.4	34.2	33.9	41.3	28.0	24.3
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	11	15	7	3	11	11	4	7	6	7	15	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3064: ALUM ROCK/KING [Study Int 17]



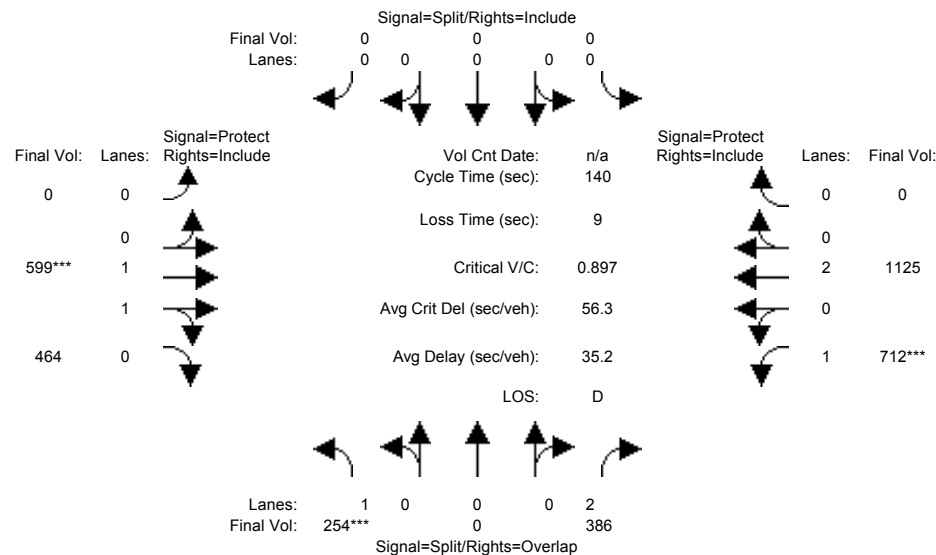
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	303	110	99	534	60	159	639	229	166	612	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	303	110	99	534	60	159	639	229	166	612	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	303	110	99	534	60	159	639	229	166	612	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	303	110	99	534	60	159	639	229	166	612	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	303	110	99	534	60	159	639	229	166	612	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	303	110	99	534	60	159	639	229	166	612	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3326	374	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.06	0.06	0.16	0.16	0.09	0.17	0.13	0.09	0.16	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.9	28.0	28.0	19.6	30.8	30.8	18.2	32.2	32.2	18.2	32.2	32.2
Volume/Cap:	0.57	0.31	0.25	0.32	0.57	0.57	0.55	0.57	0.45	0.57	0.55	0.18
Delay/Veh:	46.3	33.4	32.9	40.0	34.8	34.8	44.4	33.8	32.3	45.1	33.4	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	33.4	32.9	40.0	34.8	34.8	44.4	33.8	32.3	45.1	33.4	29.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	10	8	6	6	16	16	10	17	13	12	17	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



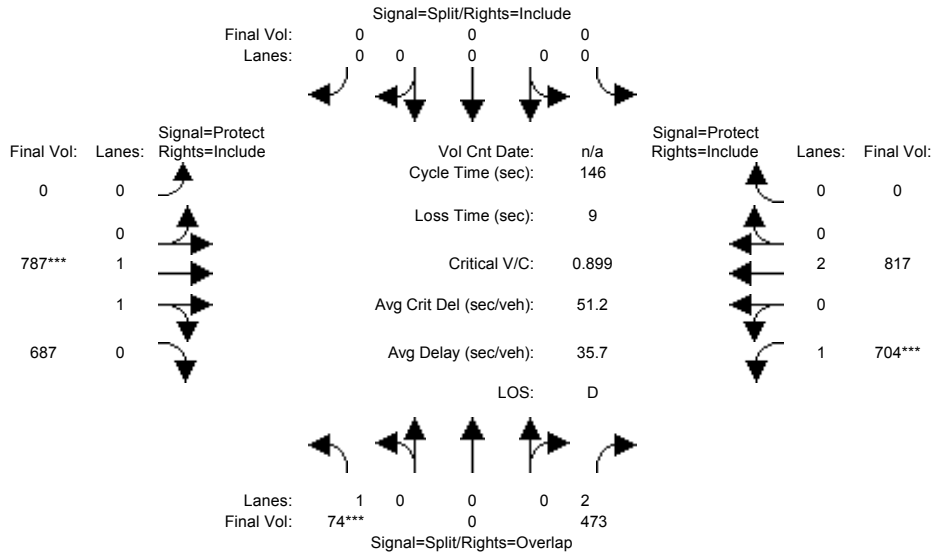
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module:												
Base Vol:	254	0	386	0	0	0	0	599	464	712	1125	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	0	386	0	0	0	0	599	464	712	1125	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	0	386	0	0	0	0	599	464	712	1125	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	0	386	0	0	0	0	599	464	712	1125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	0	386	0	0	0	0	599	464	712	1125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	0	386	0	0	0	0	599	464	712	1125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.10	0.90	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2084	1614	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.12	0.00	0.00	0.00	0.00	0.29	0.29	0.41	0.30	0.00
Crit Moves:	****						****			****		
Green Time:	22.6	0.0	86.1	0.0	0.0	0.0	0.0	44.9	44.9	63.5	108	0.0
Volume/Cap:	0.90	0.00	0.20	0.00	0.00	0.00	0.00	0.90	0.90	0.90	0.38	0.00
Delay/Veh:	86.2	0.0	11.9	0.0	0.0	0.0	0.0	54.6	54.6	48.2	5.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	0.0	11.9	0.0	0.0	0.0	0.0	54.6	54.6	48.2	5.2	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	26	0	8	0	0	0	0	39	39	53	14	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



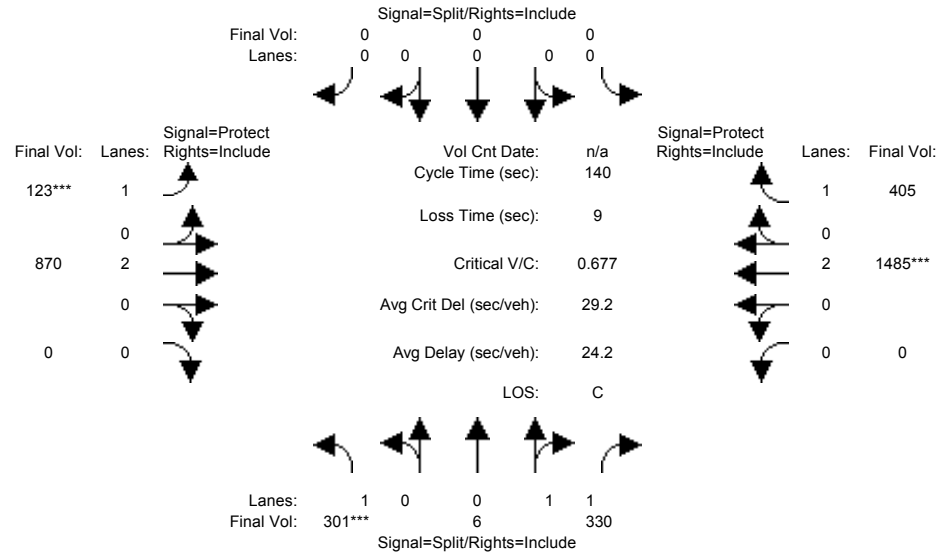
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	473	0	0	0	0	787	687	704	817	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	473	0	0	0	0	787	687	704	817	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	473	0	0	0	0	787	687	704	817	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	473	0	0	0	0	787	687	704	817	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	473	0	0	0	0	787	687	704	817	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	473	0	0	0	0	787	687	704	817	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.04	0.96	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1974	1723	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.15	0.00	0.00	0.00	0.00	0.40	0.40	0.40	0.22	0.00
Crit Moves:	****						****			****		
Green Time:	10.0	0.0	73.8	0.0	0.0	0.0	0.0	63.2	63.2	63.8	127	0.0
Volume/Cap:	0.62	0.00	0.30	0.00	0.00	0.00	0.00	0.92	0.92	0.92	0.25	0.00
Delay/Veh:	75.5	0.0	21.1	0.0	0.0	0.0	0.0	48.1	48.1	55.1	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	0.0	21.1	0.0	0.0	0.0	0.0	48.1	48.1	55.1	1.6	0.0
LOS by Move:	E	A	C	A	A	A	A	D	D	E	A	A
HCM2k95thQ:	9	0	14	0	0	0	0	54	54	56	6	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3211: 101/McKee(E) [Study Int 5]



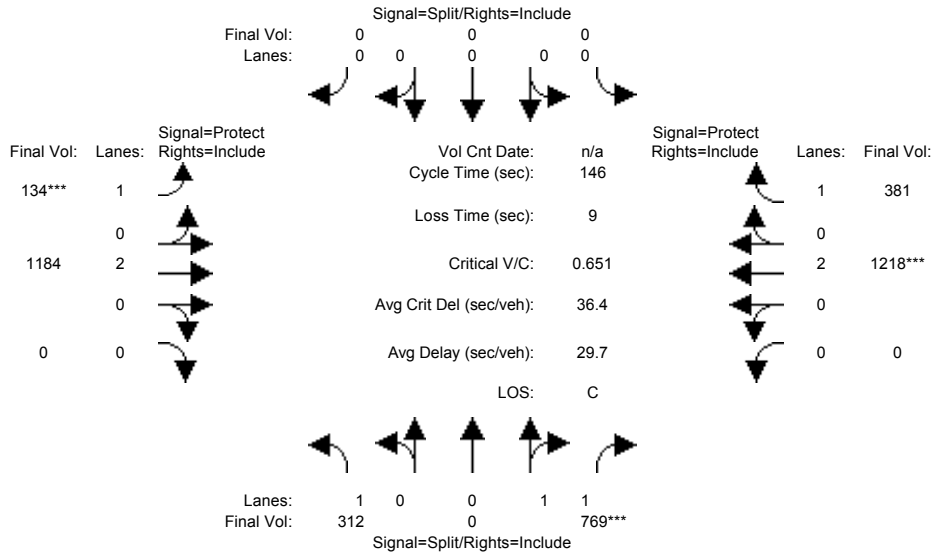
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	301	6	330	0	0	0	123	870	0	0	1485	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	6	330	0	0	0	123	870	0	0	1485	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	6	330	0	0	0	123	870	0	0	1485	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	6	330	0	0	0	123	870	0	0	1485	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	6	330	0	0	0	123	870	0	0	1485	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	6	330	0	0	0	123	870	0	0	1485	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	64	3536	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.39	0.23
Crit Moves:	****						****			****		
Green Time:	35.6	35.6	35.6	0.0	0.0	0.0	14.5	95.4	0.0	0.0	80.9	80.9
Volume/Cap:	0.68	0.37	0.37	0.00	0.00	0.00	0.68	0.34	0.00	0.00	0.68	0.40
Delay/Veh:	51.2	43.2	43.2	0.0	0.0	0.0	70.2	9.3	0.0	0.0	21.4	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	43.2	43.2	0.0	0.0	0.0	70.2	9.3	0.0	0.0	21.4	16.5
LOS by Move:	D	D	D	A	A	A	E	A	A	A	C	B
HCM2k95thQ:	24	12	12	0	0	0	13	14	0	0	36	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3211: 101/McKee(E) [Study Int 5]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	0	769	0	0	0	134	1184	0	0	1218	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	0	769	0	0	0	134	1184	0	0	1218	381
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	0	769	0	0	0	134	1184	0	0	1218	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	0	769	0	0	0	134	1184	0	0	1218	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	0	769	0	0	0	134	1184	0	0	1218	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	0	769	0	0	0	134	1184	0	0	1218	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.21	0.00	0.00	0.00	0.08	0.31	0.00	0.00	0.32	0.22
Crit Moves:	****			****			****			****		
Green Time:	47.9	0.0	47.9	0.0	0.0	0.0	17.2	89.1	0.0	0.0	71.9	71.9
Volume/Cap:	0.54	0.00	0.65	0.00	0.00	0.00	0.65	0.51	0.00	0.00	0.65	0.44
Delay/Veh:	41.2	0.0	43.2	0.0	0.0	0.0	68.7	16.3	0.0	0.0	28.5	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	0.0	43.2	0.0	0.0	0.0	68.7	16.3	0.0	0.0	28.5	24.4
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	22	0	28	0	0	0	14	26	0	0	33	21

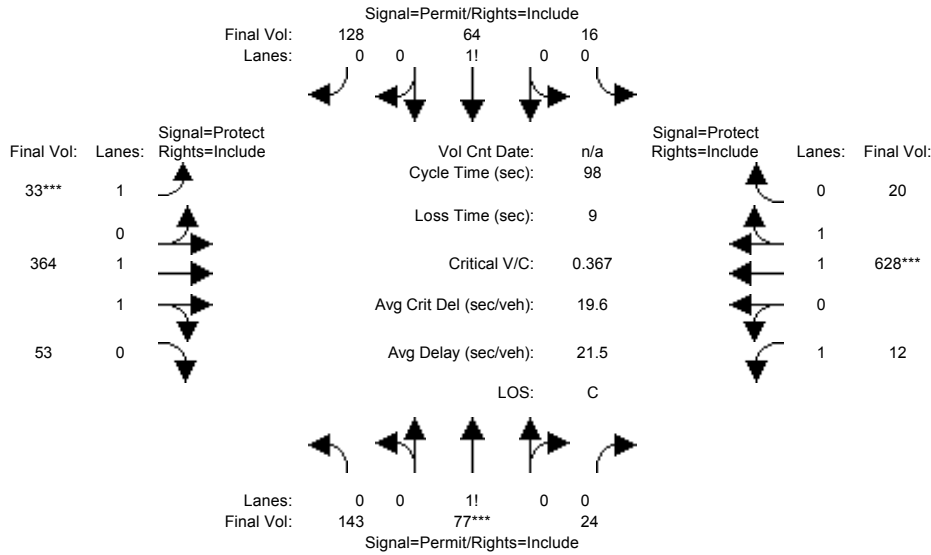
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



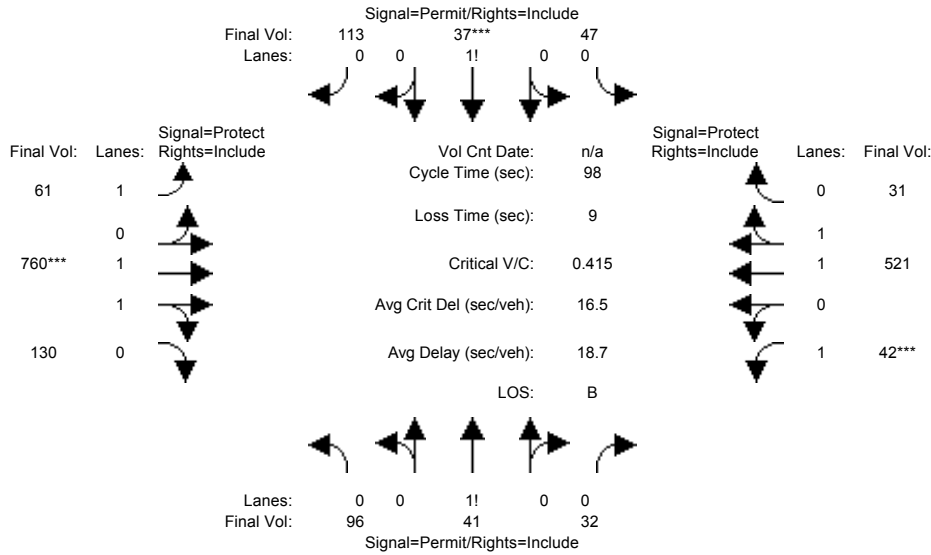
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	77	24	16	64	128	33	364	53	12	628	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	77	24	16	64	128	33	364	53	12	628	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	77	24	16	64	128	33	364	53	12	628	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	77	24	16	64	128	33	364	53	12	628	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	77	24	16	64	128	33	364	53	12	628	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	77	24	16	64	128	33	364	53	12	628	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.59	0.31	0.10	0.08	0.31	0.61	1.00	1.74	0.26	1.00	1.94	0.06
Final Sat.:	1026	552	172	135	538	1077	1750	3229	470	1750	3586	114
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.02	0.11	0.11	0.01	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	36.3	36.3	36.3	36.3	36.3	36.3	7.0	32.2	32.2	20.4	45.7	45.7
Volume/Cap:	0.38	0.38	0.38	0.32	0.32	0.32	0.26	0.34	0.34	0.03	0.38	0.38
Delay/Veh:	22.9	22.9	22.9	22.3	22.3	22.3	44.2	25.0	25.0	31.0	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.9	22.9	22.3	22.3	22.3	44.2	25.0	25.0	31.0	17.1	17.1
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	11	11	11	9	9	9	2	9	9	1	12	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



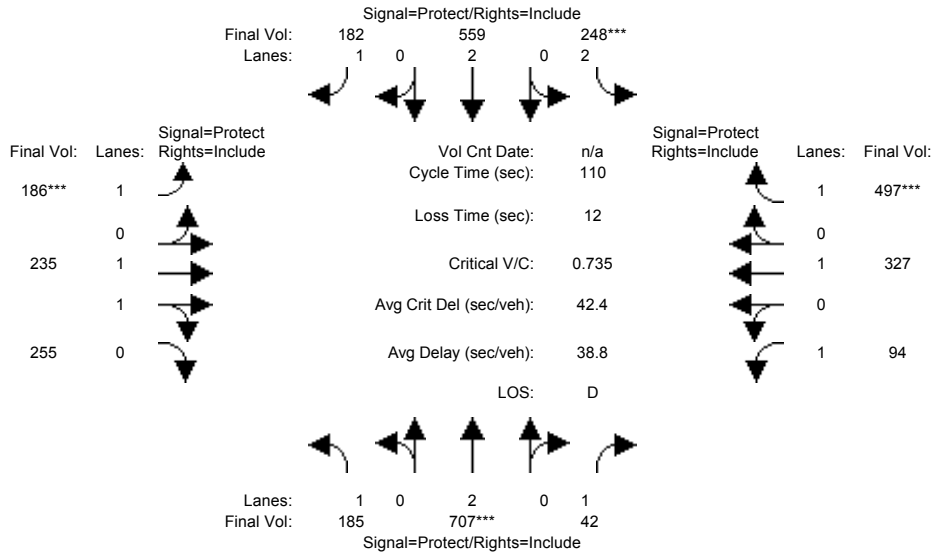
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	41	32	47	37	113	61	760	130	42	521	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	41	32	47	37	113	61	760	130	42	521	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	41	32	47	37	113	61	760	130	42	521	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	41	32	47	37	113	61	760	130	42	521	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	41	32	47	37	113	61	760	130	42	521	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	41	32	47	37	113	61	760	130	42	521	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.57	0.24	0.19	0.24	0.19	0.57	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	994	425	331	418	329	1004	1750	3159	540	1750	3492	208
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.11	0.11	0.11	0.03	0.24	0.24	0.02	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	20.4	55.9	55.9	7.0	42.5	42.5
Volume/Cap:	0.36	0.36	0.36	0.42	0.42	0.42	0.17	0.42	0.42	0.34	0.34	0.34
Delay/Veh:	29.6	29.6	29.6	30.3	30.3	30.3	32.1	12.1	12.1	44.9	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	29.6	29.6	30.3	30.3	30.3	32.1	12.1	12.1	44.9	18.6	18.6
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	9	9	9	10	10	10	3	14	14	3	11	11

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



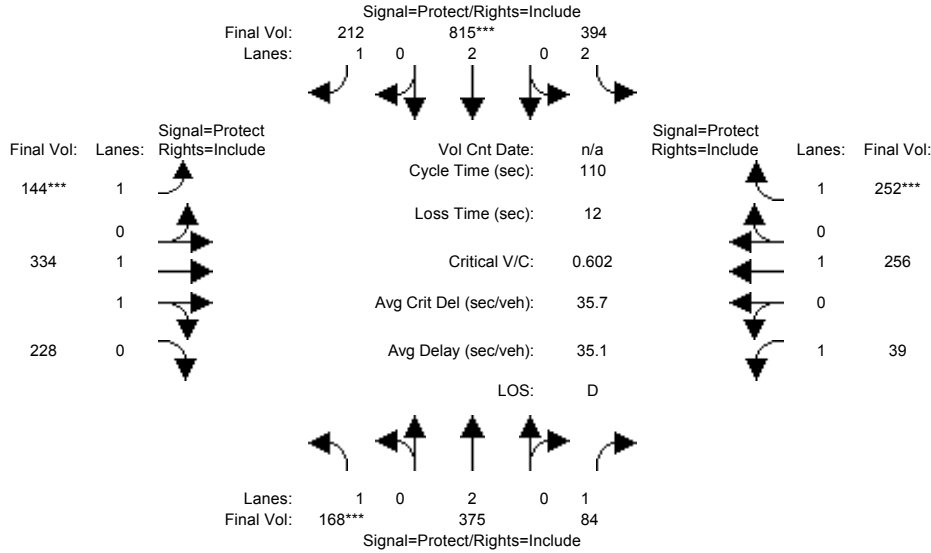
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	185	707	42	248	559	182	186	235	255	94	327	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	707	42	248	559	182	186	235	255	94	327	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	707	42	248	559	182	186	235	255	94	327	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	707	42	248	559	182	186	235	255	94	327	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	707	42	248	559	182	186	235	255	94	327	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	707	42	248	559	182	186	235	255	94	327	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.02	0.08	0.15	0.10	0.11	0.12	0.15	0.05	0.17	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.6	27.8	27.8	11.8	23.0	23.0	15.9	40.6	40.6	17.7	42.5	42.5
Volume/Cap:	0.70	0.74	0.09	0.74	0.70	0.50	0.74	0.33	0.39	0.33	0.45	0.74
Delay/Veh:	52.6	40.7	31.5	55.8	43.1	39.4	55.7	25.1	25.8	41.6	25.5	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	40.7	31.5	55.8	43.1	39.4	55.7	25.1	25.8	41.6	25.5	33.1
LOS by Move:	D	D	C	E	D	D	E	C	C	D	C	C
HCM2k95thQ:	13	20	2	13	18	12	13	11	13	7	15	29

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



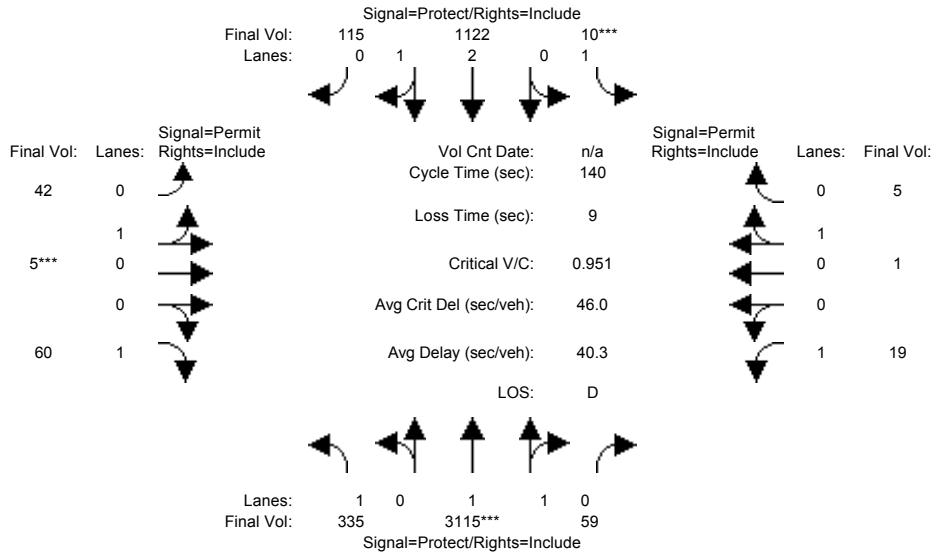
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	375	84	394	815	212	144	334	228	39	256	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	375	84	394	815	212	144	334	228	39	256	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	375	84	394	815	212	144	334	228	39	256	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	375	84	394	815	212	144	334	228	39	256	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	375	84	394	815	212	144	334	228	39	256	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	375	84	394	815	212	144	334	228	39	256	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.17	0.83	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	2198	1500	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.05	0.13	0.21	0.12	0.08	0.15	0.15	0.02	0.13	0.14
Crit Moves:	****			****			****			****		
Green Time:	17.5	25.0	25.0	31.7	39.2	39.2	15.0	29.1	29.1	12.2	26.3	26.3
Volume/Cap:	0.60	0.43	0.21	0.43	0.60	0.34	0.60	0.57	0.57	0.20	0.56	0.60
Delay/Veh:	46.7	36.8	34.8	32.2	29.8	26.3	49.0	35.9	35.9	45.0	38.4	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	36.8	34.8	32.2	29.8	26.3	49.0	35.9	35.9	45.0	38.4	39.7
LOS by Move:	D	D	C	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	11	10	5	13	21	11	10	16	16	3	15	17

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



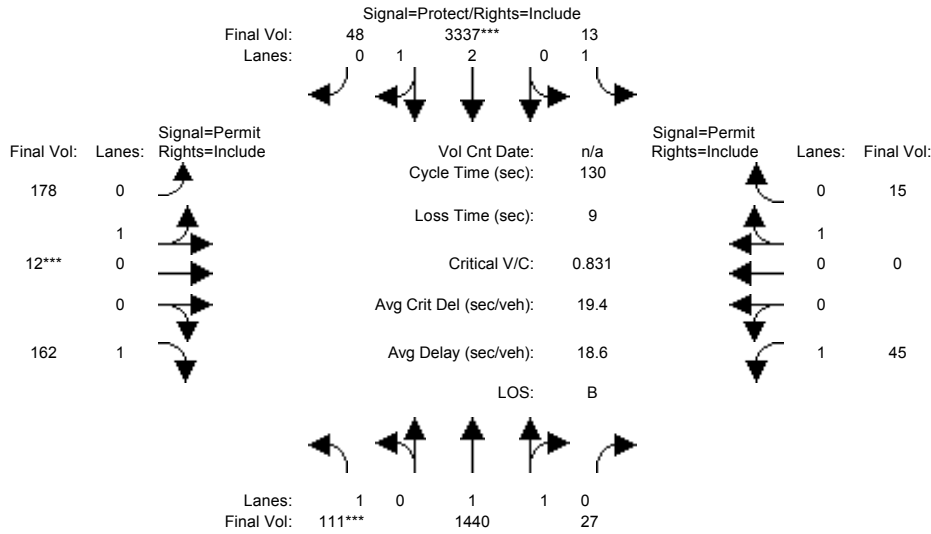
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	335	3115	59	10	1122	115	42	5	60	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	3115	59	10	1122	115	42	5	60	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	3115	59	10	1122	115	42	5	60	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3115	59	10	1122	115	42	5	60	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3115	59	10	1122	115	42	5	60	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	3115	59	10	1122	115	42	5	60	19	1	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.71	0.29	0.89	0.11	1.00	1.00	0.17	0.83
Final Sat.:	1750	3631	69	1750	5079	521	1609	191	1750	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.86	0.86	0.01	0.22	0.22	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	56.2	114	114.0	7.0	64.8	64.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.48	1.05	1.05	0.11	0.48	0.48	0.37	0.37	0.48	0.15	0.05	0.05
Delay/Veh:	31.6	45.7	45.7	64.1	26.0	26.0	63.7	63.7	65.4	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	45.7	45.7	64.1	26.0	26.0	63.7	63.7	65.4	61.6	60.7	60.7
LOS by Move:	C	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	20	121	121	1	21	21	5	5	7	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



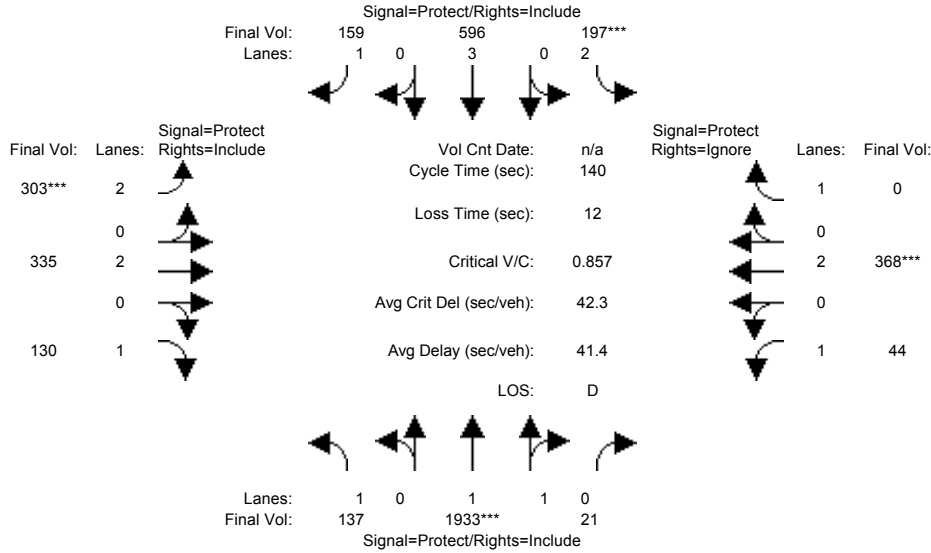
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	1440	27	13	3337	48	178	12	162	45	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1440	27	13	3337	48	178	12	162	45	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1440	27	13	3337	48	178	12	162	45	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1440	27	13	3337	48	178	12	162	45	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1440	27	13	3337	48	178	12	162	45	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1440	27	13	3337	48	178	12	162	45	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.96	0.04	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3632	68	1750	5520	79	1686	114	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.01	0.60	0.60	0.11	0.11	0.09	0.03	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	9.9	92.0	92.0	12.5	94.6	94.6	16.5	16.5	16.5	16.5	0.0	16.5
Volume/Cap:	0.83	0.56	0.56	0.08	0.83	0.83	0.83	0.83	0.73	0.20	0.00	0.07
Delay/Veh:	92.8	9.5	9.5	53.7	13.8	13.8	77.3	77.3	66.1	51.3	0.0	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	9.5	9.5	53.7	13.8	13.8	77.3	77.3	66.1	51.3	0.0	50.1
LOS by Move:	F	A	A	D	B	B	E	E	E	D	A	D
HCM2k95thQ:	10	26	26	1	47	47	19	19	15	4	0	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3413: Coleman/Hedding [Study Int 38]



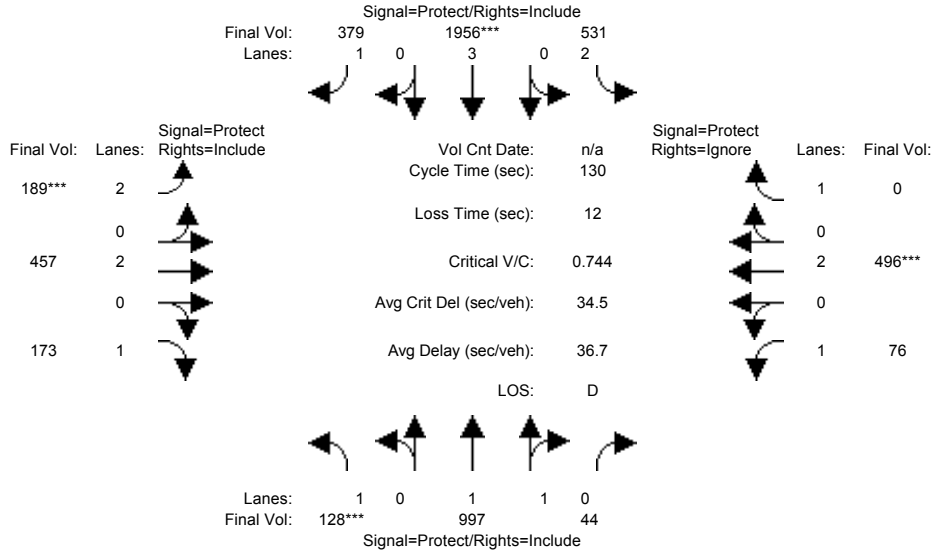
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	1933	21	197	596	159	303	335	130	44	368	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1933	21	197	596	159	303	335	130	44	368	792
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1933	21	197	596	159	303	335	130	44	368	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	137	1933	21	197	596	159	303	335	130	44	368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1933	21	197	596	159	303	335	130	44	368	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	137	1933	21	197	596	159	303	335	130	44	368	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3660	40	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.53	0.06	0.13	0.09	0.10	0.09	0.07	0.03	0.10	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.1	86.3	86.3	10.2	59.4	59.4	15.7	20.1	20.1	11.4	15.8	0.0
Volume/Cap:	0.30	0.86	0.86	0.86	0.30	0.21	0.86	0.61	0.52	0.31	0.86	0.00
Delay/Veh:	41.4	25.3	25.3	90.0	26.6	25.7	79.4	58.4	57.3	61.8	76.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	25.3	25.3	90.0	26.6	25.7	79.4	58.4	57.3	61.8	76.6	0.0
LOS by Move:	D	C	C	F	C	C	E	E	E	E	E	A
HCM2k95thQ:	9	52	52	11	10	9	15	13	10	4	19	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3413: Coleman/Hedding [Study Int 38]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	997	44	531	1956	379	189	457	173	76	496	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	997	44	531	1956	379	189	457	173	76	496	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	997	44	531	1956	379	189	457	173	76	496	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	128	997	44	531	1956	379	189	457	173	76	496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	997	44	531	1956	379	189	457	173	76	496	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	128	997	44	531	1956	379	189	457	173	76	496	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3543	156	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.17	0.41	0.22	0.06	0.12	0.10	0.04	0.13	0.00
Crit Moves:	****			****			****			****		
Green Time:	12.8	53.0	53.0	31.7	71.9	71.9	10.5	23.0	23.0	10.3	22.8	0.0
Volume/Cap:	0.74	0.69	0.69	0.69	0.74	0.39	0.74	0.68	0.56	0.55	0.74	0.00
Delay/Veh:	73.1	33.1	33.1	47.4	23.2	16.8	69.7	52.9	51.2	62.2	55.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	33.1	33.1	47.4	23.2	16.8	69.7	52.9	51.2	62.2	55.4	0.0
LOS by Move:	E	C	C	D	C	B	E	D	D	E	E	A
HCM2k95thQ:	10	29	29	21	33	17	9	16	13	8	20	0

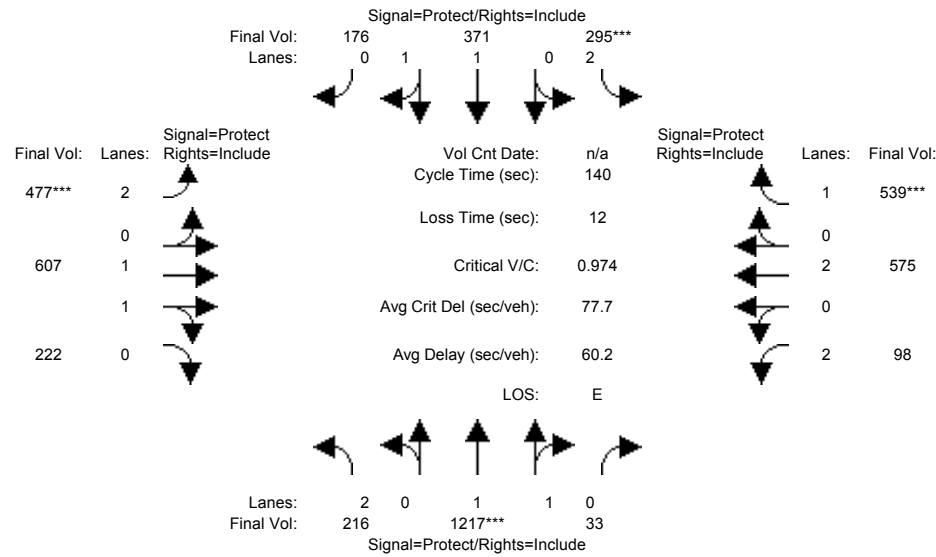
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3417: Coleman/Taylor [Study Int 39]



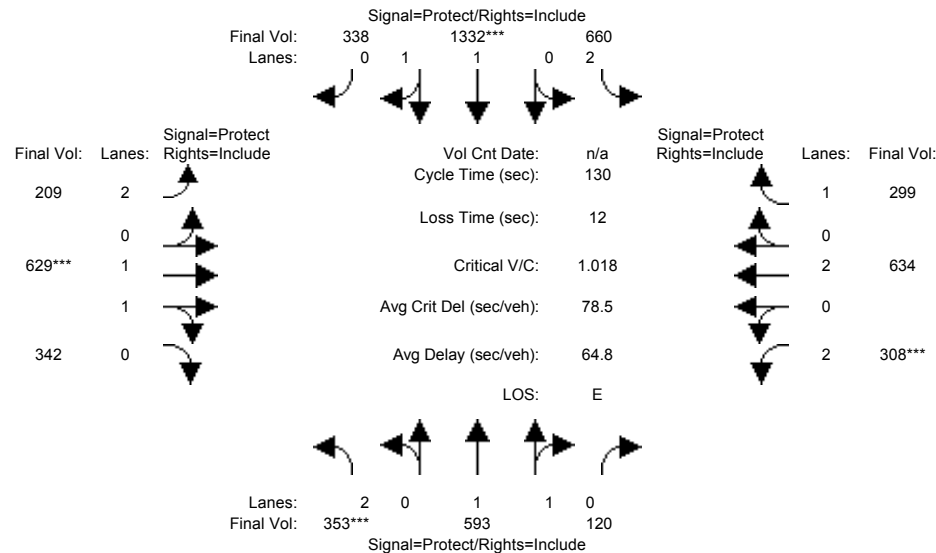
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	216	1217	33	295	371	176	477	607	222	98	575	539
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1217	33	295	371	176	477	607	222	98	575	539
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	1217	33	295	371	176	477	607	222	98	575	539
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1217	33	295	371	176	477	607	222	98	575	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1217	33	295	371	176	477	607	222	98	575	539
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1217	33	295	371	176	477	607	222	98	575	539
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.95	0.05	2.00	1.34	0.66	2.00	1.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	3602	98	3150	2509	1190	3150	2708	991	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.09	0.15	0.15	0.15	0.22	0.22	0.03	0.15	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.6	48.5	48.5	13.5	42.4	42.4	21.8	54.0	54.0	12.0	44.3	44.3
Volume/Cap:	0.49	0.97	0.97	0.97	0.49	0.49	0.97	0.58	0.58	0.36	0.48	0.97
Delay/Veh:	56.4	64.3	64.3	107.7	40.3	40.3	92.8	34.7	34.7	61.2	38.9	79.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	64.3	64.3	107.7	40.3	40.3	92.8	34.7	34.7	61.2	38.9	79.0
LOS by Move:	E	E	E	F	D	D	F	C	C	E	D	E
HCM2k95thQ:	11	52	52	17	18	18	25	25	25	5	18	45

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3417: Coleman/Taylor [Study Int 39]



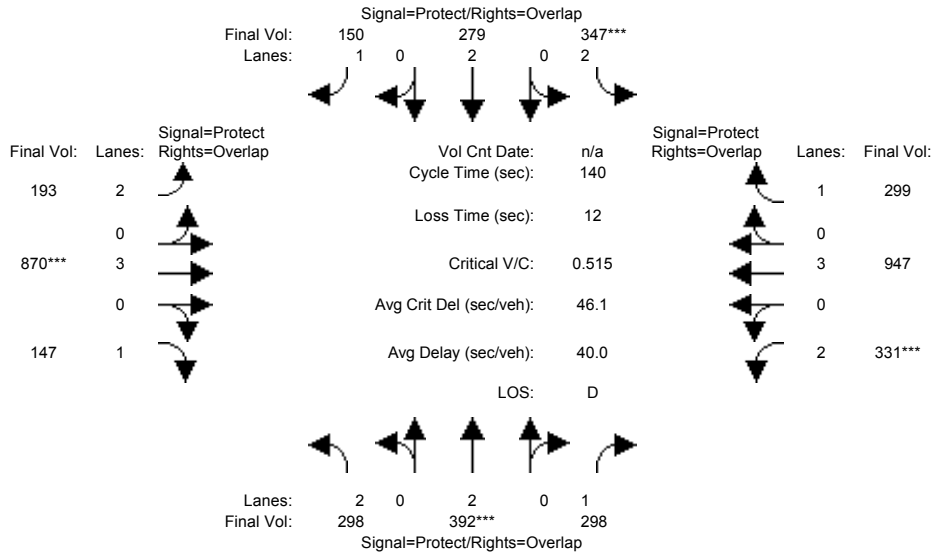
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	593	120	660	1332	338	209	629	342	308	634	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	593	120	660	1332	338	209	629	342	308	634	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	593	120	660	1332	338	209	629	342	308	634	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	593	120	660	1332	338	209	629	342	308	634	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	593	120	660	1332	338	209	629	342	308	634	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	353	593	120	660	1332	338	209	629	342	308	634	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.65	0.35	2.00	1.58	0.42	2.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	3150	3077	623	3150	2951	749	3150	2396	1303	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.21	0.45	0.45	0.07	0.26	0.26	0.10	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	14.3	34.5	34.5	37.5	57.7	57.7	12.9	33.5	33.5	12.5	33.2	33.2
Volume/Cap:	1.02	0.73	0.73	0.73	1.02	1.02	0.67	1.02	1.02	1.02	0.65	0.67
Delay/Veh:	110.8	46.2	46.2	44.6	62.9	62.9	62.1	81.9	81.9	115.1	44.9	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	46.2	46.2	44.6	62.9	62.9	62.1	81.9	81.9	115.1	44.9	47.4
LOS by Move:	F	D	D	D	E	E	E	F	F	F	D	D
HCM2k95thQ:	23	25	25	25	61	61	9	39	39	18	20	21

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Bkgrd + Proj Conditions

Intersection #3596: JACKSON/McKEE [Study Int 8]



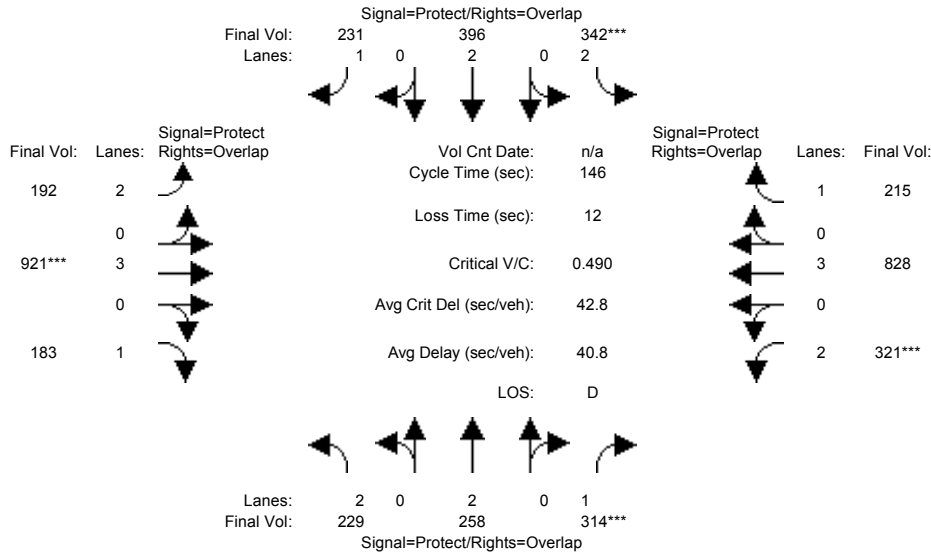
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	298	392	298	347	279	150	193	870	147	331	947	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	392	298	347	279	150	193	870	147	331	947	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	392	298	347	279	150	193	870	147	331	947	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	392	298	347	279	150	193	870	147	331	947	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	392	298	347	279	150	193	870	147	331	947	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	392	298	347	279	150	193	870	147	331	947	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.17	0.11	0.07	0.09	0.06	0.15	0.08	0.11	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.6	28.0	56.6	29.9	25.3	44.2	18.9	41.5	74.1	28.6	51.2	81.1
Volume/Cap:	0.41	0.52	0.42	0.52	0.41	0.27	0.45	0.52	0.16	0.52	0.45	0.29
Delay/Veh:	45.8	50.5	30.4	49.3	51.1	36.1	56.6	41.2	17.0	50.3	34.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	50.5	30.4	49.3	51.1	36.1	56.6	41.2	17.0	50.3	34.0	15.1
LOS by Move:	D	D	C	D	D	D	E	D	B	D	C	B
HCM2k95thQ:	13	15	18	15	10	10	9	18	7	15	19	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3596: JACKSON/McKEE [Study Int 8]



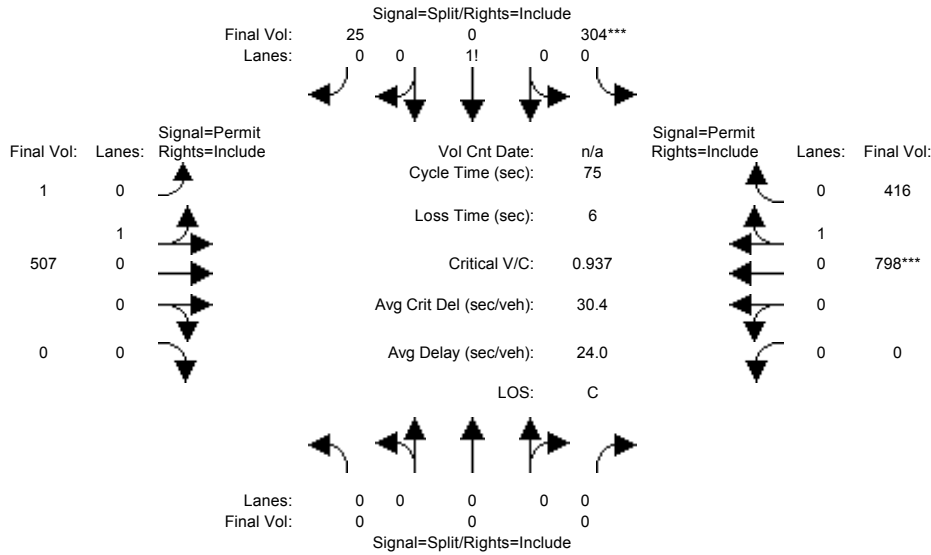
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	229	258	314	342	396	231	192	921	183	321	828	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	258	314	342	396	231	192	921	183	321	828	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	258	314	342	396	231	192	921	183	321	828	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	258	314	342	396	231	192	921	183	321	828	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	258	314	342	396	231	192	921	183	321	828	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	258	314	342	396	231	192	921	183	321	828	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.18	0.11	0.10	0.13	0.06	0.16	0.10	0.10	0.15	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.8	23.1	53.5	32.4	32.7	55.9	23.2	48.2	71.0	30.4	55.3	87.7
Volume/Cap:	0.47	0.43	0.49	0.49	0.47	0.34	0.38	0.49	0.22	0.49	0.38	0.20
Delay/Veh:	56.8	56.0	36.3	50.2	49.5	32.4	55.5	39.3	21.7	51.6	33.1	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	56.0	36.3	50.2	49.5	32.4	55.5	39.3	21.7	51.6	33.1	13.4
LOS by Move:	E	E	D	D	D	C	E	D	C	D	C	B
HCM2k95thQ:	11	11	21	15	14	14	9	19	10	15	16	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3612: JULIAN/21ST [Study Int 1]



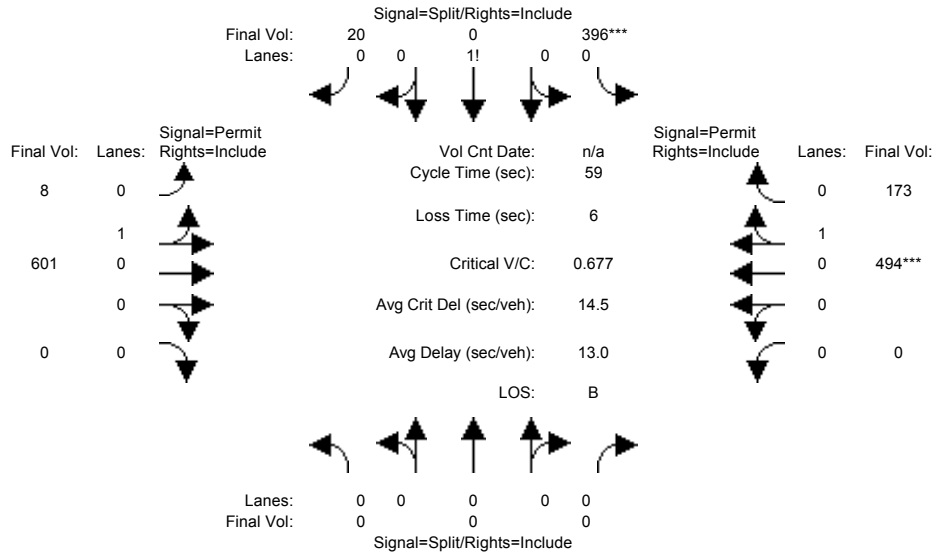
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	304	0	25	1	507	0	0	798	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	304	0	25	1	507	0	0	798	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	304	0	25	1	507	0	0	798	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	304	0	25	1	507	0	0	798	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	0	25	1	507	0	0	798	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	304	0	25	1	507	0	0	798	416
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	0.01	0.99	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	1617	0	133	4	1796	0	0	1183	617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.28	0.28	0.00	0.00	0.67	0.67
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	15.0	0.0	15.0	54.0	54.0	0.0	0.0	54.0	54.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.94	0.39	0.39	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	61.8	0.0	61.8	4.3	4.3	0.0	0.0	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	61.8	0.0	61.8	4.3	4.3	0.0	0.0	21.9	21.9
LOS by Move:	A	A	A	E	A	E	A	A	A	A	C	C
HCM2k95thQ:	0	0	0	23	0	23	9	9	0	0	48	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3612: JULIAN/21ST [Study Int 1]



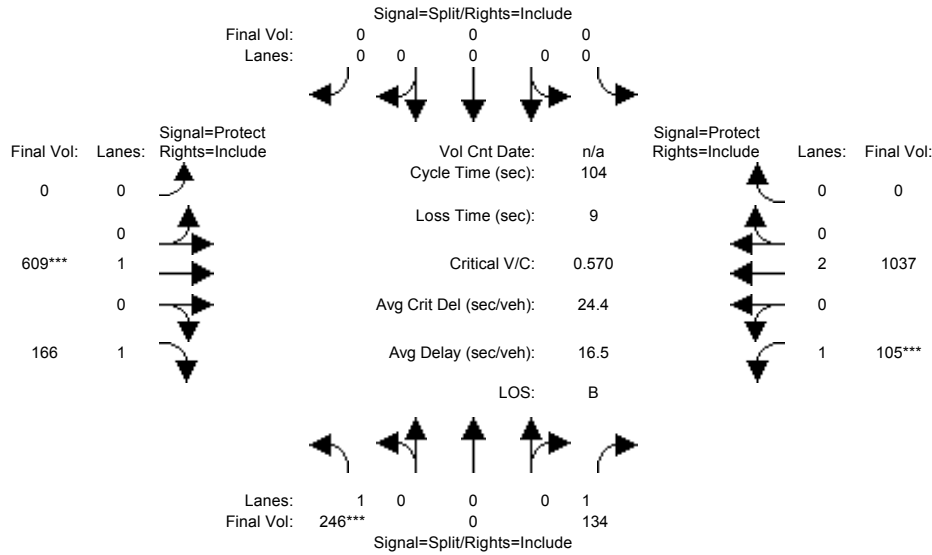
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	396	0	20	8	601	0	0	494	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	396	0	20	8	601	0	0	494	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	396	0	20	8	601	0	0	494	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	396	0	20	8	601	0	0	494	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	396	0	20	8	601	0	0	494	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	396	0	20	8	601	0	0	494	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.01	0.99	0.00	0.00	0.74	0.26
Final Sat.:	0	0	0	1666	0	84	24	1776	0	0	1333	467
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.34	0.34	0.00	0.00	0.37	0.37
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	20.7	0.0	20.7	32.3	32.3	0.0	0.0	32.3	32.3
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.68	0.62	0.62	0.00	0.00	0.68	0.68
Delay/Veh:	0.0	0.0	0.0	19.3	0.0	19.3	10.3	10.3	0.0	0.0	11.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.3	0.0	19.3	10.3	10.3	0.0	0.0	11.5	11.5
LOS by Move:	A	A	A	B	A	B	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	16	0	16	15	15	0	0	17	17

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3613: JULIAN/24TH [Study Int 2]



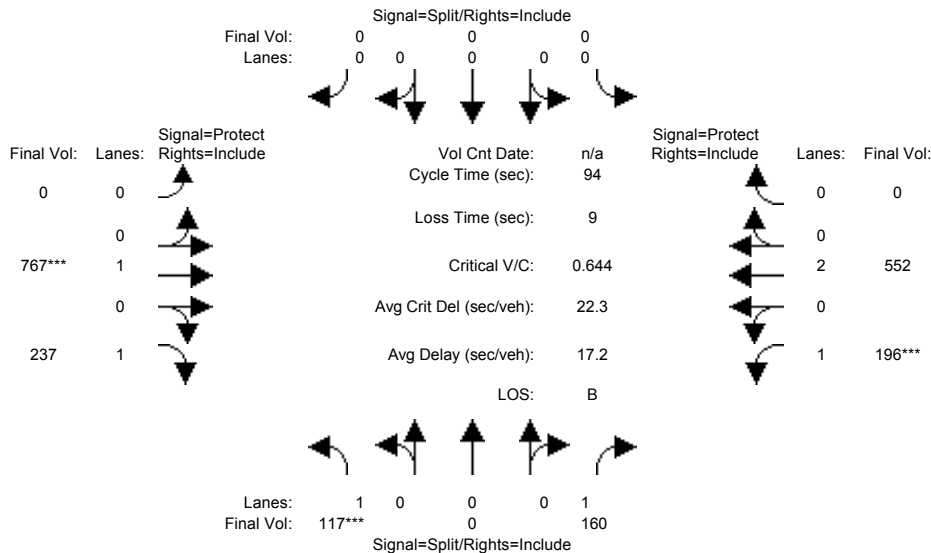
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module:												
Base Vol:	246	0	134	0	0	0	0	609	166	105	1037	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	0	134	0	0	0	0	609	166	105	1037	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	0	134	0	0	0	0	609	166	105	1037	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	0	134	0	0	0	0	609	166	105	1037	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	134	0	0	0	0	609	166	105	1037	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	0	134	0	0	0	0	609	166	105	1037	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.32	0.09	0.06	0.27	0.00
Crit Moves:	****						****			****		
Green Time:	25.6	0.0	25.6	0.0	0.0	0.0	0.0	58.4	58.4	10.9	69.4	0.0
Volume/Cap:	0.57	0.00	0.31	0.00	0.00	0.00	0.00	0.57	0.17	0.57	0.41	0.00
Delay/Veh:	36.2	0.0	32.4	0.0	0.0	0.0	0.0	15.4	11.1	48.5	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	32.4	0.0	0.0	0.0	0.0	15.4	11.1	48.5	8.0	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	15	0	8	0	0	0	0	22	5	9	14	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3613: JULIAN/24TH [Study Int 2]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module:												
Base Vol:	117	0	160	0	0	0	0	767	237	196	552	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	160	0	0	0	0	767	237	196	552	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	160	0	0	0	0	767	237	196	552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	160	0	0	0	0	767	237	196	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	160	0	0	0	0	767	237	196	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	160	0	0	0	0	767	237	196	552	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.11	0.15	0.00
Crit Moves:	****						****			****		
Green Time:	13.3	0.0	13.3	0.0	0.0	0.0	0.0	56.1	56.1	15.6	71.7	0.0
Volume/Cap:	0.47	0.00	0.64	0.00	0.00	0.00	0.00	0.68	0.23	0.68	0.19	0.00
Delay/Veh:	38.5	0.0	43.8	0.0	0.0	0.0	0.0	14.5	9.0	43.1	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	0.0	43.8	0.0	0.0	0.0	0.0	14.5	9.0	43.1	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	8	0	11	0	0	0	0	26	7	13	5	0

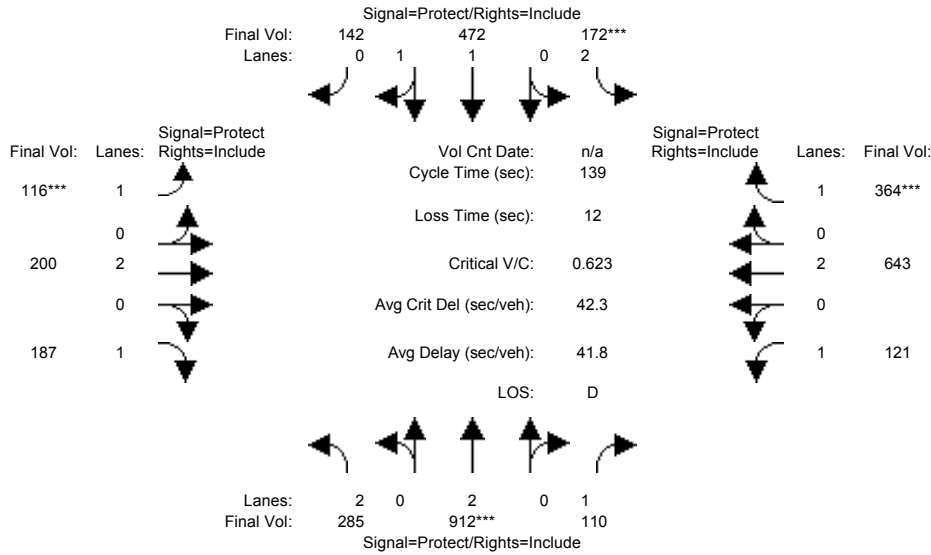
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3623: KING/MABURY [Study Int 27]



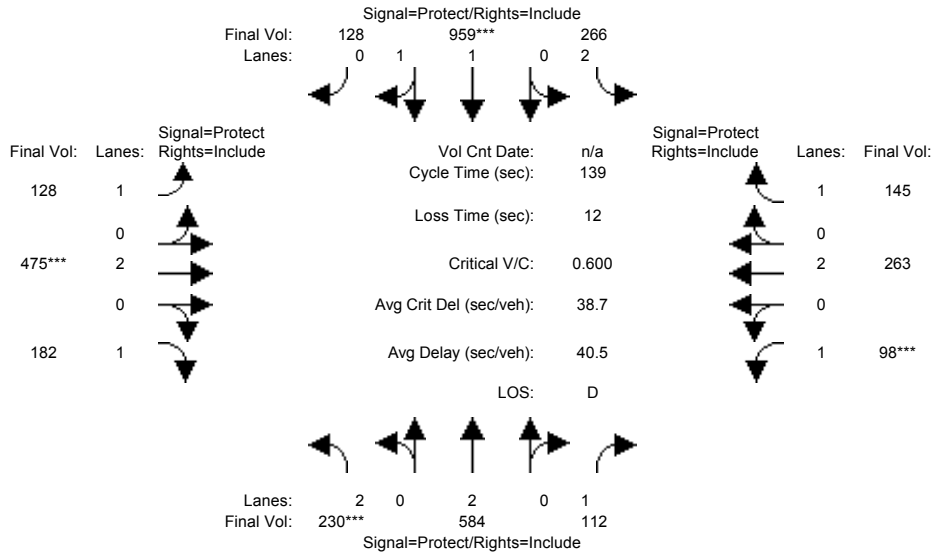
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	285	912	110	172	472	142	116	200	187	121	643	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	912	110	172	472	142	116	200	187	121	643	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	912	110	172	472	142	116	200	187	121	643	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	912	110	172	472	142	116	200	187	121	643	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	912	110	172	472	142	116	200	187	121	643	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	912	110	172	472	142	116	200	187	121	643	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2844	856	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.06	0.05	0.17	0.17	0.07	0.05	0.11	0.07	0.17	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.2	53.6	53.6	12.2	42.6	42.6	14.8	37.2	37.2	24.1	46.4	46.4
Volume/Cap:	0.54	0.62	0.16	0.62	0.54	0.54	0.62	0.20	0.40	0.40	0.51	0.62
Delay/Veh:	54.2	35.4	28.1	65.5	40.6	40.6	65.8	39.5	42.3	51.9	37.4	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	35.4	28.1	65.5	40.6	40.6	65.8	39.5	42.3	51.9	37.4	41.0
LOS by Move:	D	D	C	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	13	27	6	9	20	20	10	6	13	9	19	25

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3623: KING/MABURY [Study Int 27]



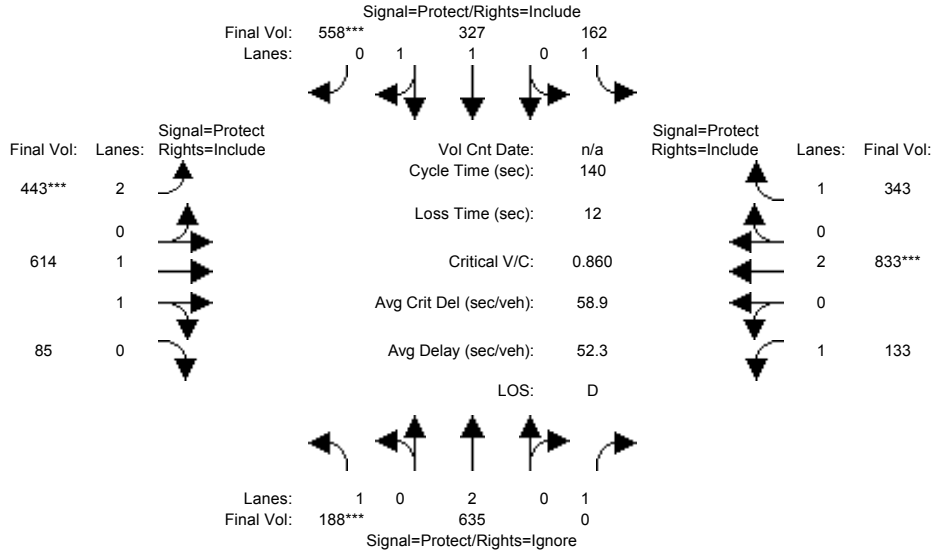
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	584	112	266	959	128	128	475	182	98	263	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	584	112	266	959	128	128	475	182	98	263	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	584	112	266	959	128	128	475	182	98	263	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	584	112	266	959	128	128	475	182	98	263	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	584	112	266	959	128	128	475	182	98	263	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	584	112	266	959	128	128	475	182	98	263	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3264	436	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.06	0.08	0.29	0.29	0.07	0.13	0.10	0.06	0.07	0.08
Crit Moves:	****			****			****			****		
Green Time:	16.9	54.9	54.9	30.2	68.1	68.1	19.7	29.0	29.0	13.0	22.3	22.3
Volume/Cap:	0.60	0.39	0.16	0.39	0.60	0.60	0.52	0.60	0.50	0.60	0.43	0.52
Delay/Veh:	60.5	30.2	27.3	46.9	26.2	26.2	57.2	51.0	49.7	66.6	53.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	30.2	27.3	46.9	26.2	26.2	57.2	51.0	49.7	66.6	53.1	55.1
LOS by Move:	E	C	C	D	C	C	E	D	D	E	D	E
HCM2k95thQ:	11	16	6	11	29	29	10	17	14	9	10	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Bkgrd + Proj Conditions

Intersection #3625: KING/McKEE [Study Int 7]



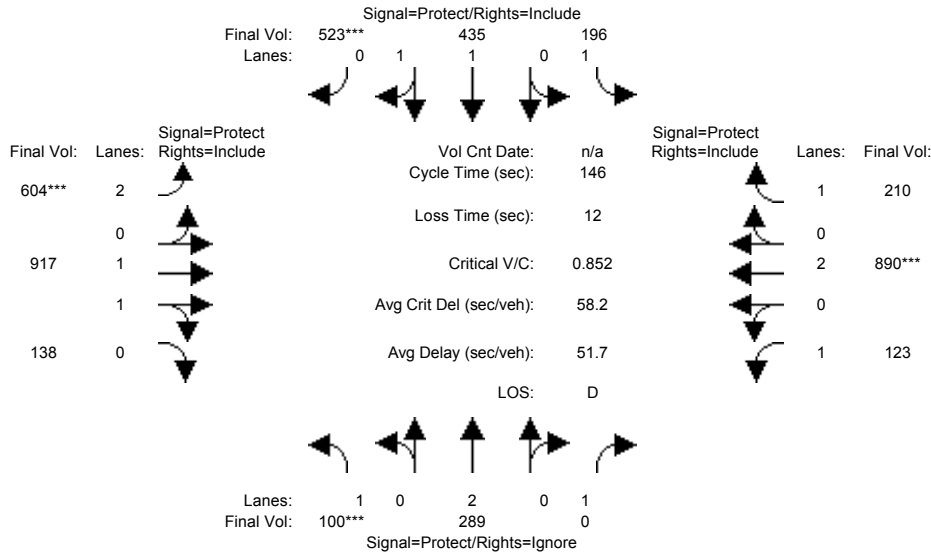
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	635	164	162	327	558	443	614	85	133	833	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	635	164	162	327	558	443	614	85	133	833	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	635	164	162	327	558	443	614	85	133	833	343
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	635	0	162	327	558	443	614	85	133	833	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	635	0	162	327	558	443	614	85	133	833	343
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	635	0	162	327	558	443	614	85	133	833	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	3250	450	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.09	0.17	0.32	0.14	0.19	0.19	0.08	0.22	0.20
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	17.5	44.7	0.0	24.7	51.9	51.9	22.9	41.8	41.8	16.8	35.7	35.7
Volume/Cap:	0.86	0.52	0.00	0.52	0.46	0.86	0.86	0.63	0.63	0.63	0.86	0.77
Delay/Veh:	87.4	39.4	0.0	53.9	33.6	48.1	70.7	43.7	43.7	64.8	57.6	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	39.4	0.0	53.9	33.6	48.1	70.7	43.7	43.7	64.8	57.6	56.3
LOS by Move:	F	D	A	D	C	D	E	D	D	E	E	E
HCM2k95thQ:	18	20	0	13	19	42	21	23	23	11	31	27

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3625: KING/McKEE [Study Int 7]



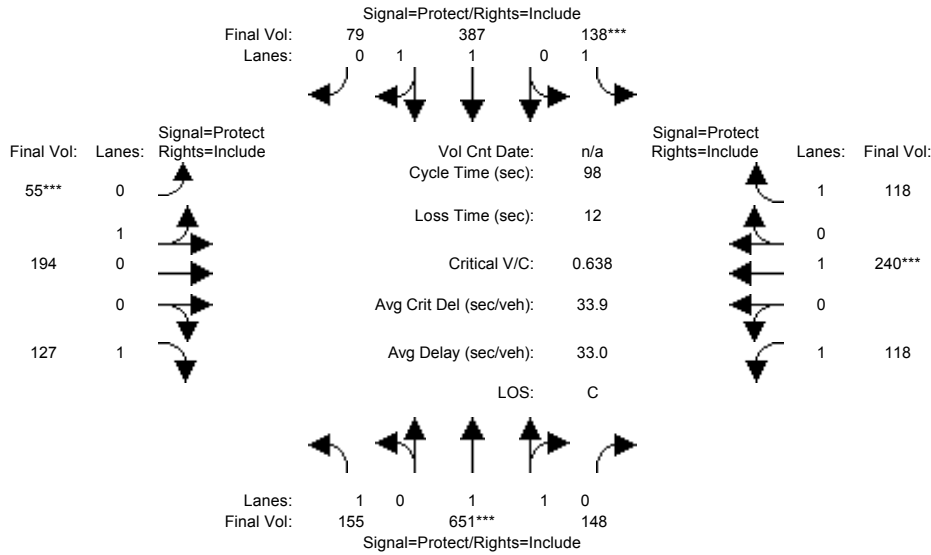
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	289	110	196	435	523	604	917	138	123	890	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	289	110	196	435	523	604	917	138	123	890	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	289	110	196	435	523	604	917	138	123	890	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	289	0	196	435	523	604	917	138	123	890	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	289	0	196	435	523	604	917	138	123	890	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	289	0	196	435	523	604	917	138	123	890	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	3216	484	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.11	0.23	0.30	0.19	0.29	0.29	0.07	0.23	0.12
Crit Moves:	****			****	****	****	****	****	****	****	****	
Green Time:	9.8	24.7	0.0	36.3	51.2	51.2	32.9	58.6	58.6	14.4	40.1	40.1
Volume/Cap:	0.85	0.45	0.00	0.45	0.65	0.85	0.85	0.71	0.71	0.71	0.85	0.44
Delay/Veh:	108.9	55.1	0.0	47.1	41.0	50.3	64.0	38.3	38.3	76.7	57.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.9	55.1	0.0	47.1	41.0	50.3	64.0	38.3	38.3	76.7	57.0	44.3
LOS by Move:	F	E	A	D	D	D	E	D	D	E	E	D
HCM2k95thQ:	11	11	0	15	28	41	28	34	34	12	34	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



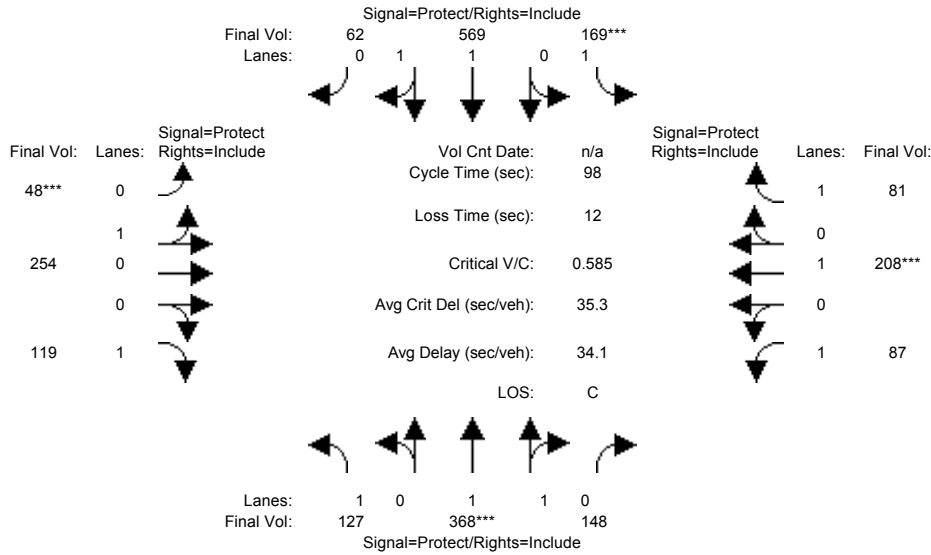
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	651	148	138	387	79	55	194	127	118	240	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	651	148	138	387	79	55	194	127	118	240	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	651	148	138	387	79	55	194	127	118	240	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	651	148	138	387	79	55	194	127	118	240	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	651	148	138	387	79	55	194	127	118	240	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	651	148	138	387	79	55	194	127	118	240	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.65	0.35	0.22	0.78	1.00	1.00	1.00	1.00
Final Sat.:	1750	3014	685	1750	3072	627	398	1402	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.08	0.13	0.13	0.14	0.14	0.07	0.07	0.13	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.7	33.2	33.2	12.1	26.6	26.6	21.3	23.4	23.4	17.3	19.4	19.4
Volume/Cap:	0.46	0.64	0.64	0.64	0.46	0.46	0.64	0.58	0.30	0.38	0.64	0.34
Delay/Veh:	36.2	28.4	28.4	47.1	30.1	30.1	38.4	34.9	31.0	36.5	39.7	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	28.4	28.4	47.1	30.1	30.1	38.4	34.9	31.0	36.5	39.7	34.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	C
HCM2k95thQ:	9	19	19	9	11	11	15	14	7	7	14	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



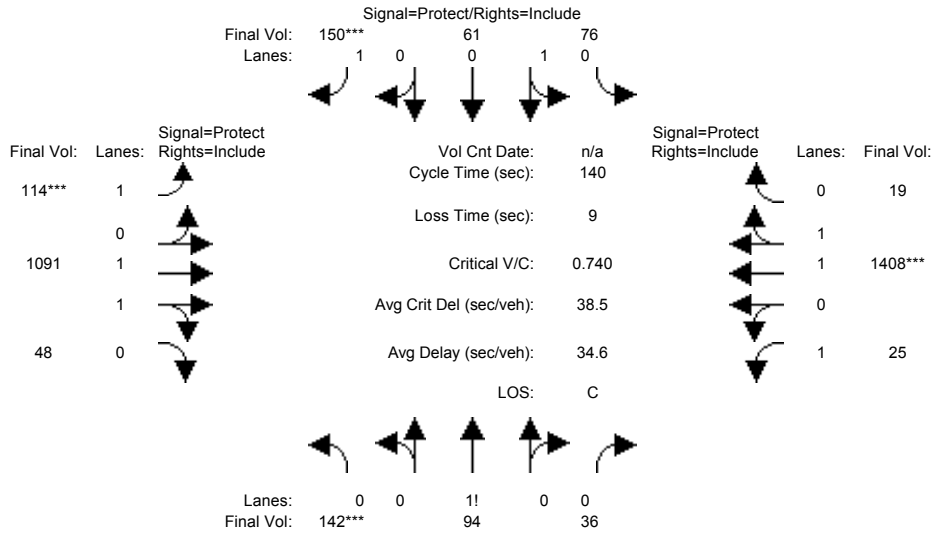
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	368	148	169	569	62	48	254	119	87	208	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	368	148	169	569	62	48	254	119	87	208	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	368	148	169	569	62	48	254	119	87	208	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	368	148	169	569	62	48	254	119	87	208	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	368	148	169	569	62	48	254	119	87	208	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	368	148	169	569	62	48	254	119	87	208	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.41	0.59	1.00	1.80	0.20	0.16	0.84	1.00	1.00	1.00	1.00
Final Sat.:	1750	2638	1061	1750	3336	364	286	1514	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.10	0.17	0.17	0.17	0.17	0.07	0.05	0.11	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.8	23.4	23.4	16.2	27.7	27.7	28.1	28.9	28.9	17.6	18.3	18.3
Volume/Cap:	0.60	0.58	0.58	0.58	0.60	0.60	0.58	0.57	0.23	0.28	0.58	0.25
Delay/Veh:	45.7	34.0	34.0	40.9	31.4	31.4	31.7	30.8	26.4	35.2	38.9	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	34.0	34.0	40.9	31.4	31.4	31.7	30.8	26.4	35.2	38.9	34.3
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	C
HCM2k95thQ:	8	13	13	10	16	16	16	16	6	5	12	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3678: MCKEE/33RD [Study Int 6]



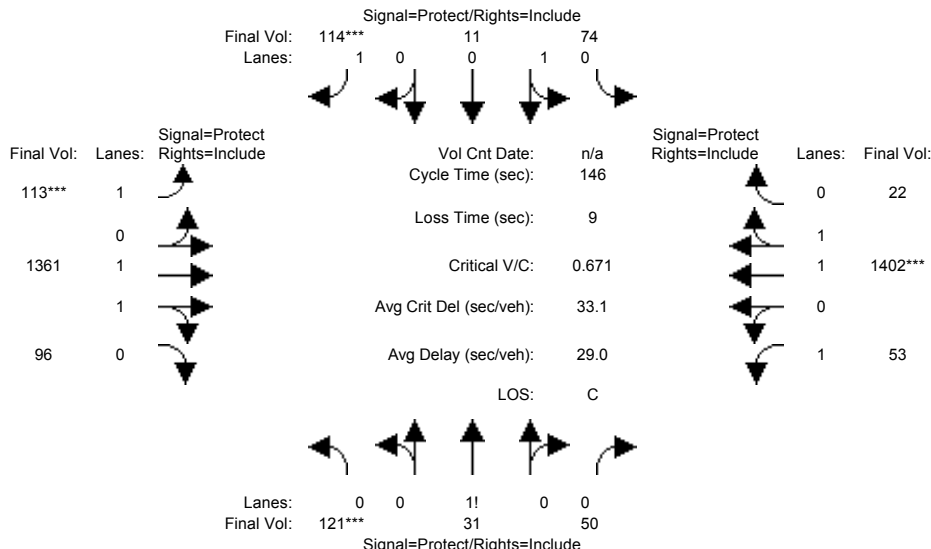
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	94	36	76	61	150	114	1091	48	25	1408	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	94	36	76	61	150	114	1091	48	25	1408	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	94	36	76	61	150	114	1091	48	25	1408	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	94	36	76	61	150	114	1091	48	25	1408	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	94	36	76	61	150	114	1091	48	25	1408	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	94	36	76	61	150	114	1091	48	25	1408	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.52	0.35	0.13	0.55	0.45	1.00	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	914	605	232	999	801	1750	1750	3544	156	1750	3651	49
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.09	0.07	0.31	0.31	0.01	0.39	0.39
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	29.4	30.6	30.6	15.0	16.2	16.2	12.3	73.4	73.4	11.9	73.0	73.0
Volume/Cap:	0.74	0.71	0.71	0.71	0.66	0.74	0.74	0.59	0.59	0.17	0.74	0.74
Delay/Veh:	59.5	56.7	56.7	72.0	66.6	73.3	79.5	23.3	23.3	60.0	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	56.7	56.7	72.0	66.6	73.3	79.5	23.3	23.3	60.0	27.6	27.6
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	22	21	21	14	13	16	11	29	29	2	39	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3678: MCKEE/33RD [Study Int 6]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	31	50	74	11	114	113	1361	96	53	1402	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	31	50	74	11	114	113	1361	96	53	1402	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	31	50	74	11	114	113	1361	96	53	1402	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	31	50	74	11	114	113	1361	96	53	1402	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	31	50	74	11	114	113	1361	96	53	1402	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	31	50	74	11	114	113	1361	96	53	1402	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.60	0.15	0.25	0.87	0.13	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	1048	269	433	1567	233	1750	1750	3456	244	1750	3643	57
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.05	0.05	0.07	0.06	0.39	0.39	0.03	0.38	0.38
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	25.1	24.6	24.6	14.6	14.2	14.2	14.0	87.1	87.1	10.6	83.7	83.7
Volume/Cap:	0.67	0.68	0.68	0.47	0.49	0.67	0.67	0.66	0.66	0.42	0.67	0.67
Delay/Veh:	62.4	63.5	63.5	64.0	64.6	73.7	73.9	20.3	20.3	66.9	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	63.5	63.5	64.0	64.6	73.7	73.9	20.3	20.3	66.9	22.5	22.5
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	17	17	17	8	9	13	10	37	37	5	36	36

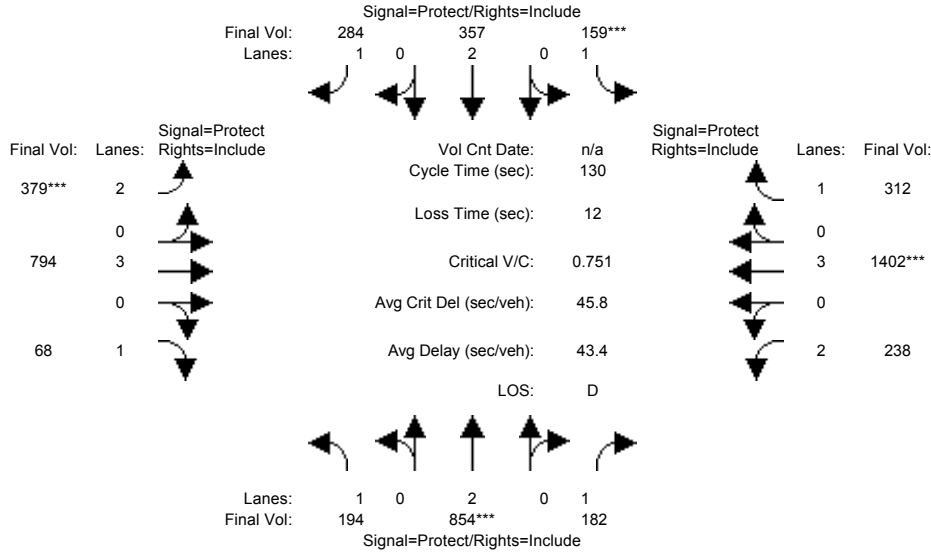
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



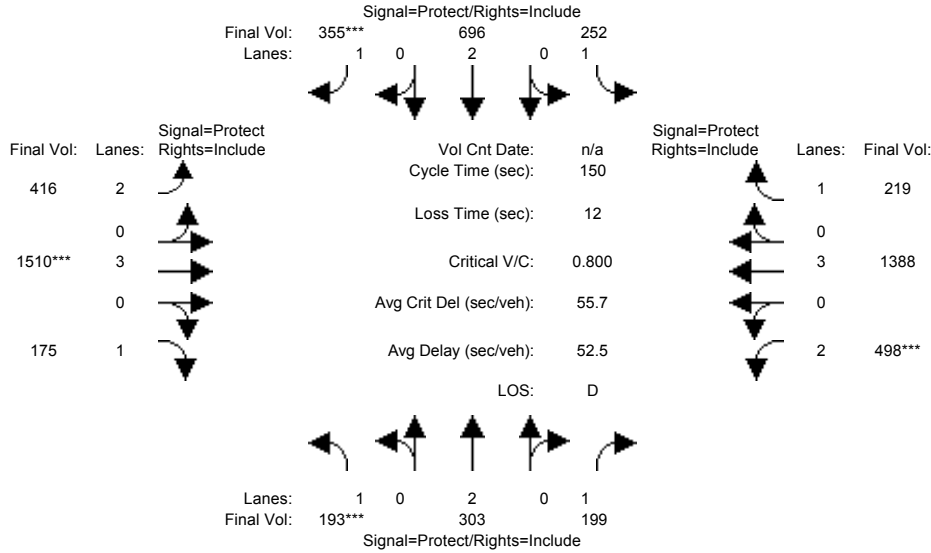
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	854	182	159	357	284	379	794	68	238	1402	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	854	182	159	357	284	379	794	68	238	1402	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	854	182	159	357	284	379	794	68	238	1402	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	854	182	159	357	284	379	794	68	238	1402	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	854	182	159	357	284	379	794	68	238	1402	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	854	182	159	357	284	379	794	68	238	1402	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.10	0.09	0.09	0.16	0.12	0.14	0.04	0.08	0.25	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.2	38.9	38.9	15.7	32.4	32.4	20.8	41.1	41.1	22.3	42.6	42.6
Volume/Cap:	0.65	0.75	0.35	0.75	0.38	0.65	0.75	0.44	0.12	0.44	0.75	0.54
Delay/Veh:	55.3	44.0	36.0	69.2	40.6	47.1	58.4	35.5	31.7	48.8	40.7	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	44.0	36.0	69.2	40.6	47.1	58.4	35.5	31.7	48.8	40.7	36.9
LOS by Move:	E	D	D	E	D	D	E	D	C	D	D	D
HCM2k95thQ:	16	29	12	13	11	20	19	16	4	10	29	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



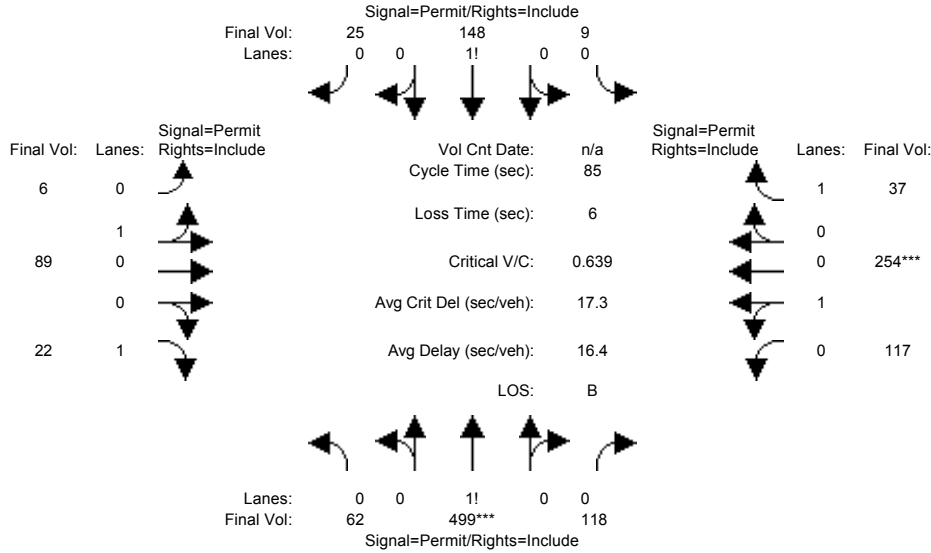
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	303	199	252	696	355	416	1510	175	498	1388	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	303	199	252	696	355	416	1510	175	498	1388	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	303	199	252	696	355	416	1510	175	498	1388	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	303	199	252	696	355	416	1510	175	498	1388	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	303	199	252	696	355	416	1510	175	498	1388	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	303	199	252	696	355	416	1510	175	498	1388	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.11	0.14	0.18	0.20	0.13	0.26	0.10	0.16	0.24	0.13
Crit Moves:	****			****			****			****		
Green Time:	20.7	25.9	25.9	32.8	38.0	38.0	27.9	49.7	49.7	29.6	51.4	51.4
Volume/Cap:	0.80	0.46	0.66	0.66	0.72	0.80	0.71	0.80	0.30	0.80	0.71	0.37
Delay/Veh:	79.7	56.3	63.2	57.7	53.9	62.4	61.3	48.2	37.6	64.6	44.1	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	56.3	63.2	57.7	53.9	62.4	61.3	48.2	37.6	64.6	44.1	37.4
LOS by Move:	E	E	E	E	D	E	E	D	D	E	D	D
HCM2k95thQ:	21	12	19	21	26	30	22	37	12	24	32	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



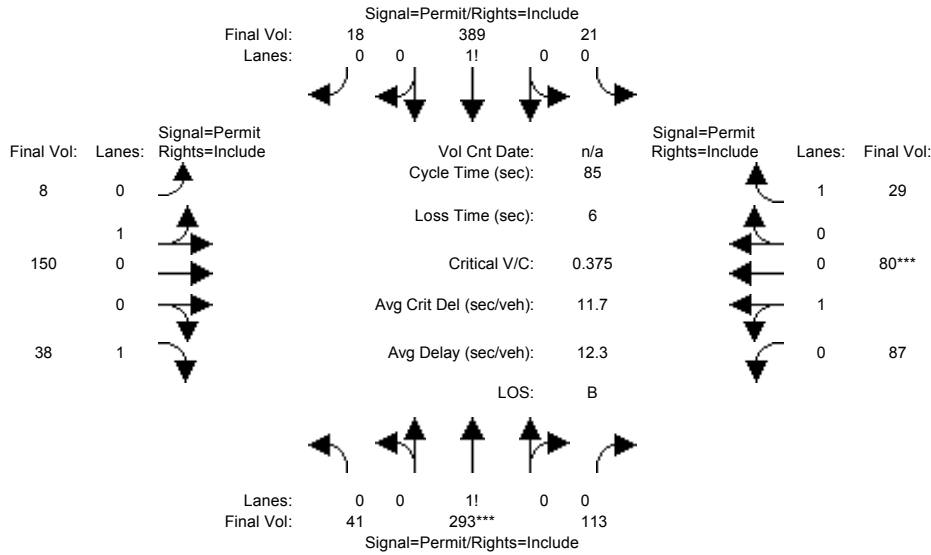
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	499	118	9	148	25	6	89	22	117	254	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	499	118	9	148	25	6	89	22	117	254	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	499	118	9	148	25	6	89	22	117	254	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	499	118	9	148	25	6	89	22	117	254	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	499	118	9	148	25	6	89	22	117	254	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	499	118	9	148	25	6	89	22	117	254	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.74	0.17	0.05	0.81	0.14	0.06	0.94	1.00	0.32	0.68	1.00
Final Sat.:	160	1286	304	87	1423	240	114	1686	1750	568	1232	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.10	0.10	0.10	0.05	0.05	0.01	0.21	0.21	0.02
Crit Moves:	****			****			****			****		
Green Time:	51.6	51.6	51.6	51.6	51.6	51.6	27.4	27.4	27.4	27.4	27.4	27.4
Volume/Cap:	0.64	0.64	0.64	0.17	0.17	0.17	0.16	0.16	0.04	0.64	0.64	0.07
Delay/Veh:	12.0	12.0	12.0	7.4	7.4	7.4	20.7	20.7	19.8	27.0	27.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	7.4	7.4	7.4	20.7	20.7	19.8	27.0	27.0	20.0
LOS by Move:	B	B	B	A	A	A	C	C	B	C	C	B
HCM2k95thQ:	22	22	22	5	5	5	4	4	1	16	16	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



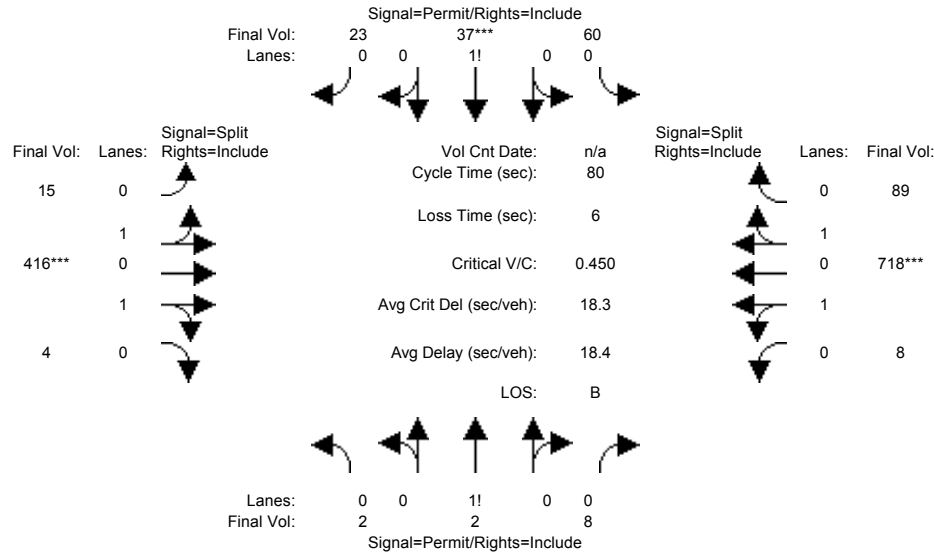
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	293	113	21	389	18	8	150	38	87	80	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	293	113	21	389	18	8	150	38	87	80	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	293	113	21	389	18	8	150	38	87	80	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	293	113	21	389	18	8	150	38	87	80	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	293	113	21	389	18	8	150	38	87	80	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	293	113	21	389	18	8	150	38	87	80	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.66	0.25	0.05	0.91	0.04	0.05	0.95	1.00	0.52	0.48	1.00
Final Sat.:	161	1147	442	86	1591	74	91	1709	1750	938	862	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.24	0.24	0.24	0.09	0.09	0.02	0.09	0.09	0.02
Crit Moves:	****			****			****			****		
Green Time:	58.0	58.0	58.0	58.0	58.0	58.0	21.0	21.0	21.0	21.0	21.0	21.0
Volume/Cap:	0.37	0.37	0.37	0.36	0.36	0.36	0.35	0.35	0.09	0.37	0.37	0.07
Delay/Veh:	6.0	6.0	6.0	5.9	5.9	5.9	26.9	26.9	24.7	27.0	27.0	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	5.9	5.9	5.9	26.9	26.9	24.7	27.0	27.0	24.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	10	10	10	10	10	10	8	8	2	7	7	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



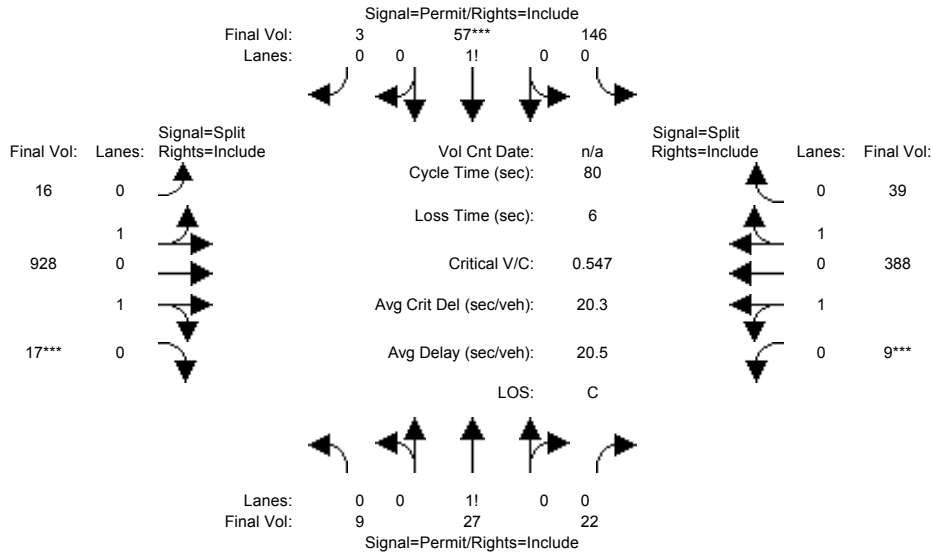
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	2	8	60	37	23	15	416	4	8	718	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	8	60	37	23	15	416	4	8	718	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	8	60	37	23	15	416	4	8	718	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	2	8	60	37	23	15	416	4	8	718	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	8	60	37	23	15	416	4	8	718	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	2	8	60	37	23	15	416	4	8	718	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.16	0.17	0.67	0.50	0.31	0.19	0.07	1.91	0.02	0.02	1.76	0.22
Final Sat.:	292	292	1167	875	540	335	124	3443	33	35	3172	393
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.12	0.12	0.12	0.23	0.23	0.23
Crit Moves:				****			****			****		
Green Time:	12.2	12.2	12.2	12.2	12.2	12.2	21.5	21.5	21.5	40.3	40.3	40.3
Volume/Cap:	0.04	0.04	0.04	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Delay/Veh:	29.0	29.0	29.0	32.0	32.0	32.0	24.7	24.7	24.7	12.9	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	29.0	32.0	32.0	32.0	24.7	24.7	24.7	12.9	12.9	12.9
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2k95thQ:	1	1	1	7	7	7	10	10	10	13	13	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



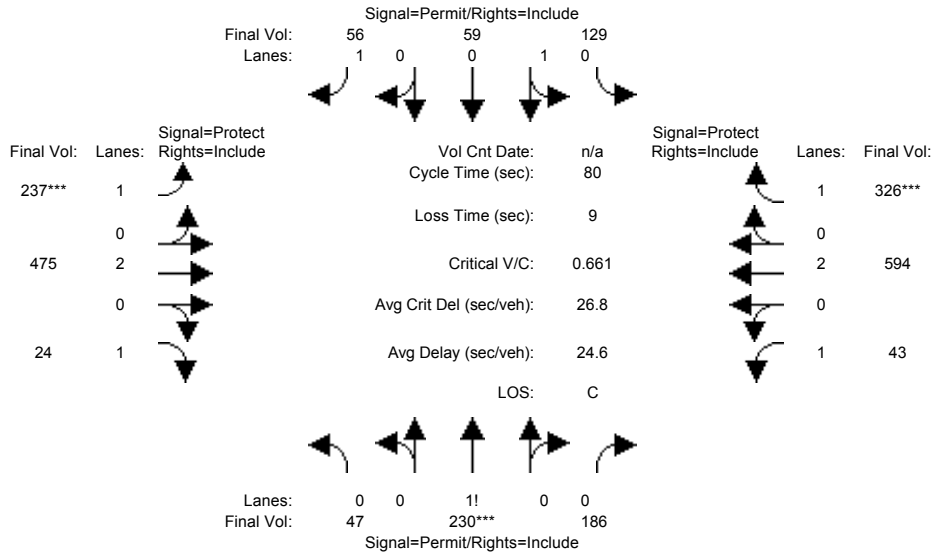
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	27	22	146	57	3	16	928	17	9	388	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	22	146	57	3	16	928	17	9	388	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	22	146	57	3	16	928	17	9	388	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	22	146	57	3	16	928	17	9	388	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	22	146	57	3	16	928	17	9	388	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	22	146	57	3	16	928	17	9	388	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.15	0.47	0.38	0.71	0.28	0.01	0.03	1.93	0.04	0.04	1.78	0.18
Final Sat.:	272	815	664	1240	484	25	60	3476	64	74	3204	322
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.12	0.12	0.27	0.27	0.27	0.12	0.12	0.12
Crit Moves:				****			****		****	****		
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	39.1	39.1	39.1	17.7	17.7	17.7
Volume/Cap:	0.15	0.15	0.15	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Delay/Veh:	25.7	25.7	25.7	29.6	29.6	29.6	14.7	14.7	14.7	28.4	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	25.7	29.6	29.6	29.6	14.7	14.7	14.7	28.4	28.4	28.4
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
HCM2k95thQ:	3	3	3	11	11	11	17	17	17	10	10	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Bkgrd + Proj Conditions

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



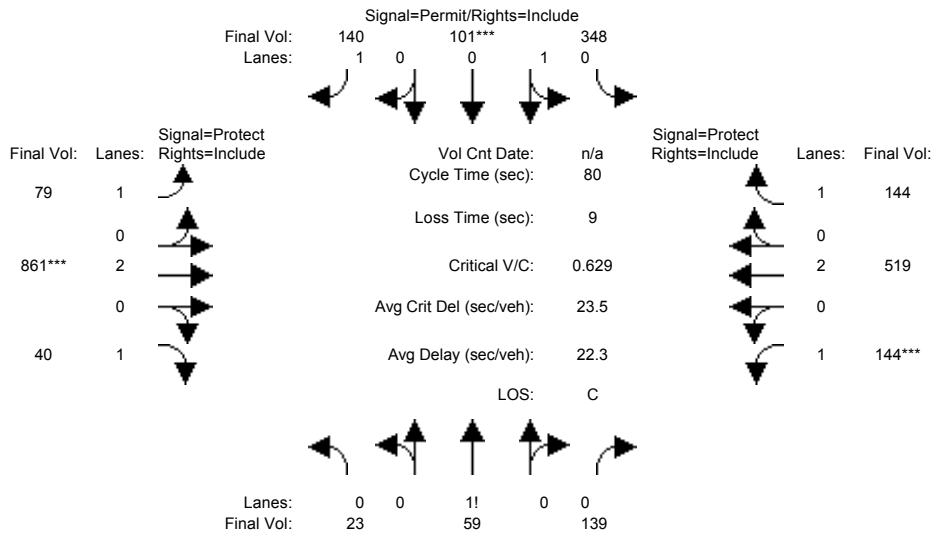
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	230	186	129	59	56	237	475	24	43	594	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	230	186	129	59	56	237	475	24	43	594	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	230	186	129	59	56	237	475	24	43	594	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	230	186	129	59	56	237	475	24	43	594	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	230	186	129	59	56	237	475	24	43	594	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	230	186	129	59	56	237	475	24	43	594	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.50	0.40	0.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	178	869	703	1235	565	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.10	0.10	0.03	0.14	0.13	0.01	0.02	0.16	0.19
Crit Moves:	****						****			****		
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	16.4	22.9	22.9	16.0	22.6	22.6
Volume/Cap:	0.66	0.66	0.66	0.26	0.26	0.08	0.66	0.44	0.05	0.12	0.55	0.66
Delay/Veh:	21.9	21.9	21.9	16.2	16.2	14.9	33.8	23.6	20.7	26.4	25.1	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	21.9	16.2	16.2	14.9	33.8	23.6	20.7	26.4	25.1	28.7
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	19	19	19	6	6	2	11	9	1	2	12	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Bkgrd + Proj Conditions

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	59	139	348	101	140	79	861	40	144	519	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	59	139	348	101	140	79	861	40	144	519	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	59	139	348	101	140	79	861	40	144	519	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	59	139	348	101	140	79	861	40	144	519	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	59	139	348	101	140	79	861	40	144	519	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	59	139	348	101	140	79	861	40	144	519	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.27	0.63	0.78	0.22	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	182	467	1101	1395	405	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.25	0.25	0.08	0.05	0.23	0.02	0.08	0.14	0.08
Crit Moves:				****				****			****	
Green Time:	31.7	31.7	31.7	31.7	31.7	31.7	15.3	28.8	28.8	10.5	23.9	23.9
Volume/Cap:	0.32	0.32	0.32	0.63	0.63	0.20	0.24	0.63	0.06	0.63	0.46	0.27
Delay/Veh:	16.9	16.9	16.9	21.2	21.2	16.0	27.7	22.1	16.8	38.4	23.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	16.9	16.9	21.2	21.2	16.0	27.7	22.1	16.8	38.4	23.0	21.7
LOS by Move:	B	B	B	C	C	B	C	C	B	D	C	C
HCM2k95thQ:	8	8	8	17	17	5	4	16	1	7	10	6

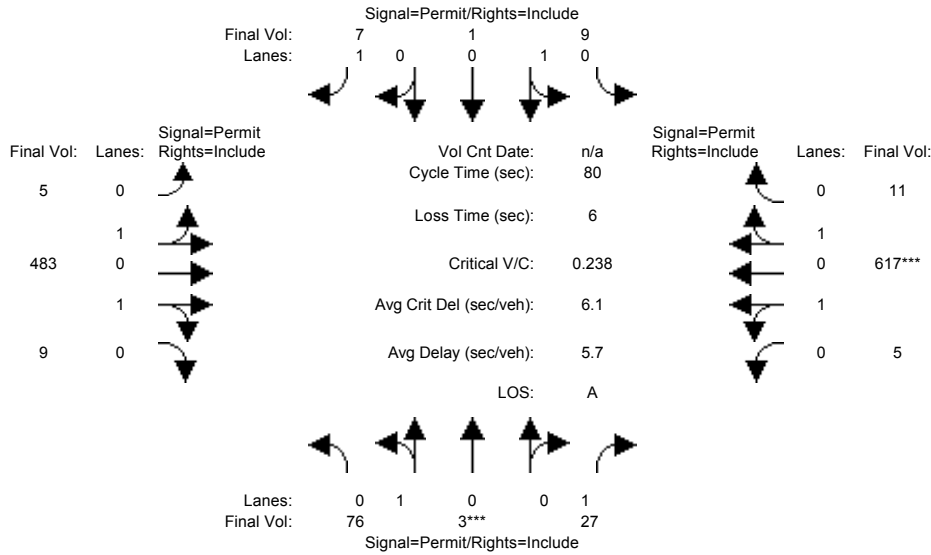
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



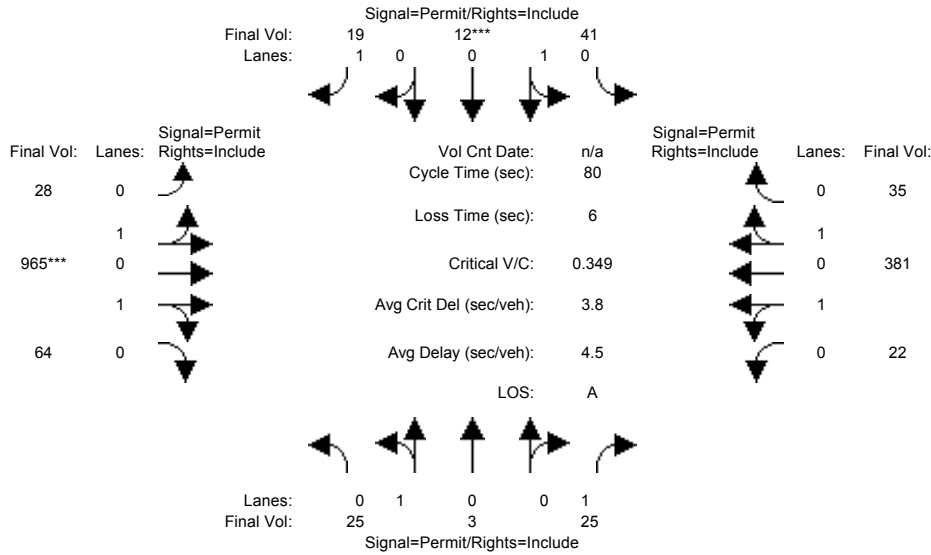
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	3	27	9	1	7	5	483	9	5	617	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	3	27	9	1	7	5	483	9	5	617	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	3	27	9	1	7	5	483	9	5	617	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	3	27	9	1	7	5	483	9	5	617	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	3	27	9	1	7	5	483	9	5	617	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	3	27	9	1	7	5	483	9	5	617	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.96	0.04	1.00	0.90	0.10	1.00	0.02	1.94	0.04	0.02	1.95	0.03
Final Sat.:	1732	68	1750	1620	180	1750	36	3499	65	28	3509	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.01	0.01	0.00	0.14	0.14	0.14	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	14.8	14.8	14.8	14.8	14.8	14.8	59.2	59.2	59.2	59.2	59.2	59.2
Volume/Cap:	0.24	0.24	0.08	0.03	0.03	0.02	0.19	0.19	0.19	0.24	0.24	0.24
Delay/Veh:	28.2	28.2	27.1	26.8	26.8	26.7	3.2	3.2	3.2	3.3	3.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	27.1	26.8	26.8	26.7	3.2	3.2	3.2	3.3	3.3	3.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	0	0	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



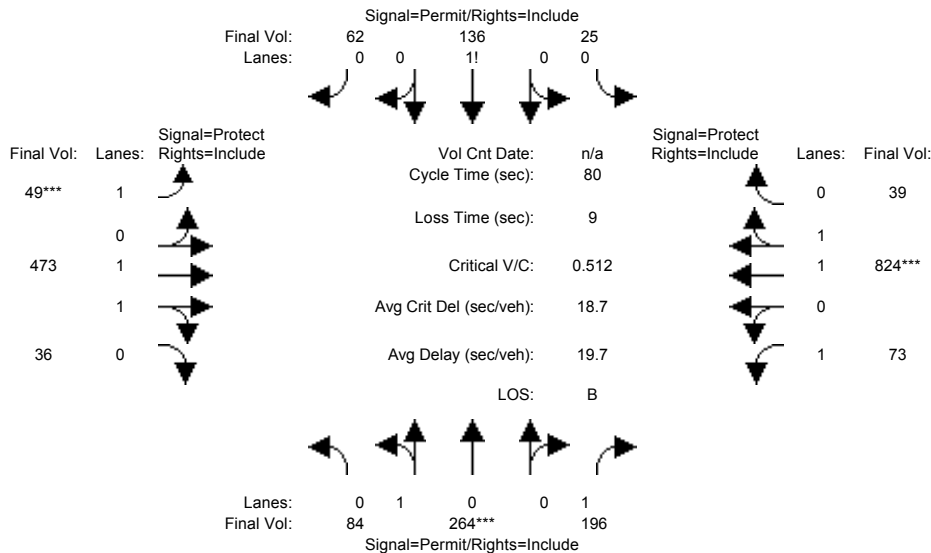
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	3	25	41	12	19	28	965	64	22	381	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	25	41	12	19	28	965	64	22	381	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	25	41	12	19	28	965	64	22	381	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	25	41	12	19	28	965	64	22	381	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	25	41	12	19	28	965	64	22	381	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	3	25	41	12	19	28	965	64	22	381	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	0.77	0.23	1.00	0.05	1.83	0.12	0.10	1.74	0.16
Final Sat.:	1607	193	1750	1392	408	1750	95	3287	218	181	3132	288
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.29	0.29	0.29	0.12	0.12	0.12
Crit Moves:				****			****					
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.12	0.12	0.11	0.24	0.24	0.09	0.37	0.37	0.37	0.15	0.15	0.15
Delay/Veh:	31.4	31.4	31.3	32.1	32.1	31.1	2.3	2.3	2.3	1.8	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.3	32.1	32.1	31.1	2.3	2.3	2.3	1.8	1.8	1.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	1	8	8	8	3	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



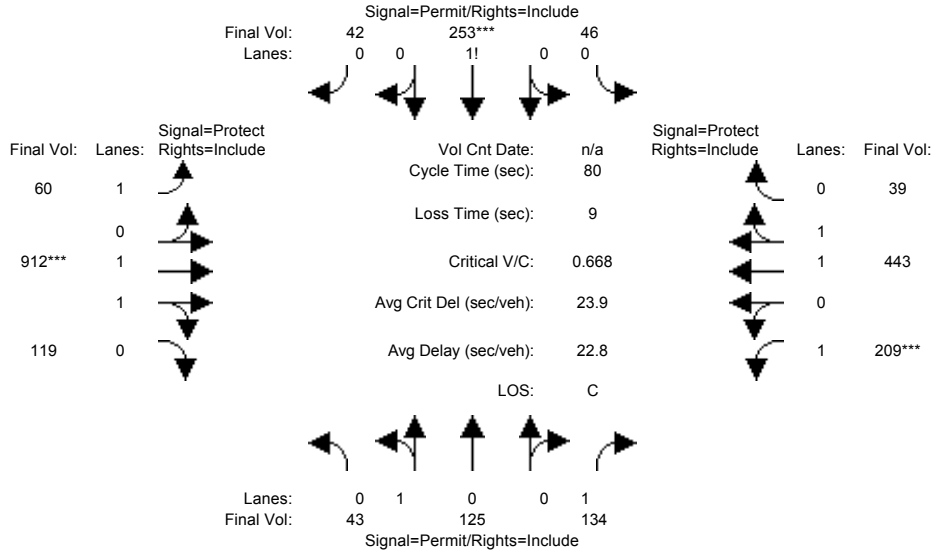
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	264	196	25	136	62	49	473	36	73	824	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	264	196	25	136	62	49	473	36	73	824	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	264	196	25	136	62	49	473	36	73	824	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	264	196	25	136	62	49	473	36	73	824	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	264	196	25	136	62	49	473	36	73	824	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	264	196	25	136	62	49	473	36	73	824	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.24	0.76	1.00	0.11	0.61	0.28	1.00	1.85	0.15	1.00	1.91	0.09
Final Sat.:	434	1366	1750	196	1067	487	1750	3438	262	1750	3533	167
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.11	0.13	0.13	0.13	0.03	0.14	0.14	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	7.0	25.7	25.7	16.3	35.0	35.0
Volume/Cap:	0.53	0.53	0.31	0.35	0.35	0.35	0.32	0.43	0.43	0.20	0.53	0.53
Delay/Veh:	21.0	21.0	18.6	19.0	19.0	19.0	35.5	21.6	21.6	26.7	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	18.6	19.0	19.0	19.0	35.5	21.6	21.6	26.7	16.9	16.9
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	13	13	7	9	9	9	2	10	10	3	15	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



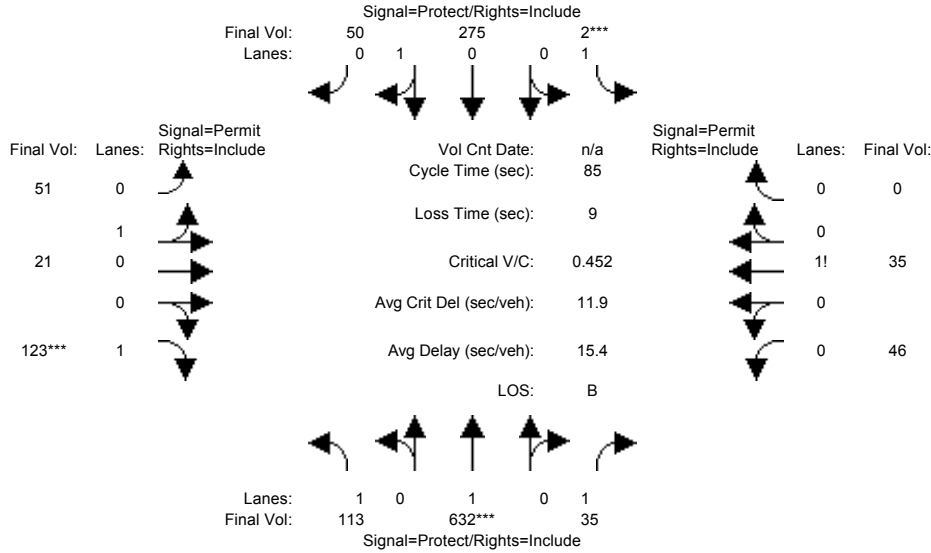
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	125	134	46	253	42	60	912	119	209	443	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	125	134	46	253	42	60	912	119	209	443	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	125	134	46	253	42	60	912	119	209	443	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	125	134	46	253	42	60	912	119	209	443	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	125	134	46	253	42	60	912	119	209	443	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	125	134	46	253	42	60	912	119	209	443	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.13	0.75	0.12	1.00	1.76	0.24	1.00	1.83	0.17
Final Sat.:	461	1339	1750	236	1298	216	1750	3273	427	1750	3400	299
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.19	0.19	0.19	0.03	0.28	0.28	0.12	0.13	0.13
Crit Moves:				****			****			****		
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	19.2	33.4	33.4	14.3	28.5	28.5
Volume/Cap:	0.32	0.32	0.26	0.67	0.67	0.67	0.14	0.67	0.67	0.67	0.37	0.37
Delay/Veh:	22.5	22.5	22.0	28.3	28.3	28.3	24.1	20.0	20.0	36.1	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	22.5	22.0	28.3	28.3	28.3	24.1	20.0	20.0	36.1	19.2	19.2
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	7	7	5	17	17	17	2	19	19	10	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #3832: 24TH/WILLIAM [Study Int 24]



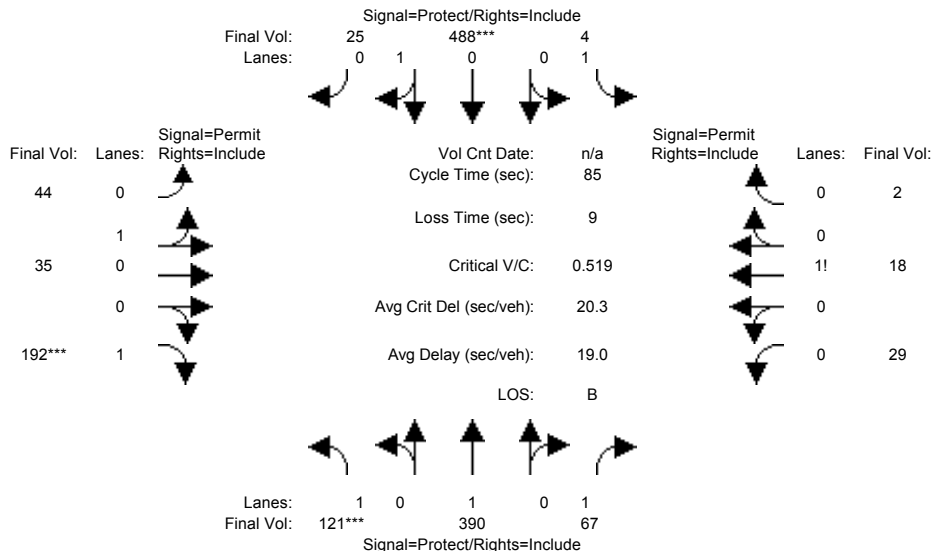
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	632	35	2	275	50	51	21	123	46	35	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	632	35	2	275	50	51	21	123	46	35	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	632	35	2	275	50	51	21	123	46	35	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	632	35	2	275	50	51	21	123	46	35	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	632	35	2	275	50	51	21	123	46	35	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	632	35	2	275	50	51	21	123	46	35	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.71	0.29	1.00	0.57	0.43	0.00
Final Sat.:	1750	1900	1750	1750	1523	277	1275	525	1750	1022	778	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.05	0.05	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	57.0	57.0	7.0	43.9	43.9	12.0	12.0	12.0	12.0	12.0	0.0
Volume/Cap:	0.27	0.50	0.03	0.01	0.35	0.35	0.28	0.28	0.50	0.32	0.32	0.00
Delay/Veh:	26.9	7.2	4.7	35.9	12.3	12.3	33.2	33.2	35.2	33.5	33.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	7.2	4.7	35.9	12.3	12.3	33.2	33.2	35.2	33.5	33.5	0.0
LOS by Move:	C	A	A	D	B	B	C	C	D	C	C	A
HCM2k95thQ:	5	15	1	0	10	10	4	4	8	5	5	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #3832: 24TH/WILLIAM [Study Int 24]



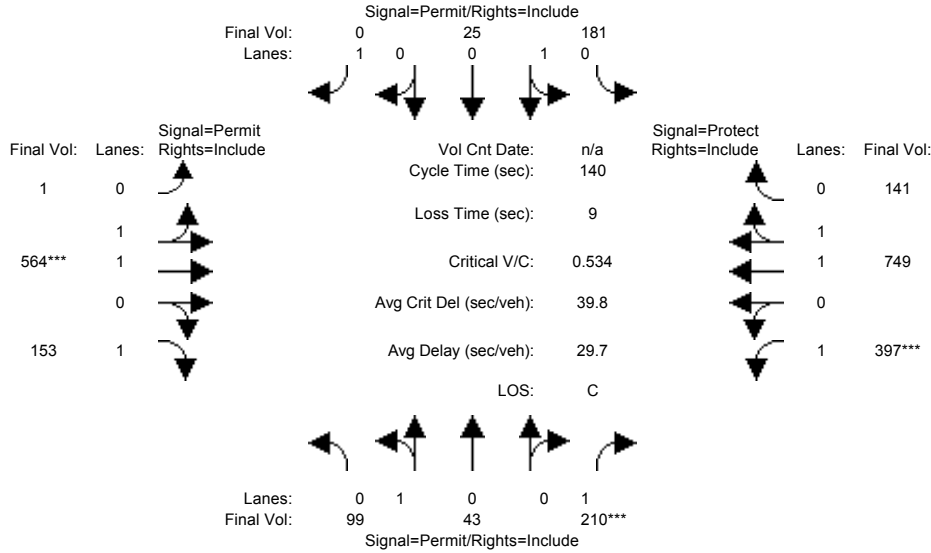
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	390	67	4	488	25	44	35	192	29	18	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	390	67	4	488	25	44	35	192	29	18	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	390	67	4	488	25	44	35	192	29	18	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	390	67	4	488	25	44	35	192	29	18	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	390	67	4	488	25	44	35	192	29	18	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	390	67	4	488	25	44	35	192	29	18	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.56	0.44	1.00	0.59	0.37	0.04
Final Sat.:	1750	1900	1750	1750	1712	88	1003	797	1750	1036	643	71
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.04	0.00	0.29	0.29	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	11.3	41.4	41.4	16.6	46.7	46.7	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.52	0.42	0.08	0.01	0.52	0.52	0.21	0.21	0.52	0.13	0.13	0.13
Delay/Veh:	36.4	14.4	11.7	27.6	12.6	12.6	27.9	27.9	31.0	27.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	14.4	11.7	27.6	12.6	12.6	27.9	27.9	31.0	27.3	27.3	27.3
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	12	2	0	16	16	4	4	10	2	2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #4005: JULIAN/28TH [Study Int 3]



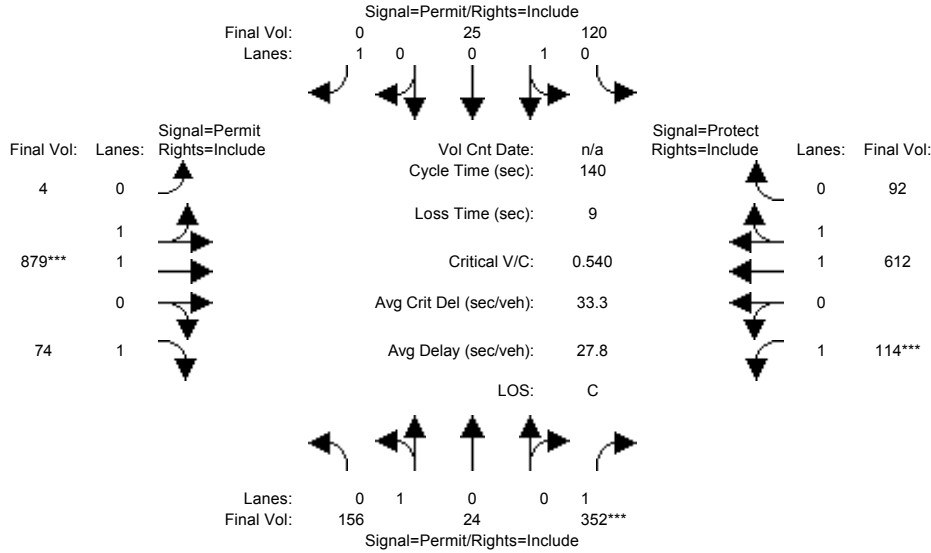
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	43	210	181	25	0	1	564	153	397	749	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	43	210	181	25	0	1	564	153	397	749	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	43	210	181	25	0	1	564	153	397	749	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	43	210	181	25	0	1	564	153	397	749	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	43	210	181	25	0	1	564	153	397	749	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	43	210	181	25	0	1	564	153	397	749	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.70	0.30	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.67	0.33
Final Sat.:	1255	545	1750	1582	218	1750	7	3693	1750	1750	3113	586
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.12	0.11	0.11	0.00	0.15	0.15	0.09	0.23	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	31.5	31.5	31.5	31.5	31.5	0.0	40.0	40.0	40.0	59.5	99.5	99.5
Volume/Cap:	0.35	0.35	0.53	0.51	0.51	0.00	0.53	0.53	0.31	0.53	0.34	0.34
Delay/Veh:	46.2	46.2	49.2	48.6	48.6	0.0	42.6	42.6	39.4	30.7	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	46.2	49.2	48.6	48.6	0.0	42.6	42.6	39.4	30.7	7.8	7.8
LOS by Move:	D	D	D	D	D	A	D	D	D	C	A	A
HCM2k95thQ:	10	10	16	16	16	0	19	19	10	24	14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #4005: JULIAN/28TH [Study Int 3]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	156	24	352	120	25	-1	4	879	74	114	612	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	24	352	120	25	-1	4	879	74	114	612	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	24	352	120	25	-1	4	879	74	114	612	92
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	24	352	120	25	0	4	879	74	114	612	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	24	352	120	25	0	4	879	74	114	612	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	24	352	120	25	0	4	879	74	114	612	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.87	0.13	1.00	0.83	0.17	1.00	0.01	1.99	1.00	1.00	1.73	0.27
Final Sat.:	1560	240	1750	1490	310	1750	17	3683	1750	1750	3216	483
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.20	0.08	0.08	0.00	0.24	0.24	0.04	0.07	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	52.2	52.2	52.2	52.2	52.2	0.0	61.9	61.9	61.9	16.9	78.8	78.8
Volume/Cap:	0.27	0.27	0.54	0.22	0.22	0.00	0.54	0.54	0.10	0.54	0.34	0.34
Delay/Veh:	30.8	30.8	35.4	30.1	30.1	0.0	29.0	29.0	22.8	60.7	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	35.4	30.1	30.1	0.0	29.0	29.0	22.8	60.7	16.6	16.6
LOS by Move:	C	C	D	C	C	A	C	C	C	E	B	B
HCM2k95thQ:	10	10	22	9	9	0	25	25	4	10	15	15

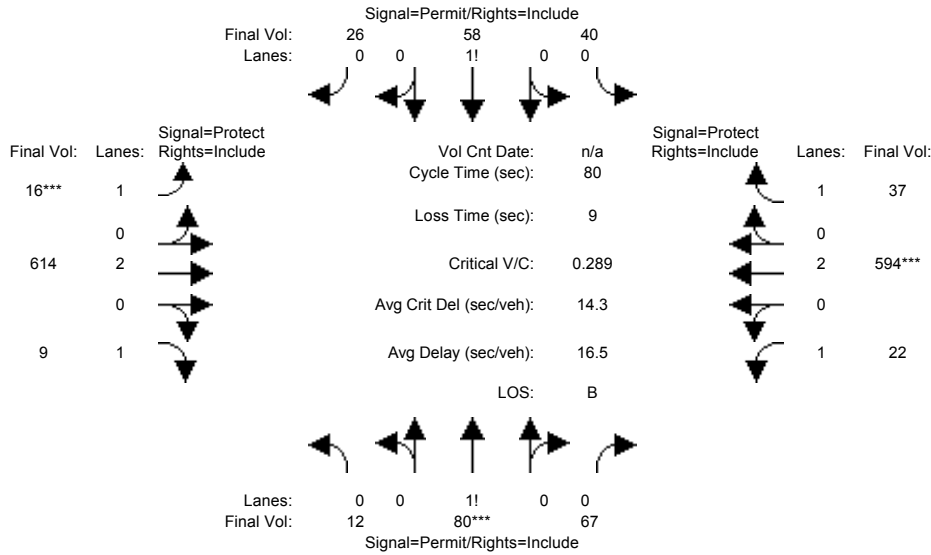
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



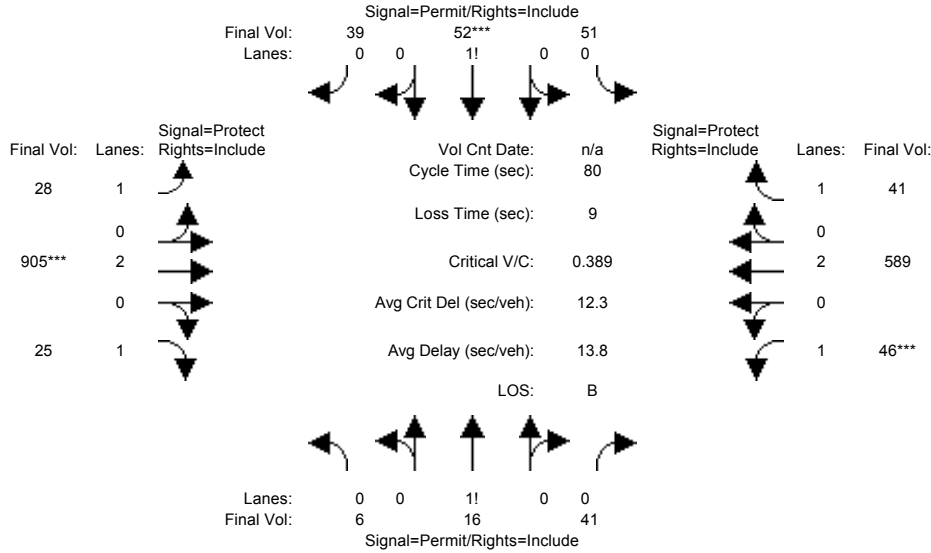
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	80	67	40	58	26	16	614	9	22	594	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	614	9	22	594	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	614	9	22	594	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	614	9	22	594	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	614	9	22	594	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	80	67	40	58	26	16	614	9	22	594	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.16	0.01	0.01	0.16	0.02
Crit Moves:	****						****			****		
Green Time:	23.5	23.5	23.5	23.5	23.5	23.5	7.0	30.8	30.8	16.7	40.5	40.5
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.42	0.01	0.06	0.31	0.04
Delay/Veh:	22.3	22.3	22.3	21.7	21.7	21.7	33.9	18.2	15.2	25.4	11.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	21.7	21.7	21.7	33.9	18.2	15.2	25.4	11.7	10.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	A
HCM2k95thQ:	7	7	7	5	5	5	1	10	0	1	8	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



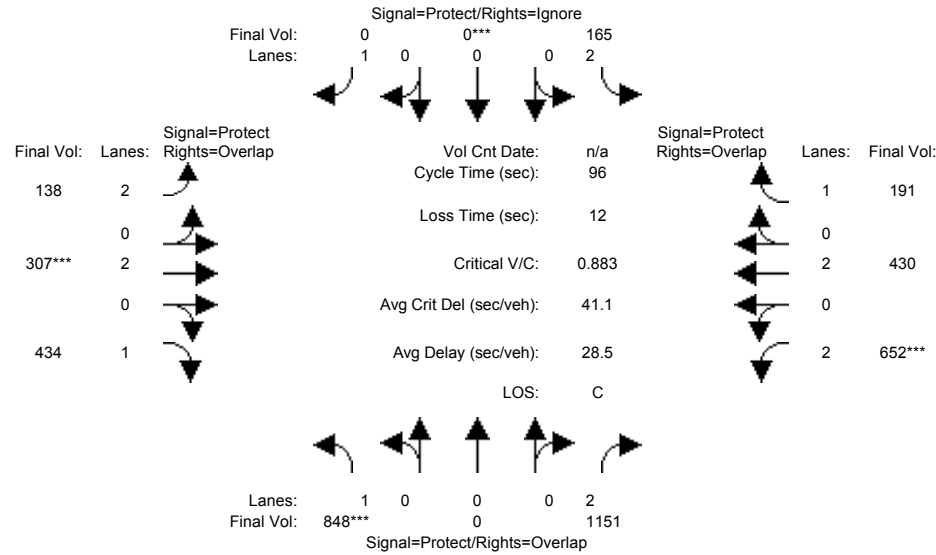
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	16	41	51	52	39	28	905	25	46	589	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	16	41	51	52	39	28	905	25	46	589	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	16	41	51	52	39	28	905	25	46	589	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	16	41	51	52	39	28	905	25	46	589	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	905	25	46	589	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	16	41	51	52	39	28	905	25	46	589	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.24	0.01	0.03	0.16	0.02
Crit Moves:				****			****			****		
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	19.8	47.7	47.7	7.0	35.0	35.0
Volume/Cap:	0.18	0.18	0.18	0.40	0.40	0.40	0.06	0.40	0.02	0.30	0.35	0.05
Delay/Veh:	26.6	26.6	26.6	28.4	28.4	28.4	23.1	8.7	6.6	35.3	15.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	26.6	26.6	28.4	28.4	28.4	23.1	8.7	6.6	35.3	15.1	13.0
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	7	1	11	1	2	9	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #4038: 87/Taylor [Study Int 40]



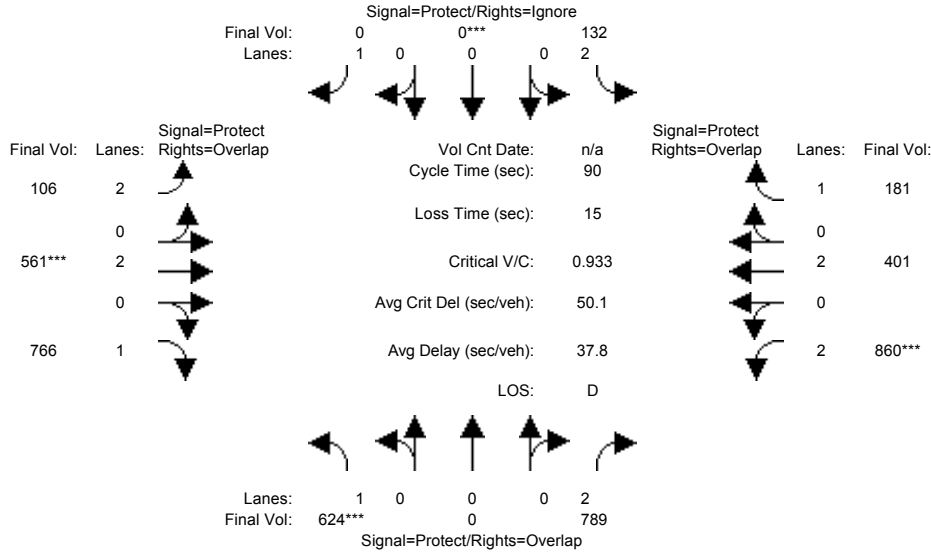
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	848	0	1151	165	0	143	138	307	434	652	430	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	848	0	1151	165	0	143	138	307	434	652	430	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	848	0	1151	165	0	143	138	307	434	652	430	191
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	848	0	1151	165	0	0	138	307	434	652	430	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	848	0	1151	165	0	0	138	307	434	652	430	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	848	0	1151	165	0	0	138	307	434	652	430	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.00	0.37	0.05	0.00	0.00	0.04	0.08	0.25	0.21	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	51.9	0.0	57.7	16.3	0.0	0.0	12.6	10.0	61.9	22.1	19.6	35.9
Volume/Cap:	0.90	0.00	0.61	0.31	0.00	0.00	0.33	0.78	0.38	0.90	0.56	0.29
Delay/Veh:	30.9	0.0	12.6	35.2	0.0	0.0	38.4	51.2	8.3	49.7	35.2	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	0.0	12.6	35.2	0.0	0.0	38.4	51.2	8.3	49.7	35.2	21.4
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	45	0	24	6	0	0	4	9	12	26	12	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #4038: 87/Taylor [Study Int 40]



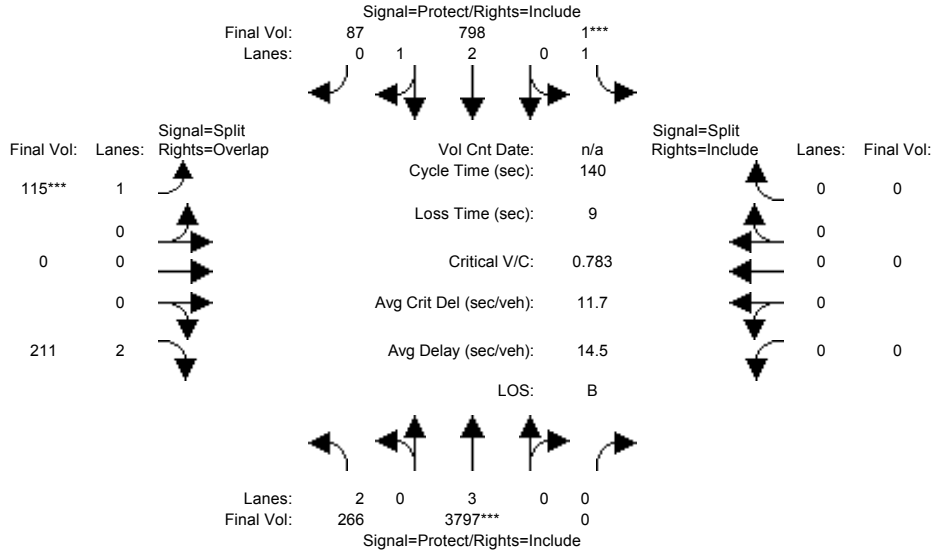
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	624	0	789	132	0	151	106	561	766	860	401	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	624	0	789	132	0	151	106	561	766	860	401	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	624	0	789	132	0	151	106	561	766	860	401	181
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	624	0	789	132	0	0	106	561	766	860	401	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	0	789	132	0	0	106	561	766	860	401	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	0	789	132	0	0	106	561	766	860	401	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.25	0.04	0.00	0.00	0.03	0.15	0.44	0.27	0.11	0.10
Crit Moves:	****			****			****			****		
Green Time:	34.4	0.0	26.3	34.4	0.0	0.0	16.7	14.2	48.7	26.3	23.9	58.3
Volume/Cap:	0.93	0.00	0.86	0.11	0.00	0.00	0.18	0.93	0.81	0.93	0.40	0.16
Delay/Veh:	46.7	0.0	38.0	18.0	0.0	0.0	31.0	59.0	22.2	46.8	27.4	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	0.0	38.0	18.0	0.0	0.0	31.0	59.0	22.2	46.8	27.4	6.3
LOS by Move:	D	A	D	B	A	A	C	E	C	D	C	A
HCM2k95thQ:	38	0	27	3	0	0	3	14	30	32	9	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



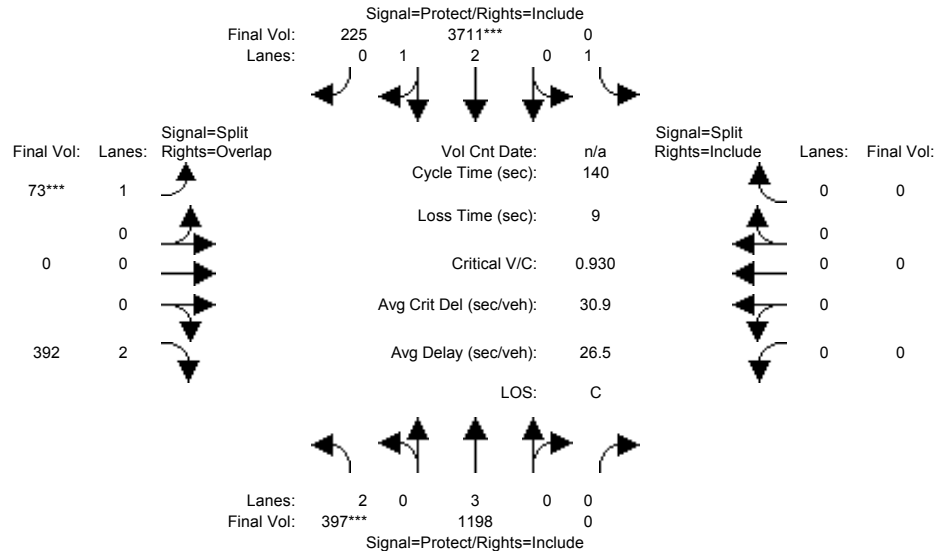
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	266	3797	0	1	798	87	115	0	211	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	3797	0	1	798	87	115	0	211	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	3797	0	1	798	87	115	0	211	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	3797	0	1	798	87	115	0	211	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	3797	0	1	798	87	115	0	211	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	3797	0	1	798	87	115	0	211	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.69	0.31	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5049	550	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.67	0.00	0.00	0.16	0.16	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.7	113	0.0	7.0	78.1	78.1	11.1	0.0	52.9	0.0	0.0	0.0
Volume/Cap:	0.28	0.83	0.00	0.01	0.28	0.28	0.83	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	37.8	9.2	0.0	63.3	16.3	16.3	95.1	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	9.2	0.0	63.3	16.3	16.3	95.1	0.0	29.1	0.0	0.0	0.0
LOS by Move:	D	A	A	E	B	B	F	A	C	A	A	A
HCM2k95thQ:	10	52	0	0	12	12	14	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



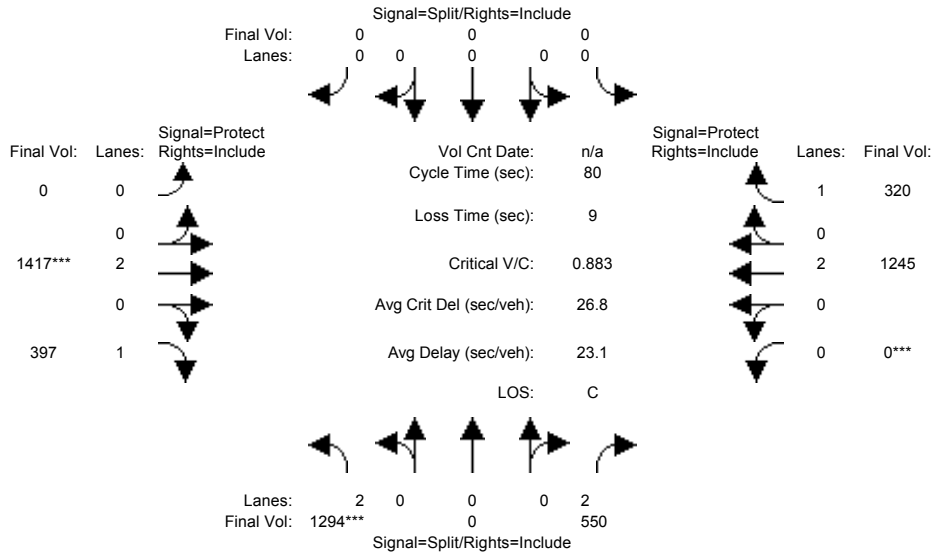
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	397	1198	0	0	3711	225	73	0	392	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	1198	0	0	3711	225	73	0	392	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	1198	0	0	3711	225	73	0	392	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	1198	0	0	3711	225	73	0	392	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	1198	0	0	3711	225	73	0	392	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	1198	0	0	3711	225	73	0	392	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.82	0.18	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5279	320	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.00	0.00	0.70	0.70	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	18.4	121	0.0	0.0	103	102.6	10.0	0.0	28.4	0.0	0.0	0.0
Volume/Cap:	0.96	0.24	0.00	0.00	0.96	0.96	0.58	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	94.1	1.7	0.0	0.0	23.8	23.8	69.9	0.0	52.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.1	1.7	0.0	0.0	23.8	23.8	69.9	0.0	52.6	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	E	A	D	A	A	A
HCM2k95thQ:	25	6	0	0	81	81	8	0	18	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #4069: 101/Trimble [Study Int 62]



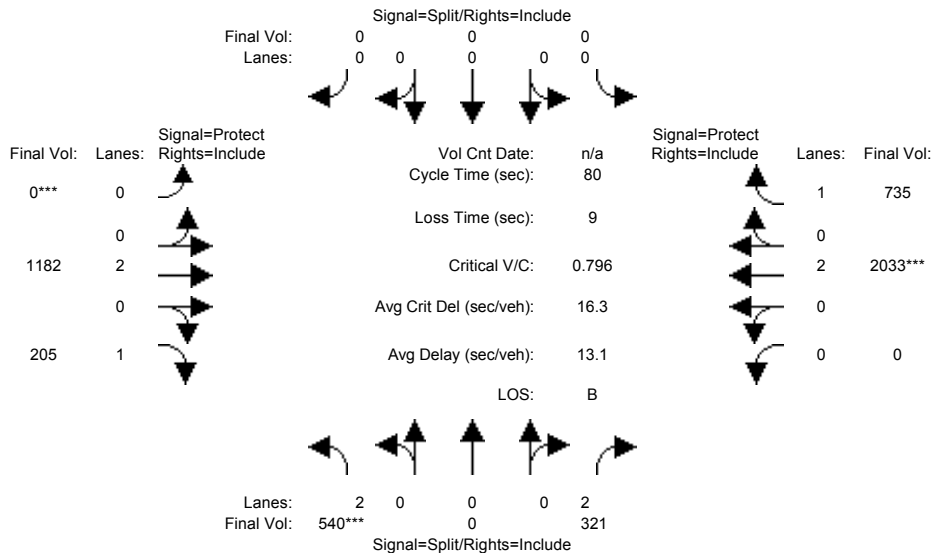
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1294	0	550	0	0	0	0	1417	397	0	1245	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1294	0	550	0	0	0	0	1417	397	0	1245	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1294	0	550	0	0	0	0	1417	397	0	1245	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.17	0.00	0.00	0.00	0.00	0.37	0.23	0.00	0.33	0.18
Crit Moves:	****							****			****	
Green Time:	37.2	0.0	37.2	0.0	0.0	0.0	0.0	33.8	33.8	0.0	33.8	33.8
Volume/Cap:	0.88	0.00	0.38	0.00	0.00	0.00	0.00	0.88	0.54	0.00	0.78	0.43
Delay/Veh:	26.1	0.0	14.0	0.0	0.0	0.0	0.0	27.4	18.1	0.0	22.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	0.0	14.0	0.0	0.0	0.0	0.0	27.4	18.1	0.0	22.3	16.7
LOS by Move:	C	A	B	A	A	A	A	C	B	A	C	B
HCM2k95thQ:	36	0	10	0	0	0	0	31	15	0	26	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #4069: 101/Trimble [Study Int 62]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	0	321	0	0	0	0	1182	205	0	2033	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	0	321	0	0	0	0	1182	205	0	2033	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	0	321	0	0	0	0	1182	205	0	2033	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	0	321	0	0	0	0	1182	205	0	2033	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	0	321	0	0	0	0	1182	205	0	2033	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	0	321	0	0	0	0	1182	205	0	2033	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.12	0.00	0.54	0.42
Crit Moves:	****						****			****		
Green Time:	17.2	0.0	17.2	0.0	0.0	0.0	0.0	53.8	53.8	0.0	53.8	53.8
Volume/Cap:	0.80	0.00	0.47	0.00	0.00	0.00	0.00	0.46	0.17	0.00	0.80	0.62
Delay/Veh:	36.2	0.0	27.9	0.0	0.0	0.0	0.0	6.4	4.9	0.0	11.1	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	27.9	0.0	0.0	0.0	0.0	6.4	4.9	0.0	11.1	8.5
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	18	0	9	0	0	0	0	13	4	0	33	21

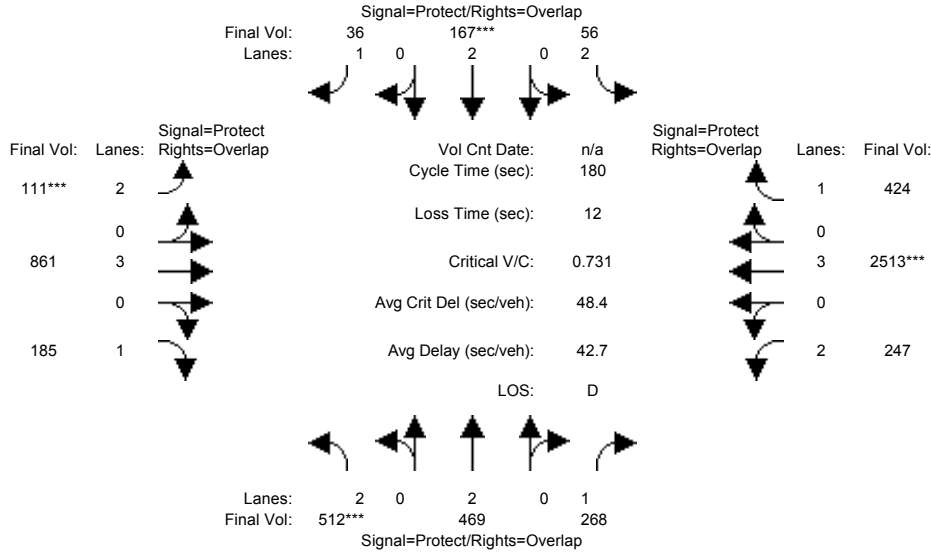
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



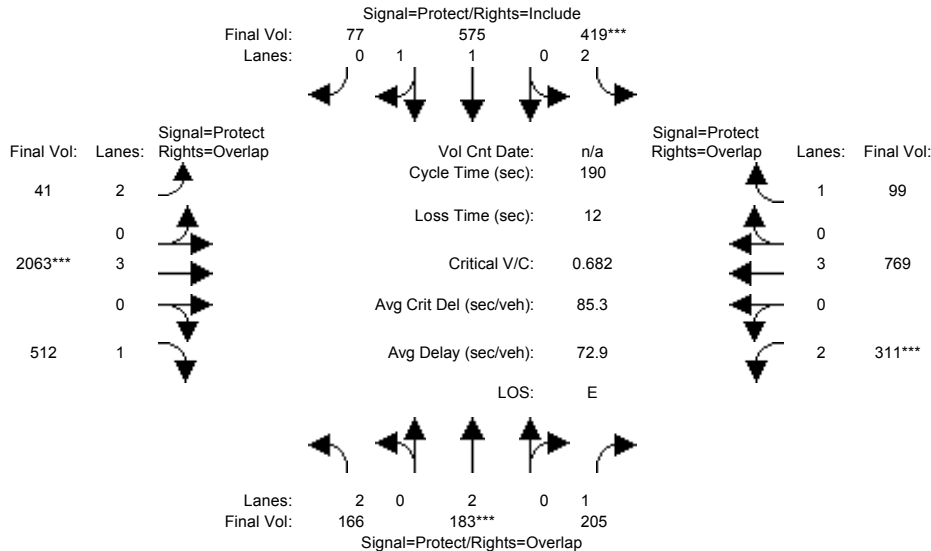
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	512	469	268	56	167	36	111	861	185	247	2513	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	469	268	56	167	36	111	861	185	247	2513	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	469	268	56	167	36	111	861	185	247	2513	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	469	268	56	167	36	111	861	185	247	2513	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	469	268	56	167	36	111	861	185	247	2513	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	512	469	268	56	167	36	111	861	185	247	2513	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.15	0.02	0.04	0.02	0.04	0.15	0.11	0.08	0.44	0.24
Crit Moves:	****			****			****			****		
Green Time:	38.7	30.1	70.8	19.0	10.5	24.5	14.0	78.3	116.9	40.6	105	123.9
Volume/Cap:	0.76	0.74	0.39	0.17	0.76	0.15	0.45	0.35	0.16	0.35	0.76	0.35
Delay/Veh:	71.2	75.7	39.5	73.6	97.5	68.9	76.2	16.6	0.1	60.0	39.2	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	75.7	39.5	73.6	97.5	68.9	76.2	16.6	0.1	60.0	39.2	18.8
LOS by Move:	E	E	D	E	F	E	E	B	A	E	D	B
HCM2k95thQ:	29	23	23	3	9	4	8	11	0	13	60	27

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



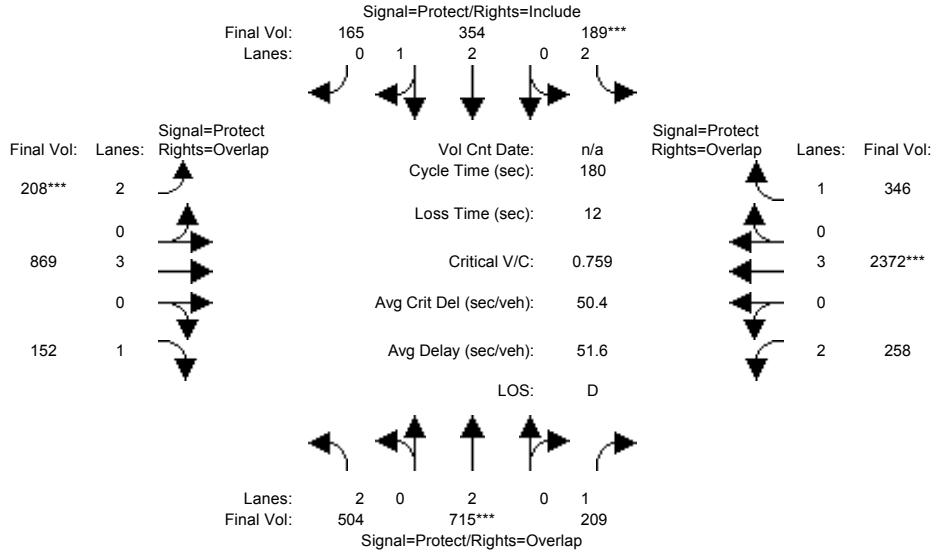
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	183	205	419	575	77	41	2063	512	311	769	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	183	205	419	575	77	41	2063	512	311	769	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	183	205	419	575	77	41	2063	512	311	769	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	183	205	419	575	77	41	2063	512	311	769	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	183	205	419	575	77	41	2063	512	311	769	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	183	205	419	575	77	41	2063	512	311	769	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.76	0.24	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3263	437	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.12	0.13	0.18	0.18	0.01	0.36	0.29	0.10	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.38	0.23	0.36	1.34	1.05	1.05	0.14	0.70	0.44	0.87	0.25	0.09
Delay/Veh:	79.7	66.7	53.0	265.5	133	133.0	84.2	46.9	25.7	107.5	17.4	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	66.7	53.0	265.5	133	133.0	84.2	46.9	25.7	107.5	17.4	6.6
LOS by Move:	E	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	11	9	19	39	41	41	3	56	38	22	10	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



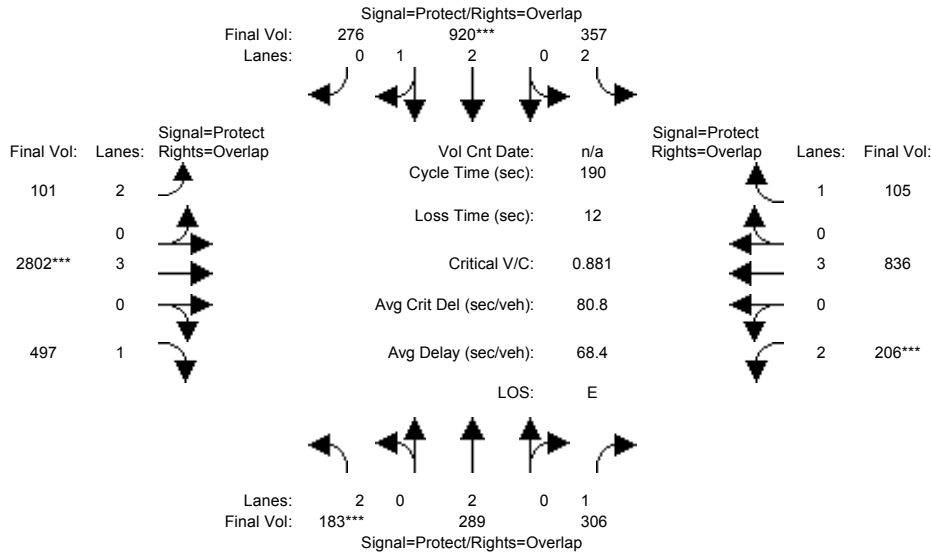
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	504	715	209	189	354	165	208	869	152	258	2372	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	715	209	189	354	165	208	869	152	258	2372	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	715	209	189	354	165	208	869	152	258	2372	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	715	209	189	354	165	208	869	152	258	2372	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	715	209	189	354	165	208	869	152	258	2372	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	715	209	189	354	165	208	869	152	258	2372	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.05	0.95	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	3800	1900	3800	3888	1812	3800	4845	1900	3800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.11	0.05	0.09	0.09	0.05	0.18	0.08	0.07	0.42	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.1	43.6	77.0	14.0	23.4	23.4	14.0	77.0	111.2	33.4	96.4	110.4
Volume/Cap:	0.70	0.78	0.26	0.64	0.70	0.70	0.70	0.42	0.13	0.37	0.78	0.30
Delay/Veh:	81.8	81.5	49.8	89.7	85.4	85.4	88.4	36.0	14.4	64.4	34.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	81.5	49.8	89.7	85.4	85.4	88.4	36.0	14.4	64.4	34.6	16.6
LOS by Move:	F	F	D	F	F	F	F	D	B	E	C	B
HCM2k95thQ:	24	33	18	10	18	18	11	20	7	12	60	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



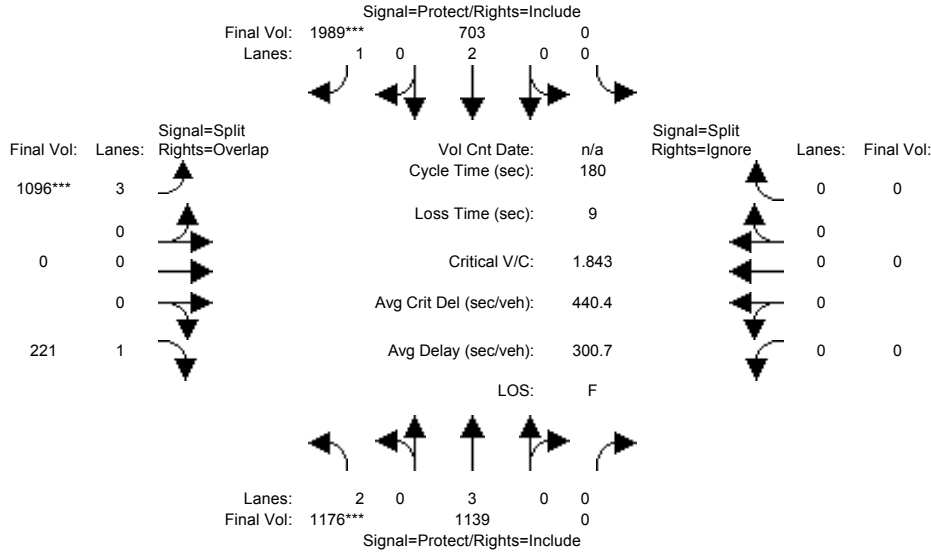
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	289	306	357	920	276	101	2802	497	206	836	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	289	306	357	920	276	101	2802	497	206	836	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	289	306	357	920	276	101	2802	497	206	836	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	289	306	357	920	276	101	2802	497	206	836	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	289	306	357	920	276	101	2802	497	206	836	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	289	306	357	920	276	101	2802	497	206	836	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4306	1292	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.17	0.11	0.21	0.21	0.03	0.49	0.28	0.07	0.15	0.06
Crit Moves:	****			****			****			****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.66	0.44	0.63	1.00	1.08	0.73	0.34	0.89	0.44	0.63	0.26	0.09
Delay/Veh:	95.0	75.7	67.3	137.7	134	66.6	86.7	56.2	27.5	91.3	23.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	75.7	67.3	137.7	134	66.6	86.7	56.2	27.5	91.3	23.0	11.5
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	13	15	31	27	50	38	7	83	37	14	16	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



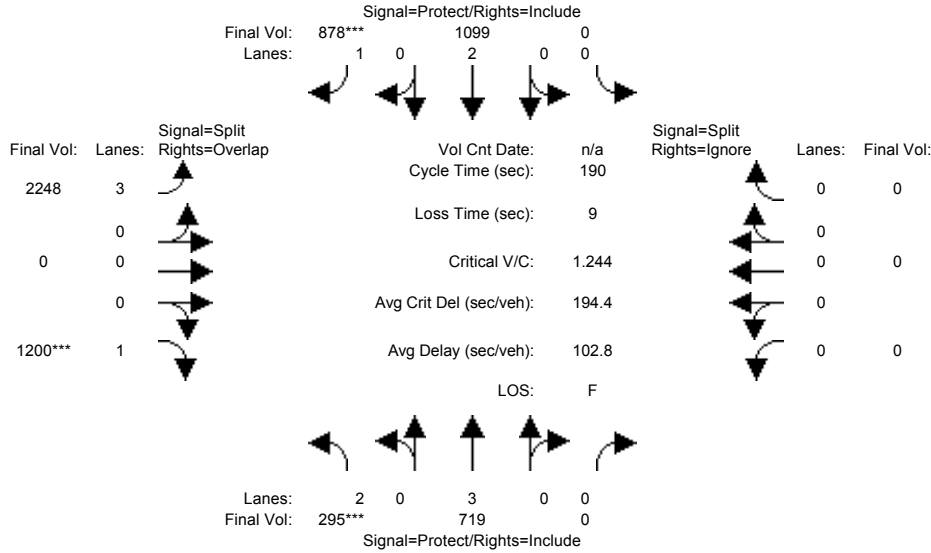
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1176	1139	0	0	703	1989	1096	0	221	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1176	1139	0	0	703	1989	1096	0	221	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1176	1139	0	0	703	1989	1096	0	221	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1176	1139	0	0	703	1989	1096	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1176	1139	0	0	703	1989	1096	0	221	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1176	1139	0	0	703	1989	1096	0	221	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.20	0.00	0.00	0.19	1.14	0.24	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****	****	****					
Green Time:	36.5	147	0.0	0.0	111	111.0	23.5	0.0	60.0	0.0	0.0	0.0
Volume/Cap:	1.84	0.24	0.00	0.00	0.30	1.84	1.84	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	457.1	3.7	0.0	0.0	16.3	417.4	464.0	0.0	44.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	457.1	3.7	0.0	0.0	16.3	417.4	464.0	0.0	44.3	0.0	0.0	0.0
LOS by Move:	F	A	A	A	B	F	F	A	D	A	A	A
HCM2k95thQ:	117	9	0	0	16	351	77	0	16	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



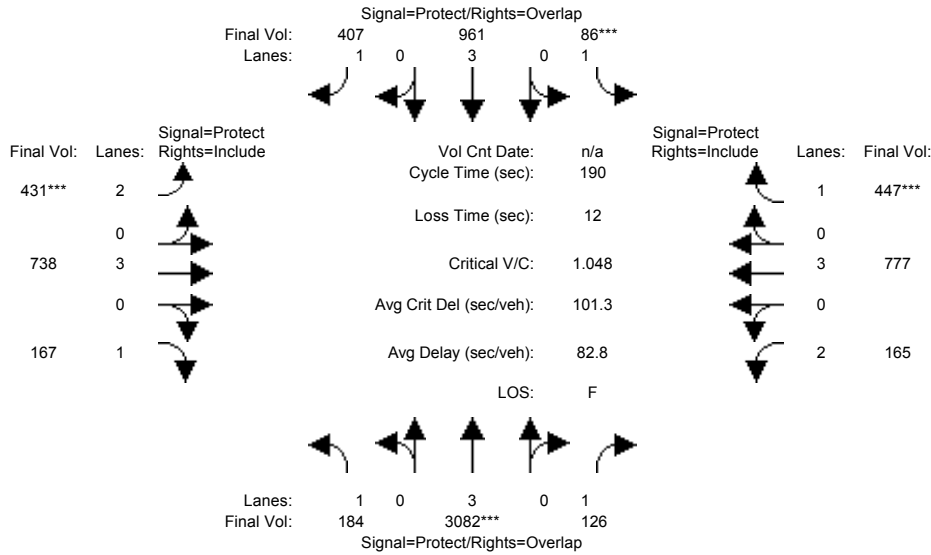
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	295	719	0	0	1099	878	2248	0	1200	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	719	0	0	1099	878	2248	0	1200	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	719	0	0	1099	878	2248	0	1200	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	295	719	0	0	1099	878	2248	0	1200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	719	0	0	1099	878	2248	0	1200	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	295	719	0	0	1099	878	2248	0	1200	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.00	0.29	0.50	0.49	0.00	0.69	0.00	0.00	0.00
Crit Moves:	****				****	****	****		****			
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	0.98	0.33	0.00	0.00	1.01	1.75	0.86	0.00	1.03	0.00	0.00	0.00
Delay/Veh:	136.3	43.6	0.0	0.0	101	417.4	26.0	0.0	45.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.3	43.6	0.0	0.0	101	417.4	26.0	0.0	45.6	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	F	C	A	D	A	A	A
HCM2k95thQ:	23	18	0	0	60	159	60	0	124	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



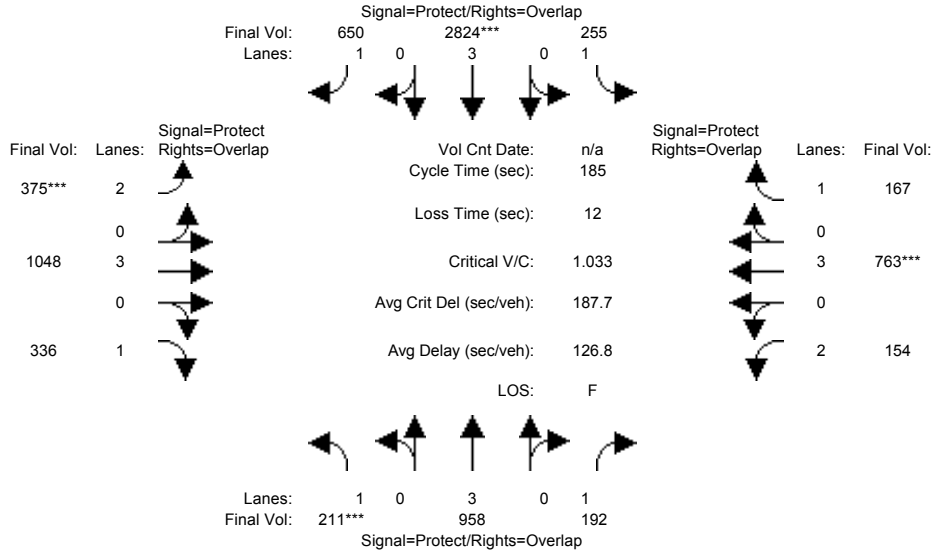
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	3669	126	86	1144	407	431	738	167	165	777	447
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	3669	126	86	1144	407	431	738	167	165	777	447
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	3669	126	86	1144	407	431	738	167	165	777	447
User Adj:	1.00	0.84	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	3082	126	86	961	407	431	738	167	165	777	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	3082	126	86	961	407	431	738	167	165	777	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	184	3082	126	86	961	407	431	738	167	165	777	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.07	0.05	0.17	0.23	0.14	0.13	0.10	0.05	0.14	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.1	98.0	118.5	8.9	65.8	90.6	24.8	50.6	50.6	20.5	46.3	46.3
Volume/Cap:	0.49	1.05	0.12	1.05	0.49	0.49	1.05	0.49	0.36	0.49	0.56	1.05
Delay/Veh:	67.2	89.0	21.0	206.7	66.2	54.9	140.2	59.0	57.0	80.9	63.4	128.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	89.0	21.0	206.7	66.2	54.9	140.2	59.0	57.0	80.9	63.4	128.6
LOS by Move:	E	F	C	F	E	D	F	E	E	F	E	F
HCM2k95thQ:	19	105	9	13	29	37	34	21	16	10	23	53

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	211	1261	192	255	3668	650	375	1048	336	154	763	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1261	192	255	3668	650	375	1048	336	154	763	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1261	192	255	3668	650	375	1048	336	154	763	167
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	958	192	255	2824	650	375	1048	336	154	763	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	958	192	255	2824	650	375	1048	336	154	763	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	958	192	255	2824	650	375	1048	336	154	763	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.11	0.15	0.60	0.37	0.12	0.18	0.19	0.05	0.13	0.10
Crit Moves:	****			****			****			****		
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.98	0.46	0.21	0.87	1.26	0.55	0.60	0.72	0.60	0.33	0.64	0.25
Delay/Veh:	565.0	53.0	32.9	113.9	206	40.7	73.6	68.3	58.6	75.4	72.5	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	565.0	53.0	32.9	113.9	206	40.7	73.6	68.3	58.6	75.4	72.5	42.7
LOS by Move:	F	D	C	F	F	D	E	E	E	E	E	D
HCM2k95thQ:	45	27	16	30	121	57	23	33	31	9	25	14

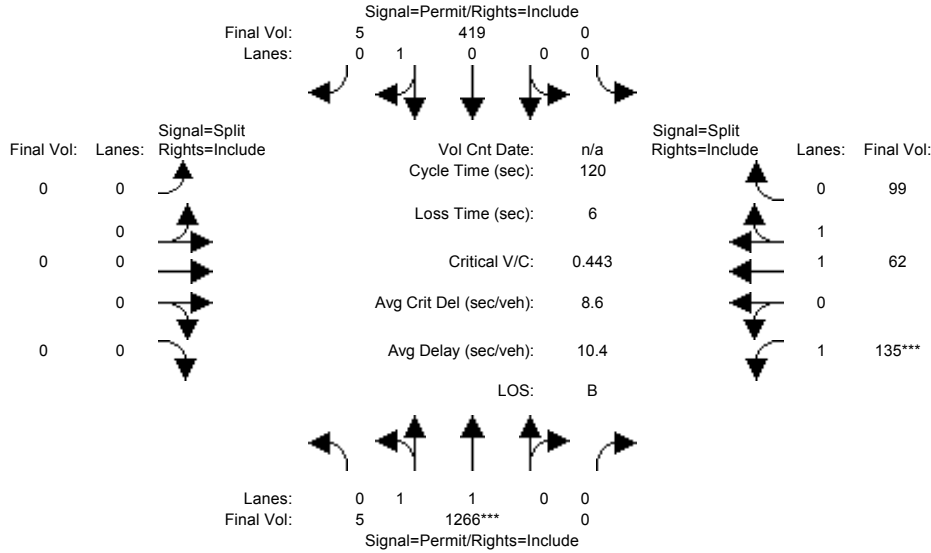
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Bkgrd + Proj Conditions

Intersection #5444: Lafayette/Lewis [Study Int 47]



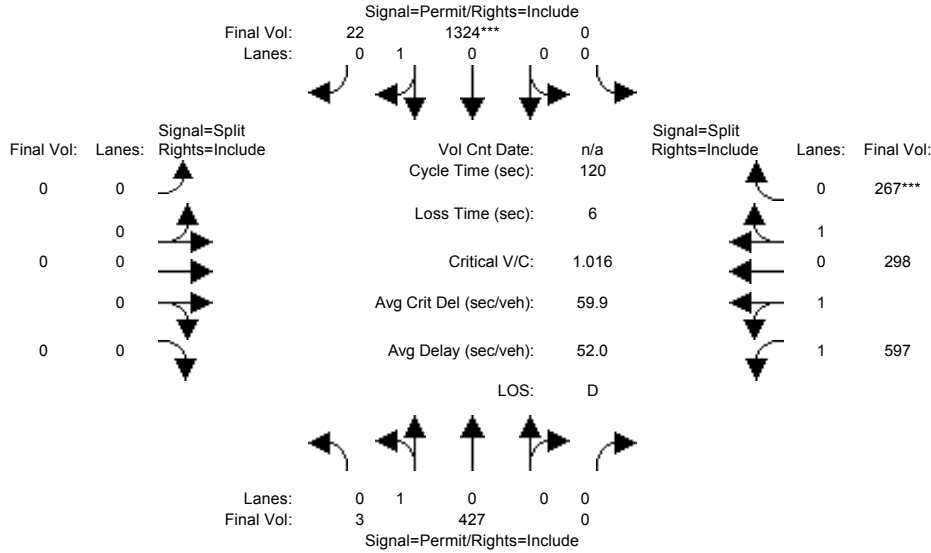
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	1266	0	0	0	419	5	0	0	0	135	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1266	0	0	0	419	5	0	0	0	135	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1266	0	0	0	419	5	0	0	0	135	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1266	0	0	0	419	5	0	0	0	135	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1266	0	0	0	419	5	0	0	0	135	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1266	0	0	0	419	5	0	0	0	135	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.99	0.01	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	15	3685	0	0	1779	21	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.08	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	93.1	93.1	0.0	0.0	93.1	93.1	0.0	0.0	0.0	20.9	20.9	20.9
Volume/Cap:	0.44	0.44	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.44	0.19	0.32
Delay/Veh:	4.7	4.7	0.0	0.0	4.1	4.1	0.0	0.0	0.0	45.4	42.4	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	4.7	0.0	0.0	4.1	4.1	0.0	0.0	0.0	45.4	42.4	43.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	15	15	0	0	9	9	0	0	0	10	4	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Bkgrd + Proj Conditions

Intersection #5444: Lafayette/Lewis [Study Int 47]



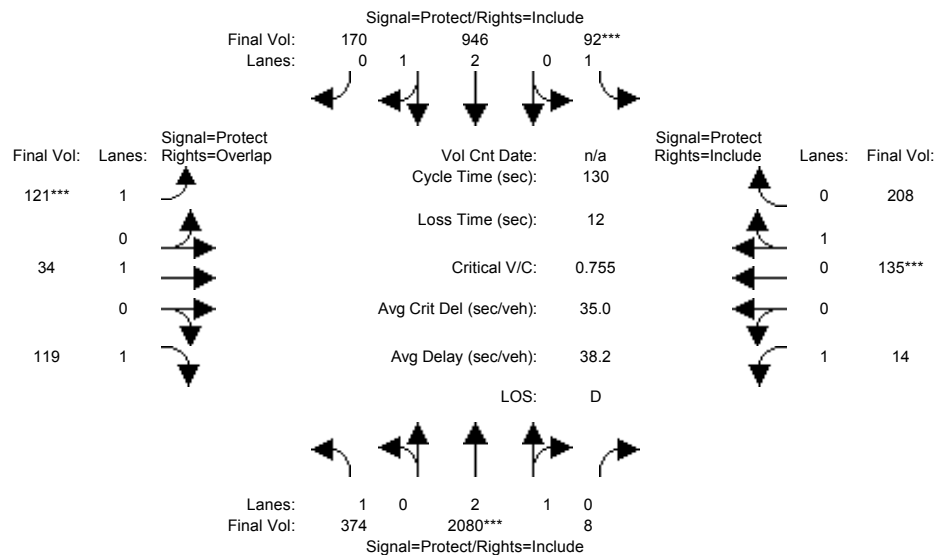
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	427	0	0	1324	22	0	0	0	597	298	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	427	0	0	1324	22	0	0	0	597	298	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	427	0	0	1324	22	0	0	0	597	298	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	427	0	0	1324	22	0	0	0	597	298	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	427	0	0	1324	22	0	0	0	597	298	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	427	0	0	1324	22	0	0	0	597	298	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.56	0.76	0.68
Final Sat.:	13	1787	0	0	1771	29	0	0	0	2748	1372	1229
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.22	0.22	0.22
Crit Moves:	****											
Green Time:	88.3	88.3	0.0	0.0	88.3	88.3	0.0	0.0	0.0	25.7	25.7	25.7
Volume/Cap:	0.32	0.32	0.00	0.00	1.02	1.02	0.00	0.00	0.00	1.02	1.02	1.02
Delay/Veh:	5.6	5.6	0.0	0.0	44.6	44.6	0.0	0.0	0.0	77.8	77.8	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	5.6	0.0	0.0	44.6	44.6	0.0	0.0	0.0	77.8	77.8	77.8
LOS by Move:	A	A	A	A	D	D	A	A	A	E	E	E
HCM2k95thQ:	11	11	0	0	89	89	0	0	0	36	36	36

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



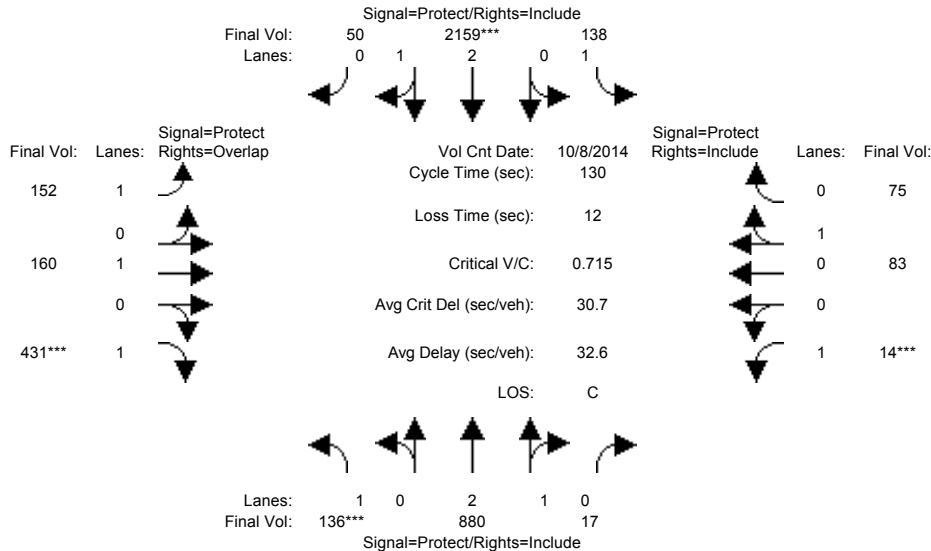
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	374	2080	8	92	946	170	121	34	119	14	135	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2080	8	92	946	170	121	34	119	14	135	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2080	8	92	946	170	121	34	119	14	135	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2080	8	92	946	170	121	34	119	14	135	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2080	8	92	946	170	121	34	119	14	135	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	2080	8	92	946	170	121	34	119	14	135	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.53	0.47	1.00	1.00	1.00	1.00	0.39	0.61
Final Sat.:	1750	5579	21	1750	4746	853	1750	1900	1750	1750	708	1092
Capacity Analysis Module:												
Vol/Sat:	0.21	0.37	0.37	0.05	0.20	0.20	0.07	0.02	0.07	0.01	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.9	64.2	64.2	9.1	35.4	35.4	11.9	26.3	64.2	18.4	32.8	32.8
Volume/Cap:	0.73	0.75	0.75	0.75	0.73	0.73	0.75	0.09	0.14	0.06	0.75	0.75
Delay/Veh:	46.9	27.8	27.8	82.6	44.9	44.9	75.9	42.2	17.9	48.4	51.9	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	27.8	27.8	82.6	44.9	44.9	75.9	42.2	17.9	48.4	51.9	51.9
LOS by Move:	D	C	C	F	D	D	E	D	E	D	D	D
HCM2k95thQ:	26	38	38	8	25	25	11	2	5	1	26	26

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



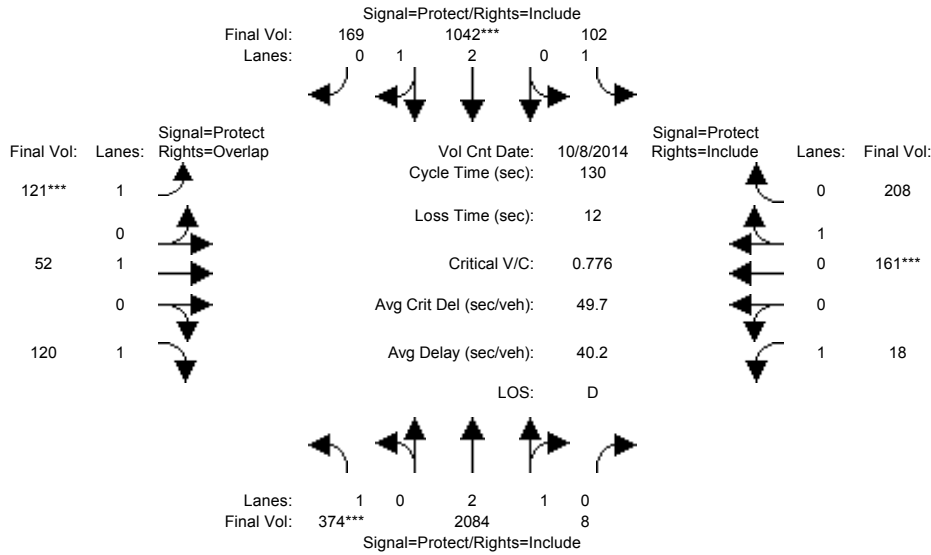
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	136	880	17	138	2159	50	152	160	431	14	83	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	880	17	138	2159	50	152	160	431	14	83	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	880	17	138	2159	50	152	160	431	14	83	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	880	17	138	2159	50	152	160	431	14	83	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	880	17	138	2159	50	152	160	431	14	83	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	880	17	138	2159	50	152	160	431	14	83	75
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.53	0.47
Final Sat.:	1750	5494	106	1750	5473	127	1750	1900	1750	1750	946	854
-----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.08	0.39	0.39	0.09	0.08	0.25	0.01	0.09	0.09
Crit Moves:	****			****			****		****	****		
Green Time:	13.5	54.8	54.8	27.0	68.3	68.3	18.0	29.2	42.7	7.0	18.2	18.2
Volume/Cap:	0.75	0.38	0.38	0.38	0.75	0.75	0.63	0.37	0.75	0.15	0.63	0.63
Delay/Veh:	72.6	26.0	26.0	45.0	25.3	25.3	58.0	43.2	44.4	59.4	57.6	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.6	26.0	26.0	45.0	25.3	25.3	58.0	43.2	44.4	59.4	57.6	57.6
LOS by Move:	E	C	C	D	C	C	E	D	D	E	E	E
HCM2k95thQ:	12	15	15	10	39	39	12	10	29	1	14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



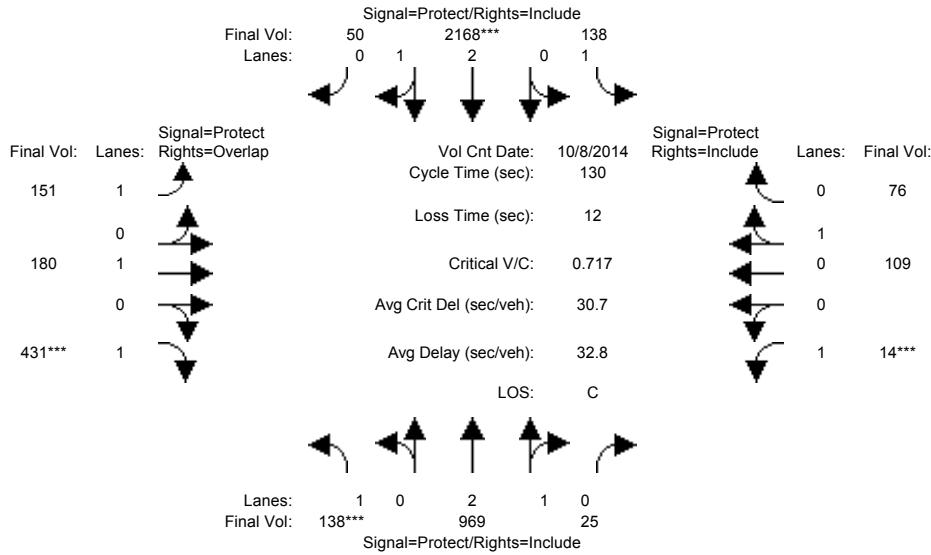
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	374	2084	8	102	1042	169	121	52	120	18	161	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2084	8	102	1042	169	121	52	120	18	161	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2084	8	102	1042	169	121	52	120	18	161	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2084	8	102	1042	169	121	52	120	18	161	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2084	8	102	1042	169	121	52	120	18	161	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	374	2084	8	102	1042	169	121	52	120	18	161	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.57	0.43	1.00	1.00	1.00	1.00	0.44	0.56
Final Sat.:	1750	5579	21	1750	4817	781	1750	1900	1750	1750	785	1015
Capacity Analysis Module:												
Vol/Sat:	0.21	0.37	0.37	0.06	0.22	0.22	0.07	0.03	0.07	0.01	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	35.8	62.3	62.3	9.7	36.2	36.2	11.6	27.0	62.8	18.9	34.4	34.4
Volume/Cap:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.13	0.14	0.07	0.78	0.78
Delay/Veh:	51.1	29.6	29.6	84.3	45.7	45.7	79.2	42.1	18.7	48.1	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	29.6	29.6	84.3	45.7	45.7	79.2	42.1	18.7	48.1	52.1	52.1
LOS by Move:	D	C	C	F	D	D	E	D	B	D	D	D
HCM2k95thQ:	27	40	40	9	27	27	11	3	6	1	28	28

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #6: DE LA CRUZ/MARTIN [Study Int 31]



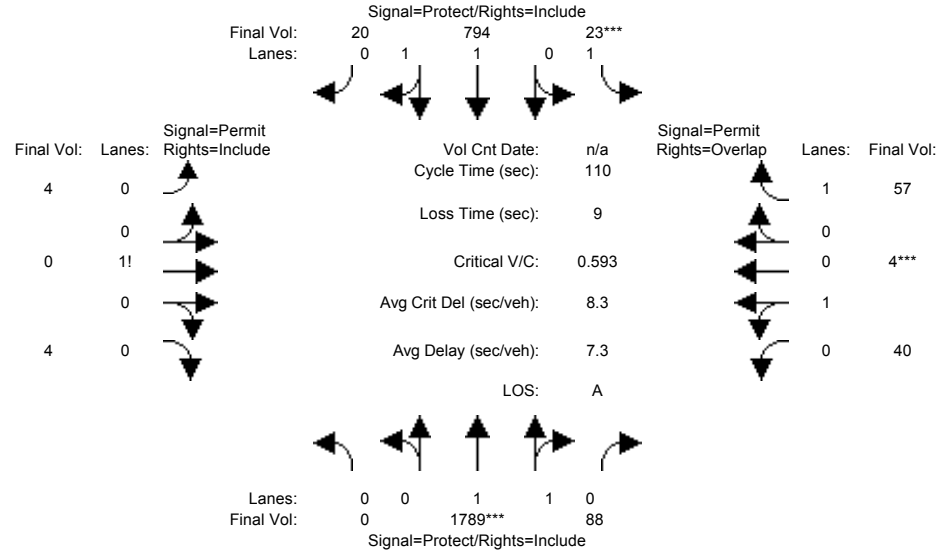
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	138	969	25	138	2168	50	151	180	431	14	109	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	969	25	138	2168	50	151	180	431	14	109	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	969	25	138	2168	50	151	180	431	14	109	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	969	25	138	2168	50	151	180	431	14	109	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	969	25	138	2168	50	151	180	431	14	109	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	969	25	138	2168	50	151	180	431	14	109	76
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.59	0.41
Final Sat.:	1750	5459	141	1750	5474	126	1750	1900	1750	1750	1061	739
-----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.08	0.40	0.40	0.09	0.09	0.25	0.01	0.10	0.10
Crit Moves:	****			****			****		****	****		
Green Time:	13.6	56.8	56.8	25.2	68.4	68.4	16.4	28.9	42.6	7.0	19.5	19.5
Volume/Cap:	0.75	0.41	0.41	0.41	0.75	0.75	0.68	0.43	0.75	0.15	0.68	0.68
Delay/Veh:	72.5	25.2	25.2	46.6	25.3	25.3	62.9	44.1	44.6	59.4	59.4	59.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	25.2	25.2	46.6	25.3	25.3	62.9	44.1	44.6	59.4	59.4	59.4
LOS by Move:	E	C	C	D	C	C	E	D	D	E	E	E
HCM2k95thQ:	12	17	17	10	39	39	12	12	29	1	16	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



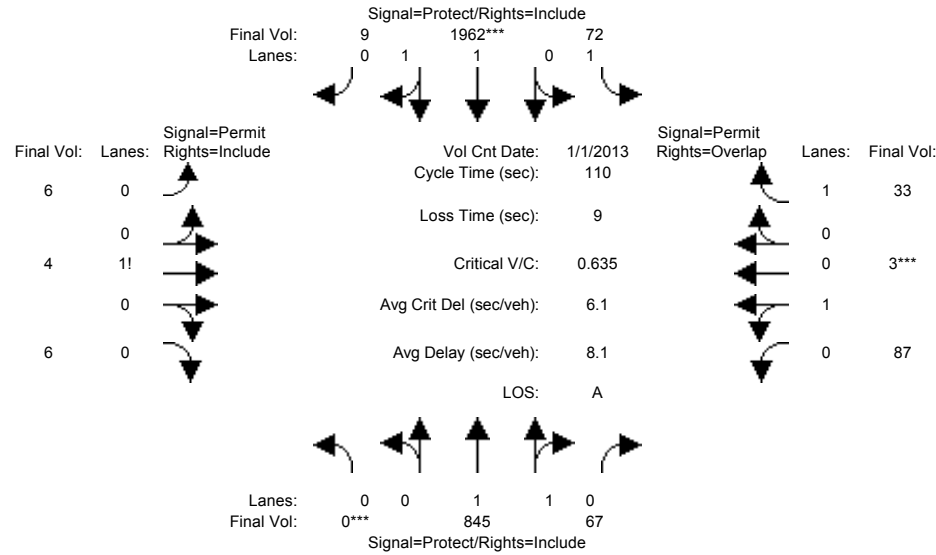
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1789	88	23	794	20	4	0	4	40	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1789	88	23	794	20	4	0	4	40	4	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1789	88	23	794	20	4	0	4	40	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1789	88	23	794	20	4	0	4	40	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1789	88	23	794	20	4	0	4	40	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1789	88	23	794	20	4	0	4	40	4	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.90	0.10	1.00	1.95	0.05	0.50	0.00	0.50	0.91	0.09	1.00
Final Sat.:	0	3526	173	1750	3609	91	875	0	875	1636	164	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.01	0.22	0.22	0.00	0.00	0.00	0.02	0.02	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	84.0	84.0	7.0	91.0	91.0	10.0	0.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.00	0.66	0.66	0.21	0.27	0.27	0.05	0.00	0.05	0.27	0.27	0.21
Delay/Veh:	0.0	6.8	6.8	49.8	2.2	2.2	45.8	0.0	45.8	47.5	47.5	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	49.8	2.2	2.2	45.8	0.0	45.8	47.5	47.5	41.0
LOS by Move:	A	A	A	D	A	A	D	A	D	D	D	D
HCM2k95thQ:	0	28	28	2	6	6	1	0	1	3	3	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	845	67	72	1962	9	6	4	6	87	3	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	845	67	72	1962	9	6	4	6	87	3	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	845	67	72	1962	9	6	4	6	87	3	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	845	67	72	1962	9	6	4	6	87	3	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	67	72	1962	9	6	4	6	87	3	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	845	67	72	1962	9	6	4	6	87	3	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.85	0.15	1.00	1.99	0.01	0.37	0.25	0.38	0.97	0.03	1.00
Final Sat.:	0	3428	272	1750	3683	17	656	438	656	1740	60	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.53	0.53	0.01	0.01	0.01	0.05	0.05	0.02
Crit Moves:	****			****						****		
Green Time:	0.0	72.3	72.3	18.7	91.0	91.0	10.0	10.0	10.0	10.0	10.0	28.7
Volume/Cap:	0.00	0.37	0.37	0.24	0.64	0.64	0.10	0.10	0.10	0.55	0.55	0.07
Delay/Veh:	0.0	8.7	8.7	40.0	4.0	4.0	46.2	46.2	46.2	51.8	51.8	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.7	40.0	4.0	4.0	46.2	46.2	46.2	51.8	51.8	30.7
LOS by Move:	A	A	A	D	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	13	13	4	24	24	1	1	1	6	6	2

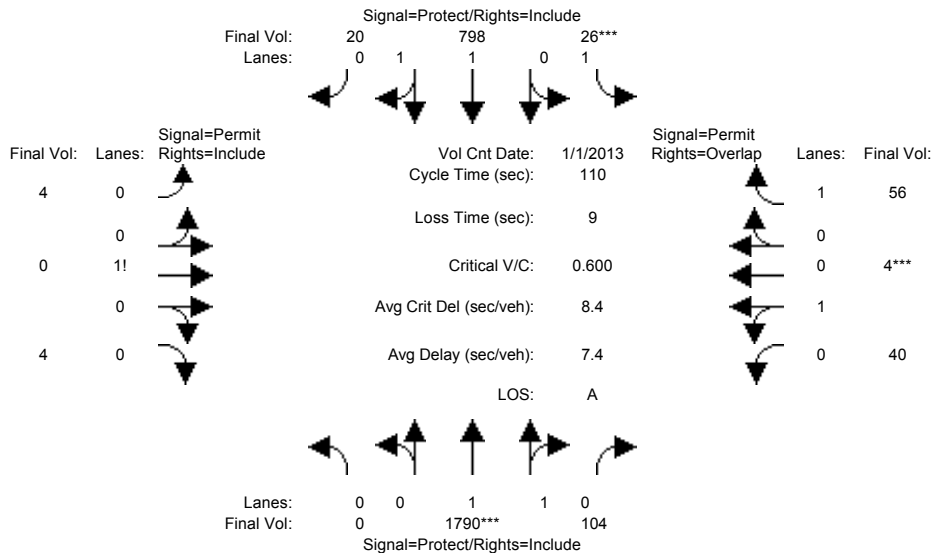
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



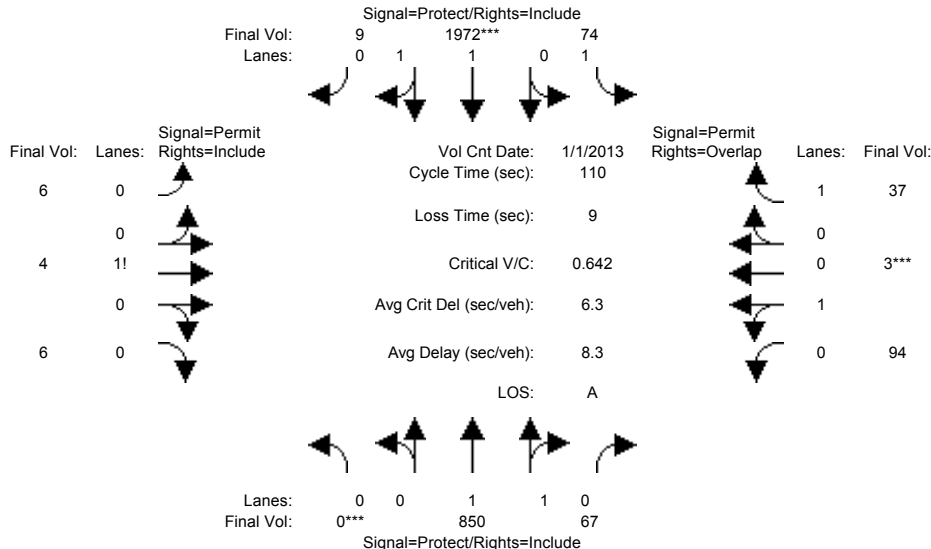
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	1790	104	26	798	20	4	0	4	40	4	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	104	26	798	20	4	0	4	40	4	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1790	104	26	798	20	4	0	4	40	4	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1790	104	26	798	20	4	0	4	40	4	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1790	104	26	798	20	4	0	4	40	4	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1790	104	26	798	20	4	0	4	40	4	56
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.89	0.11	1.00	1.95	0.05	0.50	0.00	0.50	0.91	0.09	1.00
Final Sat.:	0	3497	203	1750	3609	90	875	0	875	1636	164	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.01	0.22	0.22	0.00	0.00	0.00	0.02	0.02	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	84.0	84.0	7.0	91.0	91.0	10.0	0.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.00	0.67	0.67	0.23	0.27	0.27	0.05	0.00	0.05	0.27	0.27	0.21
Delay/Veh:	0.0	6.9	6.9	50.0	2.2	2.2	45.8	0.0	45.8	47.5	47.5	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.9	50.0	2.2	2.2	45.8	0.0	45.8	47.5	47.5	41.0
LOS by Move:	A	A	A	D	A	A	D	A	D	D	D	D
HCM2k95thQ:	0	28	28	2	6	6	1	0	1	3	3	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #7: LAFAYETTE/REED [Study Int 45]



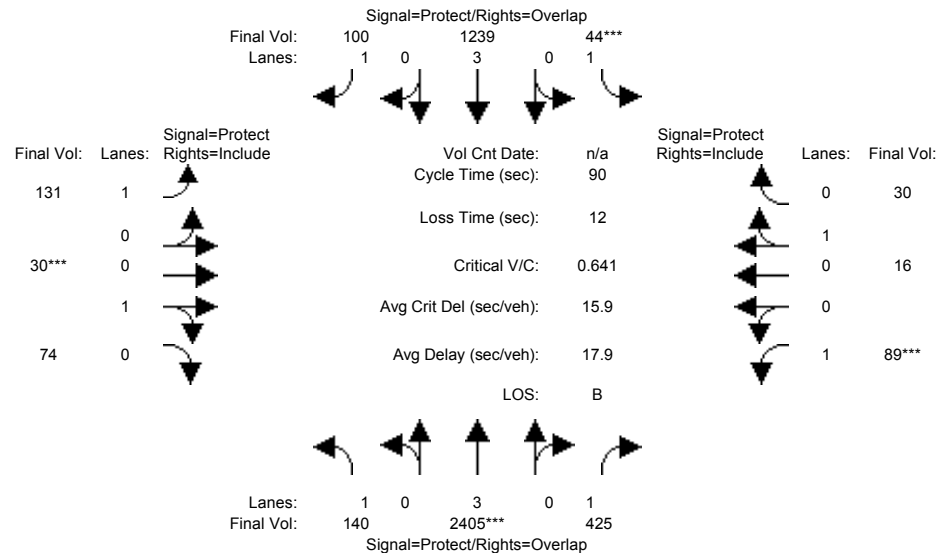
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 1 Jan 2013 <<												
Base Vol:	0	850	67	74	1972	9	6	4	6	94	3	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	850	67	74	1972	9	6	4	6	94	3	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	850	67	74	1972	9	6	4	6	94	3	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	850	67	74	1972	9	6	4	6	94	3	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	850	67	74	1972	9	6	4	6	94	3	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	850	67	74	1972	9	6	4	6	94	3	37
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.85	0.15	1.00	1.99	0.01	0.37	0.25	0.38	0.97	0.03	1.00
Final Sat.:	0	3429	270	1750	3683	17	656	438	656	1744	56	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.54	0.54	0.01	0.01	0.01	0.05	0.05	0.02
Crit Moves:	****			****						****		
Green Time:	0.0	72.4	72.4	18.6	91.0	91.0	10.0	10.0	10.0	10.0	10.0	28.6
Volume/Cap:	0.00	0.38	0.38	0.25	0.65	0.65	0.10	0.10	0.10	0.59	0.59	0.08
Delay/Veh:	0.0	8.6	8.6	40.1	4.0	4.0	46.2	46.2	46.2	53.8	53.8	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	8.6	40.1	4.0	4.0	46.2	46.2	46.2	53.8	53.8	30.9
LOS by Move:	A	A	A	D	A	A	D	D	D	D	D	C
HCM2k95thQ:	0	13	13	5	24	24	1	1	1	7	7	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #9: Coleman/Brokaw [Study Int 33]



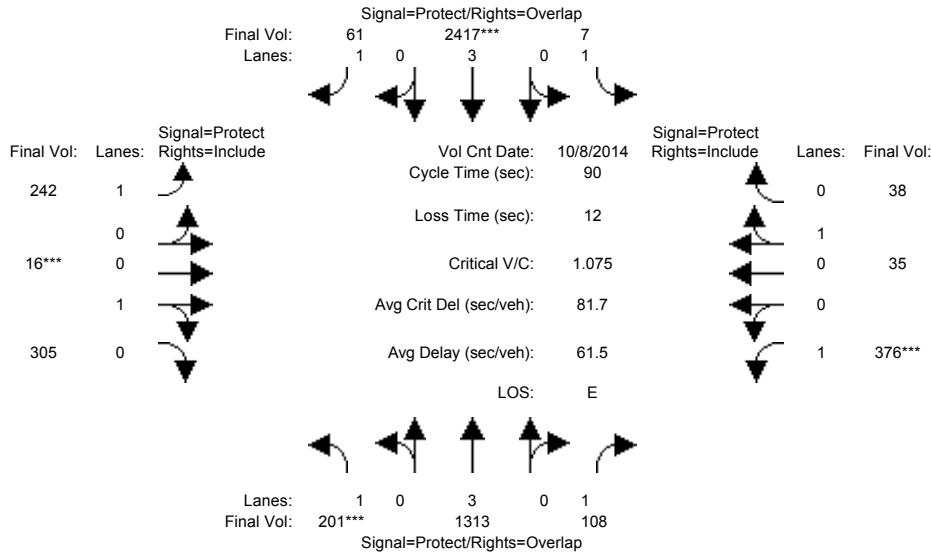
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	2405	425	44	1239	100	131	30	74	89	16	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2405	425	44	1239	100	131	30	74	89	16	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2405	425	44	1239	100	131	30	74	89	16	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2405	425	44	1239	100	131	30	74	89	16	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2405	425	44	1239	100	131	30	74	89	16	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	140	2405	425	44	1239	100	131	30	74	89	16	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.29	0.71	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	519	1281	1750	626	1174
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.24	0.03	0.22	0.06	0.07	0.06	0.06	0.05	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	16.4	54.0	61.0	7.0	44.6	51.6	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.44	0.70	0.36	0.32	0.44	0.10	0.96	0.52	0.52	0.65	0.23	0.23
Delay/Veh:	33.7	13.1	6.4	40.6	14.7	8.7	106.8	40.2	40.2	51.2	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	13.1	6.4	40.6	14.7	8.7	106.8	40.2	40.2	51.2	37.1	37.1
LOS by Move:	C	B	A	D	B	A	F	D	D	D	D	D
HCM2k95thQ:	7	25	10	3	14	3	14	7	7	6	2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #9: Coleman/Brokaw [Study Int 33]



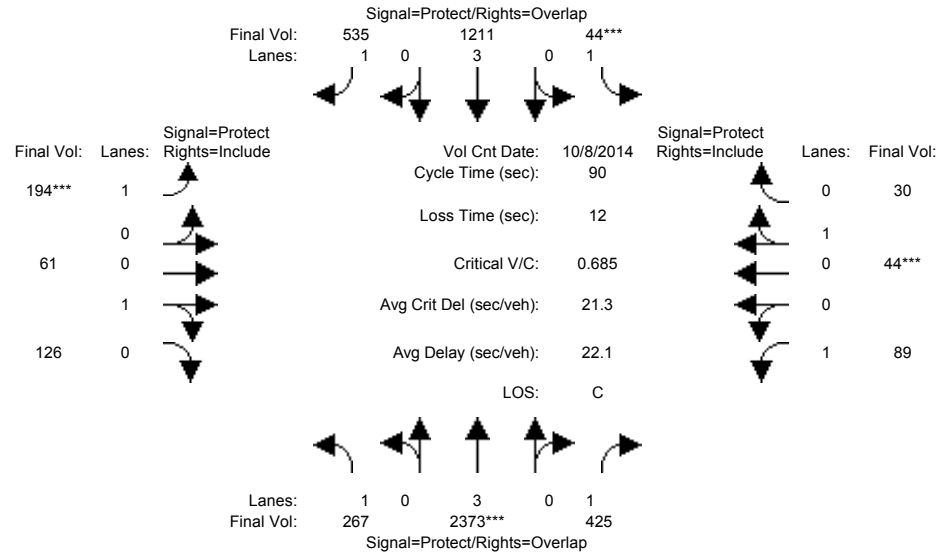
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	201	1313	108	7	2417	61	242	16	305	376	35	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1313	108	7	2417	61	242	16	305	376	35	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1313	108	7	2417	61	242	16	305	376	35	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1313	108	7	2417	61	242	16	305	376	35	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1313	108	7	2417	61	242	16	305	376	35	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1313	108	7	2417	61	242	16	305	376	35	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.05	0.95	1.00	0.48	0.52
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	90	1710	1750	863	937
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.06	0.00	0.42	0.03	0.14	0.18	0.18	0.21	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	9.6	33.7	51.7	11.4	35.5	53.7	18.2	14.9	14.9	18.0	14.7	14.7
Volume/Cap:	1.08	0.61	0.11	0.03	1.08	0.06	0.68	1.08	1.08	1.08	0.25	0.25
Delay/Veh:	127.5	23.4	8.7	34.5	70.2	7.6	38.6	111	111.2	105.7	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.5	23.4	8.7	34.5	70.2	7.6	38.6	111	111.2	105.7	33.3	33.3
LOS by Move:	F	C	A	C	E	A	D	F	F	F	C	C
HCM2k95thQ:	17	18	3	0	51	2	15	29	29	29	4	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #9: Coleman/Brokaw [Study Int 33]



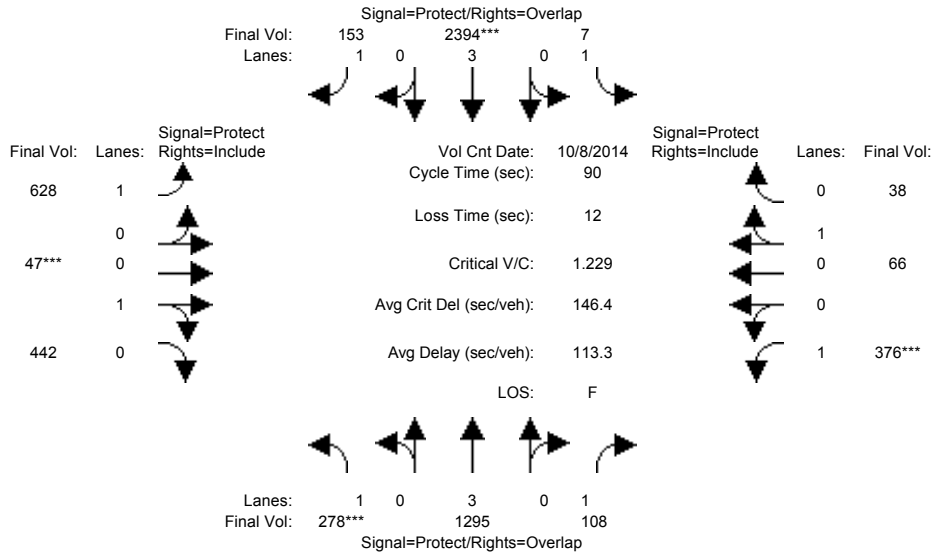
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	267	2373	425	44	1211	535	194	61	126	89	44	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	2373	425	44	1211	535	194	61	126	89	44	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	2373	425	44	1211	535	194	61	126	89	44	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	2373	425	44	1211	535	194	61	126	89	44	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	2373	425	44	1211	535	194	61	126	89	44	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	267	2373	425	44	1211	535	194	61	126	89	44	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.33	0.67	1.00	0.59	0.41
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	587	1213	1750	1070	730
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.24	0.03	0.21	0.31	0.11	0.10	0.10	0.05	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.1	48.2	57.6	7.0	32.1	44.9	12.8	13.4	13.4	9.4	10.0	10.0
Volume/Cap:	0.60	0.78	0.38	0.32	0.60	0.61	0.78	0.70	0.70	0.49	0.37	0.37
Delay/Veh:	31.6	18.0	7.9	40.6	24.1	17.5	51.5	44.1	44.1	40.1	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	18.0	7.9	40.6	24.1	17.5	51.5	44.1	44.1	40.1	38.2	38.2
LOS by Move:	C	B	A	D	C	B	D	D	D	D	D	D
HCM2k95thQ:	12	28	11	3	17	21	15	13	13	5	4	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #9: Coleman/Brokaw [Study Int 33]



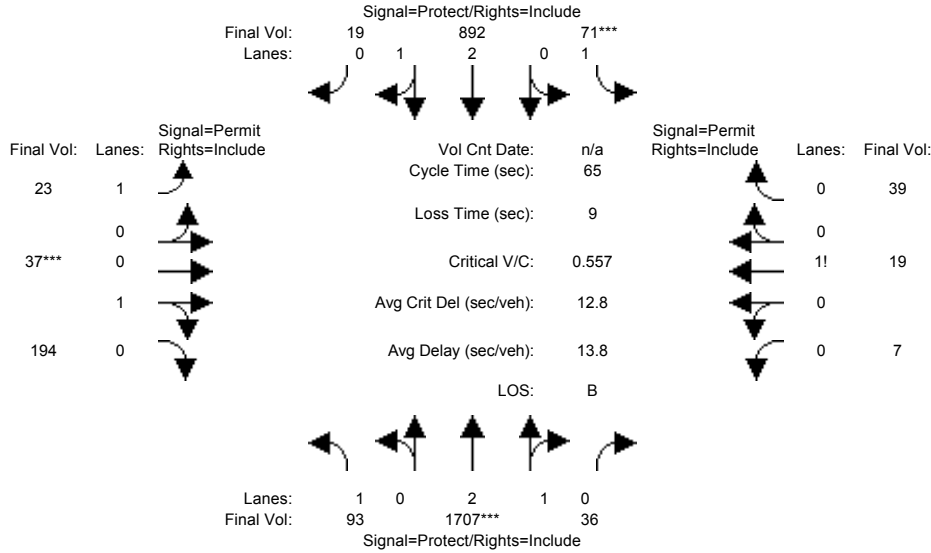
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	278	1295	108	7	2394	153	628	47	442	376	66	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1295	108	7	2394	153	628	47	442	376	66	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1295	108	7	2394	153	628	47	442	376	66	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1295	108	7	2394	153	628	47	442	376	66	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1295	108	7	2394	153	628	47	442	376	66	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	278	1295	108	7	2394	153	628	47	442	376	66	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.10	0.90	1.00	0.63	0.37
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	173	1627	1750	1142	658
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.06	0.00	0.42	0.09	0.36	0.27	0.27	0.21	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	11.6	31.6	47.3	10.8	30.7	56.4	25.6	19.9	19.9	15.7	10.0	10.0
Volume/Cap:	1.23	0.65	0.12	0.03	1.23	0.14	1.26	1.23	1.23	1.23	0.52	0.52
Delay/Veh:	174.8	25.3	10.9	35.0	138	6.9	164.9	159	158.5	165.6	40.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.8	25.3	10.9	35.0	138	6.9	164.9	159	158.5	165.6	40.2	
LOS by Move:	F	C	B	D	F	A	F	F	F	F	D	D
HCM2k95thQ:	27	18	3	0	64	4	61	47	47	36	6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #106: Benton/E/ Camino Real [Study Int 52]



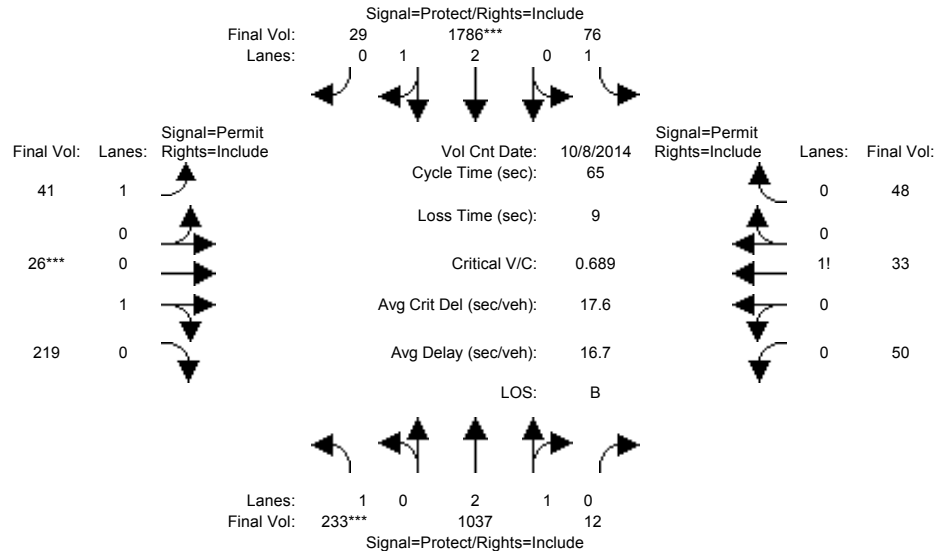
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	1707	36	71	892	19	23	37	194	7	19	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1707	36	71	892	19	23	37	194	7	19	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1707	36	71	892	19	23	37	194	7	19	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1707	36	71	892	19	23	37	194	7	19	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1707	36	71	892	19	23	37	194	7	19	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1707	36	71	892	19	23	37	194	7	19	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	1.00	0.16	0.84	0.11	0.29	0.60
Final Sat.:	1750	5484	116	1750	5483	117	1750	288	1512	188	512	1050
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.04	0.16	0.16	0.01	0.13	0.13	0.04	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.6	34.7	34.7	7.0	25.1	25.1	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.21	0.58	0.58	0.38	0.42	0.42	0.06	0.58	0.58	0.17	0.17	0.17
Delay/Veh:	19.3	10.6	10.6	28.2	14.8	14.8	20.1	24.9	24.9	20.7	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	10.6	10.6	28.2	14.8	14.8	20.1	24.9	24.9	20.7	20.7	20.7
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	15	15	3	9	9	1	9	9	3	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #106: Benton/E/ Camino Real [Study Int 52]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date:	8 Oct 2014 <<											
Base Vol:	233	1037	12	76	1786	29	41	26	219	50	33	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1037	12	76	1786	29	41	26	219	50	33	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1037	12	76	1786	29	41	26	219	50	33	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1037	12	76	1786	29	41	26	219	50	33	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1037	12	76	1786	29	41	26	219	50	33	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	1037	12	76	1786	29	41	26	219	50	33	48
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	1.00	0.11	0.89	0.38	0.25	0.37
Final Sat.:	1750	5536	64	1750	5510	89	1750	191	1609	668	441	641
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.04	0.32	0.32	0.02	0.14	0.14	0.07	0.07	0.07
Crit Moves:	****											
Green Time:	12.6	27.4	27.4	15.8	30.6	30.6	12.8	12.8	12.8	12.8	12.8	12.8
Volume/Cap:	0.69	0.44	0.44	0.18	0.69	0.69	0.12	0.69	0.69	0.38	0.38	0.38
Delay/Veh:	30.3	13.5	13.5	19.7	14.3	14.3	21.6	29.8	29.8	23.3	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	13.5	13.5	19.7	14.3	14.3	21.6	29.8	29.8	23.3	23.3	23.3
LOS by Move:	C	B	B	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	9	10	10	3	18	18	1	10	10	6	6	6

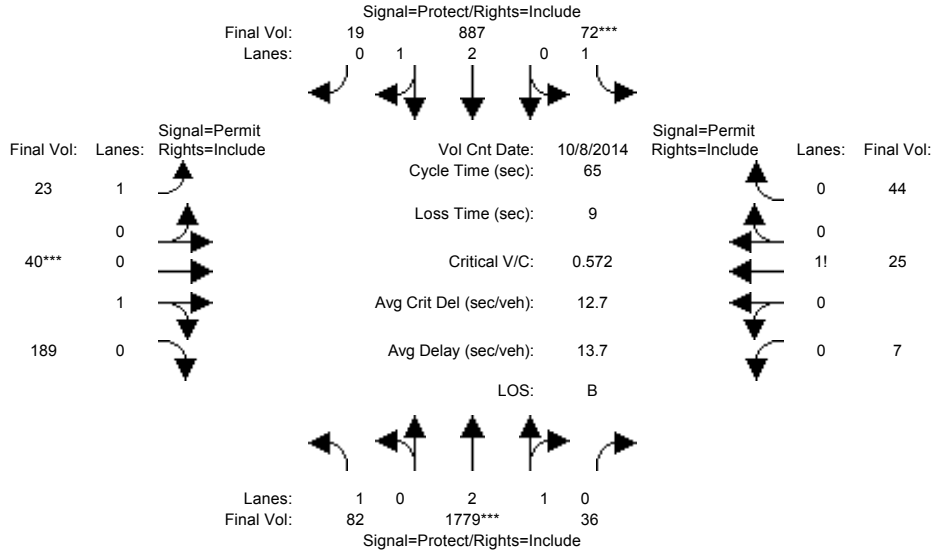
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #106: Benton/E/ Camino Real [Study Int 52]



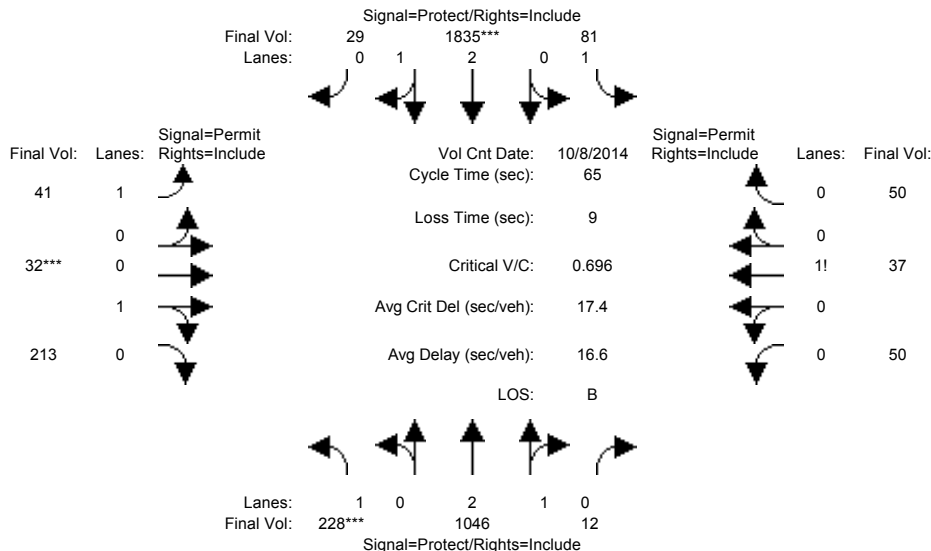
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	82	1779	36	72	887	19	23	40	189	7	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1779	36	72	887	19	23	40	189	7	25	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	1779	36	72	887	19	23	40	189	7	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1779	36	72	887	19	23	40	189	7	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1779	36	72	887	19	23	40	189	7	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1779	36	72	887	19	23	40	189	7	25	44
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.93	0.07	1.00	0.17	0.83	0.09	0.33	0.58
Final Sat.:	1750	5489	111	1750	5482	117	1750	314	1486	161	576	1013
-----												
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.04	0.16	0.16	0.01	0.13	0.13	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	16.9	35.2	35.2	7.0	25.3	25.3	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.18	0.60	0.60	0.38	0.42	0.42	0.06	0.60	0.60	0.20	0.20	0.20
Delay/Veh:	18.9	10.4	10.4	28.3	14.6	14.6	20.5	25.7	25.7	21.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	10.4	10.4	28.3	14.6	14.6	20.5	25.7	25.7	21.3	21.3	21.3
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	15	15	3	9	9	1	9	9	3	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #106: Benton/E/ Camino Real [Study Int 52]



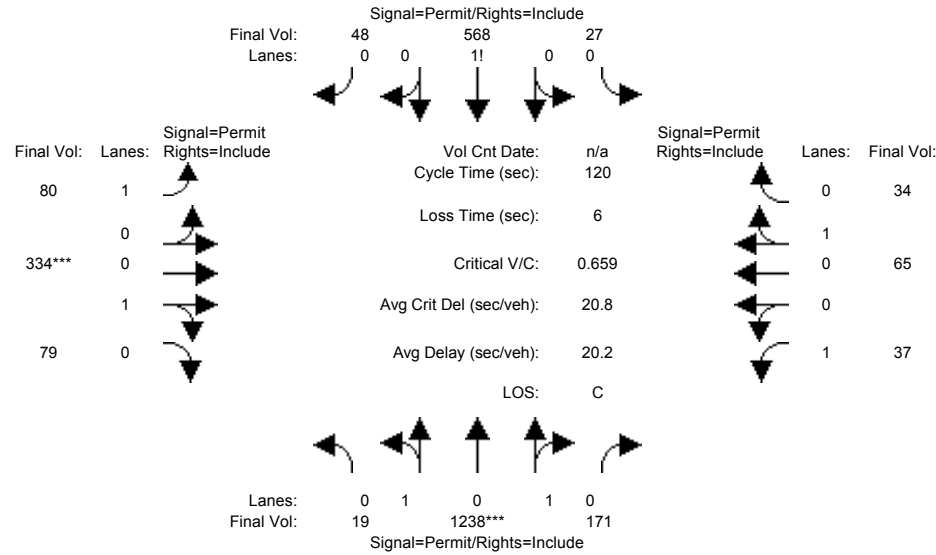
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	228	1046	12	81	1835	29	41	32	213	50	37	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	1046	12	81	1835	29	41	32	213	50	37	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1046	12	81	1835	29	41	32	213	50	37	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1046	12	81	1835	29	41	32	213	50	37	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1046	12	81	1835	29	41	32	213	50	37	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1046	12	81	1835	29	41	32	213	50	37	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	1.00	0.13	0.87	0.37	0.27	0.36
Final Sat.:	1750	5536	64	1750	5513	87	1750	235	1565	639	473	639
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.05	0.33	0.33	0.02	0.14	0.14	0.08	0.08	0.08
Crit Moves:	****			****			****					
Green Time:	12.2	27.6	27.6	15.7	31.1	31.1	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.70	0.45	0.45	0.19	0.70	0.70	0.12	0.70	0.70	0.40	0.40	0.40
Delay/Veh:	31.1	13.4	13.4	19.8	14.1	14.1	21.7	30.3	30.3	23.6	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	13.4	13.4	19.8	14.1	14.1	21.7	30.3	30.3	23.6	23.6	23.6
LOS by Move:	C	B	B	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	9	10	10	3	19	19	1	10	10	6	6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #107: Lafayette/Benton [Study Int 49]



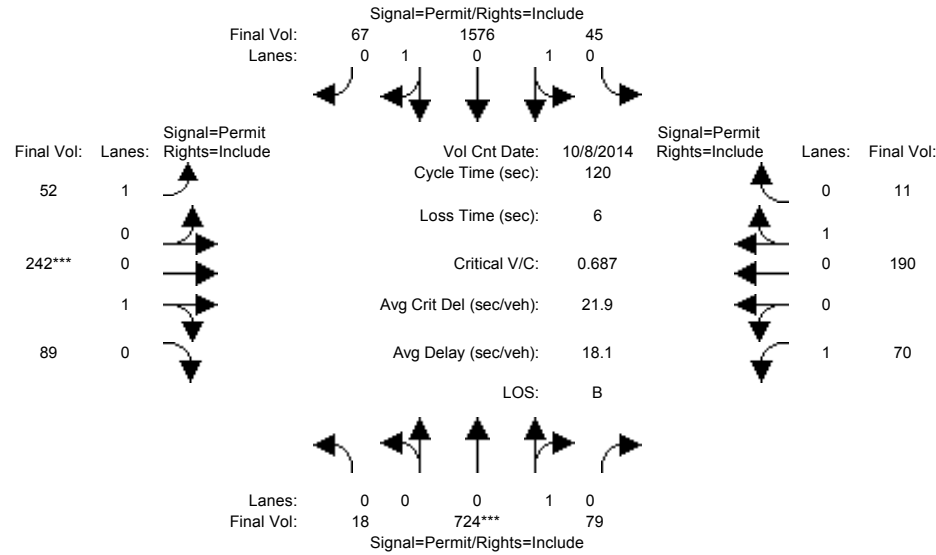
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	1238	171	27	568	48	80	334	79	37	65	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1238	171	27	568	48	80	334	79	37	65	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1238	171	27	568	48	80	334	79	37	65	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1238	171	27	568	48	80	334	79	37	65	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1238	171	27	568	48	80	334	79	37	65	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1238	171	27	568	48	80	334	79	37	65	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.73	0.24	0.04	0.89	0.07	1.00	0.81	0.19	1.00	0.66	0.34
Final Sat.:	48	3121	431	73	1546	131	1750	1456	344	1750	1182	618
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.37	0.37	0.37	0.05	0.23	0.23	0.02	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	72.2	72.2	72.2	72.2	72.2	72.2	41.8	41.8	41.8	41.8	41.8	41.8
Volume/Cap:	0.66	0.66	0.66	0.61	0.61	0.61	0.13	0.66	0.66	0.06	0.16	0.16
Delay/Veh:	16.5	16.5	16.5	16.1	16.1	16.1	26.8	35.7	35.7	26.1	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	16.5	16.1	16.1	16.1	26.8	35.7	35.7	26.1	27.1	27.1
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	29	29	29	28	28	28	4	24	24	2	5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #107: Lafayette/Benton [Study Int 49]



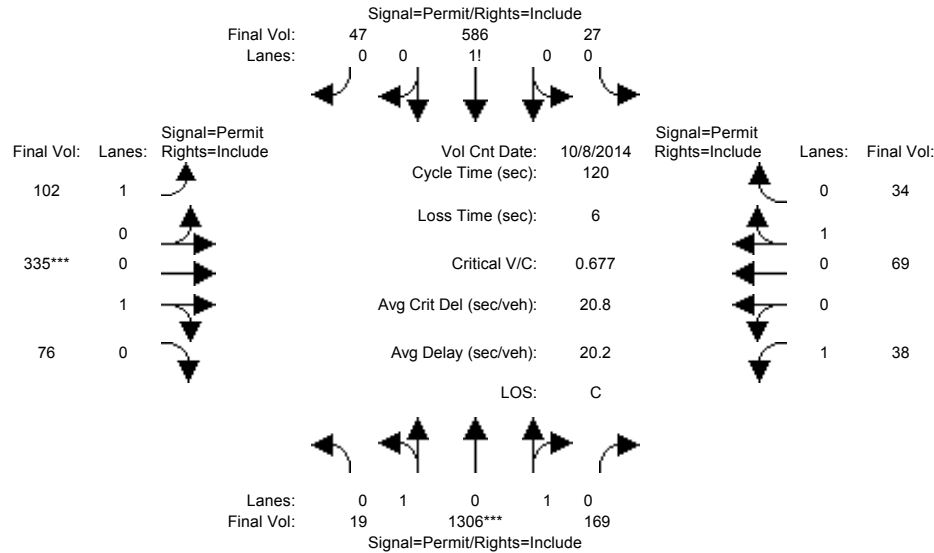
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	18	724	79	45	1576	67	52	242	89	70	190	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	724	79	45	1576	67	52	242	89	70	190	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	724	79	45	1576	67	52	242	89	70	190	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	724	79	45	1576	67	52	242	89	70	190	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	724	79	45	1576	67	52	242	89	70	190	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	724	79	45	1576	67	52	242	89	70	190	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	0.88	0.10	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	38	1543	168	96	3361	143	1750	1316	484	1750	1701	99
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.47	0.47	0.47	0.03	0.18	0.18	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	81.9	81.9	81.9	81.9	81.9	81.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.69	0.69	0.69	0.69	0.69	0.69	0.11	0.69	0.69	0.15	0.42	0.42
Delay/Veh:	13.1	13.1	13.1	12.2	12.2	12.2	33.3	43.6	43.6	33.7	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	12.2	12.2	12.2	33.3	43.6	43.6	33.7	36.8	36.8
LOS by Move:	B	B	B	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	33	33	33	31	31	31	3	21	21	4	13	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #107: Lafayette/Benton [Study Int 49]



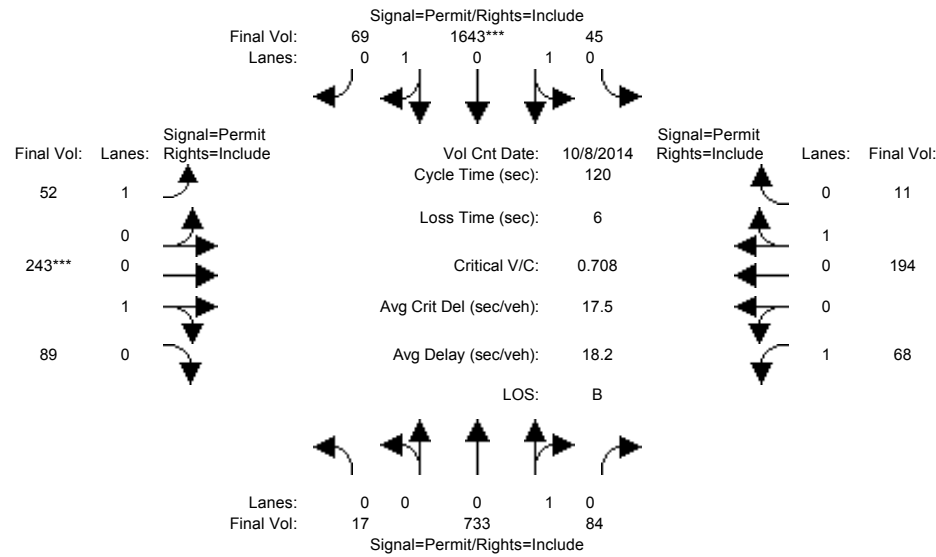
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	19	1306	169	27	586	47	102	335	76	38	69	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1306	169	27	586	47	102	335	76	38	69	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1306	169	27	586	47	102	335	76	38	69	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1306	169	27	586	47	102	335	76	38	69	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1306	169	27	586	47	102	335	76	38	69	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1306	169	27	586	47	102	335	76	38	69	34
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	1.75	0.23	0.04	0.89	0.07	1.00	0.82	0.18	1.00	0.67	0.33
Final Sat.:	46	3147	407	72	1554	125	1750	1467	333	1750	1206	594
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.38	0.38	0.38	0.06	0.23	0.23	0.02	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	73.5	73.5	73.5	73.5	73.5	73.5	40.5	40.5	40.5	40.5	40.5	40.5
Volume/Cap:	0.68	0.68	0.68	0.62	0.62	0.62	0.17	0.68	0.68	0.06	0.17	0.17
Delay/Veh:	16.2	16.2	16.2	15.5	15.5	15.5	28.1	37.2	37.2	27.0	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	15.5	15.5	15.5	28.1	37.2	37.2	27.0	28.1	28.1
LOS by Move:	B	B	B	B	B	B	C	D	D	C	C	C
HCM2k95thQ:	30	30	30	28	28	28	6	24	24	2	6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #107: Lafayette/Benton [Study Int 49]



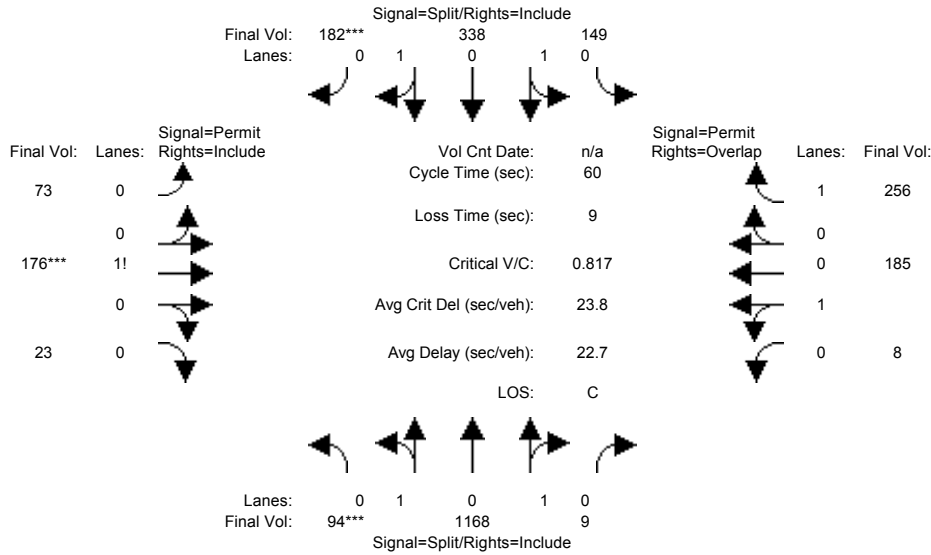
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	17	733	84	45	1643	69	52	243	89	68	194	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	733	84	45	1643	69	52	243	89	68	194	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	733	84	45	1643	69	52	243	89	68	194	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	733	84	45	1643	69	52	243	89	68	194	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	733	84	45	1643	69	52	243	89	68	194	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	733	84	45	1643	69	52	243	89	68	194	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	0.88	0.10	0.05	1.87	0.08	1.00	0.73	0.27	1.00	0.95	0.05
Final Sat.:	36	1538	176	92	3366	141	1750	1317	483	1750	1703	97
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.49	0.49	0.49	0.03	0.18	0.18	0.04	0.11	0.11
Crit Moves:	*****											
Green Time:	82.7	82.7	82.7	82.7	82.7	82.7	31.3	31.3	31.3	31.3	31.3	31.3
Volume/Cap:	0.69	0.69	0.69	0.71	0.71	0.71	0.11	0.71	0.71	0.15	0.44	0.44
Delay/Veh:	12.8	12.8	12.8	12.3	12.3	12.3	33.9	45.2	45.2	34.3	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	12.3	12.3	12.3	33.9	45.2	45.2	34.3	37.7	37.7
LOS by Move:	B	B	B	B	B	B	C	D	D	C	D	D
HCM2k95thQ:	33	33	33	32	32	32	3	21	21	4	13	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #121: Market/Lafayette [Study Int 51]



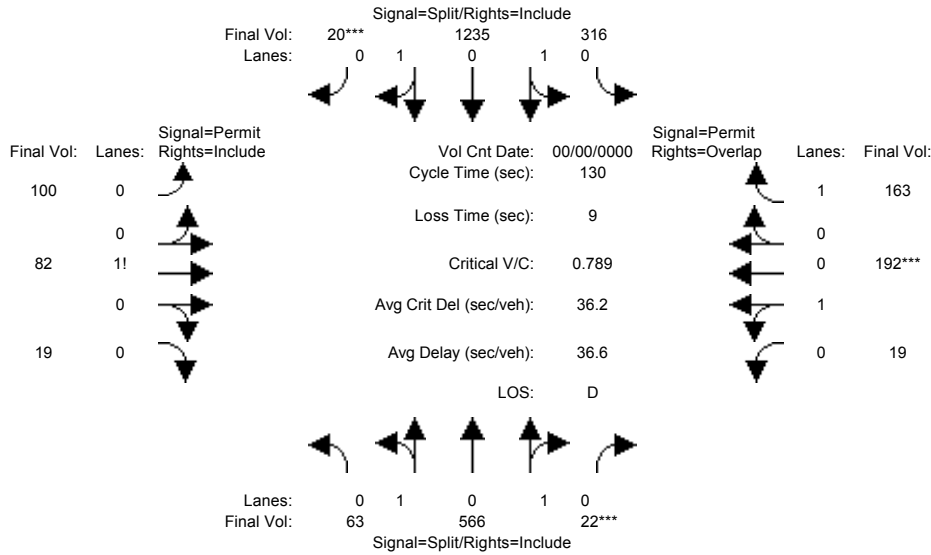
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	1168	9	149	338	182	73	176	23	8	185	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1168	9	149	338	182	73	176	23	8	185	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1168	9	149	338	182	73	176	23	8	185	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1168	9	149	338	182	73	176	23	8	185	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1168	9	149	338	182	73	176	23	8	185	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1168	9	149	338	182	73	176	23	8	185	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.15	1.84	0.01	0.45	1.01	0.54	0.27	0.65	0.08	0.04	0.96	1.00
Final Sat.:	266	3308	25	802	1819	979	470	1132	148	75	1725	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.19	0.19	0.19	0.16	0.16	0.16	0.11	0.11	0.15
Crit Moves:	****					****	****					
Green Time:	25.9	25.9	25.9	13.7	13.7	13.7	11.4	11.4	11.4	11.4	11.4	25.1
Volume/Cap:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.56	0.56	0.35
Delay/Veh:	18.4	18.4	18.4	28.4	28.4	28.4	37.8	37.8	37.8	24.2	24.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	18.4	18.4	28.4	28.4	28.4	37.8	37.8	37.8	24.2	24.2	12.2
LOS by Move:	B	B	B	C	C	C	D	D	D	C	C	B
HCM2k95thQ:	21	21	21	13	13	13	11	11	11	8	8	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #121: Market/Lafayette [Study Int 51]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	63	566	22	316	1235	20	100	82	19	19	192	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	566	22	316	1235	20	100	82	19	19	192	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	566	22	316	1235	20	100	82	19	19	192	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	566	22	316	1235	20	100	82	19	19	192	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	566	22	316	1235	20	100	82	19	19	192	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	566	22	316	1235	20	100	82	19	19	192	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.19	1.74	0.07	0.40	1.57	0.03	0.50	0.41	0.09	0.09	0.91	1.00
Final Sat.:	348	3130	122	724	2830	46	871	714	165	162	1638	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.44	0.44	0.44	0.11	0.11	0.11	0.12	0.12	0.09
Crit Moves:	****			****			****			****		
Green Time:	29.8	29.8	29.8	71.9	71.9	71.9	19.3	19.3	19.3	19.3	19.3	91.2
Volume/Cap:	0.79	0.79	0.79	0.79	0.79	0.79	0.77	0.77	0.77	0.79	0.79	0.13
Delay/Veh:	52.3	52.3	52.3	25.2	25.2	25.2	66.6	66.6	66.6	67.9	67.9	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	52.3	52.3	25.2	25.2	25.2	66.6	66.6	66.6	67.9	67.9	6.4
LOS by Move:	D	D	D	C	C	C	E	E	E	E	E	A
HCM2k95thQ:	24	24	24	44	44	44	16	16	16	19	19	5

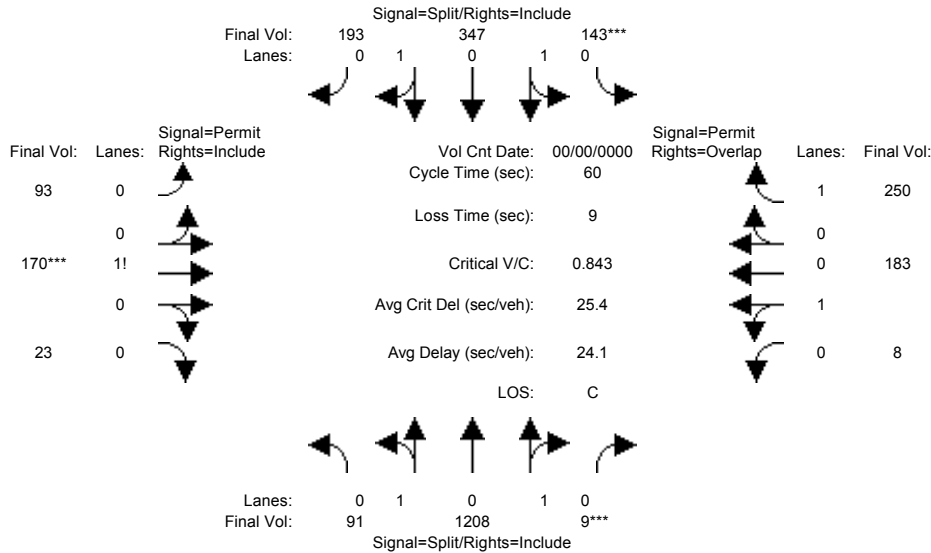
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #121: Market/Lafayette [Study Int 51]



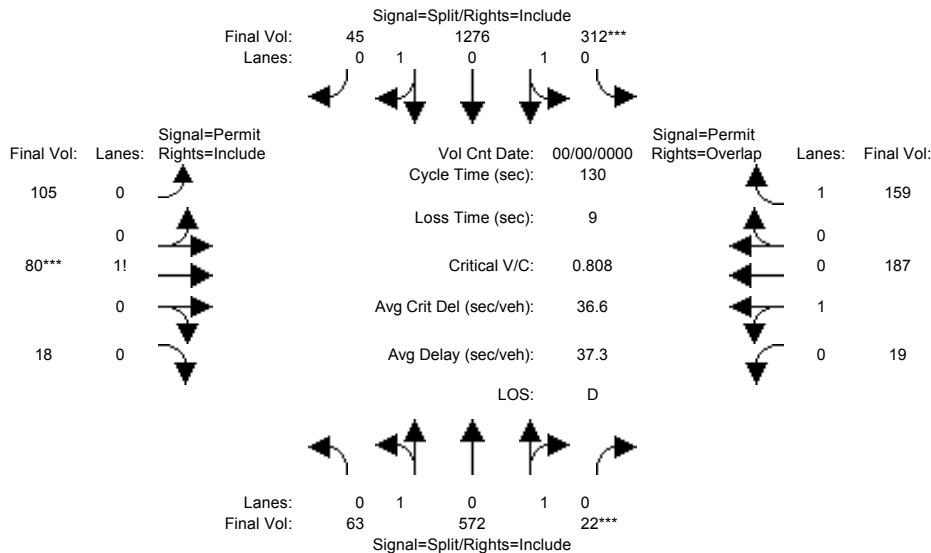
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	91	1208	9	143	347	193	93	170	23	8	183	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1208	9	143	347	193	93	170	23	8	183	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1208	9	143	347	193	93	170	23	8	183	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1208	9	143	347	193	93	170	23	8	183	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1208	9	143	347	193	93	170	23	8	183	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	1208	9	143	347	193	93	170	23	8	183	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.14	1.85	0.01	0.42	1.02	0.56	0.33	0.59	0.08	0.04	0.96	1.00
Final Sat.:	250	3325	25	754	1829	1017	569	1040	141	75	1725	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.19	0.19	0.19	0.16	0.16	0.16	0.11	0.11	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.9	25.9	25.9	13.5	13.5	13.5	11.6	11.6	11.6	11.6	11.6	25.1
Volume/Cap:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.55	0.55	0.34
Delay/Veh:	19.6	19.6	19.6	30.2	30.2	30.2	40.5	40.5	40.5	23.6	23.6	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	30.2	30.2	30.2	40.5	40.5	40.5	23.6	23.6	12.1
LOS by Move:	B	B	B	C	C	C	D	D	D	C	C	B
HCM2k95thQ:	23	23	23	14	14	14	12	12	12	8	8	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #121: Market/Lafayette [Study Int 51]



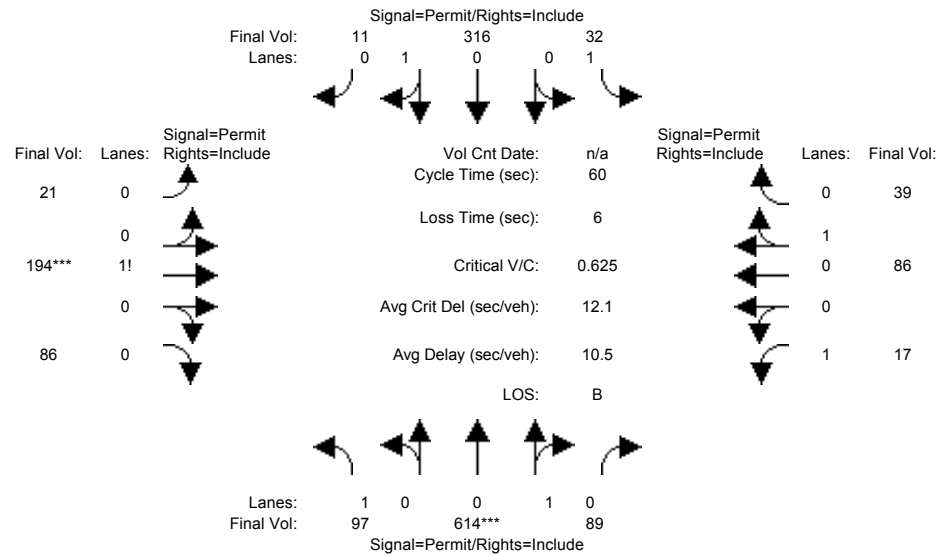
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	63	572	22	312	1276	45	105	80	18	19	187	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	572	22	312	1276	45	105	80	18	19	187	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	572	22	312	1276	45	105	80	18	19	187	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	572	22	312	1276	45	105	80	18	19	187	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	572	22	312	1276	45	105	80	18	19	187	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	572	22	312	1276	45	105	80	18	19	187	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.19	1.74	0.07	0.38	1.56	0.06	0.52	0.39	0.09	0.09	0.91	1.00
Final Sat.:	345	3134	121	688	2813	99	905	690	155	166	1634	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.45	0.45	0.45	0.12	0.12	0.12	0.11	0.11	0.09
Crit Moves:	****			****			****			****		
Green Time:	29.4	29.4	29.4	73.0	73.0	73.0	18.7	18.7	18.7	18.7	18.7	91.6
Volume/Cap:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.80	0.80	0.13
Delay/Veh:	53.7	53.7	53.7	25.4	25.4	25.4	71.3	71.3	71.3	69.6	69.6	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.7	53.7	25.4	25.4	25.4	71.3	71.3	71.3	69.6	69.6	6.3
LOS by Move:	D	D	D	C	C	C	E	E	E	E	E	A
HCM2k95thQ:	24	24	24	46	46	46	17	17	17	19	19	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #123: Homestead/Monroe [Study Int 61]



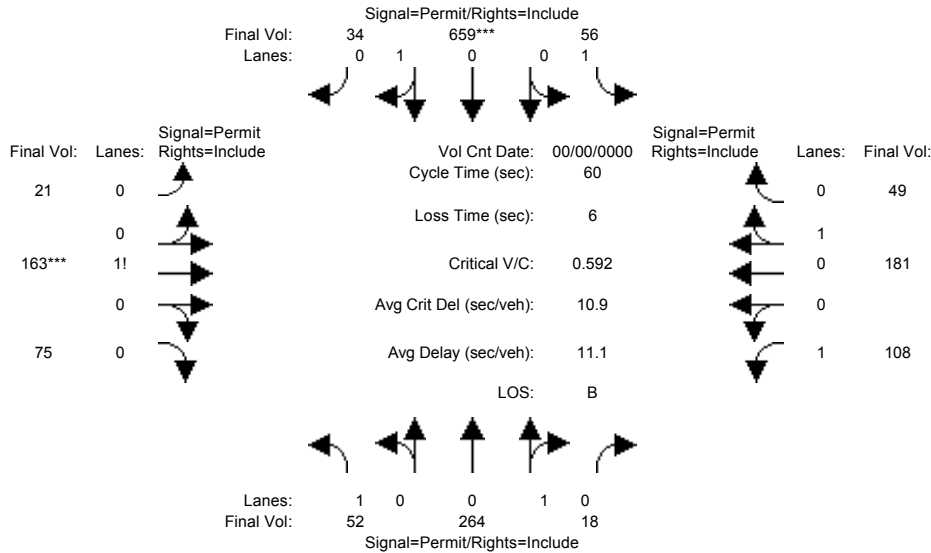
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	97	614	89	32	316	11	21	194	86	17	86	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	614	89	32	316	11	21	194	86	17	86	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	614	89	32	316	11	21	194	86	17	86	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	614	89	32	316	11	21	194	86	17	86	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	614	89	32	316	11	21	194	86	17	86	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	614	89	32	316	11	21	194	86	17	86	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.97	0.03	0.07	0.64	0.29	1.00	0.69	0.31
Final Sat.:	1750	1572	228	1750	1739	61	122	1128	500	1750	1238	562
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.02	0.18	0.18	0.17	0.17	0.17	0.01	0.07	0.07
Crit Moves:	****						****					
Green Time:	37.5	37.5	37.5	37.5	37.5	37.5	16.5	16.5	16.5	16.5	16.5	16.5
Volume/Cap:	0.09	0.63	0.63	0.03	0.29	0.29	0.63	0.63	0.63	0.04	0.25	0.25
Delay/Veh:	4.5	8.0	8.0	4.3	5.3	5.3	21.6	21.6	21.6	15.9	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	8.0	8.0	4.3	5.3	5.3	21.6	21.6	21.6	15.9	17.2	17.2
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
HCM2k95thQ:	2	16	16	1	6	6	10	10	10	0	4	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #123: Homestead/Monroe [Study Int 61]



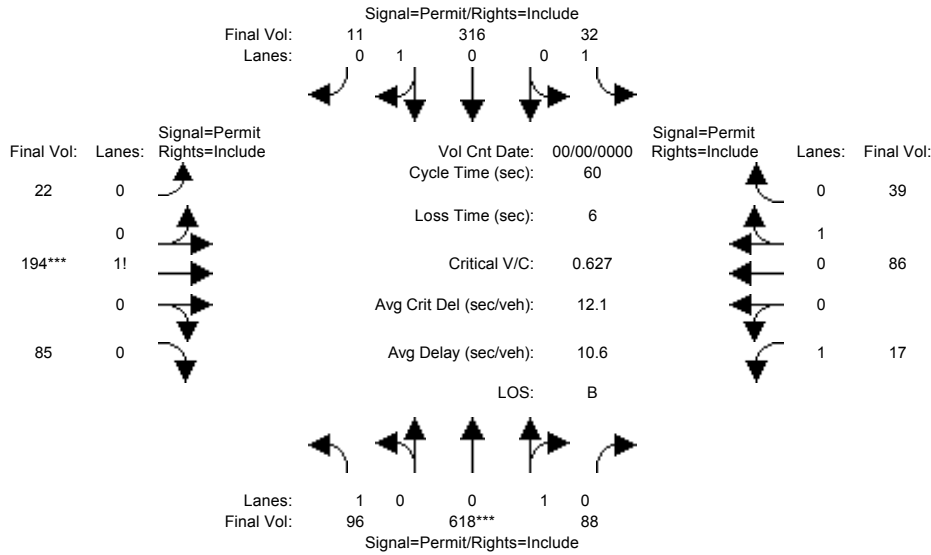
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	52	264	18	56	659	34	21	163	75	108	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	264	18	56	659	34	21	163	75	108	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	264	18	56	659	34	21	163	75	108	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	264	18	56	659	34	21	163	75	108	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	264	18	56	659	34	21	163	75	108	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	264	18	56	659	34	21	163	75	108	181	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.63	0.29	1.00	0.79	0.21
Final Sat.:	1750	1685	115	1750	1712	88	142	1101	507	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.03	0.39	0.39	0.15	0.15	0.15	0.06	0.13	0.13
Crit Moves:	*****											
Green Time:	39.0	39.0	39.0	39.0	39.0	39.0	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.05	0.24	0.24	0.05	0.59	0.59	0.59	0.59	0.59	0.25	0.51	0.51
Delay/Veh:	3.8	4.5	4.5	3.8	6.8	6.8	22.0	22.0	22.0	18.3	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	4.5	4.5	3.8	6.8	6.8	22.0	22.0	22.0	18.3	20.3	20.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	1	5	5	1	15	15	9	9	9	3	8	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #123: Homestead/Monroe [Study Int 61]



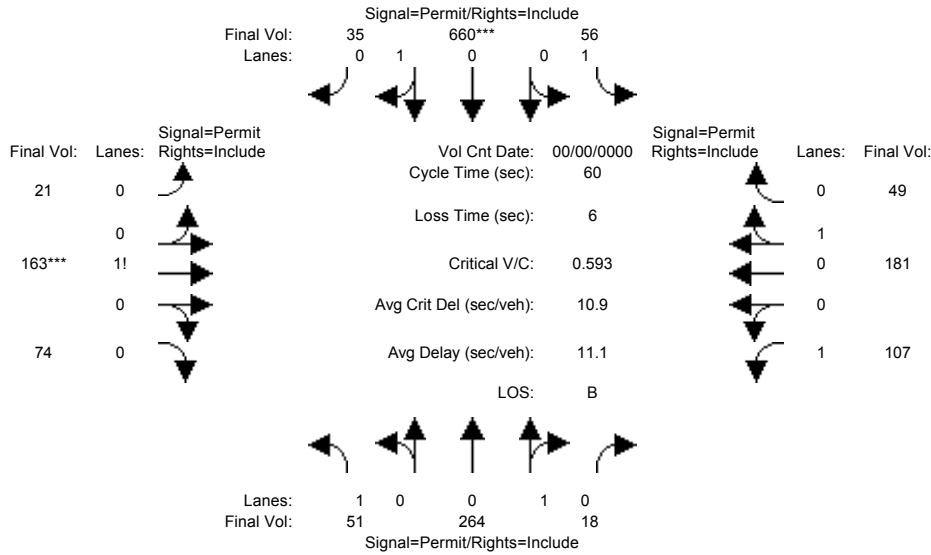
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	96	618	88	32	316	11	22	194	85	17	86	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	618	88	32	316	11	22	194	85	17	86	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	618	88	32	316	11	22	194	85	17	86	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	618	88	32	316	11	22	194	85	17	86	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	618	88	32	316	11	22	194	85	17	86	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	618	88	32	316	11	22	194	85	17	86	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.97	0.03	0.07	0.65	0.28	1.00	0.69	0.31
Final Sat.:	1750	1576	224	1750	1739	61	128	1128	494	1750	1238	562
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.02	0.18	0.18	0.17	0.17	0.17	0.01	0.07	0.07
Crit Moves:	****						****					
Green Time:	37.5	37.5	37.5	37.5	37.5	37.5	16.5	16.5	16.5	16.5	16.5	16.5
Volume/Cap:	0.09	0.63	0.63	0.03	0.29	0.29	0.63	0.63	0.63	0.04	0.25	0.25
Delay/Veh:	4.5	8.0	8.0	4.3	5.3	5.3	21.7	21.7	21.7	16.0	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	8.0	8.0	4.3	5.3	5.3	21.7	21.7	21.7	16.0	17.2	17.2
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
HCM2k95thQ:	2	16	16	0	6	6	10	10	10	0	4	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #123: Homestead/Monroe [Study Int 61]



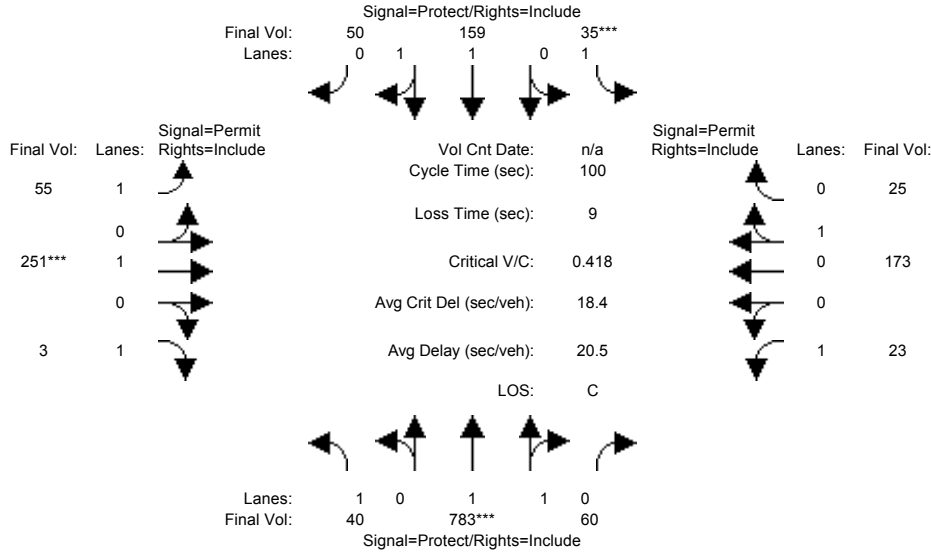
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	51	264	18	56	660	35	21	163	74	107	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	264	18	56	660	35	21	163	74	107	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	264	18	56	660	35	21	163	74	107	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	264	18	56	660	35	21	163	74	107	181	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	264	18	56	660	35	21	163	74	107	181	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	264	18	56	660	35	21	163	74	107	181	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.63	0.29	1.00	0.79	0.21
Final Sat.:	1750	1685	115	1750	1709	91	142	1106	502	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.03	0.39	0.39	0.15	0.15	0.15	0.06	0.13	0.13
Crit Moves:	*****											
Green Time:	39.1	39.1	39.1	39.1	39.1	39.1	14.9	14.9	14.9	14.9	14.9	14.9
Volume/Cap:	0.04	0.24	0.24	0.05	0.59	0.59	0.59	0.59	0.59	0.25	0.51	0.51
Delay/Veh:	3.8	4.4	4.4	3.8	6.8	6.8	22.1	22.1	22.1	18.3	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	4.4	4.4	3.8	6.8	6.8	22.1	22.1	22.1	18.3	20.4	20.4
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2k95thQ:	1	5	5	1	15	15	9	9	9	3	8	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #127: Lincoln/Homestead [Study Int 60]



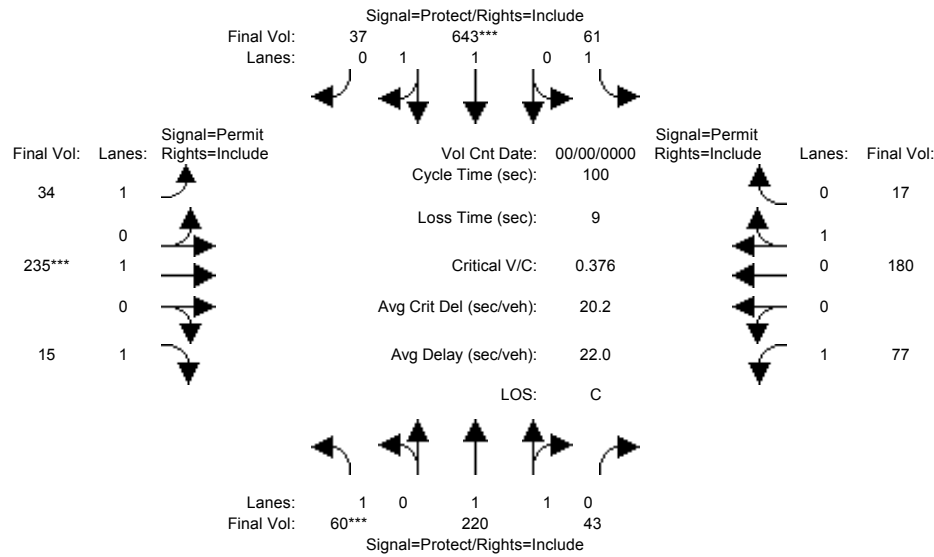
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	783	60	35	159	50	55	251	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	783	60	35	159	50	55	251	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	783	60	35	159	50	55	251	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	783	60	35	159	50	55	251	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	783	60	35	159	50	55	251	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	783	60	35	159	50	55	251	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.85	0.15	1.00	1.51	0.49	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3436	263	1750	2814	885	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.02	0.06	0.06	0.03	0.13	0.00	0.01	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	24.8	53.2	53.2	7.0	35.4	35.4	30.8	30.8	30.8	30.8	30.8	30.8
Volume/Cap:	0.09	0.43	0.43	0.29	0.16	0.16	0.10	0.43	0.01	0.04	0.36	0.36
Delay/Veh:	29.0	14.4	14.4	45.4	22.2	22.2	24.8	28.1	24.0	24.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	14.4	14.4	45.4	22.2	22.2	24.8	28.1	24.0	24.3	27.3	27.3
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2k95thQ:	2	15	15	2	4	4	3	11	0	1	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #127: Lincoln/Homestead [Study Int 60]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	60	220	43	61	643	37	34	235	15	77	180	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	220	43	61	643	37	34	235	15	77	180	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	220	43	61	643	37	34	235	15	77	180	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	220	43	61	643	37	34	235	15	77	180	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	220	43	61	643	37	34	235	15	77	180	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	220	43	61	643	37	34	235	15	77	180	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.66	0.34	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	3095	605	1750	3499	201	1750	1900	1750	1750	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.18	0.18	0.02	0.12	0.01	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	9.1	34.2	34.2	23.9	48.9	48.9	32.9	32.9	32.9	32.9	32.9	32.9
Volume/Cap:	0.38	0.21	0.21	0.15	0.38	0.38	0.06	0.38	0.03	0.13	0.33	0.33
Delay/Veh:	44.2	23.4	23.4	30.2	16.1	16.1	23.0	26.0	22.7	23.6	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	23.4	23.4	30.2	16.1	16.1	23.0	26.0	22.7	23.6	25.6	25.6
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	6	6	3	12	12	2	10	1	3	9	9

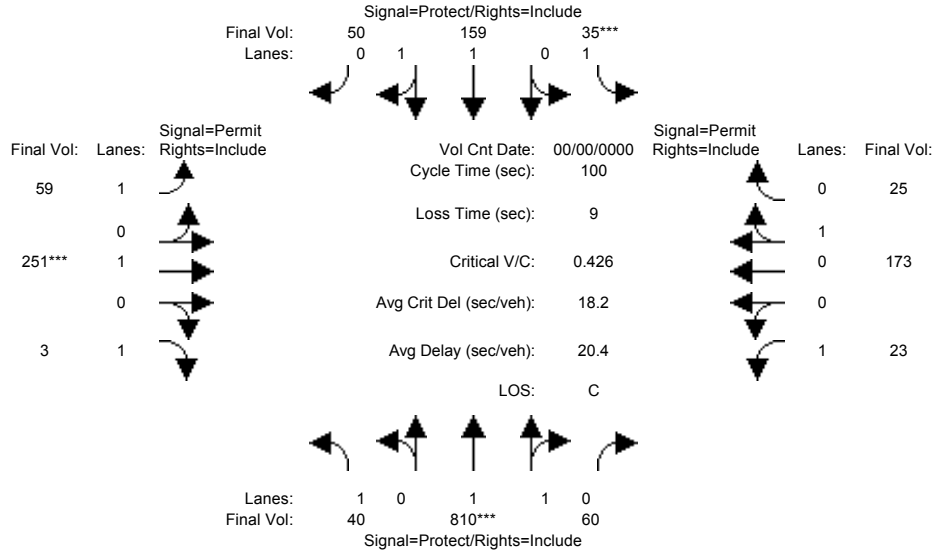
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #127: Lincoln/Homestead [Study Int 60]



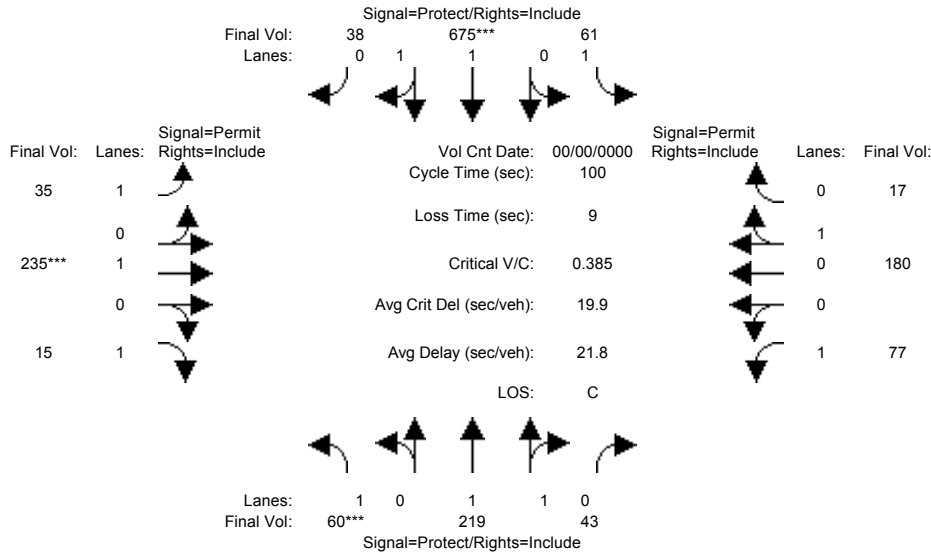
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	40	810	60	35	159	50	59	251	3	23	173	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	810	60	35	159	50	59	251	3	23	173	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	810	60	35	159	50	59	251	3	23	173	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	810	60	35	159	50	59	251	3	23	173	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	810	60	35	159	50	59	251	3	23	173	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	810	60	35	159	50	59	251	3	23	173	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.86	0.14	1.00	1.51	0.49	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1750	3445	255	1750	2814	885	1750	1900	1750	1750	1573	227
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.02	0.06	0.06	0.03	0.13	0.00	0.01	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.0	53.8	53.8	7.0	35.8	35.8	30.2	30.2	30.2	30.2	30.2	30.2
Volume/Cap:	0.09	0.44	0.44	0.29	0.16	0.16	0.11	0.44	0.01	0.04	0.36	0.36
Delay/Veh:	28.9	14.1	14.1	45.4	21.9	21.9	25.3	28.6	24.4	24.7	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	14.1	14.1	45.4	21.9	21.9	25.3	28.6	24.4	24.7	27.8	27.8
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2k95thQ:	2	15	15	2	4	4	3	12	0	1	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #127: Lincoln/Homestead [Study Int 60]



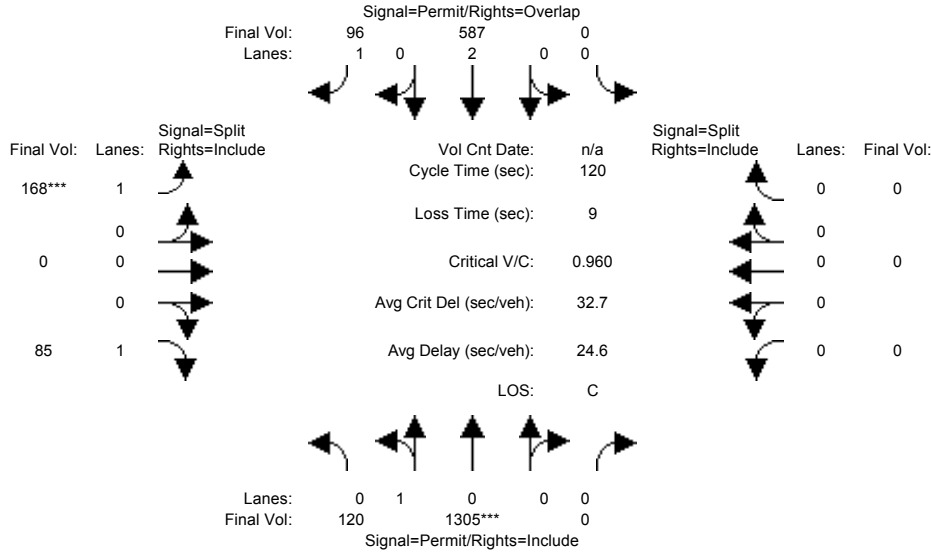
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	60	219	43	61	675	38	35	235	15	77	180	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	219	43	61	675	38	35	235	15	77	180	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	219	43	61	675	38	35	235	15	77	180	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	219	43	61	675	38	35	235	15	77	180	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	219	43	61	675	38	35	235	15	77	180	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	219	43	61	675	38	35	235	15	77	180	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.66	0.34	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1750	3092	607	1750	3503	197	1750	1900	1750	1750	1645	155
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.19	0.19	0.02	0.12	0.01	0.04	0.11	0.11
Crit Moves:	****			****			****					
Green Time:	8.9	34.6	34.6	24.3	50.0	50.0	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.39	0.20	0.20	0.14	0.39	0.39	0.06	0.39	0.03	0.14	0.34	0.34
Delay/Veh:	44.6	23.1	23.1	29.9	15.6	15.6	23.6	26.7	23.3	24.2	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	23.1	23.1	29.9	15.6	15.6	23.6	26.7	23.3	24.2	26.2	26.2
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	6	6	3	13	13	2	10	1	4	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #128: Homestead/Lafayette [Study Int 50]



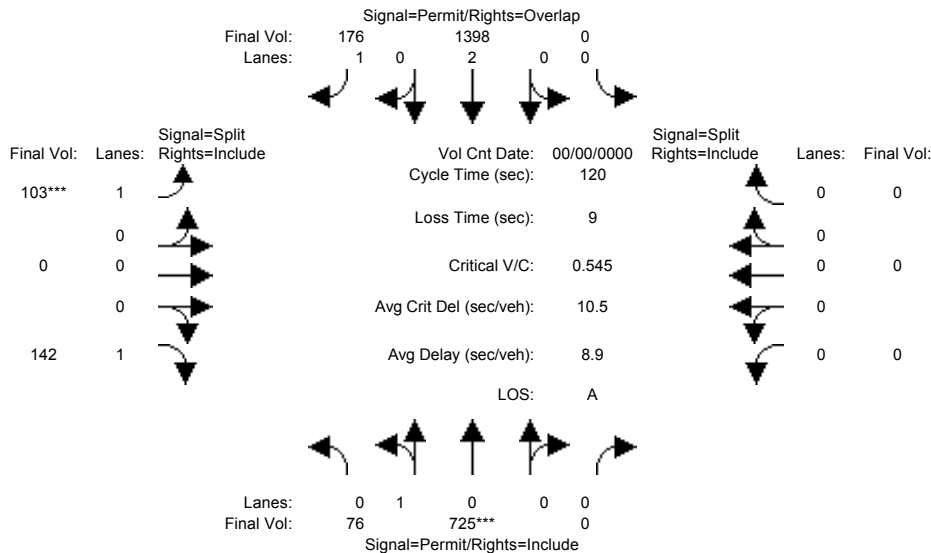
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1305	0	0	0	587	96	168	0	85	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1305	0	0	0	587	96	168	0	85	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1305	0	0	0	587	96	168	0	85	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1305	0	0	587	96	168	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1305	0	0	587	96	168	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	1305	0	0	587	96	168	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	152	1648	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.00	0.00	0.15	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	99.0	99.0	0.0	0.0	99.0	111.0	12.0	0.0	12.0	0.0	0.0	0.0
Volume/Cap:	0.96	0.96	0.00	0.00	0.19	0.06	0.96	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	23.7	23.7	0.0	0.0	2.2	0.4	109.8	0.0	53.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	0.0	0.0	2.2	0.4	109.8	0.0	53.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	81	81	0	0	4	1	15	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #128: Homestead/Lafayette [Study Int 50]



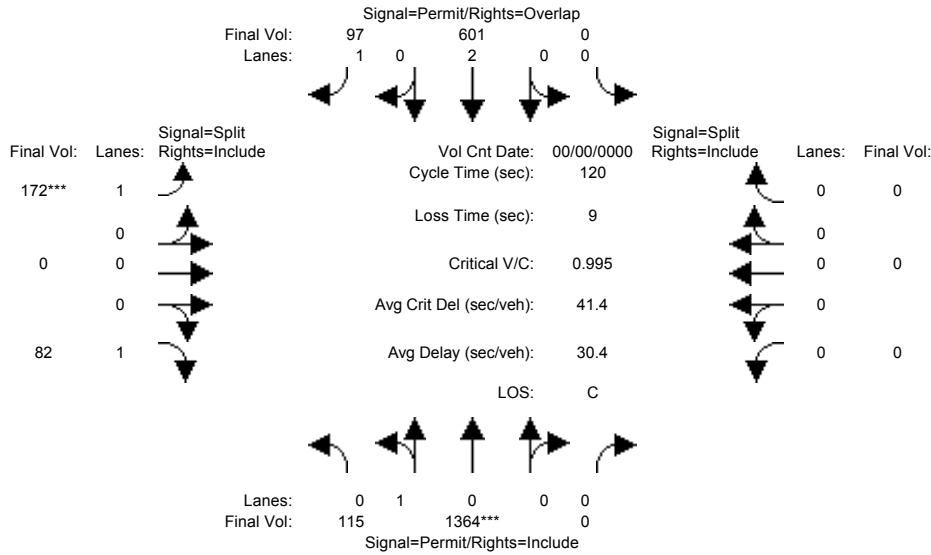
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	76	725	0	0	1398	176	103	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	725	0	0	1398	176	103	0	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	725	0	0	1398	176	103	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	725	0	0	1398	176	103	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	725	0	0	1398	176	103	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	725	0	0	1398	176	103	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	171	1629	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.37	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	93.9	93.9	0.0	0.0	93.9	111.0	17.1	0.0	17.1	0.0	0.0	0.0
Volume/Cap:	0.57	0.57	0.00	0.00	0.47	0.11	0.41	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	5.7	5.7	0.0	0.0	4.6	0.4	48.0	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	0.0	0.0	4.6	0.4	48.0	0.0	51.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	22	22	0	0	16	1	7	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #128: Homestead/Lafayette [Study Int 50]



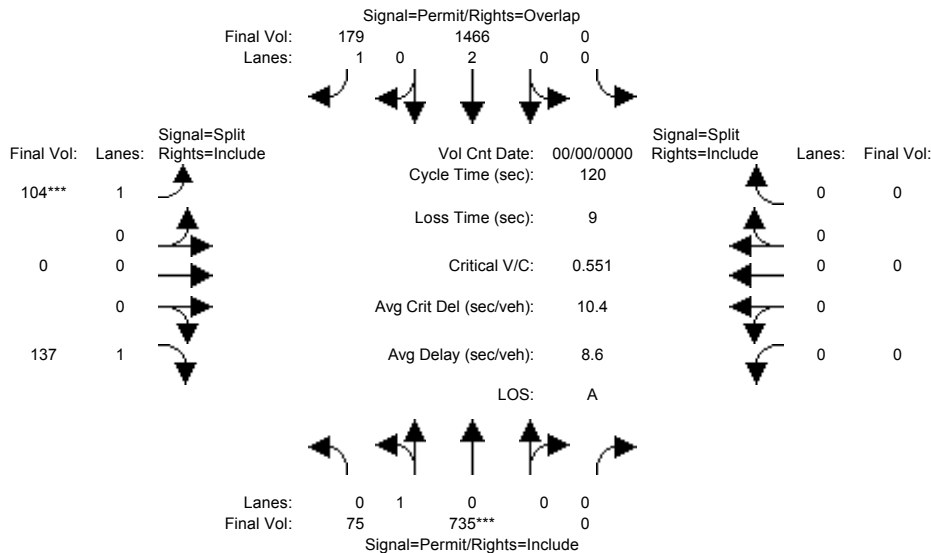
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	115	1364	0	0	0	601	97	172	0	82	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1364	0	0	0	601	97	172	0	82	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1364	0	0	0	601	97	172	0	82	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1364	0	0	0	601	97	172	0	82	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1364	0	0	0	601	97	172	0	82	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
Final Volume:	115	1364	0	0	0	601	97	172	0	82	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	140	1660	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.00	0.00	0.16	0.06	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	99.1	99.1	0.0	0.0	99.1	111.0	11.9	0.0	11.9	0.0	0.0	0.0
Volume/Cap:	0.99	0.99	0.00	0.00	0.19	0.06	0.99	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	32.1	32.1	0.0	0.0	2.2	0.4	120.8	0.0	53.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.1	0.0	0.0	2.2	0.4	120.8	0.0	53.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	98	98	0	0	5	1	16	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #128: Homestead/Lafayette [Study Int 50]



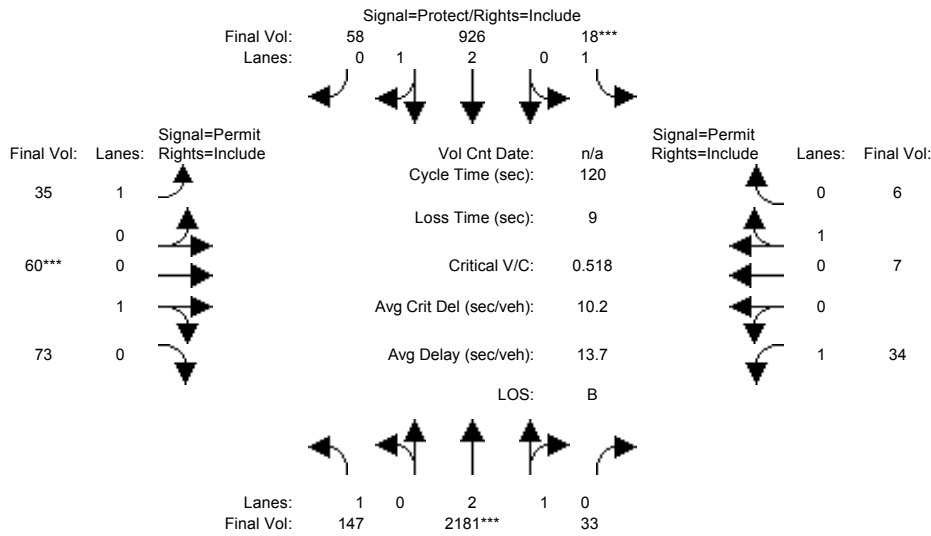
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	75	735	0	0	1466	179	104	0	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	735	0	0	1466	179	104	0	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	735	0	0	1466	179	104	0	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	735	0	0	1466	179	104	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	735	0	0	1466	179	104	0	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	735	0	0	1466	179	104	0	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	167	1633	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.39	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	94.6	94.6	0.0	0.0	94.6	111.0	16.4	0.0	16.4	0.0	0.0	0.0
Volume/Cap:	0.57	0.57	0.00	0.00	0.49	0.11	0.43	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	5.5	5.5	0.0	0.0	4.5	0.4	48.8	0.0	51.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	0.0	0.0	4.5	0.4	48.8	0.0	51.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	22	22	0	0	17	1	7	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #175: Reed/De La Cruz [Study Int 32]



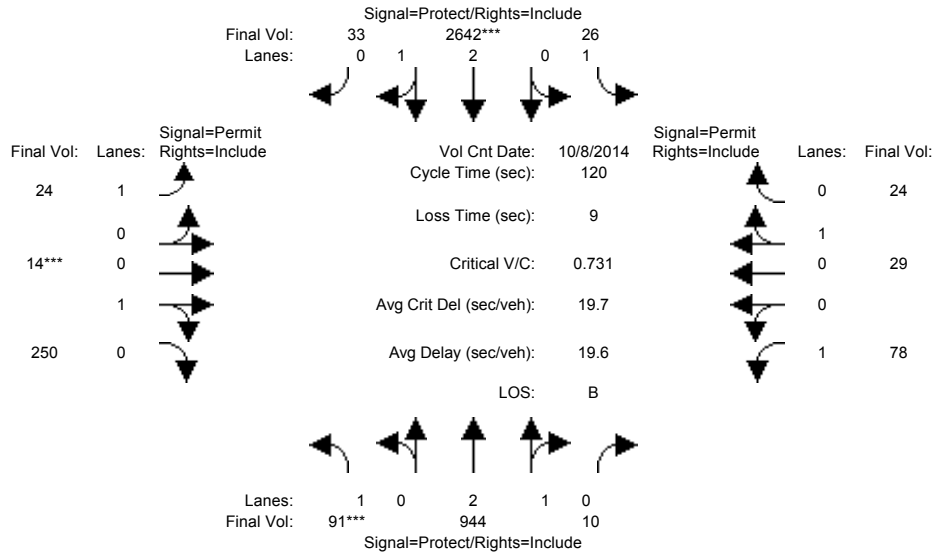
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	2181	33	18	926	58	35	60	73	34	7	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	2181	33	18	926	58	35	60	73	34	7	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2181	33	18	926	58	35	60	73	34	7	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	2181	33	18	926	58	35	60	73	34	7	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	2181	33	18	926	58	35	60	73	34	7	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	2181	33	18	926	58	35	60	73	34	7	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.82	0.18	1.00	0.45	0.55	1.00	0.54	0.46
Final Sat.:	1750	5516	83	1750	5269	330	1750	812	988	1750	969	831
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.01	0.18	0.18	0.02	0.07	0.07	0.02	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.6	87.6	87.6	7.0	64.0	64.0	16.4	16.4	16.4	16.4	16.4	16.4
Volume/Cap:	0.33	0.54	0.54	0.18	0.33	0.33	0.15	0.54	0.54	0.14	0.05	0.05
Delay/Veh:	36.8	7.4	7.4	54.6	15.9	15.9	45.9	50.8	50.8	45.9	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	7.4	7.4	54.6	15.9	15.9	45.9	50.8	50.8	45.9	45.2	45.2
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	9	22	22	1	13	13	2	9	9	3	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #175: Reed/De La Cruz [Study Int 32]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	91	944	10	26	2642	33	24	14	250	78	29	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	944	10	26	2642	33	24	14	250	78	29	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	944	10	26	2642	33	24	14	250	78	29	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	944	10	26	2642	33	24	14	250	78	29	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	944	10	26	2642	33	24	14	250	78	29	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	944	10	26	2642	33	24	14	250	78	29	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.96	0.04	1.00	0.05	0.95	1.00	0.55	0.45
Final Sat.:	1750	5541	59	1750	5531	69	1750	95	1705	1750	985	815
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.48	0.48	0.01	0.15	0.15	0.04	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	8.5	64.8	64.8	22.2	78.4	78.4	24.1	24.1	24.1	24.1	24.1	24.1
Volume/Cap:	0.73	0.32	0.32	0.08	0.73	0.73	0.07	0.73	0.73	0.22	0.15	0.15
Delay/Veh:	74.4	15.4	15.4	40.6	14.6	14.6	39.0	52.4	52.4	40.5	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	15.4	15.4	40.6	14.6	14.6	39.0	52.4	52.4	40.5	39.7	39.7
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	10	12	12	2	38	38	2	18	18	5	3	3

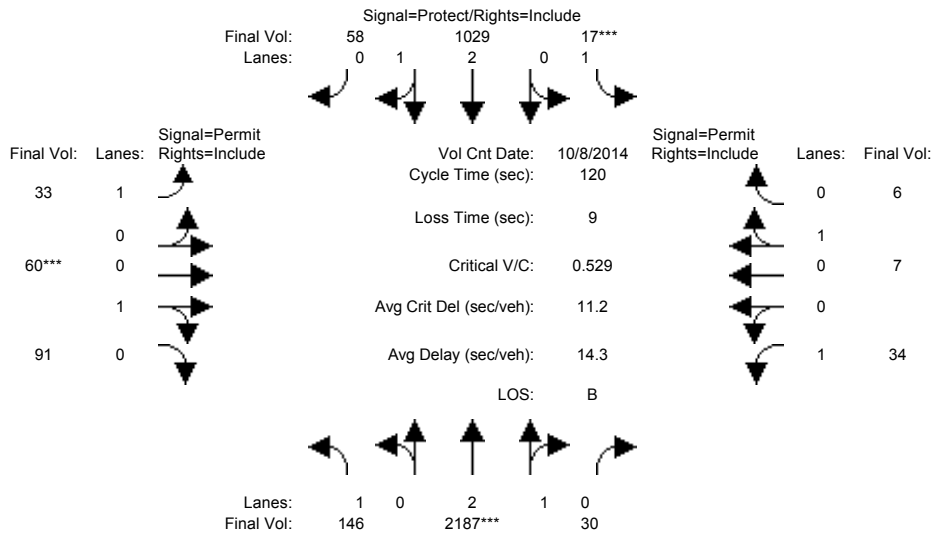
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #175: Reed/De La Cruz [Study Int 32]



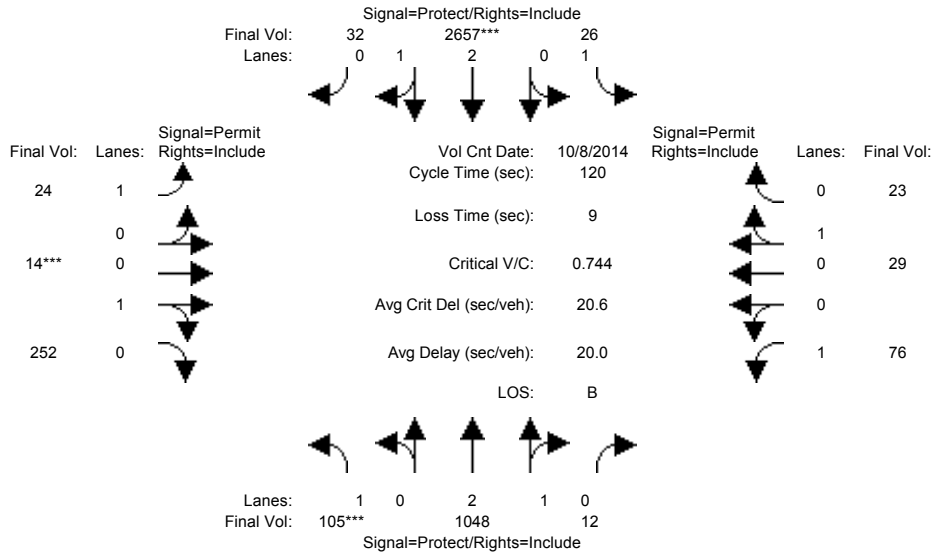
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	146	2187	30	17	1029	58	33	60	91	34	7	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2187	30	17	1029	58	33	60	91	34	7	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	2187	30	17	1029	58	33	60	91	34	7	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2187	30	17	1029	58	33	60	91	34	7	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2187	30	17	1029	58	33	60	91	34	7	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	2187	30	17	1029	58	33	60	91	34	7	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.83	0.17	1.00	0.40	0.60	1.00	0.54	0.46
Final Sat.:	1750	5524	76	1750	5301	299	1750	715	1085	1750	969	831
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.01	0.19	0.19	0.02	0.08	0.08	0.02	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.9	85.8	85.8	7.0	64.9	64.9	18.2	18.2	18.2	18.2	18.2	18.2
Volume/Cap:	0.36	0.55	0.55	0.17	0.36	0.36	0.12	0.55	0.55	0.13	0.05	0.05
Delay/Veh:	39.1	8.2	8.2	54.5	15.8	15.8	44.2	49.6	49.6	44.3	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	8.2	8.2	54.5	15.8	15.8	44.2	49.6	49.6	44.3	43.6	43.6
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	10	23	23	1	14	14	2	10	10	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #175: Reed/De La Cruz [Study Int 32]



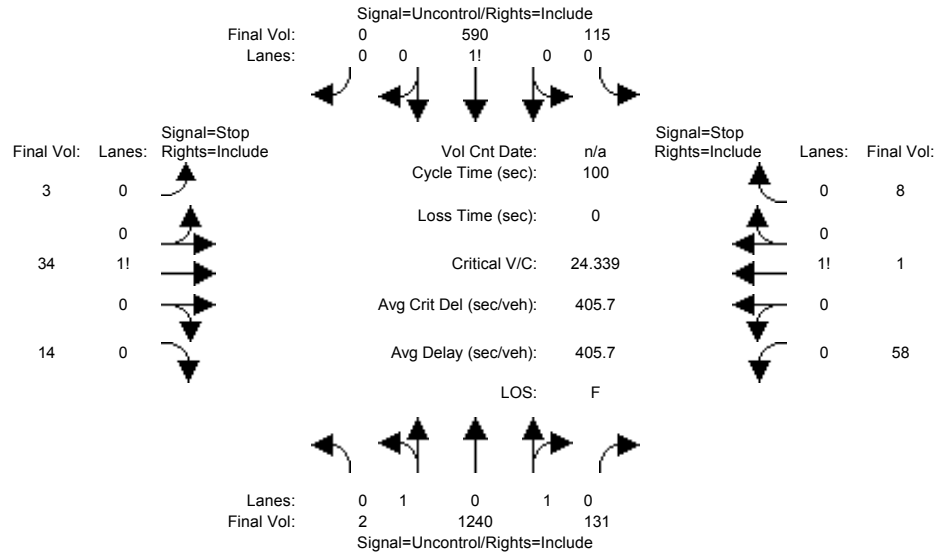
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date:	8 Oct 2014 <<											
Base Vol:	105	1048	12	26	2657	32	24	14	252	76	29	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1048	12	26	2657	32	24	14	252	76	29	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1048	12	26	2657	32	24	14	252	76	29	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1048	12	26	2657	32	24	14	252	76	29	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1048	12	26	2657	32	24	14	252	76	29	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	1048	12	26	2657	32	24	14	252	76	29	23
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	1.00	0.05	0.95	1.00	0.56	0.44
Final Sat.:	1750	5537	63	1750	5533	67	1750	95	1705	1750	1004	796
-----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.01	0.48	0.48	0.01	0.15	0.15	0.04	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	9.7	66.6	66.6	20.5	77.5	77.5	23.8	23.8	23.8	23.8	23.8	23.8
Volume/Cap:	0.74	0.34	0.34	0.09	0.74	0.74	0.07	0.74	0.74	0.22	0.15	0.15
Delay/Veh:	73.0	14.7	14.7	42.0	15.4	15.4	39.1	53.4	53.4	40.6	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	14.7	14.7	42.0	15.4	15.4	39.1	53.4	53.4	40.6	39.9	39.9
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	11	14	14	2	39	39	2	18	18	5	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Base Vol:	2	1240	131	115	590	0	3	34	14	58	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1240	131	115	590	0	3	34	14	58	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1240	131	115	590	0	3	34	14	58	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1240	131	115	590	0	3	34	14	58	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1240	131	115	590	0	3	34	14	58	1	8
Critical Gap Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Cnflct Vol:	590	xxxx	xxxxx	1371	xxxx	xxxxx	1445	2195	590	2154	2130	686
Potent Cap.:	995	xxxx	xxxxx	507	xxxx	xxxxx	111	46	511	35	50	451
Move Cap.:	995	xxxx	xxxxx	507	xxxx	xxxxx	87	35	511	2	38	451
Volume/Cap:	0.00	xxxx	xxxx	0.23	xxxx	xxxx	0.03	0.98	0.03	24.34	0.03	0.02
Level Of Service Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
2Way95thQ:	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	14.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	49	xxxxx	xxxx	3	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx	4.5	xxxxx	xxxxx	10.4	xxxxx	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	14.2	xxxx	xxxxx	276	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	F	*	*	F	*	
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	275.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	
Note:	Queue reported is the number of cars per lane.											
HevVeh:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grade:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peds/Hour:	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet	12 feet
Time Period:	0.25 hour											
Upstream Signals:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Link Index:	#718	#718	#718	#718	#718	#718	#718	#718	#718	#718	#718	#718
Dist (miles):	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Speed (mph):	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SignalIndex:	#107	#107	#107	#107	#107	#107	#107	#107	#107	#107	#107	#107
Cycle Time:	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs	0 secs
InitVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation:	0	0	0	0	0	0	0	0	0	0	0	0
ArrivalType:	0	0	0	0	0	0	0	0	0	0	0	0
G/C:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
P:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
gg1:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg2:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
gg:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
alpha:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
beta:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ta (secs):	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
F:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
f:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
vcmax:	0	0	0	0	0	0	0	0	0	0	0	0
vcg:	0	0	0	0	0	0	0	0	0	0	0	0
vcmin:	0	0	0	0	0	0	0	0	0	0	0	0
tp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P1:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
*** Computation 3: Platoon Event Periods	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
pdom/psubo:	0.000/0.000/Unconstrained											
*** Computation 4: Conflicting Flows During Each Unblocked Period	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
InitCnflVol:	590	xxxx	xxxxx	1371	xxxx	xxxxx	1445	2195	590	2154	2130	686
AdjCnflVol:	590	xxxx	xxxxx	1371	xxxx	xxxxx	1445	2195	590	2154	2130	686
UpstreamAdj:	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx	1.00	1.000	1.000	1.00	1.000	1.000

ConflictVol: 590 xxxxx xxxxx 1371 xxxxx xxxxx 1445 2195 590 2154 2130 686  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 995 xxxxx xxxxx 507 xxxxx xxxxx 111 46 511 35 50 451  
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.: 995 xxxxx xxxxx 507 xxxxx xxxxx 111 46 511 35 50 451

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Cumulative No Project

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]

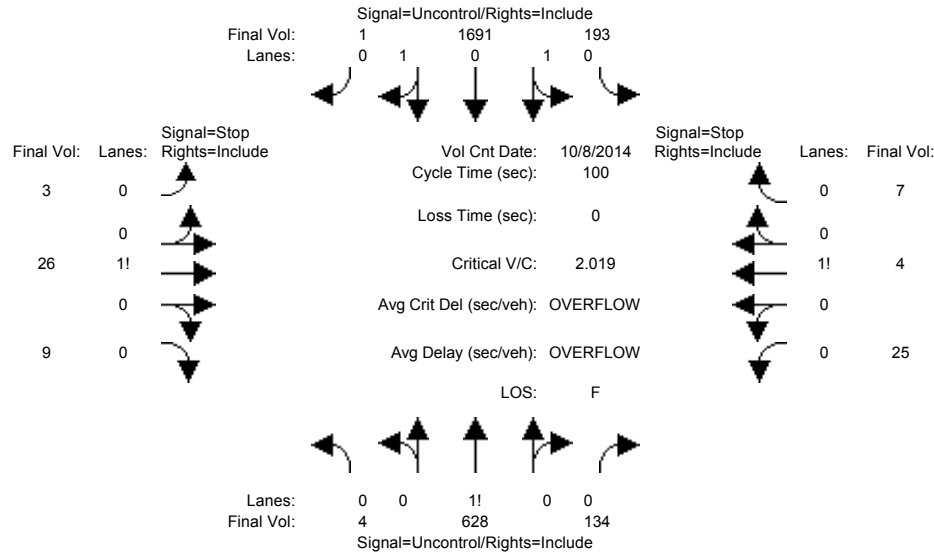


Table containing traffic engineering data: Approach (North, South, East, West Bound), Movement (L, T, R), Volume Module (Base Vol, Growth Adj, Initial Bse, etc.), Critical Gap Module, Capacity Module, Level of Service Module, and various performance metrics like delay, saturation, and queue lengths.

```
ConflictVol:1692 xxxxx xxxxx 762 xxxxx xxxxx 2786 2848 846 1948 2781 695
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 382 xxxxx xxxxx 859 xxxxx xxxxx 12 17 365 49 19 446
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.: 382 xxxxx xxxxx 859 xxxxx xxxxx 12 17 365 49 19 446
```

BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
AM - Cumulative With Project

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]

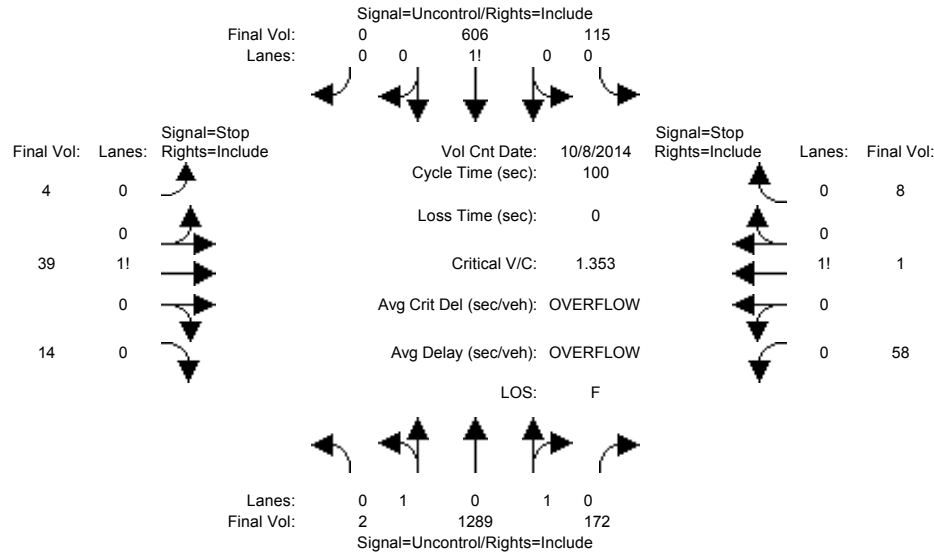


Table with 4 columns: Approach (North, South, East, West Bound) and 4 sub-columns (L, T, R) for each. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 4 columns: Approach (North, South, East, West Bound) and 4 sub-columns (L, T, R) for each. Rows include Critical Gap Module and FollowUpTim.

Table with 4 columns: Approach (North, South, East, West Bound) and 4 sub-columns (L, T, R) for each. Rows include Capacity Module, Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 4 columns: Approach (North, South, East, West Bound) and 4 sub-columns (L, T, R) for each. Rows include Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
HevVeh: 0%
Grade: 0%
Peds/Hour: 0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth: 12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index: #718
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #107
Cycle Time: 0 secs
InitVolume: 0
Saturation: 0
ArrivalType: 0
G/C: 0.00 0.00
\*\*\* Computation 1: Time for Queue to Clear at Each Upstream Intersection
P: 0.000 0.000
gg1: 0.00 0.00
gg2: 0.00 0.00
gg: 0.00 0.00
\*\*\* Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0
vcg: 0
vcmin: 0
tp: 0.0 0.0
P: 0.000
\*\*\* Computation 3: Platoon Event Periods
pdom/psubo: 0.000/0.000/Unconstrained
\*\*\* Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 606 xxxxx xxxxx 1461 xxxxx xxxxx 1485 2301 606 2242 2215 731
AdjCnflVol: 606 xxxxx xxxxx 1461 xxxxx xxxxx 1485 2301 606 2242 2215 731
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000

ConflictVol: 606 xxxxx xxxxx 1461 xxxxx xxxxx 1485 2301 606 2242 2215 731  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 982 xxxxx xxxxx 469 xxxxx xxxxx 104 39 501 30 44 425  
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.: 982 xxxxx xxxxx 469 xxxxx xxxxx 104 39 501 30 44 425



BART

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM - Cumulative With Project

Intersection #1008: Lafayette/Harrison (unsignalized) [Study Int 48]

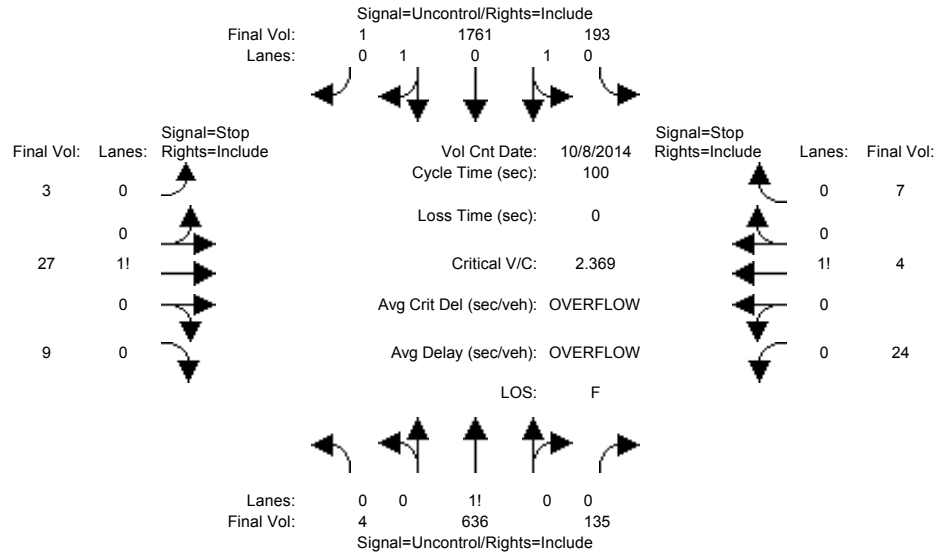


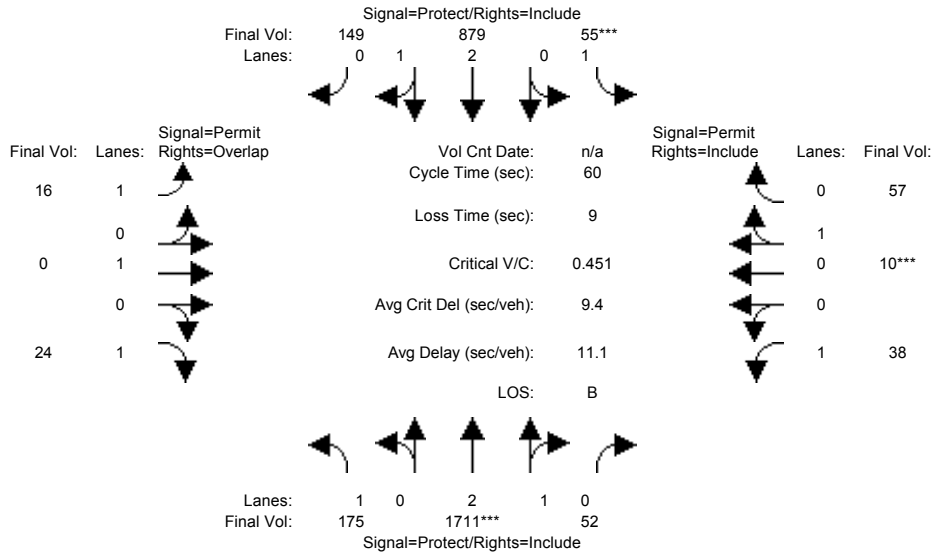
Table containing traffic engineering data: Approach (North, South, East, West Bound), Movement (L, T, R), Volume Module (Base Vol, Growth Adj, etc.), Critical Gap Module, Capacity Module, Level of Service Module, and various performance metrics like delay, saturation, and queue lengths.

ConflictVol:1762 xxxxx xxxxx 771 xxxxx xxxxx 2865 2927 881 1992 2860 704  
\*\*\* Computation 5: Capacity for Subject Movement During Unblocked Period  
InitPotCap: 359 xxxxx xxxxx 853 xxxxx xxxxx 11 15 349 46 17 441  
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000  
Potent Cap.: 359 xxxxx xxxxx 853 xxxxx xxxxx 11 15 349 46 17 441

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



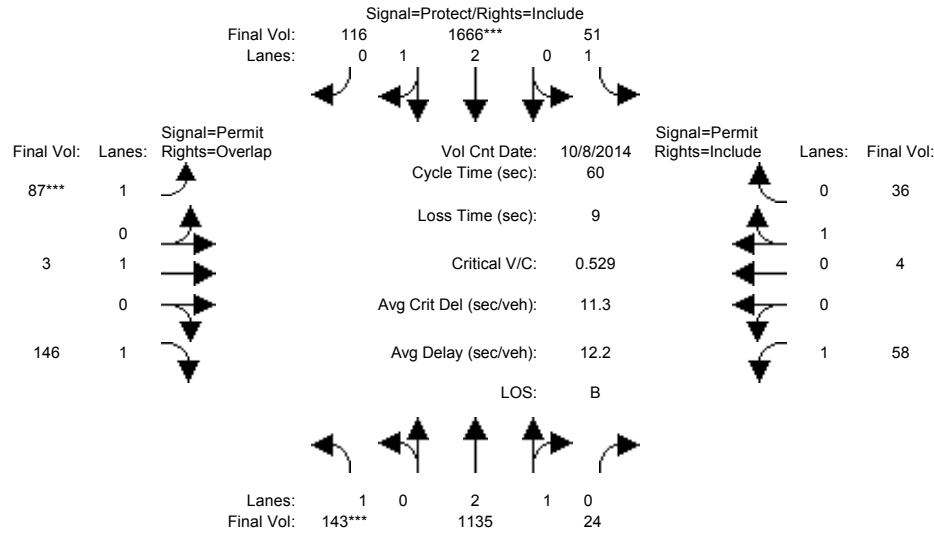
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	1711	52	55	879	149	16	0	24	38	10	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1711	52	55	879	149	16	0	24	38	10	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1711	52	55	879	149	16	0	24	38	10	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1711	52	55	879	149	16	0	24	38	10	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1711	52	55	879	149	16	0	24	38	10	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	1711	52	55	879	149	16	0	24	38	10	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	2.55	0.45	1.00	1.00	1.00	1.00	0.15	0.85
Final Sat.:	1750	5435	165	1750	4787	811	1750	1900	1750	1750	269	1531
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.03	0.18	0.18	0.01	0.00	0.01	0.02	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.9	34.0	34.0	7.0	25.1	25.1	10.0	0.0	25.9	10.0	10.0	10.0
Volume/Cap:	0.38	0.56	0.56	0.27	0.44	0.44	0.05	0.00	0.03	0.13	0.22	0.22
Delay/Veh:	18.5	8.4	8.4	24.9	12.6	12.6	21.1	0.0	9.8	21.5	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	8.4	8.4	24.9	12.6	12.6	21.1	0.0	9.8	21.5	22.0	22.0
LOS by Move:	B	A	A	C	B	B	C	A	A	C	C	C
HCM2k95thQ:	6	14	14	2	9	9	1	0	1	2	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



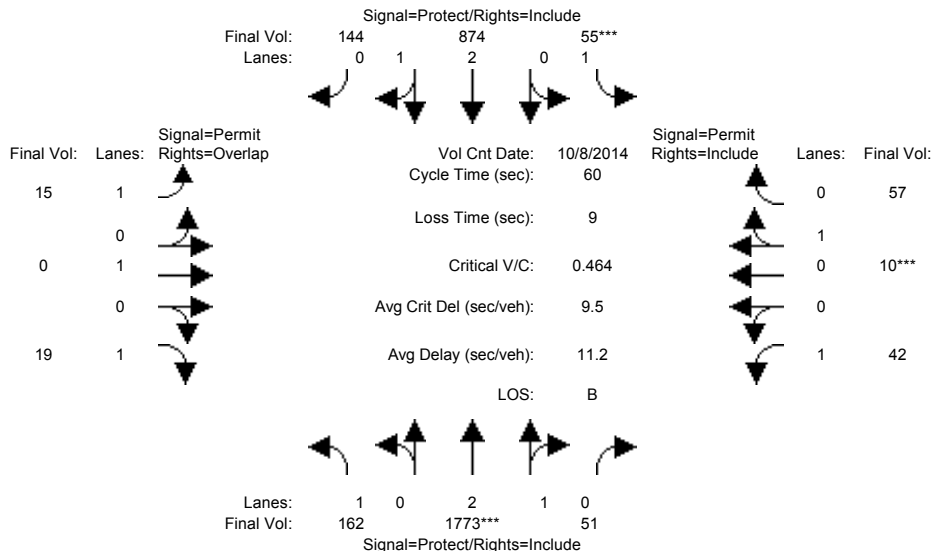
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	143	1135	24	51	1666	116	87	3	146	58	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1135	24	51	1666	116	87	3	146	58	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1135	24	51	1666	116	87	3	146	58	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1135	24	51	1666	116	87	3	146	58	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1135	24	51	1666	116	87	3	146	58	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	1135	24	51	1666	116	87	3	146	58	4	36
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.80	0.20	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5484	116	1750	5235	365	1750	1900	1750	1750	180	1620
-----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.03	0.32	0.32	0.05	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****			****			****					
Green Time:	8.4	26.2	26.2	14.8	32.6	32.6	10.0	10.0	18.4	10.0	10.0	10.0
Volume/Cap:	0.59	0.47	0.47	0.12	0.59	0.59	0.30	0.01	0.27	0.20	0.13	0.13
Delay/Veh:	27.8	12.1	12.1	17.7	9.5	9.5	22.5	20.9	16.0	21.9	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	12.1	12.1	17.7	9.5	9.5	22.5	20.9	16.0	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	7	11	11	2	14	14	4	0	5	2	2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



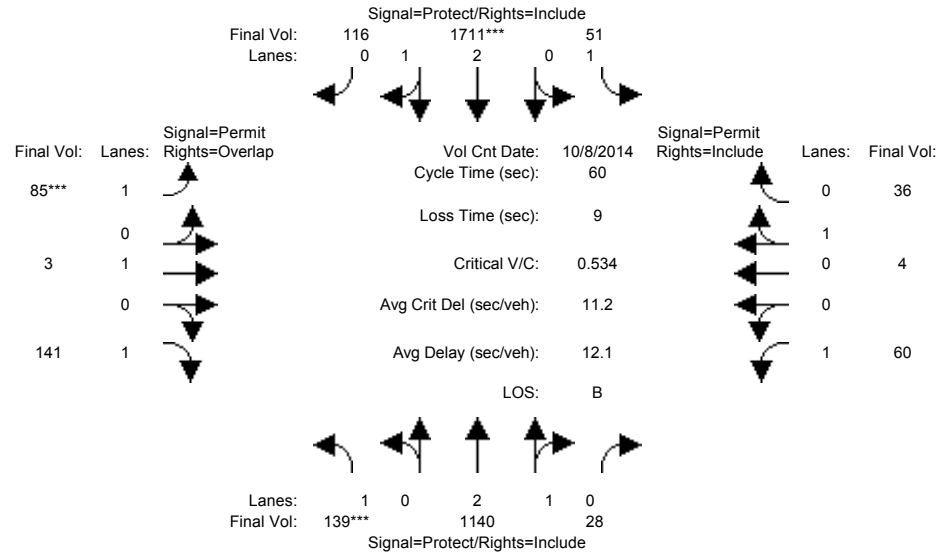
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	162	1773	51	55	874	144	15	0	19	42	10	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1773	51	55	874	144	15	0	19	42	10	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1773	51	55	874	144	15	0	19	42	10	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1773	51	55	874	144	15	0	19	42	10	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1773	51	55	874	144	15	0	19	42	10	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	1773	51	55	874	144	15	0	19	42	10	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	2.56	0.44	1.00	1.00	1.00	1.00	0.15	0.85
Final Sat.:	1750	5443	157	1750	4807	792	1750	1900	1750	1750	269	1531
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.03	0.18	0.18	0.01	0.00	0.01	0.02	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.0	34.0	34.0	7.0	25.0	25.0	10.0	0.0	26.0	10.0	10.0	10.0
Volume/Cap:	0.35	0.57	0.57	0.27	0.44	0.44	0.05	0.00	0.03	0.14	0.22	0.22
Delay/Veh:	18.2	8.6	8.6	24.9	12.6	12.6	21.1	0.0	9.7	21.6	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	8.6	8.6	24.9	12.6	12.6	21.1	0.0	9.7	21.6	22.0	22.0
LOS by Move:	B	A	A	C	B	B	C	A	A	C	C	C
HCM2k95thQ:	6	15	15	2	9	9	1	0	0	2	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #1012: El Camino Real/Railroad Ave [Study Int 53]



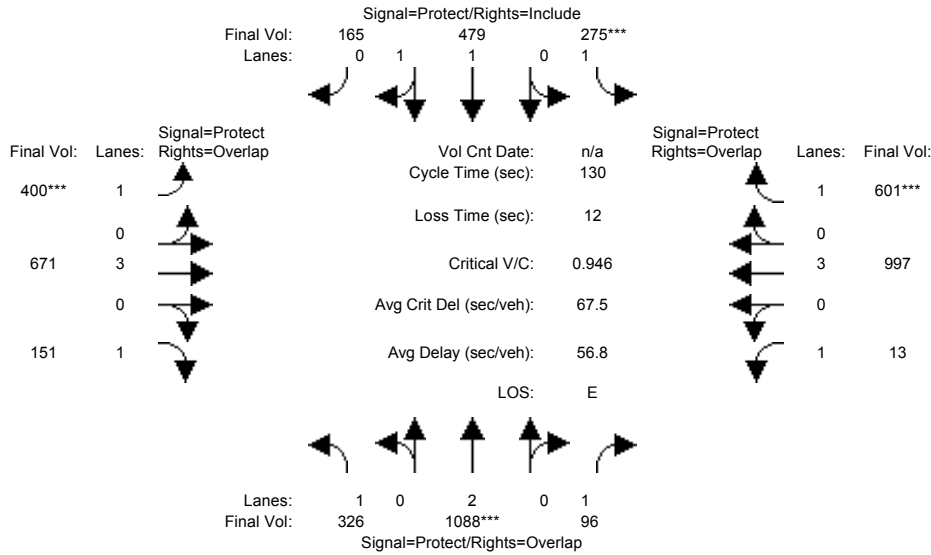
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	139	1140	28	51	1711	116	85	3	141	60	4	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1140	28	51	1711	116	85	3	141	60	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1140	28	51	1711	116	85	3	141	60	4	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1140	28	51	1711	116	85	3	141	60	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1140	28	51	1711	116	85	3	141	60	4	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1140	28	51	1711	116	85	3	141	60	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.80	0.20	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1750	5466	134	1750	5244	356	1750	1900	1750	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.03	0.33	0.33	0.05	0.00	0.08	0.03	0.02	0.02
Crit Moves:	****			****			****					
Green Time:	8.0	26.3	26.3	14.7	33.0	33.0	10.0	10.0	18.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.48	0.48	0.12	0.59	0.59	0.29	0.01	0.27	0.21	0.13	0.13
Delay/Veh:	28.5	12.1	12.1	17.7	9.4	9.4	22.5	20.9	16.2	21.9	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	12.1	12.1	17.7	9.4	9.4	22.5	20.9	16.2	21.9	21.5	21.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	C
HCM2k95thQ:	7	11	11	2	14	14	4	0	5	2	2	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



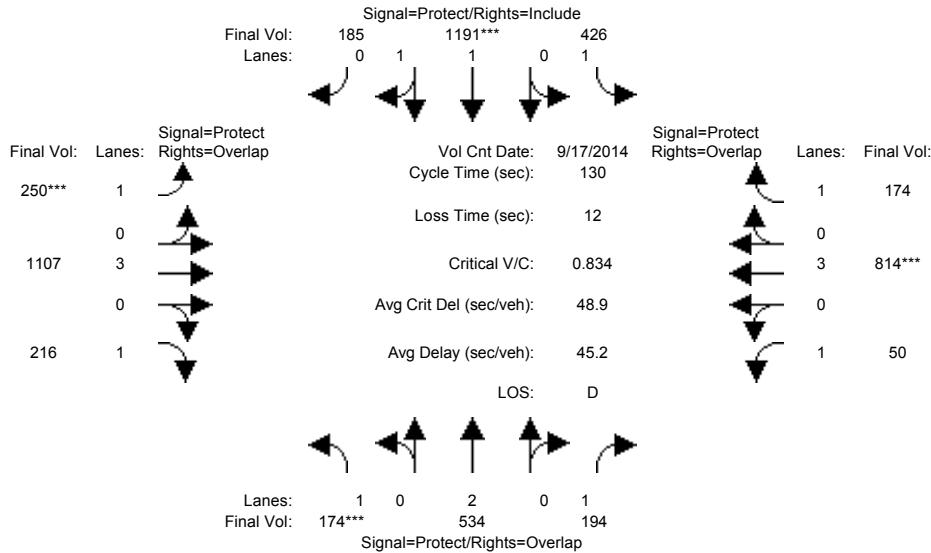
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	326	1088	96	275	479	165	400	671	151	13	997	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1088	96	275	479	165	400	671	151	13	997	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1088	96	275	479	165	400	671	151	13	997	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1088	96	275	479	165	400	671	151	13	997	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1088	96	275	479	165	400	671	151	13	997	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	1088	96	275	479	165	400	671	151	13	997	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2751	948	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.05	0.16	0.17	0.17	0.23	0.12	0.09	0.01	0.17	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.5	39.4	57.3	21.6	29.5	29.5	31.4	39.1	70.6	17.9	25.6	47.2
Volume/Cap:	0.77	0.95	0.12	0.95	0.77	0.77	0.95	0.39	0.16	0.05	0.89	0.95
Delay/Veh:	54.1	59.6	21.6	91.9	51.4	51.4	78.7	36.1	14.9	48.8	59.7	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	59.6	21.6	91.9	51.4	51.4	78.7	36.1	14.9	48.8	59.7	63.3
LOS by Move:	D	E	C	F	D	D	E	D	B	D	E	E
HCM2k95thQ:	24	39	5	24	23	23	32	13	6	1	28	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	174	534	194	426	1191	185	250	1107	216	50	814	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	534	194	426	1191	185	250	1107	216	50	814	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	534	194	426	1191	185	250	1107	216	50	814	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	534	194	426	1191	185	250	1107	216	50	814	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	534	194	426	1191	185	250	1107	216	50	814	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	534	194	426	1191	185	250	1107	216	50	814	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3202	497	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.11	0.24	0.37	0.37	0.14	0.19	0.12	0.03	0.14	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.5	26.9	36.6	46.6	58.0	58.0	22.3	34.9	50.4	9.7	22.3	68.8
Volume/Cap:	0.83	0.68	0.39	0.68	0.83	0.83	0.83	0.72	0.32	0.38	0.83	0.19
Delay/Veh:	80.1	50.0	38.3	38.4	35.6	35.6	70.0	45.0	28.1	59.2	58.4	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	50.0	38.3	38.4	35.6	35.6	70.0	45.0	28.1	59.2	58.4	16.1
LOS by Move:	F	D	D	D	D	D	E	D	C	E	E	B
HCM2k95thQ:	15	18	12	27	42	42	20	24	12	5	23	8

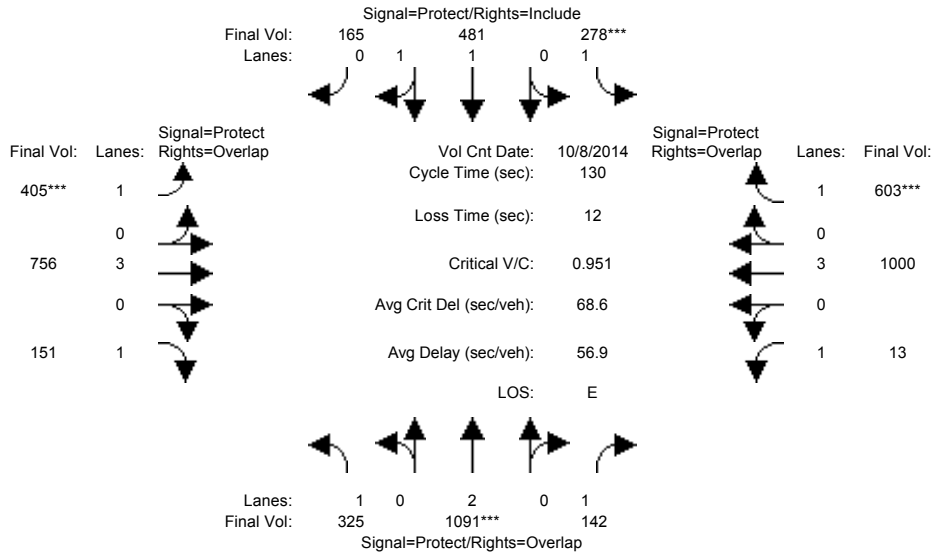
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



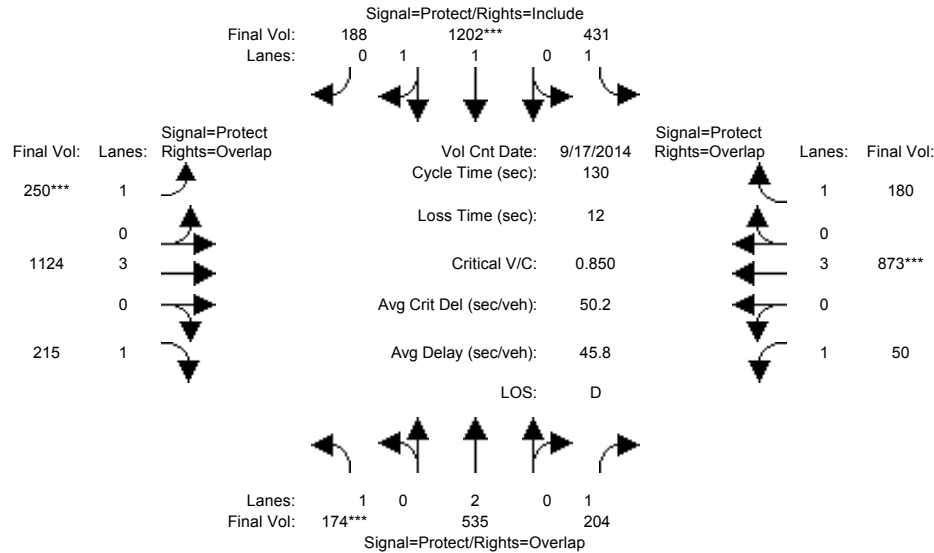
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	325	1091	142	278	481	165	405	756	151	13	1000	603
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1091	142	278	481	165	405	756	151	13	1000	603
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1091	142	278	481	165	405	756	151	13	1000	603
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1091	142	278	481	165	405	756	151	13	1000	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1091	142	278	481	165	405	756	151	13	1000	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	1091	142	278	481	165	405	756	151	13	1000	603
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2754	945	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.08	0.16	0.17	0.17	0.23	0.13	0.09	0.01	0.18	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.4	39.3	55.7	21.7	29.5	29.5	31.6	40.6	72.0	16.5	25.4	47.1
Volume/Cap:	0.77	0.95	0.19	0.95	0.77	0.77	0.95	0.43	0.16	0.06	0.90	0.95
Delay/Veh:	54.2	60.6	23.2	93.1	51.4	51.4	79.7	35.6	14.2	50.1	60.9	64.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	60.6	23.2	93.1	51.4	51.4	79.7	35.6	14.2	50.1	60.9	64.5
LOS by Move:	D	E	C	F	D	D	E	D	B	D	E	E
HCM2k95thQ:	24	40	7	25	23	23	32	14	6	1	28	49

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #1202: LAFAYETTE/EL CAMINO REAL [Study Int 46]



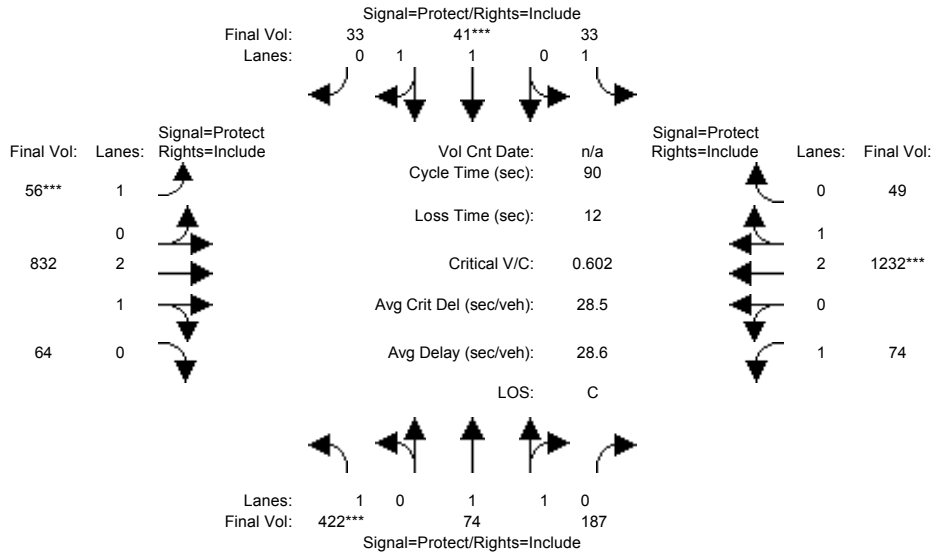
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	174	535	204	431	1202	188	250	1124	215	50	873	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	535	204	431	1202	188	250	1124	215	50	873	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	535	204	431	1202	188	250	1124	215	50	873	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	535	204	431	1202	188	250	1124	215	50	873	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	535	204	431	1202	188	250	1124	215	50	873	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	535	204	431	1202	188	250	1124	215	50	873	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3199	500	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.12	0.25	0.38	0.38	0.14	0.20	0.12	0.03	0.15	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.2	26.4	36.2	46.3	57.5	57.5	21.9	35.6	50.8	9.7	23.4	69.7
Volume/Cap:	0.85	0.69	0.42	0.69	0.85	0.85	0.85	0.72	0.31	0.38	0.85	0.19
Delay/Veh:	83.2	50.7	38.9	39.1	36.8	36.8	72.7	44.4	27.8	59.1	58.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	50.7	38.9	39.1	36.8	36.8	72.7	44.4	27.8	59.1	58.4	15.7
LOS by Move:	F	D	D	D	D	D	E	D	C	E	E	B
HCM2k95thQ:	15	18	13	28	44	44	20	24	12	5	25	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



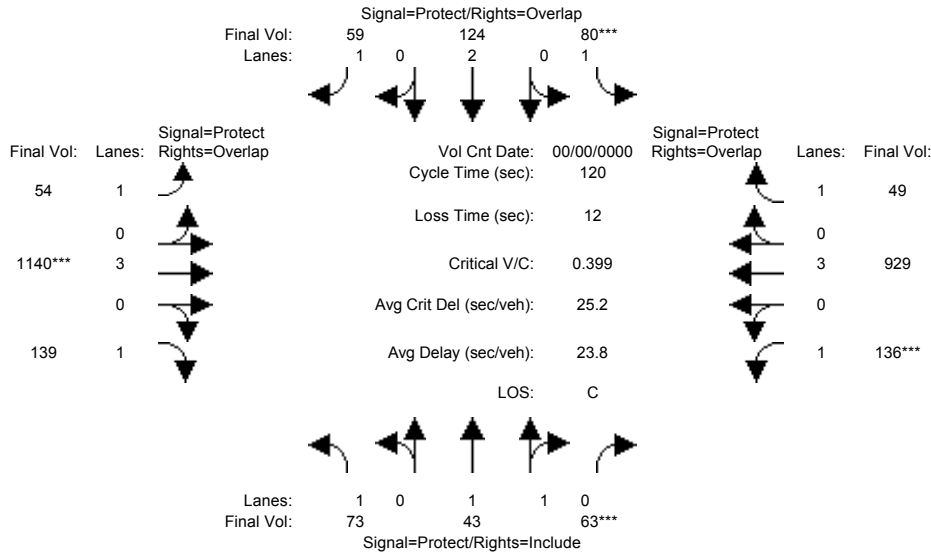
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	422	74	187	33	41	33	56	832	64	74	1232	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	74	187	33	41	33	56	832	64	74	1232	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	74	187	33	41	33	56	832	64	74	1232	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	74	187	33	41	33	56	832	64	74	1232	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	74	187	33	41	33	56	832	64	74	1232	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	74	187	33	41	33	56	832	64	74	1232	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.08	0.92	1.00	2.78	0.22	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	2049	1649	1750	5199	400	1750	5386	214
Capacity Analysis Module:												
Vol/Sat:	0.24	0.04	0.11	0.02	0.02	0.02	0.03	0.16	0.16	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	31.3	24.3	24.3	17.0	10.0	10.0	7.0	24.7	24.7	12.0	29.7	29.7
Volume/Cap:	0.69	0.14	0.40	0.10	0.18	0.18	0.41	0.58	0.58	0.32	0.69	0.69
Delay/Veh:	28.7	25.0	27.2	30.3	36.5	36.5	41.6	28.8	28.8	36.1	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	25.0	27.2	30.3	36.5	36.5	41.6	28.8	28.8	36.1	27.4	27.4
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	C
HCM2k95thQ:	20	3	9	2	2	2	3	13	13	4	19	19

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



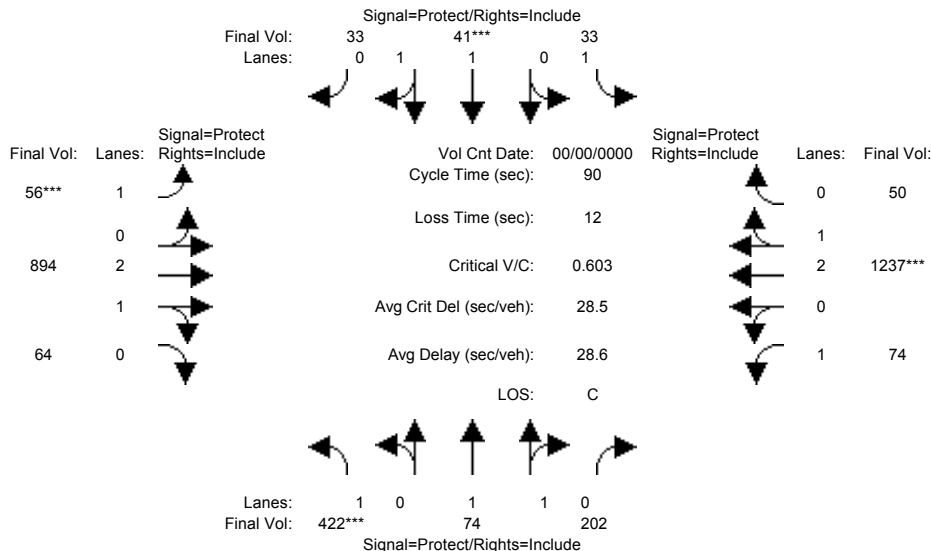
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 5:00 - 6:00 PM											
Base Vol:	73	43	63	80	124	59	54	1140	139	136	929	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	43	63	80	124	59	54	1140	139	136	929	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	43	63	80	124	59	54	1140	139	136	929	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	43	63	80	124	59	54	1140	139	136	929	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	43	63	80	124	59	54	1140	139	136	929	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	43	63	80	124	59	54	1140	139	136	929	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.04	0.05	0.03	0.03	0.03	0.20	0.08	0.08	0.16	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.1	10.8	10.8	13.7	14.4	36.4	22.0	60.1	70.2	23.4	61.5	75.2
Volume/Cap:	0.50	0.25	0.40	0.40	0.27	0.11	0.17	0.40	0.14	0.40	0.32	0.04
Delay/Veh:	55.1	51.1	52.5	50.6	48.3	30.2	41.5	18.8	11.3	43.0	17.1	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	51.1	52.5	50.6	48.3	30.2	41.5	18.8	11.3	43.0	17.1	8.6
LOS by Move:	E	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	6	3	5	7	5	3	3	15	5	9	12	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



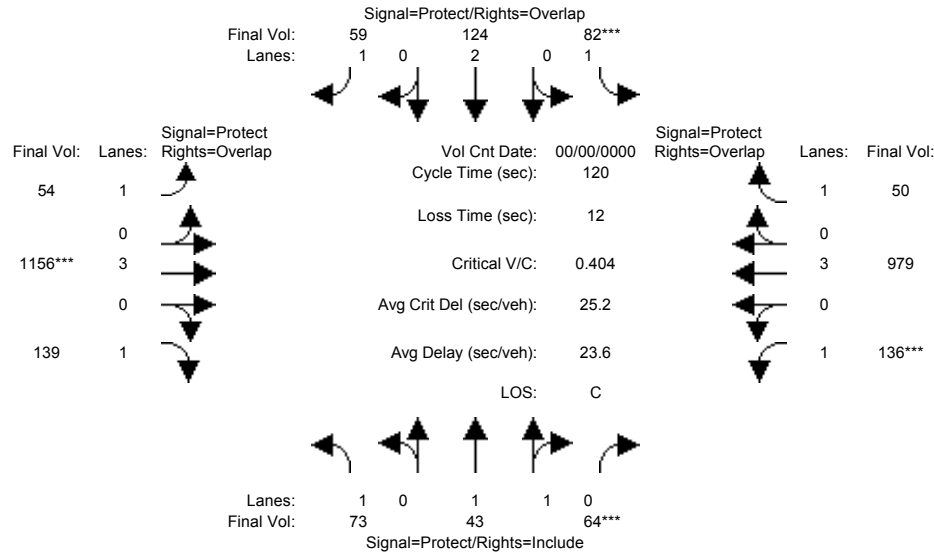
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00 - 6:00 PM												
Base Vol:	422	74	202	33	41	33	56	894	64	74	1237	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	74	202	33	41	33	56	894	64	74	1237	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	74	202	33	41	33	56	894	64	74	1237	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	74	202	33	41	33	56	894	64	74	1237	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	74	202	33	41	33	56	894	64	74	1237	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	74	202	33	41	33	56	894	64	74	1237	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.08	0.92	1.00	2.79	0.21	1.00	2.88	0.12
Final Sat.:	1750	1900	1750	1750	2049	1649	1750	5225	374	1750	5382	218
Capacity Analysis Module:												
Vol/Sat:	0.24	0.04	0.12	0.02	0.02	0.02	0.03	0.17	0.17	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	31.2	24.6	24.6	16.6	10.0	10.0	7.0	25.3	25.3	11.5	29.8	29.8
Volume/Cap:	0.69	0.14	0.42	0.10	0.18	0.18	0.41	0.61	0.61	0.33	0.69	0.69
Delay/Veh:	28.8	24.7	27.3	30.6	36.5	36.5	41.6	28.8	28.8	36.6	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	24.7	27.3	30.6	36.5	36.5	41.6	28.8	28.8	36.6	27.3	27.3
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	C
HCM2k95thQ:	20	3	9	2	2	2	3	14	14	4	19	19

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #1203: ECR/Lincoln 1203 [Study Int 43]



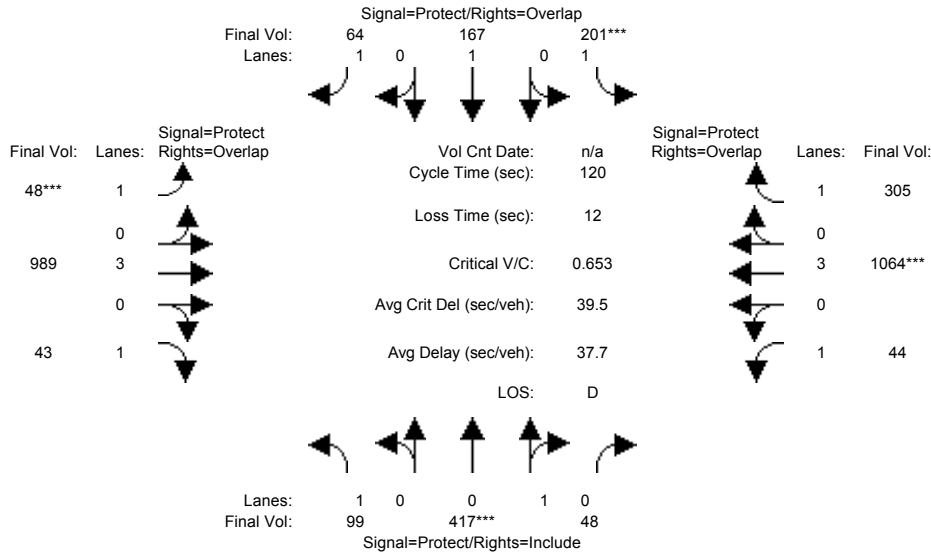
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 5:00 - 6:00 PM											
Base Vol:	73	43	64	82	124	59	54	1156	139	136	979	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	43	64	82	124	59	54	1156	139	136	979	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	43	64	82	124	59	54	1156	139	136	979	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	43	64	82	124	59	54	1156	139	136	979	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	43	64	82	124	59	54	1156	139	136	979	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	43	64	82	124	59	54	1156	139	136	979	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.04	0.05	0.03	0.03	0.03	0.20	0.08	0.08	0.17	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.2	10.9	10.9	13.9	14.6	35.7	21.1	60.2	70.4	23.1	62.1	76.0
Volume/Cap:	0.49	0.25	0.40	0.40	0.27	0.11	0.18	0.40	0.14	0.40	0.33	0.05
Delay/Veh:	55.0	51.1	52.5	50.5	48.2	30.8	42.3	18.8	11.2	43.3	16.9	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	51.1	52.5	50.5	48.2	30.8	42.3	18.8	11.2	43.3	16.9	8.3
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	6	3	5	7	5	3	3	16	5	9	13	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



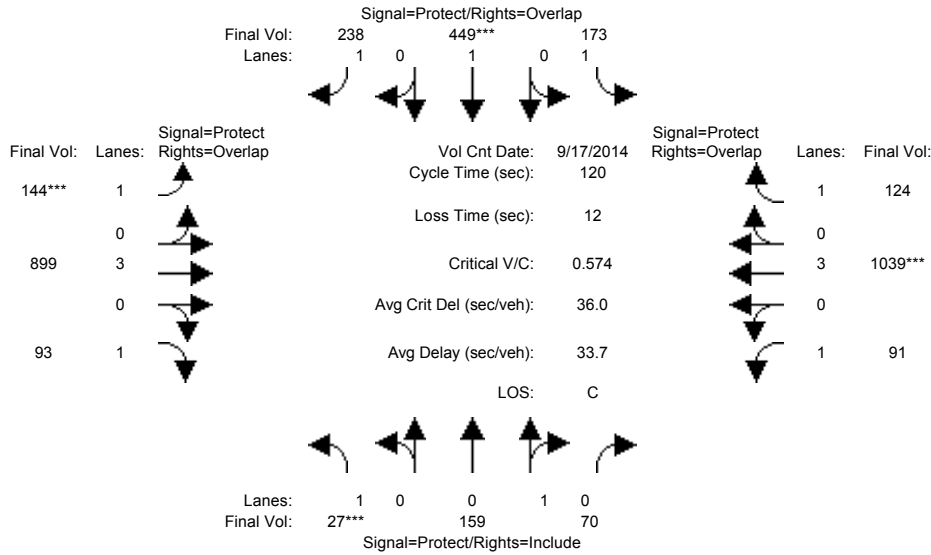
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	417	48	201	167	64	48	989	43	44	1064	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	417	48	201	167	64	48	989	43	44	1064	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	417	48	201	167	64	48	989	43	44	1064	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	417	48	201	167	64	48	989	43	44	1064	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	417	48	201	167	64	48	989	43	44	1064	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	417	48	201	167	64	48	989	43	44	1064	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.90	0.10	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1614	186	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.11	0.09	0.04	0.03	0.17	0.02	0.03	0.19	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.9	46.6	46.6	20.7	40.5	47.5	7.0	30.4	57.3	10.2	33.7	54.4
Volume/Cap:	0.25	0.67	0.67	0.67	0.26	0.09	0.47	0.68	0.05	0.29	0.67	0.38
Delay/Veh:	38.7	32.7	32.7	51.9	29.1	22.8	58.1	41.8	16.8	52.6	39.3	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	32.7	32.7	51.9	29.1	22.8	58.1	41.8	16.8	52.6	39.3	22.0
LOS by Move:	D	C	C	D	C	C	E	D	B	D	D	C
HCM2k95thQ:	7	27	27	14	8	3	4	20	2	3	20	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	27	159	70	173	449	238	144	899	93	91	1039	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	159	70	173	449	238	144	899	93	91	1039	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	159	70	173	449	238	144	899	93	91	1039	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	159	70	173	449	238	144	899	93	91	1039	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	159	70	173	449	238	144	899	93	91	1039	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	159	70	173	449	238	144	899	93	91	1039	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.69	0.31	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1250	550	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.10	0.24	0.14	0.08	0.16	0.05	0.05	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.0	30.8	30.8	23.9	47.7	64.2	16.6	38.9	45.9	14.4	36.8	60.7
Volume/Cap:	0.26	0.50	0.50	0.50	0.60	0.25	0.60	0.49	0.14	0.43	0.60	0.14
Delay/Veh:	55.4	38.9	38.9	43.8	29.9	15.1	52.5	32.7	24.2	50.4	35.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	38.9	38.9	43.8	29.9	15.1	52.5	32.7	24.2	50.4	35.9	15.9
LOS by Move:	E	D	D	D	C	B	D	C	C	D	D	B
HCM2k95thQ:	3	15	15	12	23	10	11	16	5	6	19	5

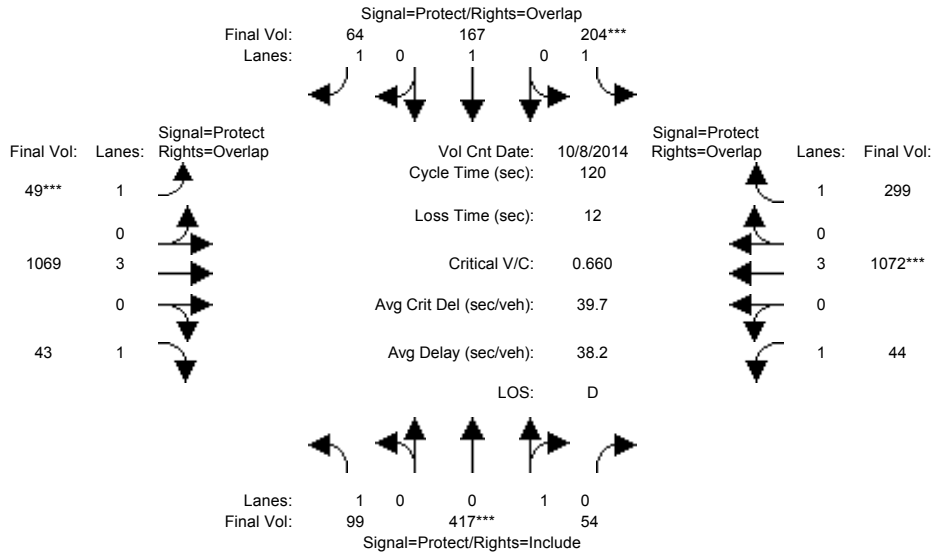
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



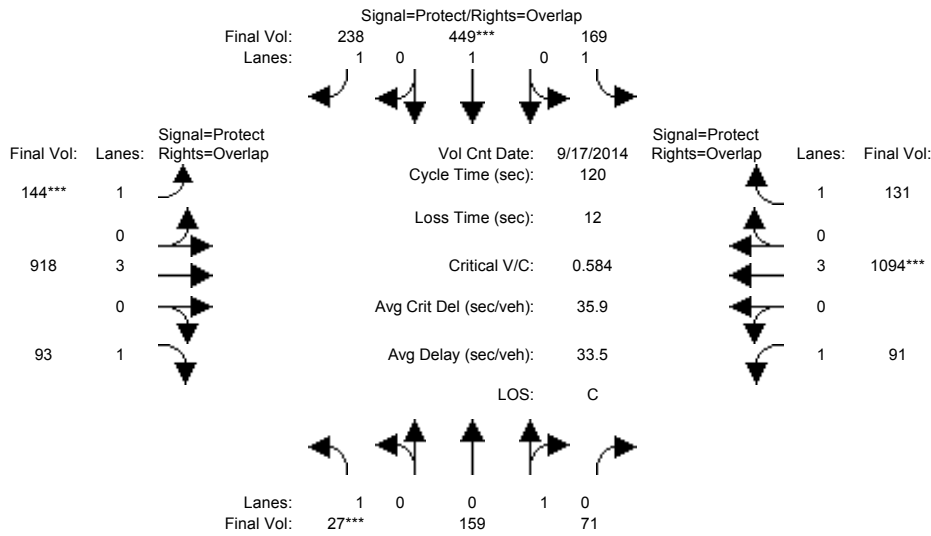
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	99	417	54	204	167	64	49	1069	43	44	1072	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	417	54	204	167	64	49	1069	43	44	1072	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	417	54	204	167	64	49	1069	43	44	1072	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	417	54	204	167	64	49	1069	43	44	1072	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	417	54	204	167	64	49	1069	43	44	1072	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	417	54	204	167	64	49	1069	43	44	1072	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1594	206	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.12	0.09	0.04	0.03	0.19	0.02	0.03	0.19	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.9	46.7	46.7	20.8	40.5	47.5	7.0	30.9	57.8	9.6	33.5	54.3
Volume/Cap:	0.25	0.67	0.67	0.67	0.26	0.09	0.48	0.73	0.05	0.31	0.67	0.38
Delay/Veh:	38.6	32.9	32.9	52.3	29.1	22.8	58.3	42.6	16.5	53.4	39.5	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	32.9	32.9	52.3	29.1	22.8	58.3	42.6	16.5	53.4	39.5	22.0
LOS by Move:	D	C	C	D	C	C	E	D	B	D	D	C
HCM2k95thQ:	7	27	27	15	8	3	4	22	2	3	20	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #1204: MONROE/EL CAMINO REAL [Study Int 44]



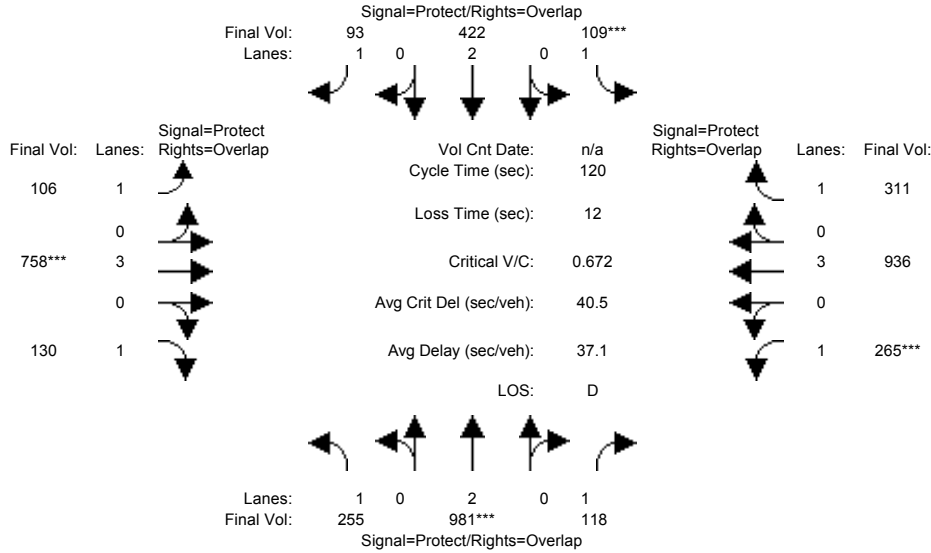
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	27	159	71	169	449	238	144	918	93	91	1094	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	159	71	169	449	238	144	918	93	91	1094	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	159	71	169	449	238	144	918	93	91	1094	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	159	71	169	449	238	144	918	93	91	1094	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	159	71	169	449	238	144	918	93	91	1094	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	159	71	169	449	238	144	918	93	91	1094	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.69	0.31	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1244	556	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.10	0.24	0.14	0.08	0.16	0.05	0.05	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.0	30.6	30.6	23.1	46.8	63.0	16.3	39.8	46.8	14.4	38.0	61.1
Volume/Cap:	0.26	0.50	0.50	0.50	0.61	0.26	0.61	0.49	0.14	0.43	0.61	0.15
Delay/Veh:	55.4	39.0	39.0	44.5	30.7	15.8	53.3	32.1	23.7	50.4	35.3	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	39.0	39.0	44.5	30.7	15.8	53.3	32.1	23.7	50.4	35.3	15.7
LOS by Move:	E	D	D	D	C	B	D	C	C	D	D	B
HCM2k95thQ:	3	15	15	11	23	10	11	16	5	6	20	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



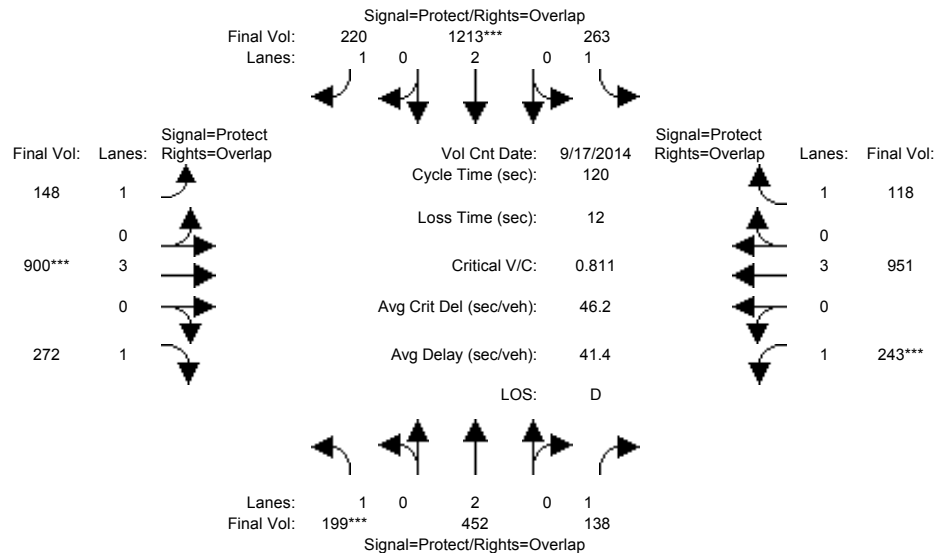
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	255	981	118	109	422	93	106	758	130	265	936	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	981	118	109	422	93	106	758	130	265	936	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	981	118	109	422	93	106	758	130	265	936	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	981	118	109	422	93	106	758	130	265	936	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	981	118	109	422	93	106	758	130	265	936	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	255	981	118	109	422	93	106	758	130	265	936	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.07	0.06	0.11	0.05	0.06	0.13	0.07	0.15	0.16	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.5	46.1	73.1	11.1	24.7	38.4	13.7	23.7	56.2	27.0	37.1	48.2
Volume/Cap:	0.54	0.67	0.11	0.67	0.54	0.17	0.53	0.67	0.16	0.67	0.53	0.44
Delay/Veh:	38.6	31.9	9.9	63.2	43.3	29.4	52.9	46.1	18.4	46.9	34.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	31.9	9.9	63.2	43.3	29.4	52.9	46.1	18.4	46.9	34.6	26.6
LOS by Move:	D	C	A	E	D	C	D	D	B	D	C	C
HCM2k95thQ:	16	26	4	9	13	5	8	16	6	17	17	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



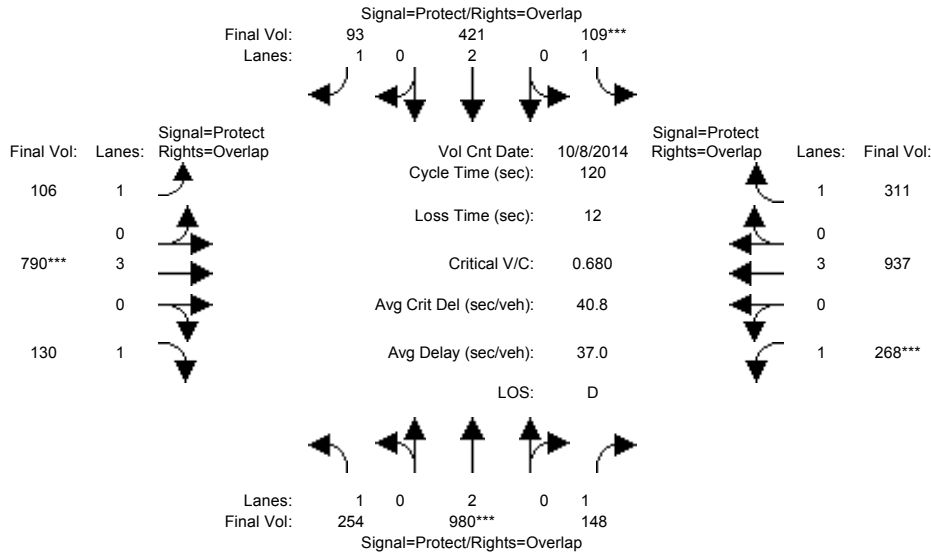
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	199	452	138	263	1213	220	148	900	272	243	951	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	452	138	263	1213	220	148	900	272	243	951	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	452	138	263	1213	220	148	900	272	243	951	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	452	138	263	1213	220	148	900	272	243	951	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	452	138	263	1213	220	148	900	272	243	951	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	452	138	263	1213	220	148	900	272	243	951	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.08	0.15	0.32	0.13	0.08	0.16	0.16	0.14	0.17	0.07
Crit Moves:	****			****			****			****		
Green Time:	16.8	28.3	48.9	35.8	47.2	62.0	14.8	23.4	40.2	20.6	29.1	64.9
Volume/Cap:	0.81	0.50	0.19	0.50	0.81	0.24	0.69	0.81	0.46	0.81	0.69	0.12
Delay/Veh:	68.1	40.2	23.0	35.6	35.8	16.2	59.3	50.8	32.0	63.1	42.7	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	40.2	23.0	35.6	35.8	16.2	59.3	50.8	32.0	63.1	42.7	13.6
LOS by Move:	E	D	C	D	D	B	E	D	C	E	D	B
HCM2k95thQ:	16	13	7	16	35	9	11	20	16	18	19	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



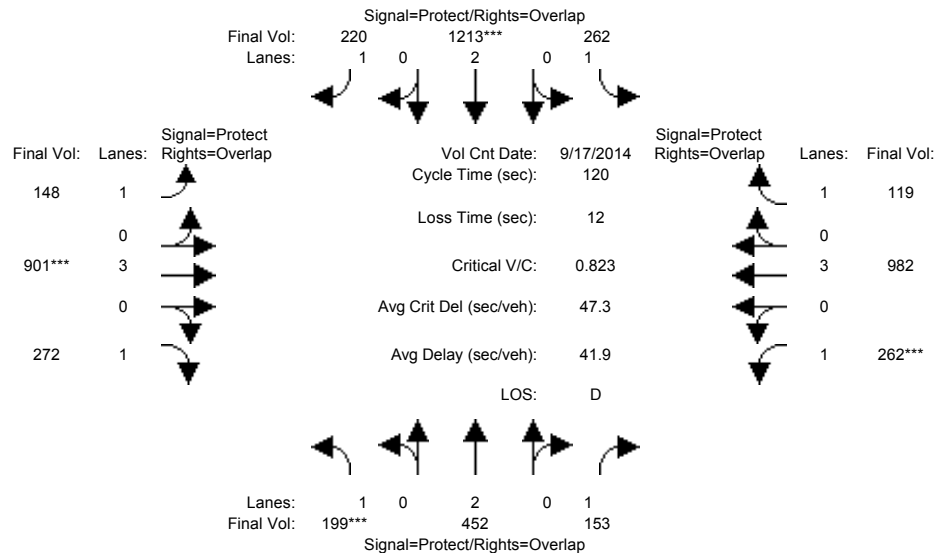
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	254	980	148	109	421	93	106	790	130	268	937	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	980	148	109	421	93	106	790	130	268	937	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	980	148	109	421	93	106	790	130	268	937	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	980	148	109	421	93	106	790	130	268	937	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	980	148	109	421	93	106	790	130	268	937	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	254	980	148	109	421	93	106	790	130	268	937	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.08	0.06	0.11	0.05	0.06	0.14	0.07	0.15	0.16	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.0	45.5	72.5	11.0	24.5	38.3	13.9	24.5	56.5	27.0	37.6	48.6
Volume/Cap:	0.54	0.68	0.14	0.68	0.54	0.17	0.52	0.68	0.16	0.68	0.52	0.44
Delay/Veh:	39.0	32.5	10.3	64.0	43.6	29.5	52.5	45.8	18.2	47.3	34.1	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	32.5	10.3	64.0	43.6	29.5	52.5	45.8	18.2	47.3	34.1	26.3
LOS by Move:	D	C	B	E	D	C	D	D	B	D	C	C
HCM2k95thQ:	16	26	5	9	13	5	8	17	6	18	17	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #1205: SCOTT/EL CAMINO REAL [Study Int 42]



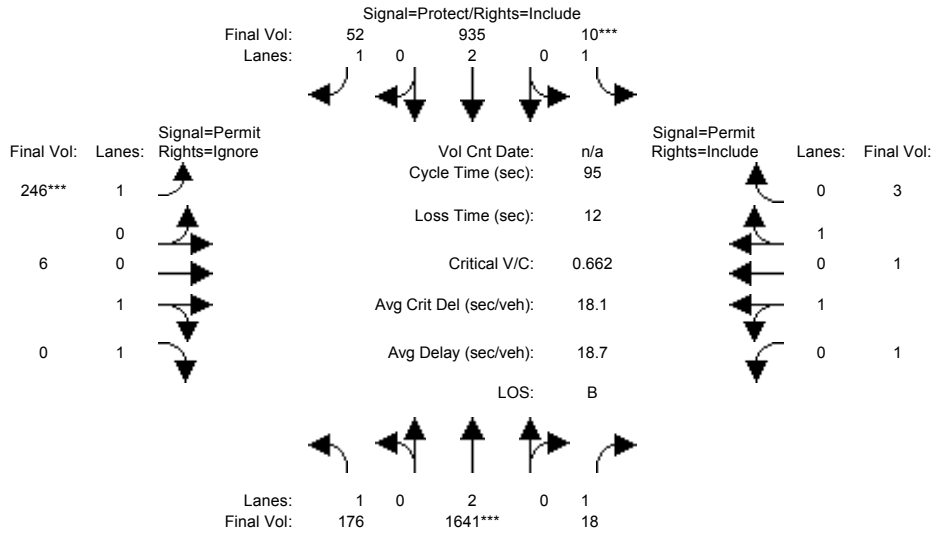
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	199	452	153	262	1213	220	148	901	272	262	982	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	452	153	262	1213	220	148	901	272	262	982	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	452	153	262	1213	220	148	901	272	262	982	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	452	153	262	1213	220	148	901	272	262	982	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	452	153	262	1213	220	148	901	272	262	982	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	452	153	262	1213	220	148	901	272	262	982	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.09	0.15	0.32	0.13	0.08	0.16	0.16	0.15	0.17	0.07
Crit Moves:	****			****			****			****		
Green Time:	16.6	27.9	49.8	35.2	46.5	61.3	14.8	23.0	39.6	21.8	30.1	65.3
Volume/Cap:	0.82	0.51	0.21	0.51	0.82	0.25	0.69	0.82	0.47	0.82	0.69	0.13
Delay/Veh:	70.1	40.6	22.7	36.1	36.9	16.6	59.3	51.7	32.5	63.0	42.1	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	40.6	22.7	36.1	36.9	16.6	59.3	51.7	32.5	63.0	42.1	13.4
LOS by Move:	E	D	C	D	D	B	E	D	C	E	D	B
HCM2k95thQ:	16	13	7	16	35	9	11	21	16	20	20	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



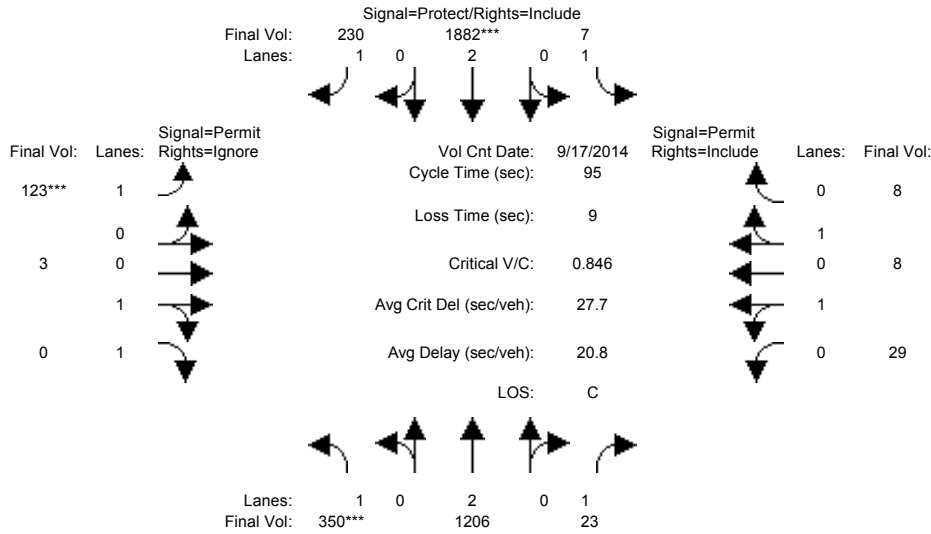
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	176	1641	18	10	935	52	246	6	232	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1641	18	10	935	52	246	6	232	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1641	18	10	935	52	246	6	232	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	176	1641	18	10	935	52	246	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1641	18	10	935	52	246	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	176	1641	18	10	935	52	246	6	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.01	0.01	0.25	0.03	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.7	57.3	57.3	7.0	45.7	45.7	18.7	18.7	0.0	18.7	18.7	18.7
Volume/Cap:	0.51	0.72	0.02	0.08	0.51	0.06	0.72	0.02	0.00	0.01	0.01	0.01
Delay/Veh:	35.4	14.2	7.6	41.3	17.2	13.2	42.7	30.8	0.0	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	14.2	7.6	41.3	17.2	13.2	42.7	30.8	0.0	30.7	30.7	30.7
LOS by Move:	D	B	A	D	B	B	D	C	A	C	C	C
HCM2k95thQ:	9	29	0	1	18	2	16	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	350	1206	23	7	1882	230	123	3	281	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1206	23	7	1882	230	123	3	281	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	1206	23	7	1882	230	123	3	281	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	350	1206	23	7	1882	230	123	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1206	23	7	1882	230	123	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	350	1206	23	7	1882	230	123	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.32	0.01	0.00	0.50	0.13	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	21.9	61.7	61.7	14.3	54.1	54.1	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.49	0.02	0.03	0.87	0.23	0.67	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	53.2	8.7	5.9	34.4	21.5	10.2	49.9	38.1	0.0	38.9	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	8.7	5.9	34.4	21.5	10.2	49.9	38.1	0.0	38.9	38.4	38.4
LOS by Move:	D	A	A	C	C	B	D	D	A	D	D	D
HCM2k95thQ:	21	16	1	0	43	7	10	0	0	2	1	1

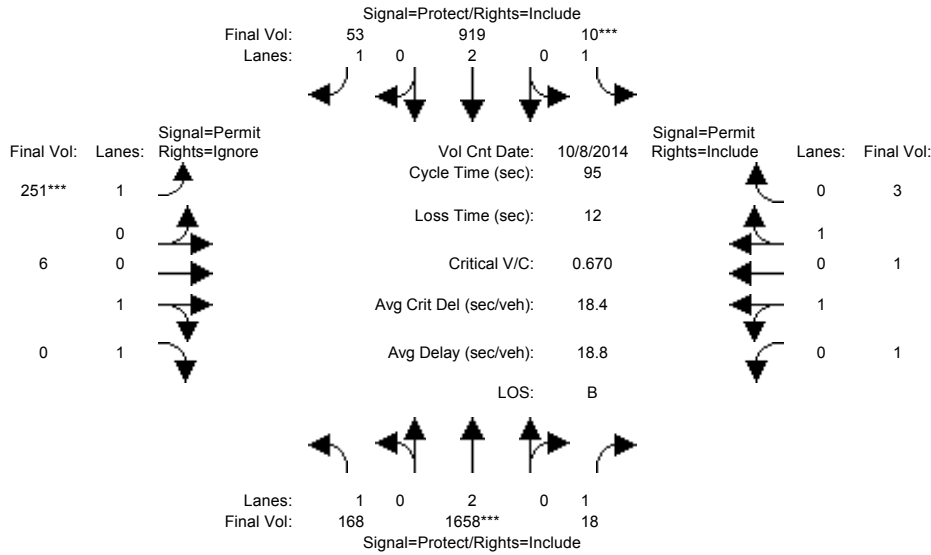
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



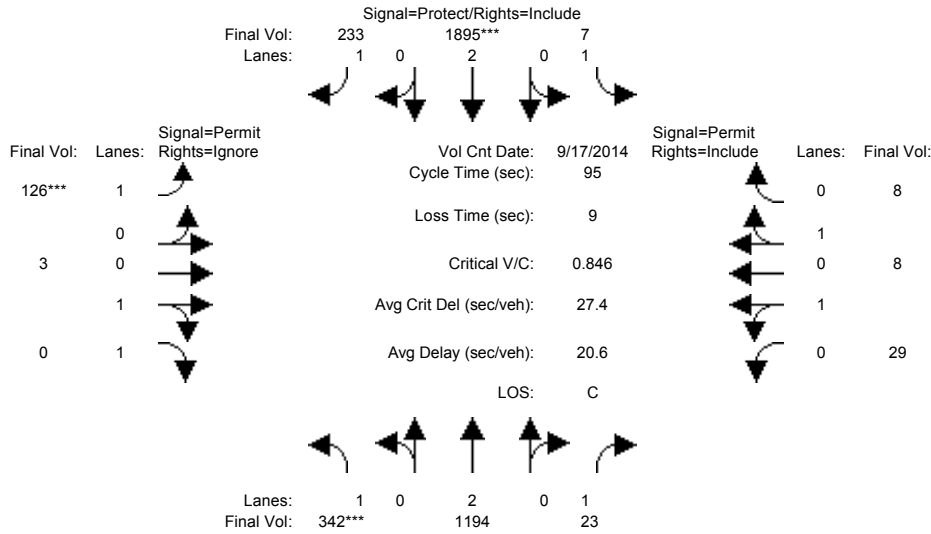
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	168	1658	18	10	919	53	251	6	215	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	1658	18	10	919	53	251	6	215	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1658	18	10	919	53	251	6	215	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	168	1658	18	10	919	53	251	6	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1658	18	10	919	53	251	6	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	168	1658	18	10	919	53	251	6	0	1	1	3
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	900	900	1800
-----												
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.01	0.01	0.24	0.03	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.2	57.2	57.2	7.0	46.0	46.0	18.8	18.8	0.0	18.8	18.8	18.8
Volume/Cap:	0.50	0.72	0.02	0.08	0.50	0.06	0.72	0.02	0.00	0.01	0.01	0.01
Delay/Veh:	35.5	14.5	7.6	41.3	16.9	13.1	43.1	30.7	0.0	30.6	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	14.5	7.6	41.3	16.9	13.1	43.1	30.7	0.0	30.6	30.6	30.6
LOS by Move:	D	B	A	D	B	B	D	C	A	C	C	C
HCM2k95thQ:	9	29	0	1	17	2	17	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #1213: THE ALAMEDA/EL CAMINO REAL [Study Int 54]



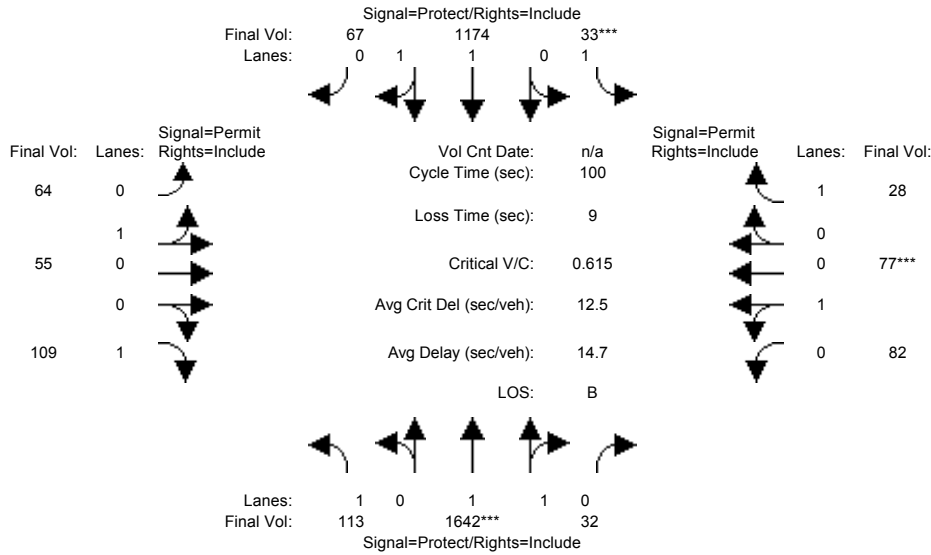
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 <<												
Base Vol:	342	1194	23	7	1895	233	126	3	272	29	8	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1194	23	7	1895	233	126	3	272	29	8	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1194	23	7	1895	233	126	3	272	29	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	342	1194	23	7	1895	233	126	3	0	29	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1194	23	7	1895	233	126	3	0	29	8	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	342	1194	23	7	1895	233	126	3	0	29	8	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1750	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.01	0.00	0.50	0.13	0.07	0.00	0.00	0.02	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	21.4	61.6	61.6	14.4	54.6	54.6	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.48	0.02	0.03	0.87	0.23	0.68	0.02	0.00	0.15	0.08	0.08
Delay/Veh:	53.5	8.7	6.0	34.3	21.1	10.0	51.1	38.1	0.0	38.9	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	8.7	6.0	34.3	21.1	10.0	51.1	38.1	0.0	38.9	38.4	38.4
LOS by Move:	D	A	A	C	C	B	D	D	A	D	D	D
HCM2k95thQ:	20	16	1	0	43	7	10	0	0	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



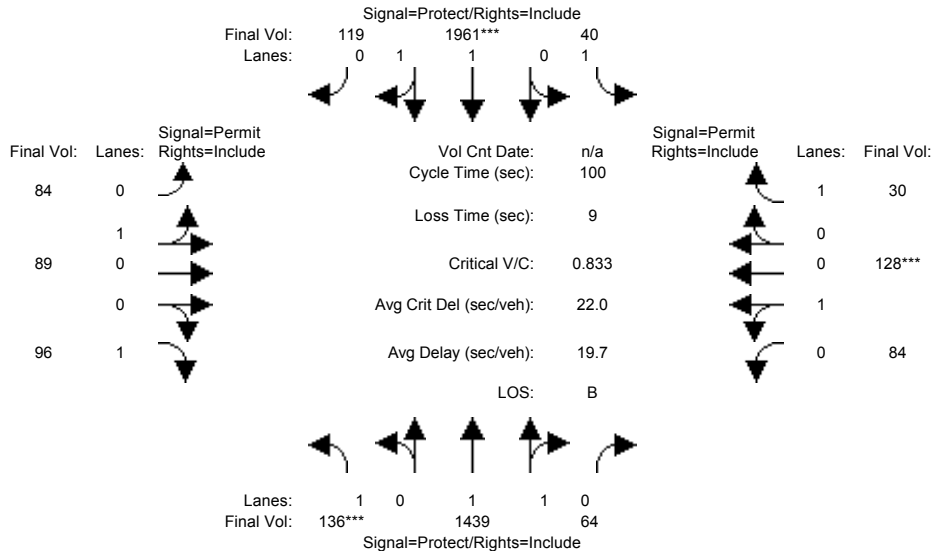
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	1642	32	33	1174	67	64	55	109	82	77	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1642	32	33	1174	67	64	55	109	82	77	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1642	32	33	1174	67	64	55	109	82	77	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1642	32	33	1174	67	64	55	109	82	77	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1642	32	33	1174	67	64	55	109	82	77	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	1642	32	33	1174	67	64	55	109	82	77	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.89	0.11	0.54	0.46	1.00	0.52	0.48	1.00
Final Sat.:	1750	3629	71	1750	3500	200	968	832	1750	928	872	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.45	0.02	0.34	0.34	0.07	0.07	0.06	0.09	0.09	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	70.3	70.3	7.0	63.9	63.9	13.7	13.7	13.7	13.7	13.7	13.7
Volume/Cap:	0.48	0.64	0.64	0.27	0.52	0.52	0.48	0.48	0.45	0.64	0.64	0.12
Delay/Veh:	41.7	8.6	8.6	45.3	10.0	10.0	41.3	41.3	41.1	46.5	46.5	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	8.6	8.6	45.3	10.0	10.0	41.3	41.3	41.1	46.5	46.5	38.0
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	25	25	2	19	19	7	7	7	12	12	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



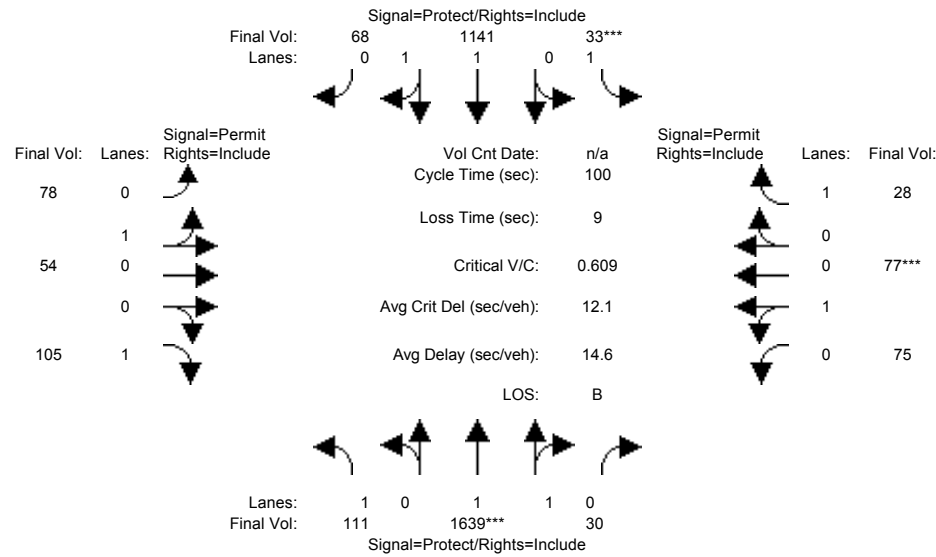
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	136	1439	64	40	1961	119	84	89	96	84	128	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1439	64	40	1961	119	84	89	96	84	128	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1439	64	40	1961	119	84	89	96	84	128	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1439	64	40	1961	119	84	89	96	84	128	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1439	64	40	1961	119	84	89	96	84	128	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1439	64	40	1961	119	84	89	96	84	128	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.91	0.09	1.00	1.88	0.12	0.49	0.51	1.00	0.40	0.60	1.00
Final Sat.:	1750	3542	158	1750	3488	212	874	926	1750	713	1087	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.02	0.56	0.56	0.10	0.10	0.05	0.12	0.12	0.02
Crit Moves:	****			****						****		
Green Time:	9.3	65.6	65.6	11.3	67.5	67.5	14.1	14.1	14.1	14.1	14.1	14.1
Volume/Cap:	0.83	0.62	0.62	0.20	0.83	0.83	0.68	0.68	0.39	0.83	0.83	0.12
Delay/Veh:	73.5	10.5	10.5	40.8	14.6	14.6	48.0	48.0	40.0	62.1	62.1	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	10.5	10.5	40.8	14.6	14.6	48.0	48.0	40.0	62.1	62.1	37.7
LOS by Move:	E	B	B	D	B	B	D	D	D	E	E	D
HCM2k95thQ:	10	24	24	2	39	39	11	11	6	17	17	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



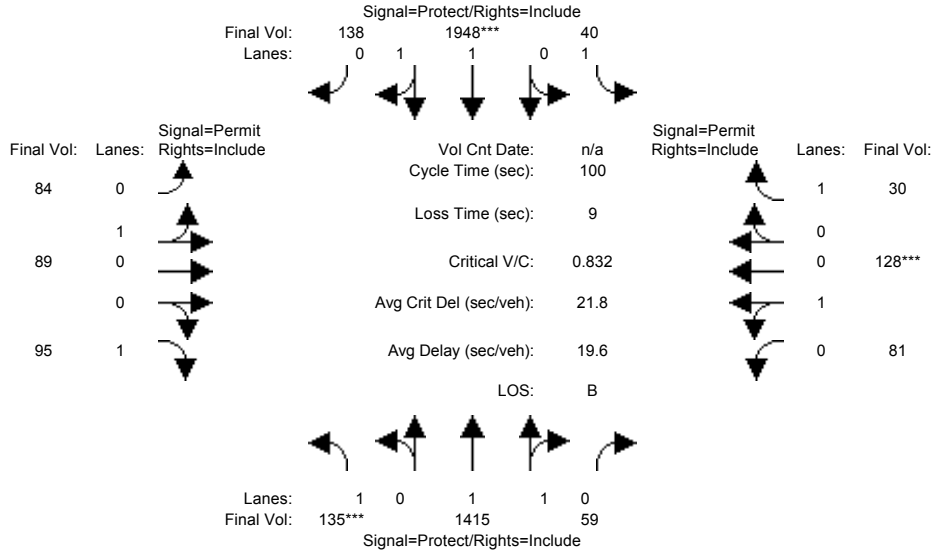
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	1639	30	33	1141	68	78	54	105	75	77	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1639	30	33	1141	68	78	54	105	75	77	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1639	30	33	1141	68	78	54	105	75	77	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1639	30	33	1141	68	78	54	105	75	77	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1639	30	33	1141	68	78	54	105	75	77	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1639	30	33	1141	68	78	54	105	75	77	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.88	0.12	0.59	0.41	1.00	0.49	0.51	1.00
Final Sat.:	1750	3633	67	1750	3492	208	1064	736	1750	888	912	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.45	0.02	0.33	0.33	0.07	0.07	0.06	0.08	0.08	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.7	70.8	70.8	7.0	64.0	64.0	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.46	0.64	0.64	0.27	0.51	0.51	0.55	0.55	0.45	0.64	0.64	0.12
Delay/Veh:	41.2	8.3	8.3	45.3	9.8	9.8	43.4	43.4	41.4	46.8	46.8	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	8.3	8.3	45.3	9.8	9.8	43.4	43.4	41.4	46.8	46.8	38.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	7	25	25	2	18	18	8	8	6	11	11	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #1214: THE ALAMEDA/NEWHALL [Study Int 55]



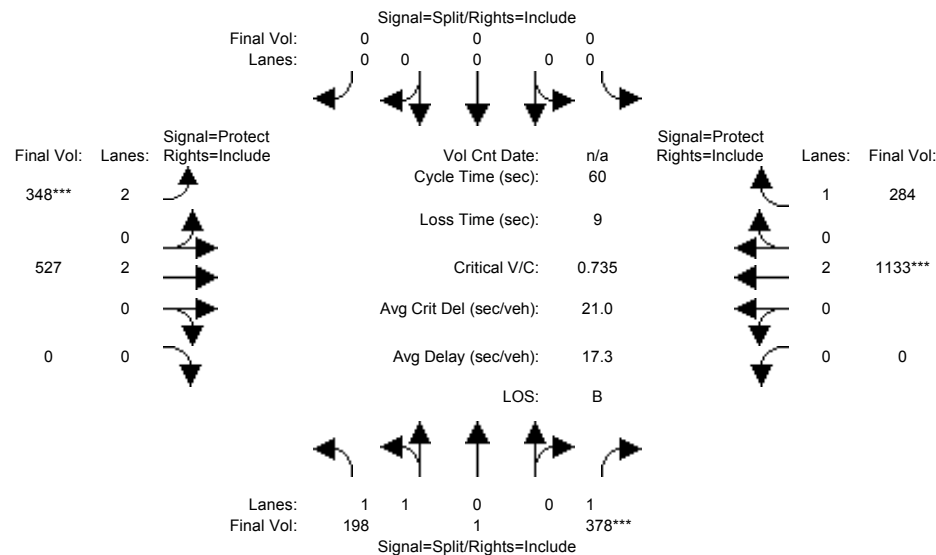
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	1415	59	40	1948	138	84	89	95	81	128	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1415	59	40	1948	138	84	89	95	81	128	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1415	59	40	1948	138	84	89	95	81	128	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1415	59	40	1948	138	84	89	95	81	128	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1415	59	40	1948	138	84	89	95	81	128	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	135	1415	59	40	1948	138	84	89	95	81	128	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.92	0.08	1.00	1.86	0.14	0.49	0.51	1.00	0.39	0.61	1.00
Final Sat.:	1750	3552	148	1750	3455	245	874	926	1750	698	1102	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.02	0.56	0.56	0.10	0.10	0.05	0.12	0.12	0.02
Crit Moves:	****			****						****		
Green Time:	9.3	65.5	65.5	11.5	67.8	67.8	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.83	0.61	0.61	0.20	0.83	0.83	0.69	0.69	0.39	0.83	0.83	0.12
Delay/Veh:	73.6	10.3	10.3	40.6	14.4	14.4	48.8	48.8	40.2	62.3	62.3	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	10.3	10.3	40.6	14.4	14.4	48.8	48.8	40.2	62.3	62.3	37.9
LOS by Move:	E	B	B	D	B	B	D	D	D	E	E	D
HCM2k95thQ:	10	23	23	2	39	39	11	11	6	17	17	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



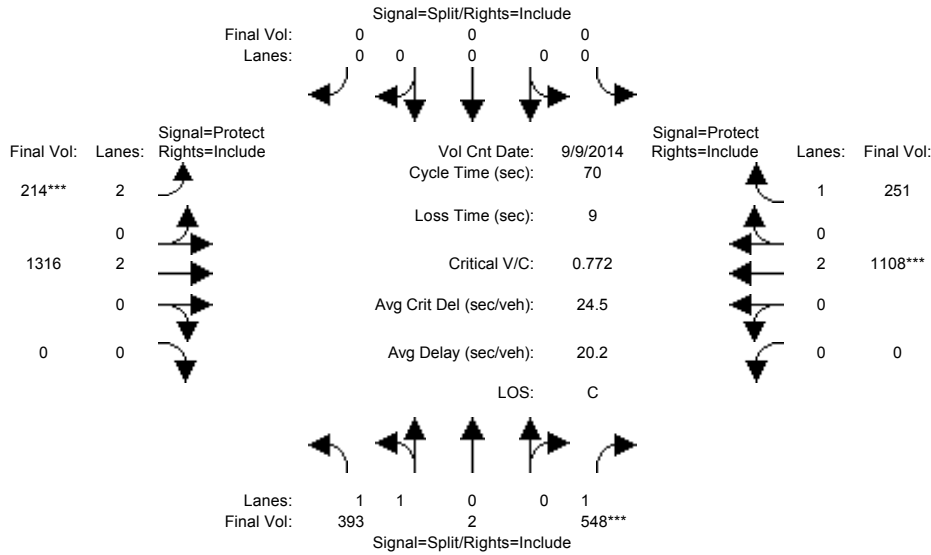
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	198	1	378	0	0	0	348	527	0	0	1133	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1	378	0	0	0	348	527	0	0	1133	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1	378	0	0	0	348	527	0	0	1133	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1	378	0	0	0	348	527	0	0	1133	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1	378	0	0	0	348	527	0	0	1133	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1	378	0	0	0	348	527	0	0	1133	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.22	0.00	0.00	0.00	0.11	0.14	0.00	0.00	0.30	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.6	17.6	17.6	0.0	0.0	0.0	9.0	33.4	0.0	0.0	24.3	24.3
Volume/Cap:	0.19	0.19	0.73	0.00	0.00	0.00	0.73	0.25	0.00	0.00	0.73	0.40
Delay/Veh:	15.9	15.9	24.5	0.0	0.0	0.0	30.3	6.9	0.0	0.0	17.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.9	24.5	0.0	0.0	0.0	30.3	6.9	0.0	0.0	17.0	13.0
LOS by Move:	B	B	C	A	A	A	C	A	A	A	B	B
HCM2k95thQ:	3	3	16	0	0	0	8	5	0	0	17	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	393	2	548	0	0	0	214	1316	0	0	1108	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	2	548	0	0	0	214	1316	0	0	1108	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	2	548	0	0	0	214	1316	0	0	1108	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	2	548	0	0	0	214	1316	0	0	1108	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	2	548	0	0	0	214	1316	0	0	1108	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	2	548	0	0	0	214	1316	0	0	1108	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.31	0.00	0.00	0.00	0.07	0.35	0.00	0.00	0.29	0.14
Crit Moves:	****			****			****			****		
Green Time:	28.0	28.0	28.0	0.0	0.0	0.0	7.0	33.0	0.0	0.0	26.0	26.0
Volume/Cap:	0.28	0.28	0.78	0.00	0.00	0.00	0.68	0.73	0.00	0.00	0.78	0.39
Delay/Veh:	14.3	14.3	24.2	0.0	0.0	0.0	36.3	16.5	0.0	0.0	22.4	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	24.2	0.0	0.0	0.0	36.3	16.5	0.0	0.0	22.4	16.5
LOS by Move:	B	B	C	A	A	A	D	B	A	A	C	B
HCM2k95thQ:	6	6	24	0	0	0	6	21	0	0	20	8

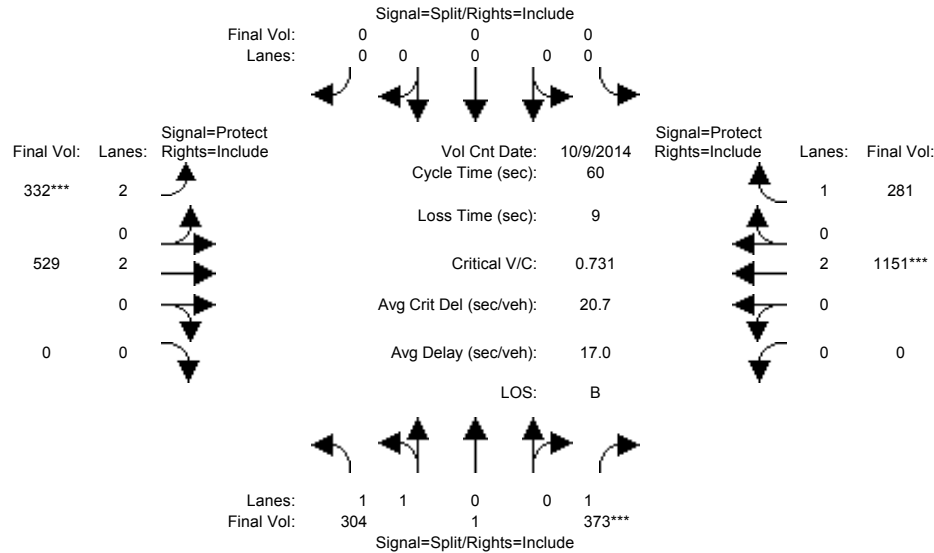
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



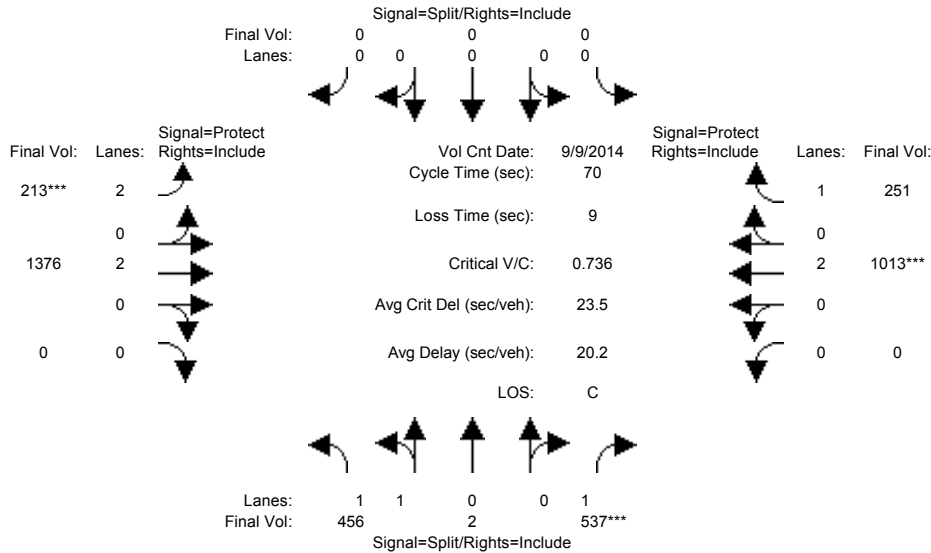
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	304	1	373	0	0	0	332	529	0	0	1151	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1	373	0	0	0	332	529	0	0	1151	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	1	373	0	0	0	332	529	0	0	1151	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	1	373	0	0	0	332	529	0	0	1151	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1	373	0	0	0	332	529	0	0	1151	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	1	373	0	0	0	332	529	0	0	1151	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3538	12	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.21	0.00	0.00	0.00	0.11	0.14	0.00	0.00	0.30	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.5	17.5	17.5	0.0	0.0	0.0	8.6	33.5	0.0	0.0	24.9	24.9
Volume/Cap:	0.29	0.29	0.73	0.00	0.00	0.00	0.73	0.25	0.00	0.00	0.73	0.39
Delay/Veh:	16.6	16.6	24.5	0.0	0.0	0.0	30.6	6.9	0.0	0.0	16.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	24.5	0.0	0.0	0.0	30.6	6.9	0.0	0.0	16.6	12.6
LOS by Move:	B	B	C	A	A	A	C	A	A	A	B	B
HCM2k95thQ:	5	5	16	0	0	0	8	5	0	0	17	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3016: 101/ALUM ROCK [Study Int 15]



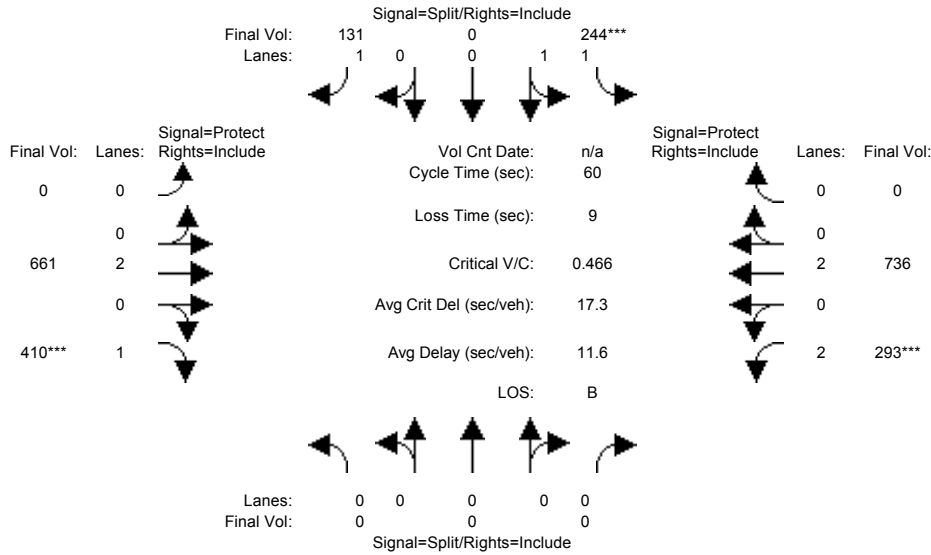
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	456	2	537	0	0	0	213	1376	0	0	1013	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	456	2	537	0	0	0	213	1376	0	0	1013	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	2	537	0	0	0	213	1376	0	0	1013	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	2	537	0	0	0	213	1376	0	0	1013	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	2	537	0	0	0	213	1376	0	0	1013	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	456	2	537	0	0	0	213	1376	0	0	1013	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3534	16	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.31	0.00	0.00	0.00	0.07	0.36	0.00	0.00	0.27	0.14
Crit Moves:	****			****			****			****		
Green Time:	28.9	28.9	28.9	0.0	0.0	0.0	7.0	32.1	0.0	0.0	25.1	25.1
Volume/Cap:	0.31	0.31	0.74	0.00	0.00	0.00	0.68	0.79	0.00	0.00	0.74	0.40
Delay/Veh:	14.0	14.0	21.6	0.0	0.0	0.0	36.2	18.6	0.0	0.0	21.9	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	21.6	0.0	0.0	0.0	36.2	18.6	0.0	0.0	21.9	17.2
LOS by Move:	B	B	C	A	A	A	D	B	A	A	C	B
HCM2k95thQ:	7	7	22	0	0	0	6	23	0	0	18	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



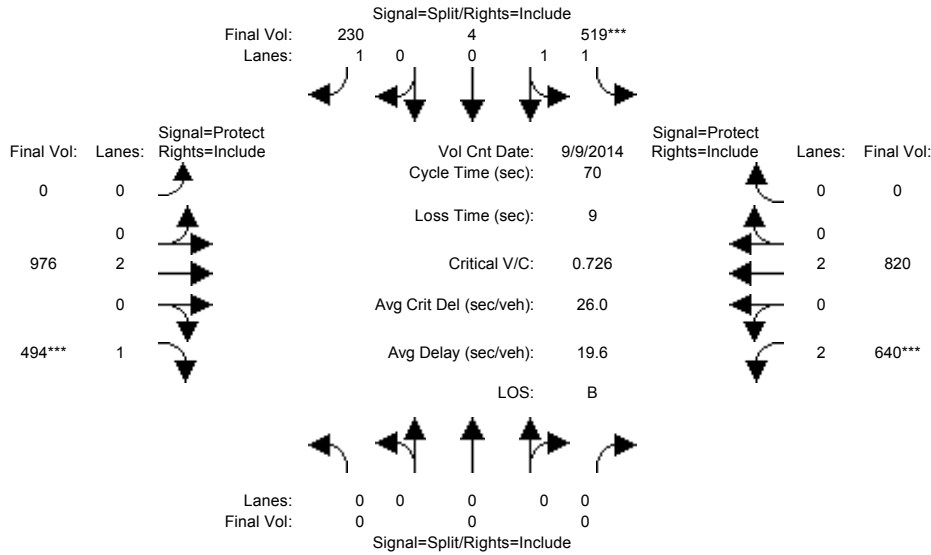
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	244	0	131	0	661	410	293	736	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	244	0	131	0	661	410	293	736	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	244	0	131	0	661	410	293	736	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	244	0	131	0	661	410	293	736	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	131	0	661	410	293	736	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	244	0	131	0	661	410	293	736	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3550	0	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.00	0.17	0.23	0.09	0.19	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	29.3	29.3	11.7	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.45	0.00	0.36	0.48	0.48	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	23.6	0.0	9.6	10.6	22.1	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	23.6	0.0	9.6	10.6	22.1	3.8	0.0
LOS by Move:	A	A	A	C	A	C	A	A	B	C	A	A
HCM2k95thQ:	0	0	0	5	0	6	0	7	10	6	5	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



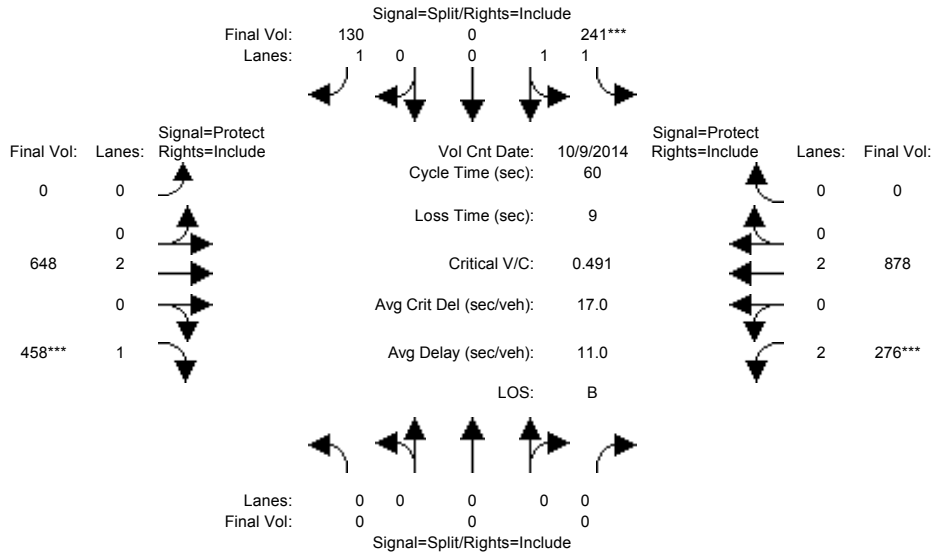
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	0	0	0	519	4	230	0	976	494	640	820	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	519	4	230	0	976	494	640	820	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	519	4	230	0	976	494	640	820	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	519	4	230	0	976	494	640	820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	519	4	230	0	976	494	640	820	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	519	4	230	0	976	494	640	820	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3523	27	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.13	0.00	0.26	0.28	0.20	0.22	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	27.2	27.2	19.6	46.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.65	0.00	0.66	0.73	0.73	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	29.8	29.8	29.8	0.0	18.7	22.1	25.8	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.8	29.8	29.8	0.0	18.7	22.1	25.8	5.0	0.0
LOS by Move:	A	A	A	C	C	C	A	B	C	C	A	A
HCM2k95thQ:	0	0	0	14	14	12	0	16	18	14	7	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



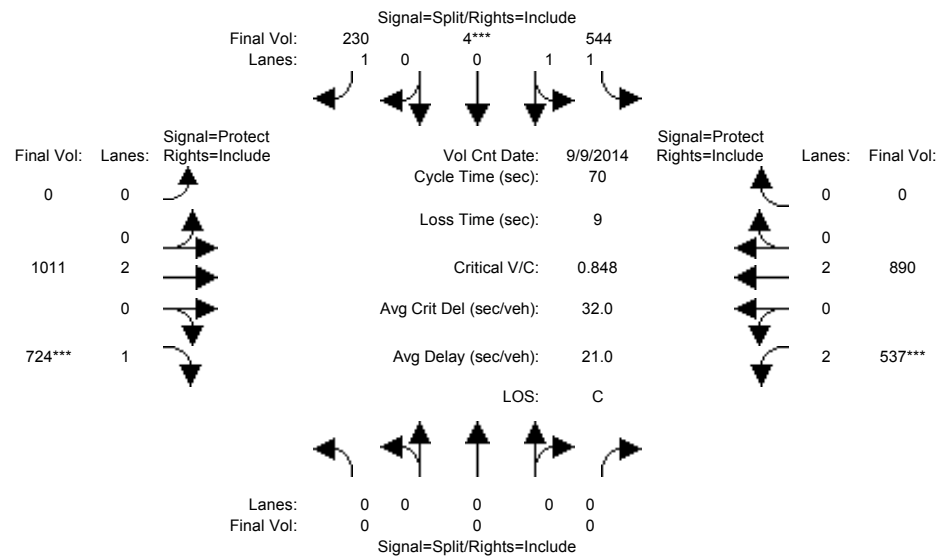
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	241	0	130	0	648	458	276	878	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	0	130	0	648	458	276	878	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	0	130	0	648	458	276	878	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	130	0	648	458	276	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	130	0	648	458	276	878	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	130	0	648	458	276	878	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3550	0	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.00	0.17	0.26	0.09	0.23	0.00
Crit Moves:				****			****		****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	30.7	30.7	10.3	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.45	0.00	0.33	0.51	0.51	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	23.6	0.0	8.7	10.2	23.4	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	23.6	0.0	8.7	10.2	23.4	4.0	0.0
LOS by Move:	A	A	A	C	A	C	A	A	B	C	A	A
HCM2k95thQ:	0	0	0	5	0	6	0	7	11	5	6	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3023: 101/SANTA CLARA [Study Int 14]



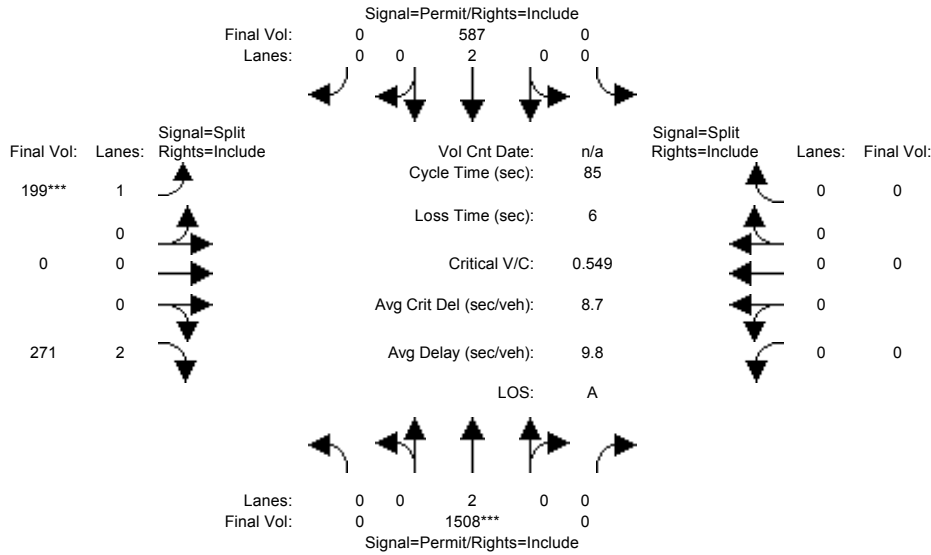
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 <<												
Base Vol:	0	0	0	544	4	230	0	1011	724	537	890	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	544	4	230	0	1011	724	537	890	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	544	4	230	0	1011	724	537	890	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	544	4	230	0	1011	724	537	890	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	544	4	230	0	1011	724	537	890	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	544	4	230	0	1011	724	537	890	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3524	26	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.13	0.00	0.27	0.41	0.17	0.23	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	12.7	12.7	12.7	0.0	34.2	34.2	14.1	48.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.85	0.85	0.72	0.00	0.55	0.85	0.85	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	37.9	37.9	34.8	0.0	12.8	23.6	37.3	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.9	37.9	34.8	0.0	12.8	23.6	37.3	4.5	0.0
LOS by Move:	A	A	A	D	D	C	A	B	C	D	A	A
HCM2k95thQ:	0	0	0	17	17	13	0	14	27	13	7	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



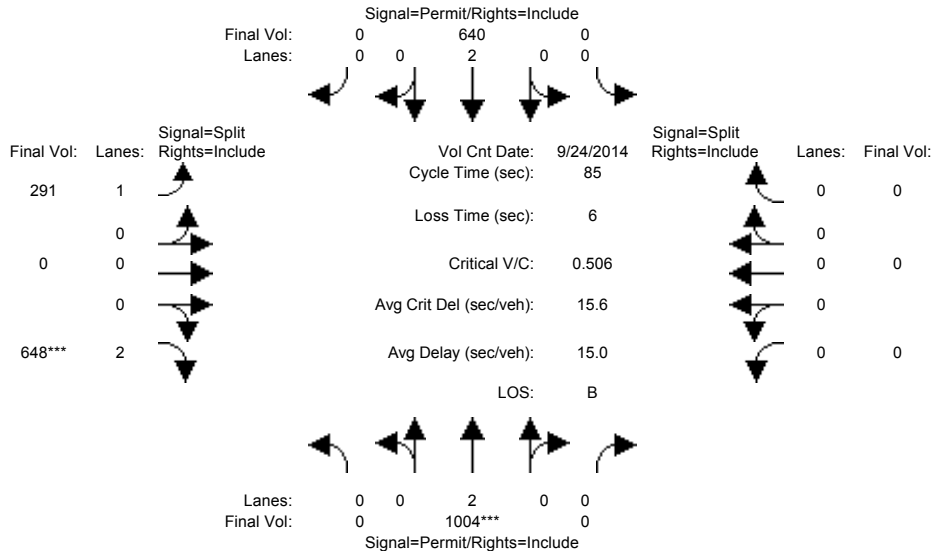
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1508	0	0	0	587	0	199	0	271	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1508	0	0	0	587	0	199	0	271	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1508	0	0	0	587	0	199	0	271	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1508	0	0	0	587	0	199	0	271	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1508	0	0	0	587	0	199	0	271	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1508	0	0	0	587	0	199	0	271	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.15	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	61.4	0.0	0.0	61.4	0.0	17.6	0.0	17.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.21	0.00	0.55	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	3.9	0.0	31.9	0.0	29.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	3.9	0.0	31.9	0.0	29.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	17	0	0	5	0	11	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1004	0	0	640	0	291	0	648	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	0	0	640	0	291	0	648	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1004	0	0	640	0	291	0	648	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1004	0	0	640	0	291	0	648	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1004	0	0	640	0	291	0	648	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1004	0	0	640	0	291	0	648	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.17	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.4	0.0	0.0	44.4	0.0	34.6	0.0	34.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.32	0.00	0.41	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	0.0	0.0	11.7	0.0	18.3	0.0	19.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	0.0	0.0	11.7	0.0	18.3	0.0	19.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	16	0	0	9	0	12	0	15	0	0	0

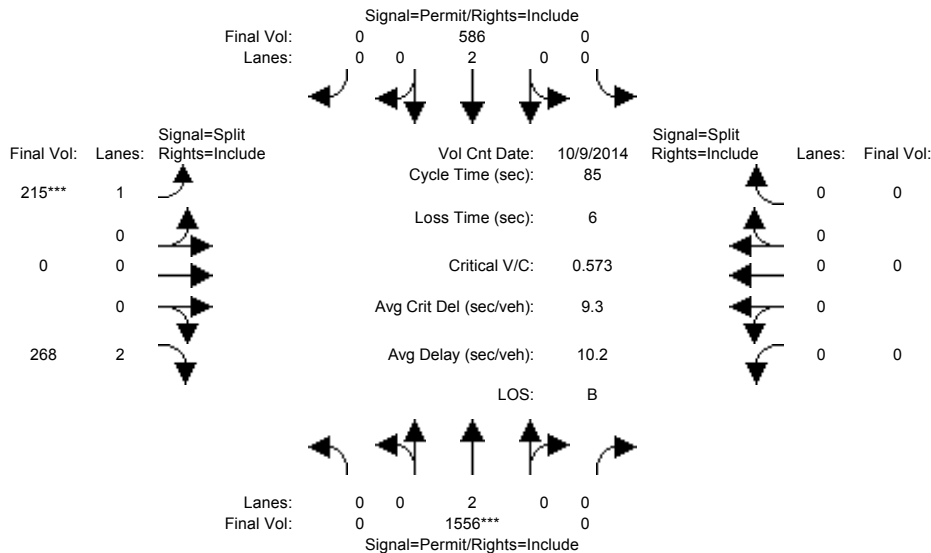
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



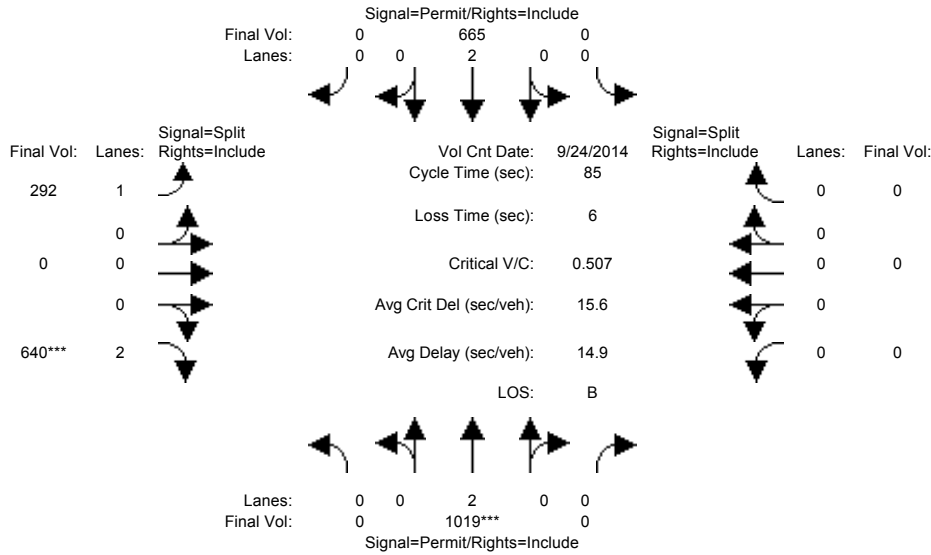
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	1556	0	0	586	0	215	0	268	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1556	0	0	586	0	215	0	268	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1556	0	0	586	0	215	0	268	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1556	0	0	586	0	215	0	268	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1556	0	0	586	0	215	0	268	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1556	0	0	586	0	215	0	268	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.15	0.00	0.12	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	60.8	0.0	0.0	60.8	0.0	18.2	0.0	18.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.00	0.00	0.22	0.00	0.57	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	6.1	0.0	0.0	4.1	0.0	32.0	0.0	29.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	0.0	0.0	4.1	0.0	32.0	0.0	29.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	18	0	0	5	0	12	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3036: 280/MCLAUGHLIN [Study Int 25]



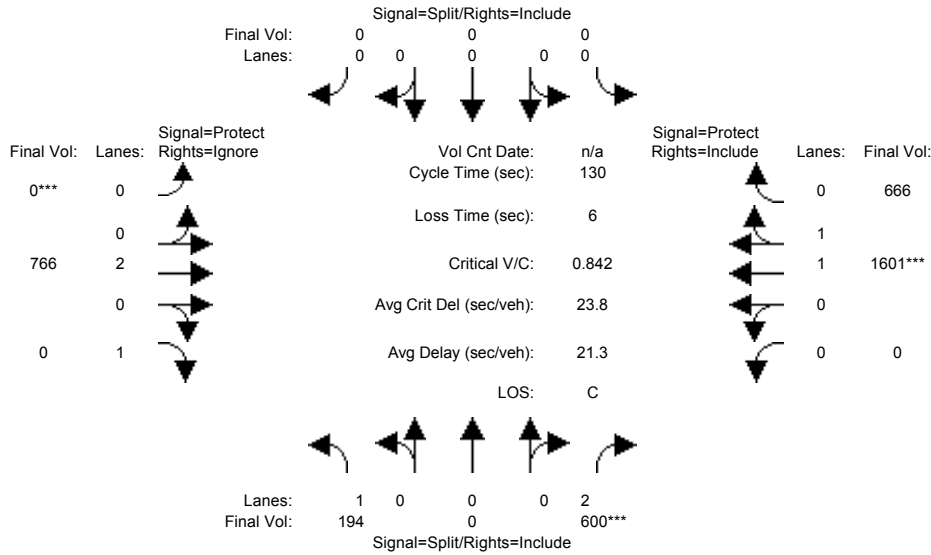
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 <<												
Base Vol:	0	1019	0	0	665	0	292	0	640	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1019	0	0	665	0	292	0	640	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1019	0	0	665	0	292	0	640	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1019	0	0	665	0	292	0	640	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1019	0	0	665	0	292	0	640	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1019	0	0	665	0	292	0	640	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.17	0.00	0.17	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.9	0.0	0.0	44.9	0.0	34.1	0.0	34.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.33	0.00	0.42	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	0.0	0.0	11.5	0.0	18.7	0.0	19.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	0.0	0.0	11.5	0.0	18.7	0.0	19.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	16	0	0	10	0	12	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



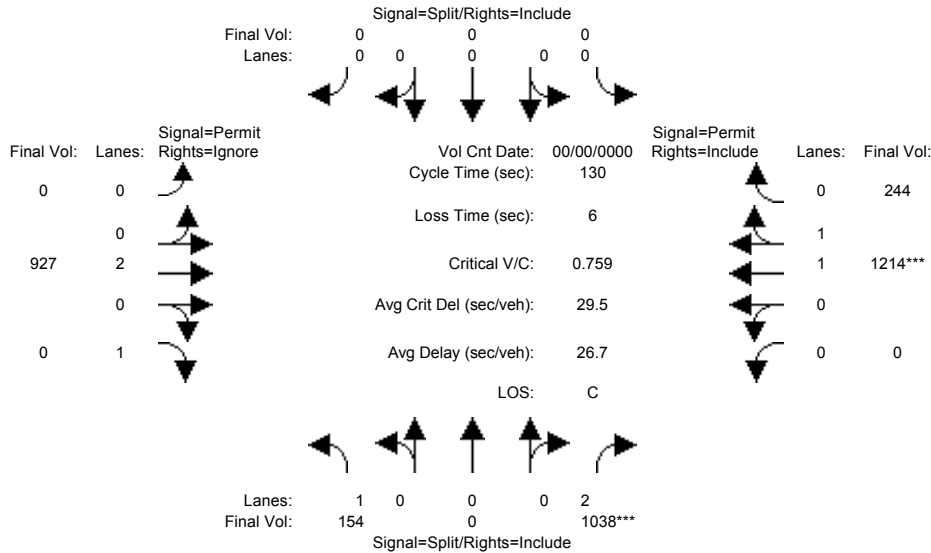
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	0	600	0	0	0	0	766	361	0	1601	666
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	600	0	0	0	0	766	361	0	1601	666
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	600	0	0	0	0	766	361	0	1601	666
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	194	0	600	0	0	0	0	766	0	0	1601	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	600	0	0	0	0	766	0	0	1601	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	194	0	600	0	0	0	0	766	0	0	1601	666
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.40	0.60
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	2612	1087
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.61	0.61
Crit Moves:	****			****			****			****		
Green Time:	29.4	0.0	29.4	0.0	0.0	0.0	0.0	94.6	0.0	0.0	94.6	94.6
Volume/Cap:	0.49	0.00	0.84	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.84	0.84
Delay/Veh:	44.7	0.0	57.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	15.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	0.0	57.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	15.0	15.0
LOS by Move:	D	A	E	A	A	A	A	A	A	A	B	B
HCM2k95thQ:	14	0	28	0	0	0	0	10	0	0	55	55

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



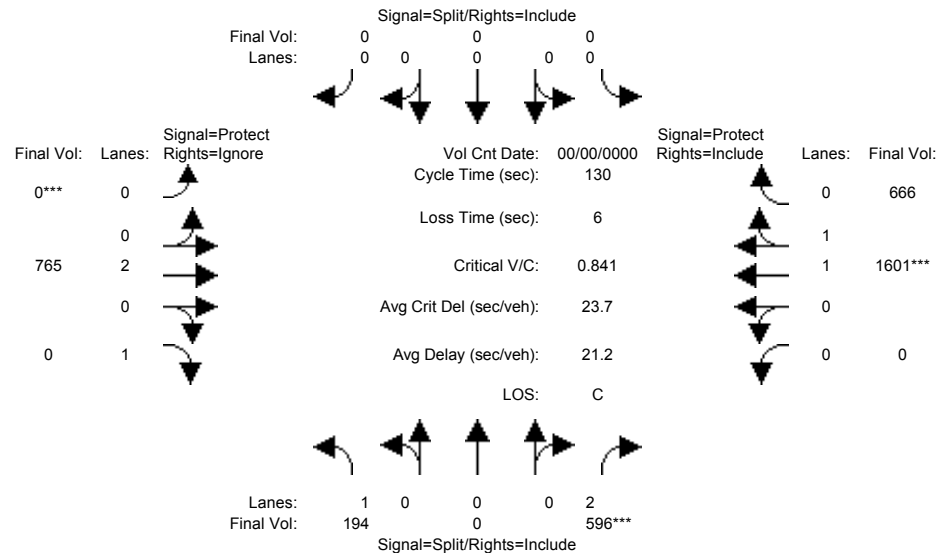
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 4:30-5:30PM											
Base Vol:	154	0	1038	0	0	0	0	927	8	0	1214	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	0	1038	0	0	0	0	927	8	0	1214	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	0	1038	0	0	0	0	927	8	0	1214	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	154	0	1038	0	0	0	0	927	0	0	1214	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	1038	0	0	0	0	927	0	0	1214	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	154	0	1038	0	0	0	0	927	0	0	1214	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.66	0.34
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3080	619
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.39	0.39
Crit Moves:	****											
Green Time:	56.5	0.0	56.5	0.0	0.0	0.0	0.0	67.5	0.0	0.0	67.5	67.5
Volume/Cap:	0.20	0.00	0.76	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.76	0.76
Delay/Veh:	22.9	0.0	33.5	0.0	0.0	0.0	0.0	20.0	0.0	0.0	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	0.0	33.5	0.0	0.0	0.0	0.0	20.0	0.0	0.0	26.6	26.6
LOS by Move:	C	A	C	A	A	A	A	C	A	A	C	C
HCM2k95thQ:	8	0	37	0	0	0	0	21	0	0	40	40

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



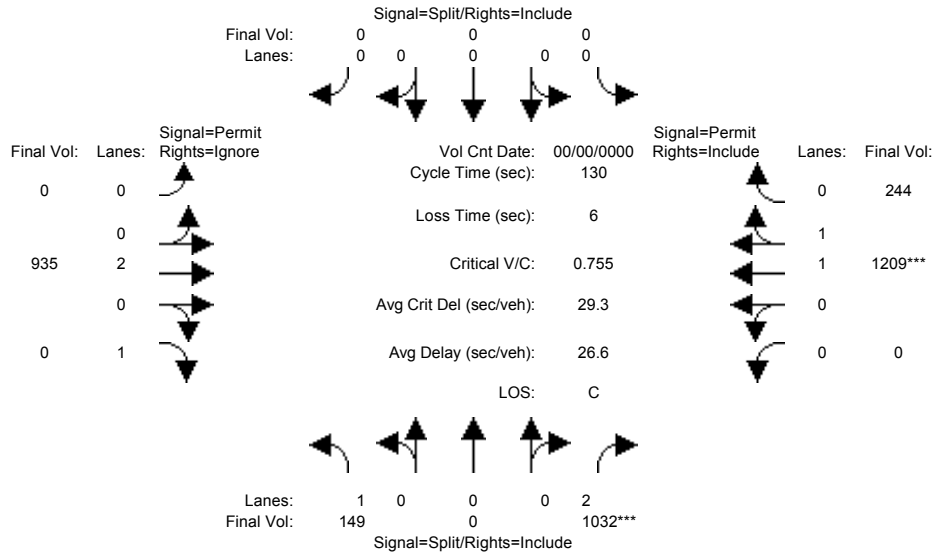
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 7:15-8:15AM											
Base Vol:	194	0	596	0	0	0	0	765	361	0	1601	666
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	596	0	0	0	0	765	361	0	1601	666
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	596	0	0	0	0	765	361	0	1601	666
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	194	0	596	0	0	0	0	765	0	0	1601	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	596	0	0	0	0	765	0	0	1601	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	194	0	596	0	0	0	0	765	0	0	1601	666
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.40	0.60
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	2612	1087
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.61	0.61
Crit Moves:	****			****			****			****		
Green Time:	29.3	0.0	29.3	0.0	0.0	0.0	0.0	94.7	0.0	0.0	94.7	94.7
Volume/Cap:	0.49	0.00	0.84	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.84	0.84
Delay/Veh:	44.9	0.0	57.1	0.0	0.0	0.0	0.0	6.0	0.0	0.0	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	0.0	57.1	0.0	0.0	0.0	0.0	6.0	0.0	0.0	14.9	14.9
LOS by Move:	D	A	E	A	A	A	A	A	A	A	B	B
HCM2k95thQ:	14	0	28	0	0	0	0	10	0	0	54	54

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3042: 680N/ALUM ROCK (E) [Study Int 20]



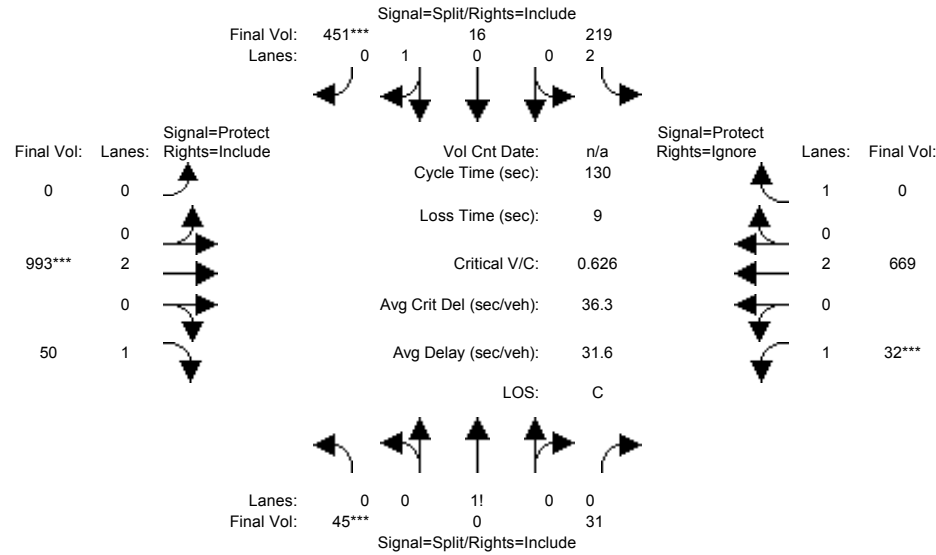
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:30-5:30PM												
Base Vol:	149	0	1032	0	0	0	0	935	8	0	1209	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	0	1032	0	0	0	0	935	8	0	1209	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	0	1032	0	0	0	0	935	8	0	1209	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	149	0	1032	0	0	0	0	935	0	0	1209	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	0	1032	0	0	0	0	935	0	0	1209	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	149	0	1032	0	0	0	0	935	0	0	1209	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	1.65	0.35
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	0	3078	621
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.39	0.39
Crit Moves:	****											
Green Time:	56.4	0.0	56.4	0.0	0.0	0.0	0.0	67.6	0.0	0.0	67.6	67.6
Volume/Cap:	0.20	0.00	0.76	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.76	0.76
Delay/Veh:	22.9	0.0	33.4	0.0	0.0	0.0	0.0	20.0	0.0	0.0	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	0.0	33.4	0.0	0.0	0.0	0.0	20.0	0.0	0.0	26.4	26.4
LOS by Move:	C	A	C	A	A	A	A	C	A	A	C	C
HCM2k95thQ:	8	0	36	0	0	0	0	21	0	0	39	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



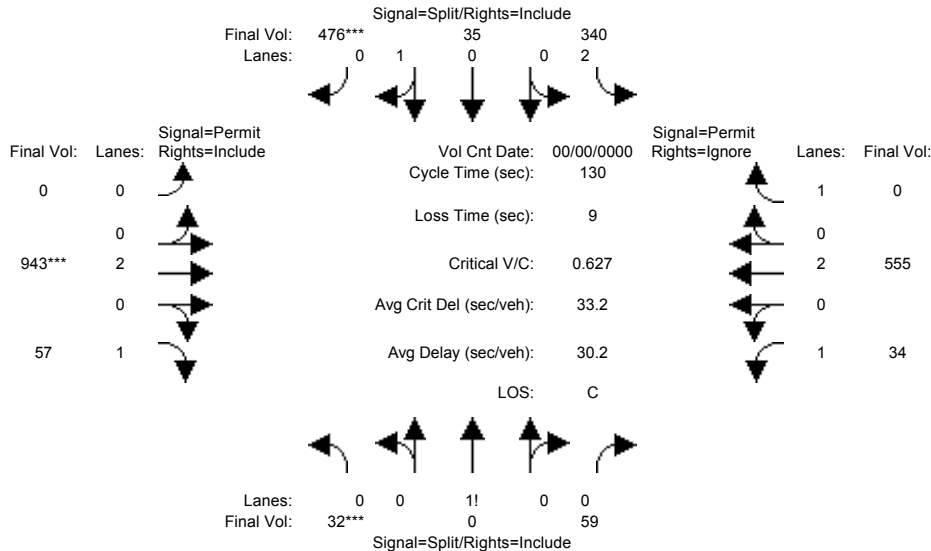
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	0	31	219	16	451	0	993	50	32	669	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	31	219	16	451	0	993	50	32	669	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	31	219	16	451	0	993	50	32	669	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	45	0	31	219	16	451	0	993	50	32	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	31	219	16	451	0	993	50	32	669	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	45	0	31	219	16	451	0	993	50	32	669	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.59	0.00	0.41	2.00	0.03	0.97	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1036	0	714	3150	62	1738	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.07	0.26	0.26	0.00	0.26	0.03	0.02	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	50.3	50.3	50.3	0.0	50.7	50.7	10.0	60.7	0.0
Volume/Cap:	0.56	0.00	0.56	0.18	0.67	0.67	0.00	0.67	0.07	0.24	0.38	0.00
Delay/Veh:	63.4	0.0	63.4	26.3	35.5	35.5	0.0	34.0	25.0	57.3	22.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	0.0	63.4	26.3	35.5	35.5	0.0	34.0	25.0	57.3	22.6	0.0
LOS by Move:	E	A	E	C	D	D	A	C	C	E	C	A
HCM2k95thQ:	8	0	8	7	29	29	0	26	3	3	16	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:45-5:45PM												
Base Vol:	32	0	59	340	35	476	0	943	57	34	555	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	0	59	340	35	476	0	943	57	34	555	592
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	59	340	35	476	0	943	57	34	555	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	32	0	59	340	35	476	0	943	57	34	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	59	340	35	476	0	943	57	34	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	32	0	59	340	35	476	0	943	57	34	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.35	0.00	0.65	2.00	0.07	0.93	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	615	0	1135	3150	123	1677	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.11	0.28	0.28	0.00	0.25	0.03	0.02	0.15	0.00
Crit Moves:	****			****			****					
Green Time:	10.8	0.0	10.8	58.8	58.8	58.8	0.0	51.4	51.4	51.4	51.4	0.0
Volume/Cap:	0.63	0.00	0.63	0.24	0.63	0.63	0.00	0.63	0.08	0.05	0.37	0.00
Delay/Veh:	66.1	0.0	66.1	21.9	28.8	28.8	0.0	32.4	24.6	24.3	28.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	0.0	66.1	21.9	28.8	28.8	0.0	32.4	24.6	24.3	28.0	0.0
LOS by Move:	E	A	E	C	C	C	A	C	C	C	C	A
HCM2k95thQ:	10	0	10	10	29	29	0	25	3	2	15	0

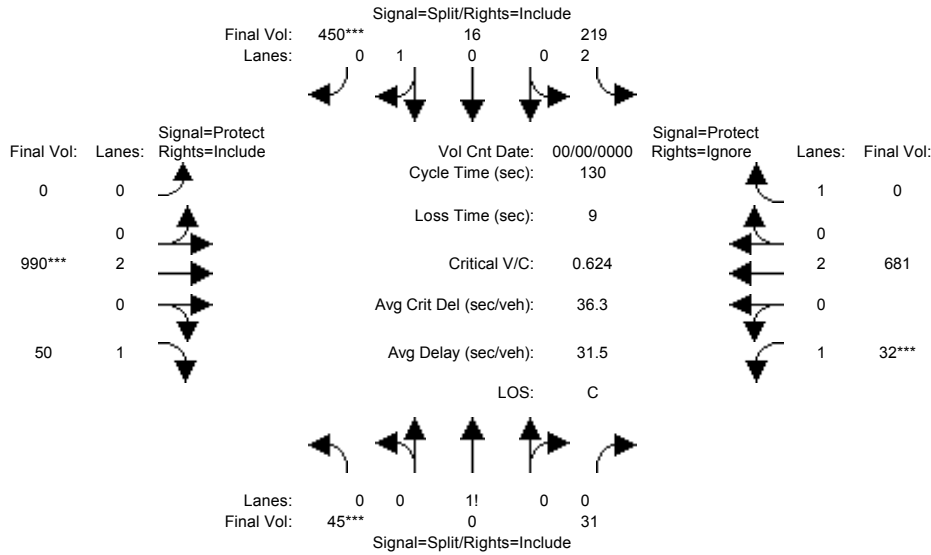
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



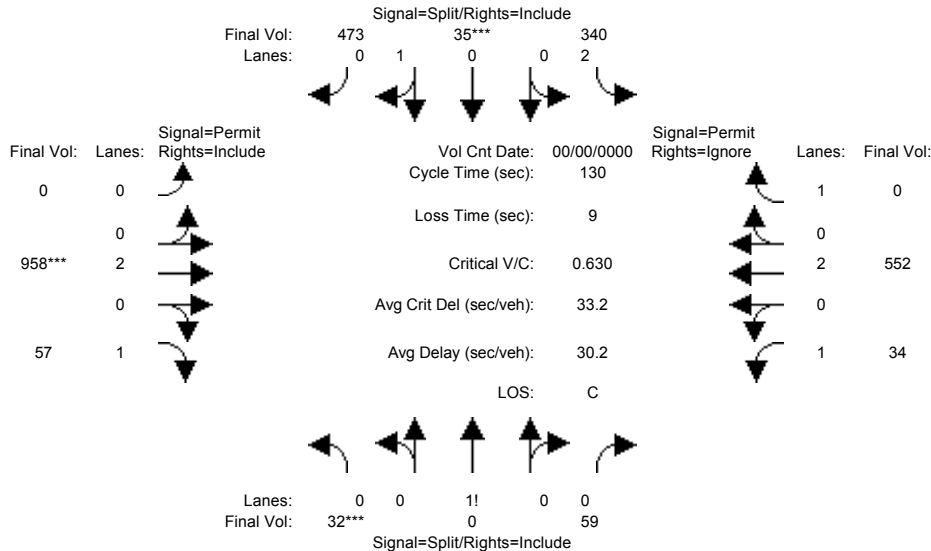
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-8:00AM												
Base Vol:	45	0	31	219	16	450	0	990	50	32	681	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	31	219	16	450	0	990	50	32	681	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	31	219	16	450	0	990	50	32	681	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	45	0	31	219	16	450	0	990	50	32	681	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	31	219	16	450	0	990	50	32	681	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	45	0	31	219	16	450	0	990	50	32	681	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.59	0.00	0.41	2.00	0.03	0.97	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1036	0	714	3150	62	1738	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.07	0.26	0.26	0.00	0.26	0.03	0.02	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	50.3	50.3	50.3	0.0	50.7	50.7	10.0	60.7	0.0
Volume/Cap:	0.56	0.00	0.56	0.18	0.67	0.67	0.00	0.67	0.07	0.24	0.38	0.00
Delay/Veh:	63.4	0.0	63.4	26.3	35.4	35.4	0.0	33.9	25.0	57.3	22.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	0.0	63.4	26.3	35.4	35.4	0.0	33.9	25.0	57.3	22.7	0.0
LOS by Move:	E	A	E	C	D	D	A	C	C	E	C	A
HCM2k95thQ:	8	0	8	7	29	29	0	26	3	3	16	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3043: 680S/ALUM ROCK (W) [Study Int 19]



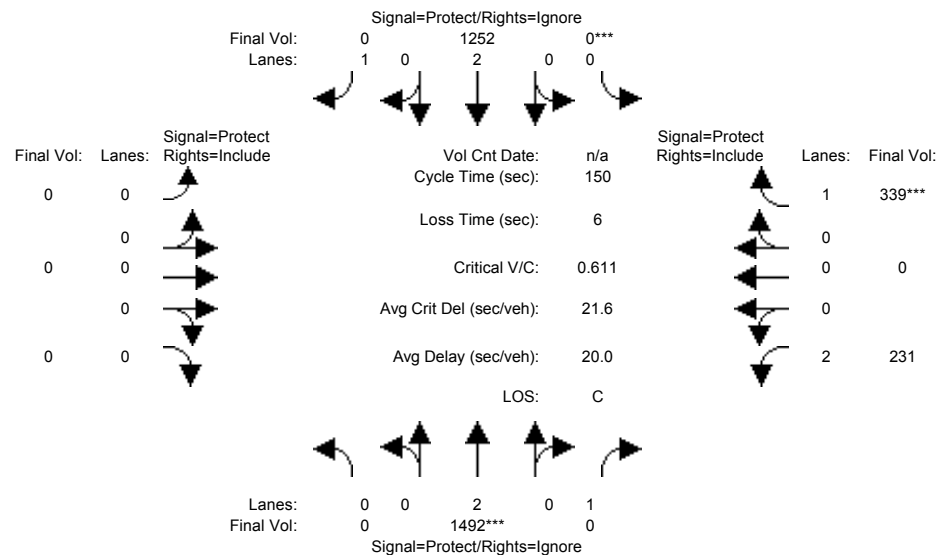
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:45-5:45PM												
Base Vol:	32	0	59	340	35	473	0	958	57	34	552	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	0	59	340	35	473	0	958	57	34	552	592
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	59	340	35	473	0	958	57	34	552	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	32	0	59	340	35	473	0	958	57	34	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	59	340	35	473	0	958	57	34	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	32	0	59	340	35	473	0	958	57	34	552	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.35	0.00	0.65	2.00	0.07	0.93	0.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	615	0	1135	3150	124	1676	0	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.11	0.28	0.28	0.00	0.25	0.03	0.02	0.15	0.00
Crit Moves:	****			****			****					
Green Time:	10.7	0.0	10.7	58.2	58.2	58.2	0.0	52.0	52.0	52.0	52.0	0.0
Volume/Cap:	0.63	0.00	0.63	0.24	0.63	0.63	0.00	0.63	0.08	0.05	0.36	0.00
Delay/Veh:	66.3	0.0	66.3	22.3	29.2	29.2	0.0	32.1	24.2	23.9	27.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	0.0	66.3	22.3	29.2	29.2	0.0	32.1	24.2	23.9	27.5	0.0
LOS by Move:	E	A	E	C	C	C	A	C	C	C	C	A
HCM2k95thQ:	10	0	10	10	29	29	0	25	3	2	14	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



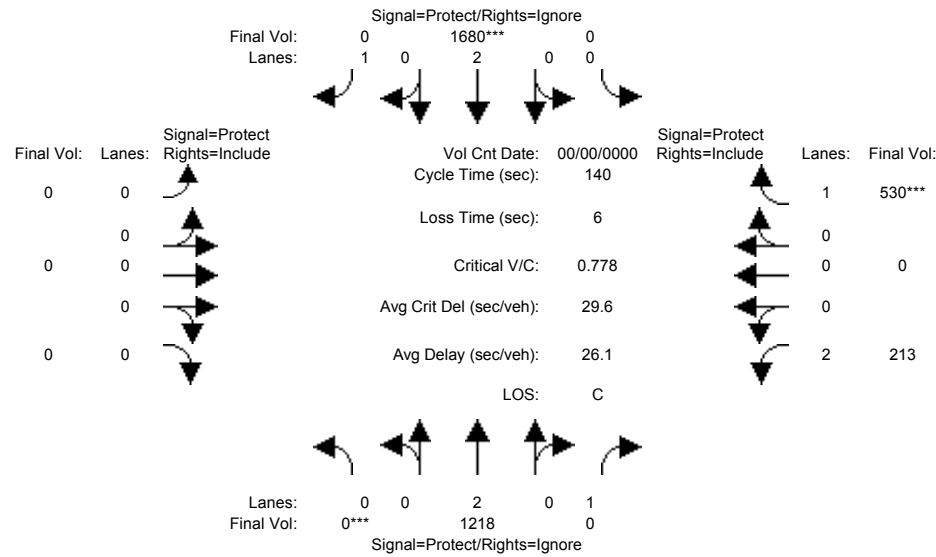
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1492	313	0	1252	193	0	0	0	231	0	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1492	313	0	1252	193	0	0	0	231	0	339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1492	313	0	1252	193	0	0	0	231	0	339
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1492	0	0	1252	0	0	0	0	231	0	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1492	0	0	1252	0	0	0	0	231	0	339
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1492	0	0	1252	0	0	0	0	231	0	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.07	0.00	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	96.4	0.0	0.0	96.4	0.0	0.0	0.0	0.0	47.6	0.0	47.6
Volume/Cap:	0.00	0.61	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.23	0.00	0.61
Delay/Veh:	0.0	16.2	0.0	0.0	14.5	0.0	0.0	0.0	0.0	37.9	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	0.0	0.0	14.5	0.0	0.0	0.0	0.0	37.9	0.0	45.4
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	34	0	0	26	0	0	0	0	9	0	26

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



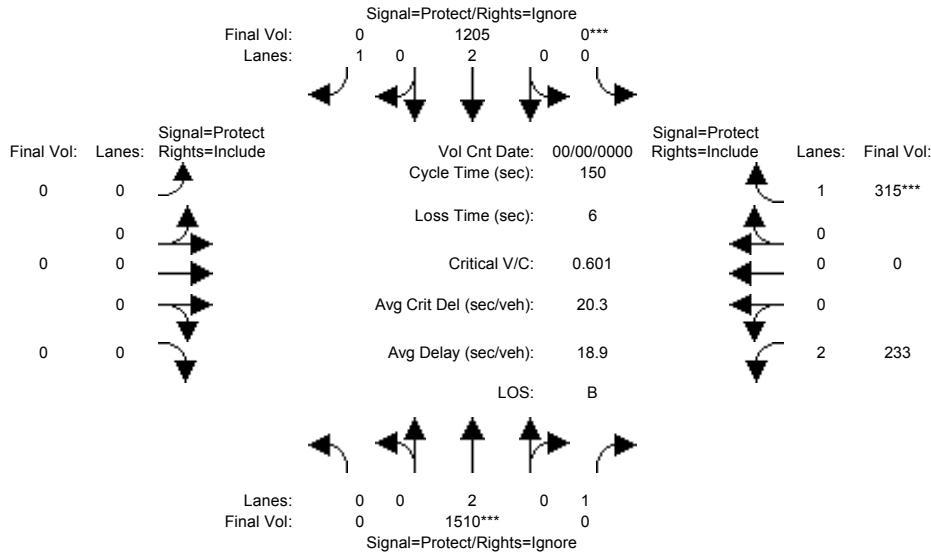
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	0	1218	394	0	1680	362	0	0	0	213	0	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1218	394	0	1680	362	0	0	0	213	0	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1218	394	0	1680	362	0	0	0	213	0	530
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1218	0	0	1680	0	0	0	0	213	0	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1218	0	0	1680	0	0	0	0	213	0	530
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1218	0	0	1680	0	0	0	0	213	0	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.07	0.00	0.30
Crit Moves:	****			****							****	
Green Time:	0.0	79.5	0.0	0.0	79.5	0.0	0.0	0.0	0.0	54.5	0.0	54.5
Volume/Cap:	0.00	0.56	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.17	0.00	0.78
Delay/Veh:	0.0	19.6	0.0	0.0	25.3	0.0	0.0	0.0	0.0	28.1	0.0	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	0.0	0.0	25.3	0.0	0.0	0.0	0.0	28.1	0.0	43.2
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	28	0	0	44	0	0	0	0	7	0	38

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



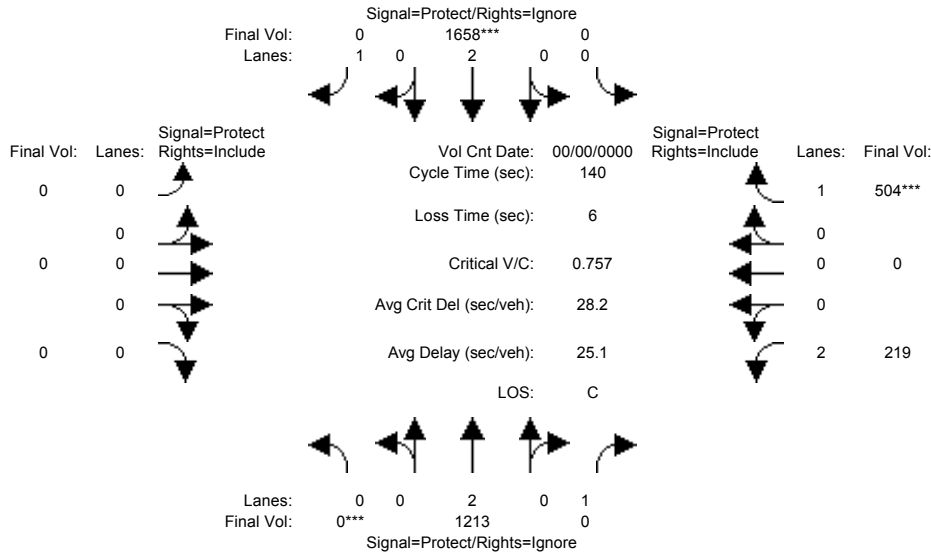
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	0	1510	313	0	1205	193	0	0	0	233	0	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1510	313	0	1205	193	0	0	0	233	0	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1510	313	0	1205	193	0	0	0	233	0	315
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1510	0	0	1205	0	0	0	0	233	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1510	0	0	1205	0	0	0	0	233	0	315
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1510	0	0	1205	0	0	0	0	233	0	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	99.1	0.0	0.0	99.1	0.0	0.0	0.0	0.0	44.9	0.0	44.9
Volume/Cap:	0.00	0.60	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.25	0.00	0.60
Delay/Veh:	0.0	14.7	0.0	0.0	12.8	0.0	0.0	0.0	0.0	39.9	0.0	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	0.0	0.0	12.8	0.0	0.0	0.0	0.0	39.9	0.0	46.9
LOS by Move:	A	B	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	33	0	0	24	0	0	0	0	9	0	24

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3046: The Alameda/880 SB Ramps [Study Int 56]



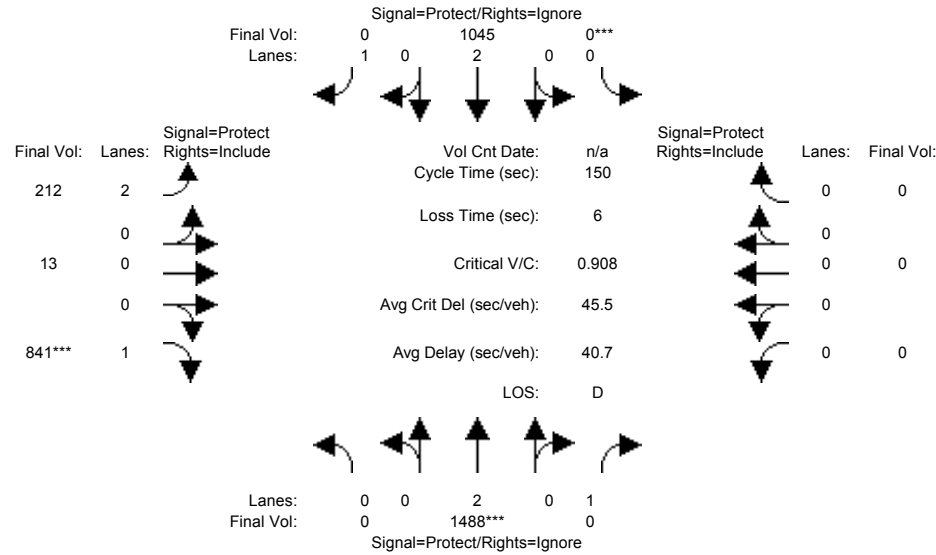
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	0	1213	394	0	1658	362	0	0	0	219	0	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1213	394	0	1658	362	0	0	0	219	0	504
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1213	394	0	1658	362	0	0	0	219	0	504
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1213	0	0	1658	0	0	0	0	219	0	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1213	0	0	1658	0	0	0	0	219	0	504
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1213	0	0	1658	0	0	0	0	219	0	504
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.07	0.00	0.29
Crit Moves:	****			****							****	
Green Time:	0.0	80.7	0.0	0.0	80.7	0.0	0.0	0.0	0.0	53.3	0.0	53.3
Volume/Cap:	0.00	0.55	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.18	0.00	0.76
Delay/Veh:	0.0	18.7	0.0	0.0	23.8	0.0	0.0	0.0	0.0	28.9	0.0	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	0.0	0.0	23.8	0.0	0.0	0.0	0.0	28.9	0.0	42.7
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	28	0	0	42	0	0	0	0	7	0	36

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



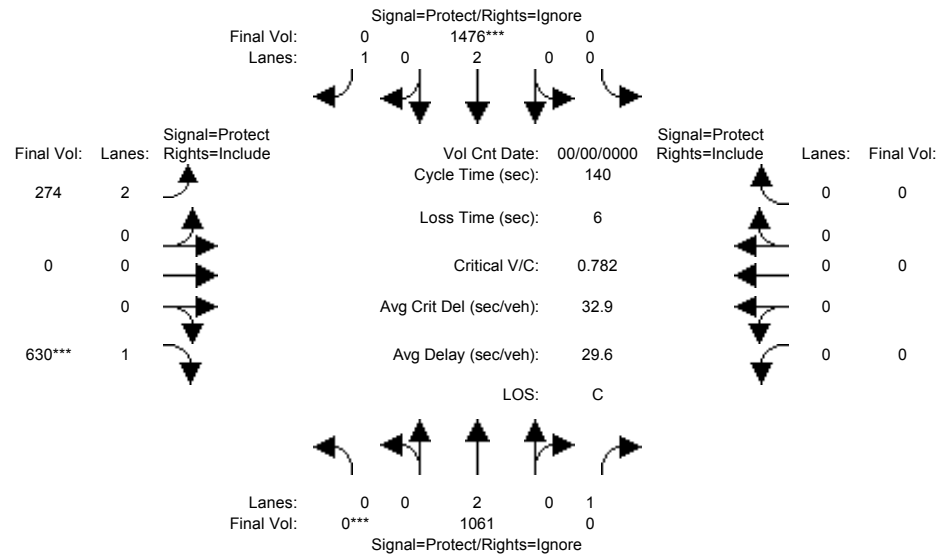
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1488	469	0	1045	269	212	13	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1488	469	0	1045	269	212	13	841	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1488	469	0	1045	269	212	13	841	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1488	0	0	1045	0	212	13	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1488	0	0	1045	0	212	13	841	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1488	0	0	1045	0	212	13	841	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3313	203	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.28	0.00	0.06	0.06	0.48	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	64.7	0.0	0.0	64.7	0.0	79.3	79.3	79.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.91	0.00	0.00	0.64	0.00	0.12	0.12	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	47.7	0.0	0.0	34.3	0.0	17.8	17.8	42.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.7	0.0	0.0	34.3	0.0	17.8	17.8	42.4	0.0	0.0	0.0
LOS by Move:	A	D	A	A	C	A	B	B	D	A	A	A
HCM2k95thQ:	0	48	0	0	32	0	5	5	64	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	0	1061	225	0	1476	466	274	0	630	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1061	225	0	1476	466	274	0	630	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1061	225	0	1476	466	274	0	630	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1061	0	0	1476	0	274	0	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	0	0	1476	0	274	0	630	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1061	0	0	1476	0	274	0	630	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.39	0.00	0.09	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	69.5	0.0	0.0	69.5	0.0	64.5	0.0	64.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.78	0.00	0.19	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	0.0	0.0	31.2	0.0	22.4	0.0	36.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	0.0	0.0	31.2	0.0	22.4	0.0	36.8	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	D	A	A	A
HCM2k95thQ:	0	26	0	0	44	0	8	0	42	0	0	0

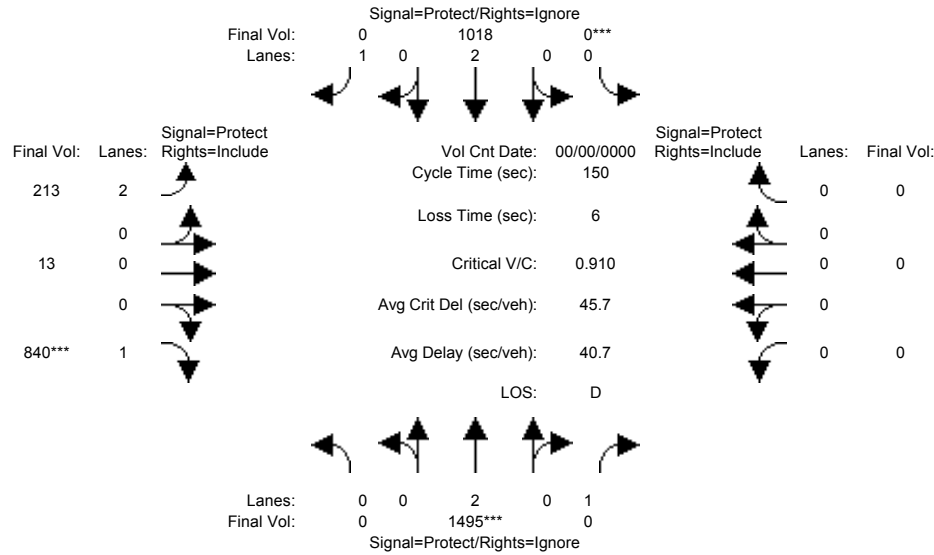
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



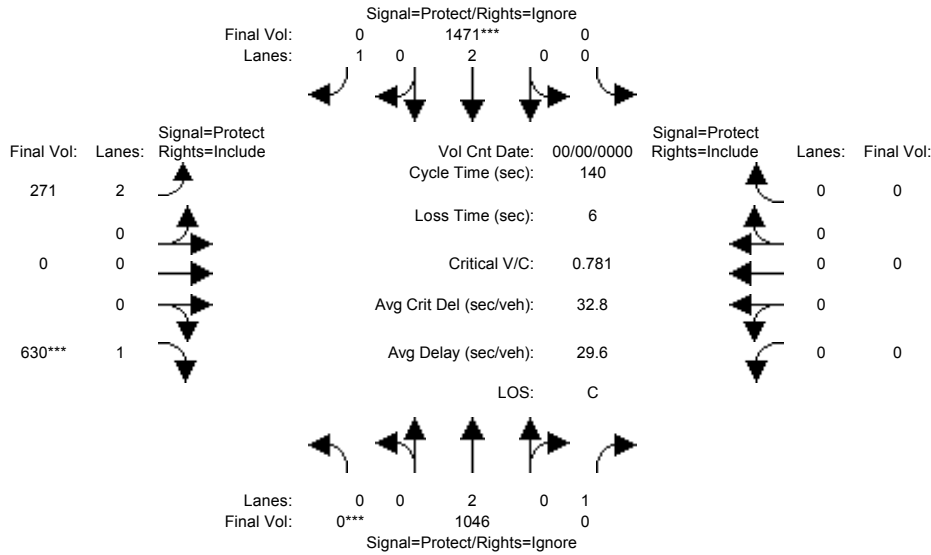
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	0	1495	469	0	1018	269	213	13	840	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1495	469	0	1018	269	213	13	840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1495	469	0	1018	269	213	13	840	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1495	0	0	1018	0	213	13	840	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1495	0	0	1018	0	213	13	840	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1495	0	0	1018	0	213	13	840	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3314	202	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.27	0.00	0.06	0.06	0.48	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	64.9	0.0	0.0	64.9	0.0	79.1	79.1	79.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.91	0.00	0.00	0.62	0.00	0.12	0.12	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	47.7	0.0	0.0	33.7	0.0	17.9	17.9	42.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.7	0.0	0.0	33.7	0.0	17.9	17.9	42.7	0.0	0.0	0.0
LOS by Move:	A	D	A	A	C	A	B	B	D	A	A	A
HCM2k95thQ:	0	48	0	0	31	0	5	5	64	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3047: The Alameda/880 NB Ramps [Study Int 57]



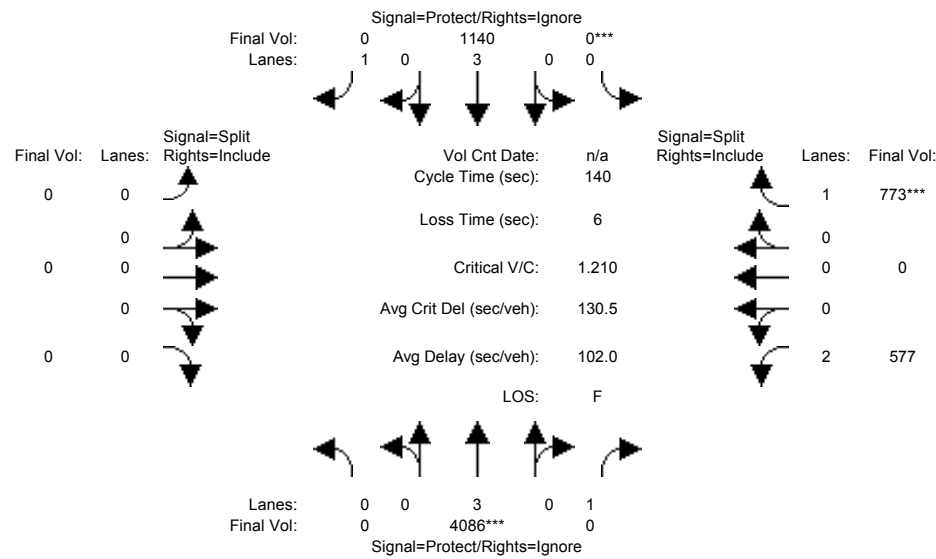
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	0	1046	225	0	1471	466	271	0	630	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	225	0	1471	466	271	0	630	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1046	225	0	1471	466	271	0	630	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1046	0	0	1471	0	271	0	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1046	0	0	1471	0	271	0	630	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1046	0	0	1471	0	271	0	630	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.39	0.00	0.09	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	69.4	0.0	0.0	69.4	0.0	64.6	0.0	64.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.78	0.00	0.19	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	24.9	0.0	0.0	31.2	0.0	22.3	0.0	36.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.9	0.0	0.0	31.2	0.0	22.3	0.0	36.7	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	D	A	A	A
HCM2k95thQ:	0	25	0	0	44	0	8	0	42	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



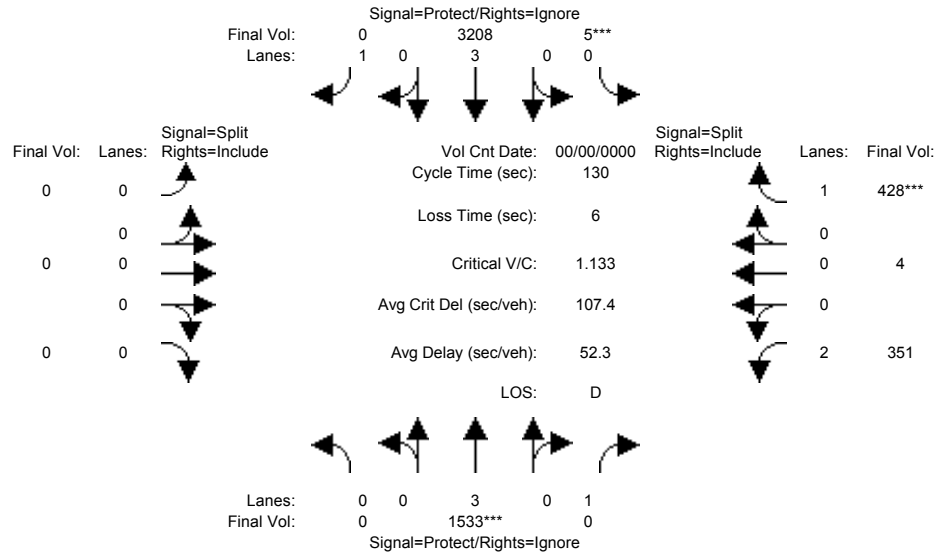
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	4086	179	0	1140	193	0	0	0	577	0	773
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4086	179	0	1140	193	0	0	0	577	0	773
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4086	179	0	1140	193	0	0	0	577	0	773
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4086	0	0	1140	0	0	0	0	577	0	773
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4086	0	0	1140	0	0	0	0	577	0	773
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4086	0	0	1140	0	0	0	0	577	0	773
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	82.9	0.0	0.0	82.9	0.0	0.0	0.0	0.0	51.1	0.0	51.1
Volume/Cap:	0.00	1.21	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.50	0.00	1.21
Delay/Veh:	0.0	126	0.0	0.0	14.6	0.0	0.0	0.0	0.0	34.9	0.0	153.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	126	0.0	0.0	14.6	0.0	0.0	0.0	0.0	34.9	0.0	153.3
LOS by Move:	A	F	A	A	B	A	A	A	A	C	A	F
HCM2k95thQ:	0	132	0	0	15	0	0	0	0	21	0	85

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



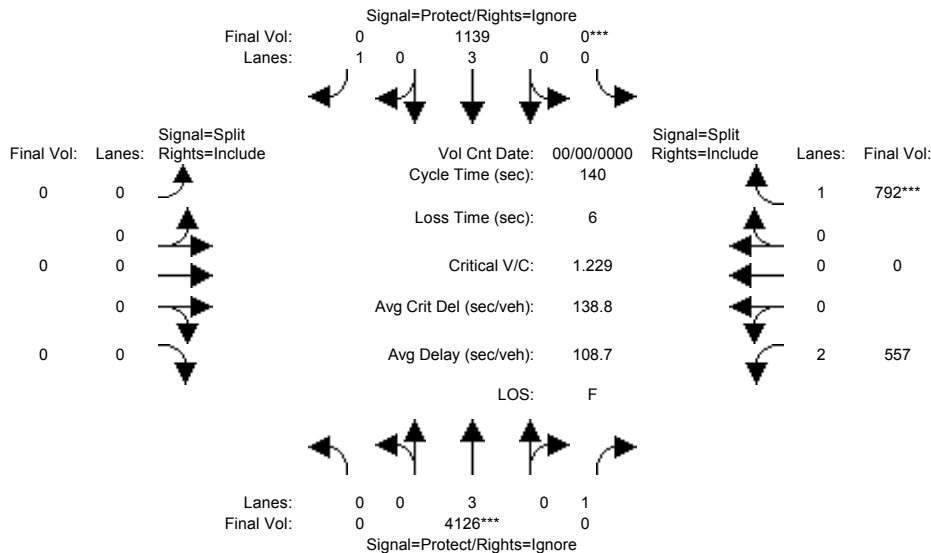
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 7:30-8:30AM											
Base Vol:	0	1533	301	5	3208	773	0	0	0	351	4	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1533	301	5	3208	773	0	0	0	351	4	428
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1533	301	5	3208	773	0	0	0	351	4	428
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1533	0	5	3208	0	0	0	0	351	4	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1533	0	5	3208	0	0	0	0	351	4	428
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1533	0	5	3208	0	0	0	0	351	4	428
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	0	5700	1750	9	5591	1750	0	0	0	3487	40	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.57	0.57	0.00	0.00	0.00	0.00	0.10	0.10	0.24
Crit Moves:	****											
Green Time:	0.0	30.9	0.0	65.8	96.7	0.0	0.0	0.0	0.0	27.3	27.3	27.3
Volume/Cap:	0.00	1.13	0.00	1.13	0.77	0.00	0.00	0.00	0.00	0.48	0.48	1.13
Delay/Veh:	0.0	119	0.0	96.8	10.9	0.0	0.0	0.0	0.0	45.3	45.3	128.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	119	0.0	96.8	10.9	0.0	0.0	0.0	0.0	45.3	45.3	128.3
LOS by Move:	A	F	A	F	B	A	A	A	A	D	D	F
HCM2k95thQ:	0	50	0	92	44	0	0	0	0	13	13	45

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



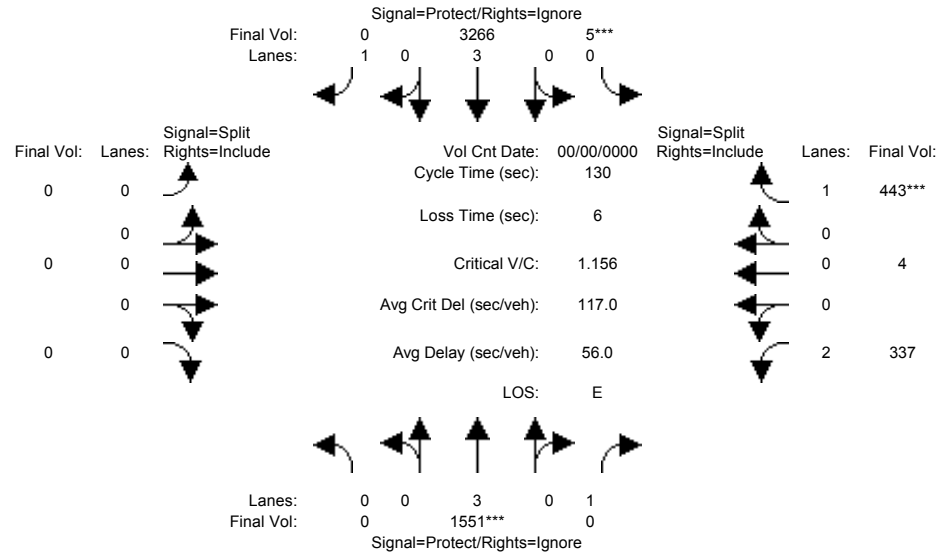
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 7:30-8:30AM											
Base Vol:	0	4126	179	0	1139	193	0	0	0	557	0	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4126	179	0	1139	193	0	0	0	557	0	792
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4126	179	0	1139	193	0	0	0	557	0	792
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4126	0	0	1139	0	0	0	0	557	0	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4126	0	0	1139	0	0	0	0	557	0	792
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4126	0	0	1139	0	0	0	0	557	0	792
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.45
Crit Moves:	****											
Green Time:	0.0	82.5	0.0	0.0	82.5	0.0	0.0	0.0	0.0	51.5	0.0	51.5
Volume/Cap:	0.00	1.23	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.48	0.00	1.23
Delay/Veh:	0.0	135	0.0	0.0	14.8	0.0	0.0	0.0	0.0	34.3	0.0	160.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	135	0.0	0.0	14.8	0.0	0.0	0.0	0.0	34.3	0.0	160.6
LOS by Move:	A	F	A	A	B	A	A	A	A	C	A	F
HCM2k95thQ:	0	136	0	0	15	0	0	0	0	20	0	88

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



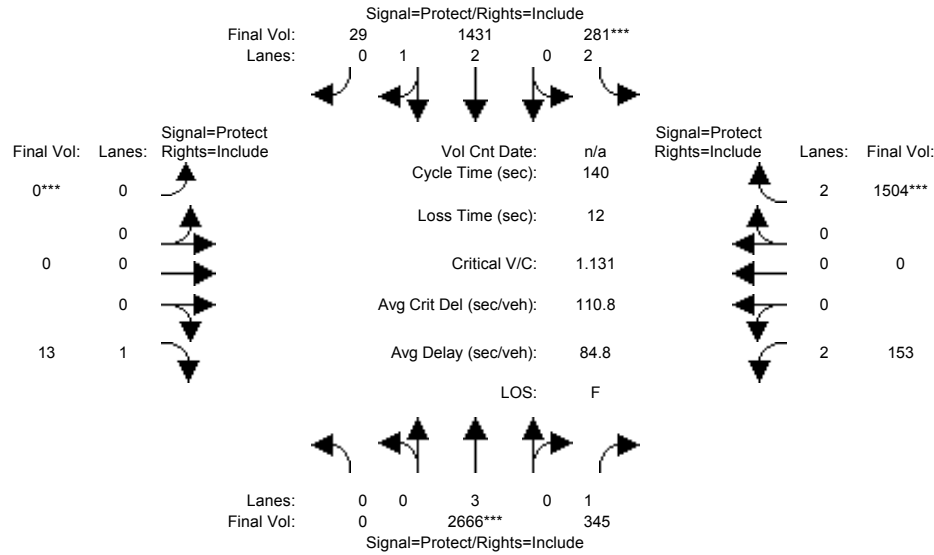
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 7:30-8:30AM											
Base Vol:	0	1551	301	5	3266	773	0	0	0	337	4	443
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1551	301	5	3266	773	0	0	0	337	4	443
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1551	301	5	3266	773	0	0	0	337	4	443
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1551	0	5	3266	0	0	0	0	337	4	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	0	5	3266	0	0	0	0	337	4	443
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1551	0	5	3266	0	0	0	0	337	4	443
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	0	5700	1750	9	5591	1750	0	0	0	3482	41	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.58	0.58	0.00	0.00	0.00	0.00	0.10	0.10	0.25
Crit Moves:	****											
Green Time:	0.0	30.6	0.0	65.7	96.3	0.0	0.0	0.0	0.0	27.7	27.7	27.7
Volume/Cap:	0.00	1.16	0.00	1.16	0.79	0.00	0.00	0.00	0.00	0.45	0.45	1.16
Delay/Veh:	0.0	129	0.0	106.6	11.6	0.0	0.0	0.0	0.0	44.8	44.8	137.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	129	0.0	106.6	11.6	0.0	0.0	0.0	0.0	44.8	44.8	137.2
LOS by Move:	A	F	A	F	B	A	A	A	A	D	D	F
HCM2k95thQ:	0	51	0	97	46	0	0	0	0	13	13	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



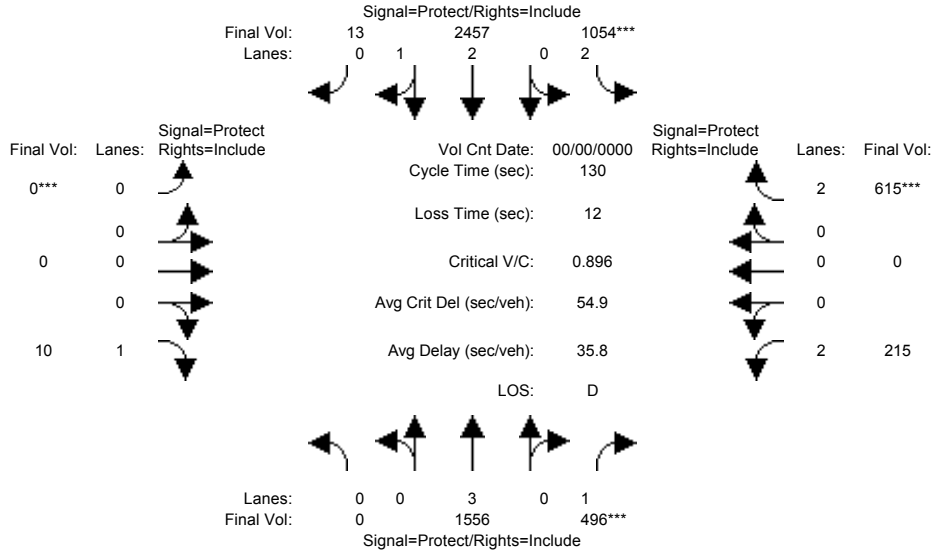
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2666	345	281	1431	29	0	0	13	153	0	1504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2666	345	281	1431	29	0	0	13	153	0	1504
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2666	345	281	1431	29	0	0	13	153	0	1504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2666	345	281	1431	29	0	0	13	153	0	1504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2666	345	281	1431	29	0	0	13	153	0	1504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2666	345	281	1431	29	0	0	13	153	0	1504
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.94	0.06	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5489	111	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.20	0.09	0.26	0.26	0.00	0.00	0.01	0.05	0.00	0.48
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	57.9	57.9	11.0	68.9	68.9	0.0	0.0	5.6	53.5	0.0	59.1
Volume/Cap:	0.00	1.13	0.48	1.13	0.53	0.53	0.00	0.00	0.19	0.13	0.00	1.13
Delay/Veh:	0.0	106	30.5	161.6	24.6	24.6	0.0	0.0	66.3	28.1	0.0	109.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	106	30.5	161.6	24.6	24.6	0.0	0.0	66.3	28.1	0.0	109.5
LOS by Move:	A	F	C	F	C	C	A	A	E	C	A	F
HCM2k95thQ:	0	74	20	23	25	25	0	0	2	5	0	83

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 7:30-8:30AM											
Base Vol:	0	1556	496	1054	2457	13	0	0	10	215	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1556	496	1054	2457	13	0	0	10	215	0	615
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1556	496	1054	2457	13	0	0	10	215	0	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1556	496	1054	2457	13	0	0	10	215	0	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1556	496	1054	2457	13	0	0	10	215	0	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1556	496	1054	2457	13	0	0	10	215	0	615
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.98	0.02	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5570	29	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.28	0.33	0.44	0.44	0.00	0.00	0.01	0.07	0.00	0.20
Crit Moves:	*****											
Green Time:	0.0	41.1	41.1	48.5	89.7	89.7	0.0	0.0	2.0	26.4	0.0	28.3
Volume/Cap:	0.00	0.86	0.90	0.90	0.64	0.64	0.00	0.00	0.38	0.34	0.00	0.90
Delay/Veh:	0.0	46.4	59.5	47.5	11.6	11.6	0.0	0.0	72.3	44.6	0.0	63.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	46.4	59.5	47.5	11.6	11.6	0.0	0.0	72.3	44.6	0.0	63.8
LOS by Move:	A	D	E	D	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	31	32	44	32	32	0	0	2	9	0	30

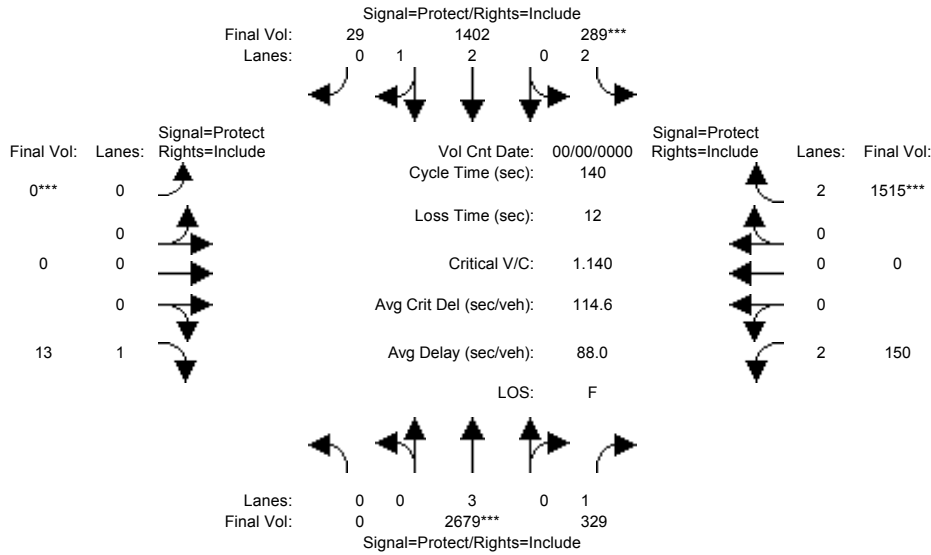
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



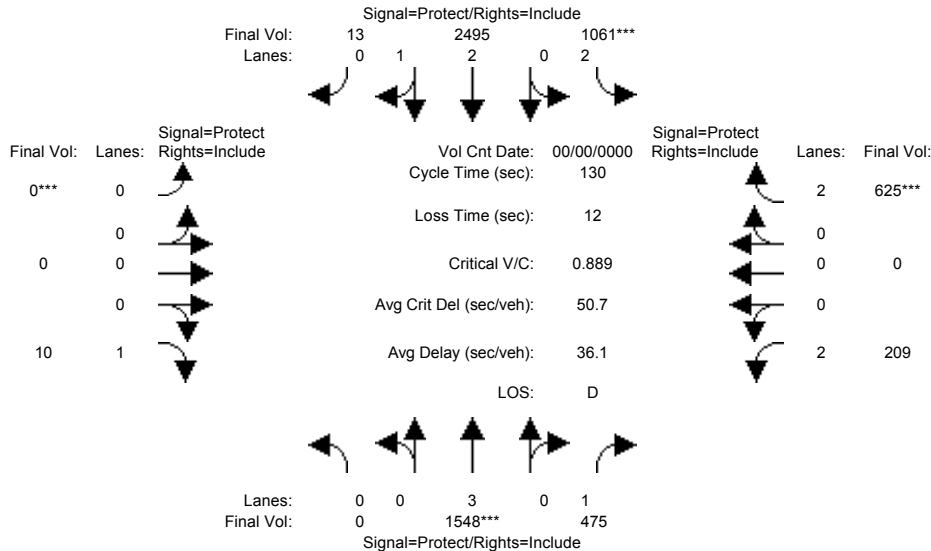
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM												
Base Vol:	0	2679	329	289	1402	29	0	0	13	150	0	1515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2679	329	289	1402	29	0	0	13	150	0	1515
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2679	329	289	1402	29	0	0	13	150	0	1515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2679	329	289	1402	29	0	0	13	150	0	1515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2679	329	289	1402	29	0	0	13	150	0	1515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2679	329	289	1402	29	0	0	13	150	0	1515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.94	0.06	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5486	113	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.19	0.09	0.26	0.26	0.00	0.00	0.01	0.05	0.00	0.48
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	57.7	57.7	11.3	69.0	69.0	0.0	0.0	5.6	53.5	0.0	59.0
Volume/Cap:	0.00	1.14	0.46	1.14	0.52	0.52	0.00	0.00	0.19	0.12	0.00	1.14
Delay/Veh:	0.0	110	30.3	164.1	24.4	24.4	0.0	0.0	66.3	28.1	0.0	113.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	110	30.3	164.1	24.4	24.4	0.0	0.0	66.3	28.1	0.0	113.2
LOS by Move:	A	F	C	F	C	C	A	A	E	C	A	F
HCM2k95thQ:	0	76	19	23	25	25	0	0	2	5	0	85

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3053: 880 NB Ramps/Coleman [Study Int 37]



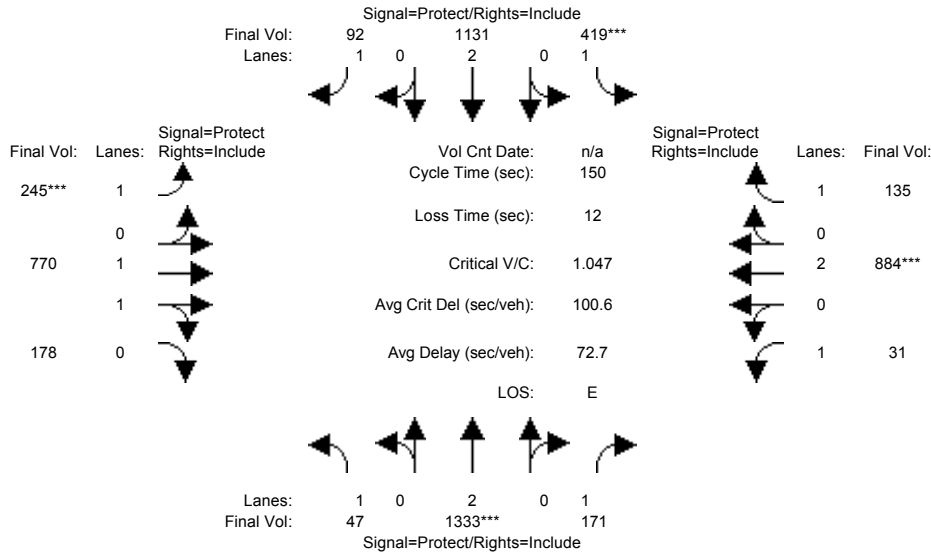
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM												
Base Vol:	0	1548	475	1061	2495	13	0	0	10	209	0	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1548	475	1061	2495	13	0	0	10	209	0	625
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1548	475	1061	2495	13	0	0	10	209	0	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1548	475	1061	2495	13	0	0	10	209	0	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1548	475	1061	2495	13	0	0	10	209	0	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1548	475	1061	2495	13	0	0	10	209	0	625
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.98	0.02	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5571	29	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.34	0.45	0.45	0.00	0.00	0.01	0.07	0.00	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	39.7	39.7	49.3	89.0	89.0	0.0	0.0	2.0	27.0	0.0	29.0
Volume/Cap:	0.00	0.89	0.89	0.89	0.65	0.65	0.00	0.00	0.37	0.32	0.00	0.89
Delay/Veh:	0.0	49.1	59.6	46.3	12.1	12.1	0.0	0.0	71.7	44.0	0.0	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.1	59.6	46.3	12.1	12.1	0.0	0.0	71.7	44.0	0.0	62.2
LOS by Move:	A	D	E	D	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	31	31	44	33	33	0	0	2	9	0	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



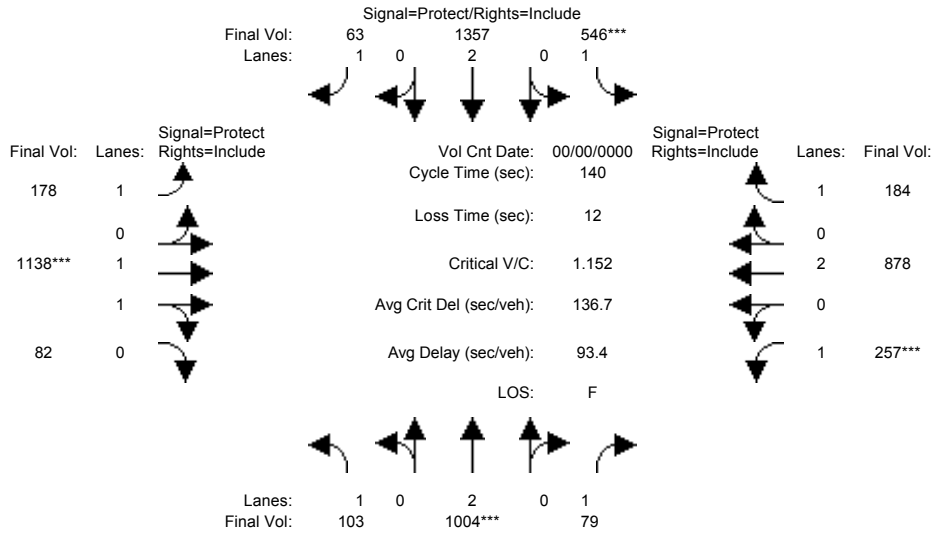
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	1333	171	419	1131	92	245	770	178	31	884	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1333	171	419	1131	92	245	770	178	31	884	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1333	171	419	1131	92	245	770	178	31	884	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1333	171	419	1131	92	245	770	178	31	884	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1333	171	419	1131	92	245	770	178	31	884	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	1333	171	419	1131	92	245	770	178	31	884	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3005	695	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.10	0.24	0.30	0.05	0.14	0.26	0.26	0.02	0.23	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.5	50.3	50.3	34.3	73.1	73.1	20.1	45.2	45.2	8.2	33.3	33.3
Volume/Cap:	0.35	1.05	0.29	1.05	0.61	0.11	1.05	0.85	0.85	0.32	1.05	0.35
Delay/Veh:	67.3	88.2	37.0	115.5	28.6	20.8	136.5	55.6	55.6	70.2	102	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	88.2	37.0	115.5	28.6	20.8	136.5	55.6	55.6	70.2	102	49.7
LOS by Move:	E	F	D	F	C	C	F	E	E	E	F	D
HCM2k95thQ:	4	52	11	42	31	5	30	39	39	3	37	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



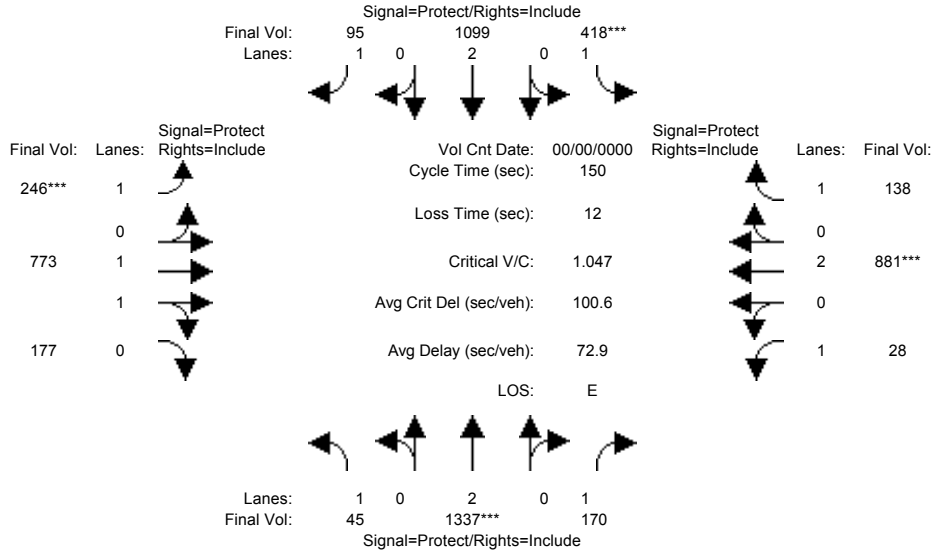
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	103	1004	79	546	1357	63	178	1138	82	257	878	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1004	79	546	1357	63	178	1138	82	257	878	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1004	79	546	1357	63	178	1138	82	257	878	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1004	79	546	1357	63	178	1138	82	257	878	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1004	79	546	1357	63	178	1138	82	257	878	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	1004	79	546	1357	63	178	1138	82	257	878	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3451	249	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.05	0.31	0.36	0.04	0.10	0.33	0.33	0.15	0.23	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.9	32.1	32.1	37.9	60.1	60.1	17.7	40.1	40.1	17.9	40.2	40.2
Volume/Cap:	0.83	1.15	0.20	1.15	0.83	0.08	0.80	1.15	1.15	1.15	0.80	0.37
Delay/Veh:	99.8	135	43.8	141.1	39.2	23.7	78.3	129	129.2	168.2	50.6	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	135	43.8	141.1	39.2	23.7	78.3	129	129.2	168.2	50.6	40.2
LOS by Move:	F	F	D	F	D	C	E	F	F	F	D	D
HCM2k95thQ:	10	48	6	55	42	3	19	62	62	29	30	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



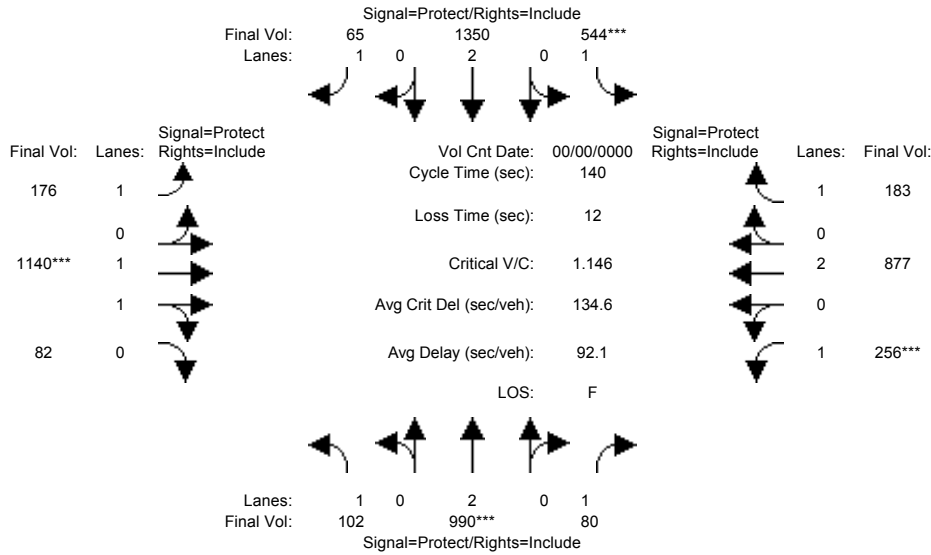
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	45	1337	170	418	1099	95	246	773	177	28	881	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1337	170	418	1099	95	246	773	177	28	881	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1337	170	418	1099	95	246	773	177	28	881	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1337	170	418	1099	95	246	773	177	28	881	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1337	170	418	1099	95	246	773	177	28	881	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1337	170	418	1099	95	246	773	177	28	881	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3010	689	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.10	0.24	0.29	0.05	0.14	0.26	0.26	0.02	0.23	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.8	50.4	50.4	34.2	72.9	72.9	20.1	45.2	45.2	8.2	33.2	33.2
Volume/Cap:	0.33	1.05	0.29	1.05	0.60	0.11	1.05	0.85	0.85	0.29	1.05	0.36
Delay/Veh:	66.8	88.2	36.9	115.7	28.4	21.0	136.5	55.8	55.8	69.8	102	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	88.2	36.9	115.7	28.4	21.0	136.5	55.8	55.8	69.8	102	49.9
LOS by Move:	E	F	D	F	C	C	F	E	E	E	F	D
HCM2k95thQ:	4	52	11	42	30	5	31	39	39	3	37	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3057: The Alameda/Hedding [Study Int 58]



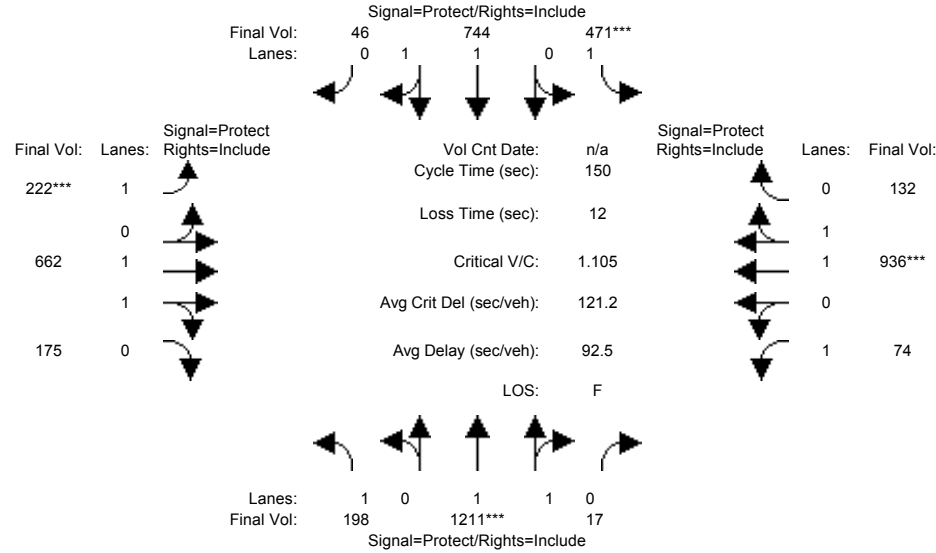
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	102	990	80	544	1350	65	176	1140	82	256	877	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	990	80	544	1350	65	176	1140	82	256	877	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	990	80	544	1350	65	176	1140	82	256	877	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	990	80	544	1350	65	176	1140	82	256	877	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	990	80	544	1350	65	176	1140	82	256	877	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	990	80	544	1350	65	176	1140	82	256	877	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3452	248	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.05	0.31	0.36	0.04	0.10	0.33	0.33	0.15	0.23	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.8	31.8	31.8	38.0	60.0	60.0	17.7	40.3	40.3	17.9	40.5	40.5
Volume/Cap:	0.83	1.15	0.20	1.15	0.83	0.09	0.80	1.15	1.15	1.15	0.80	0.36
Delay/Veh:	99.7	133	44.0	139.0	39.2	23.8	77.5	127	126.9	166.3	50.1	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	133	44.0	139.0	39.2	23.8	77.5	127	126.9	166.3	50.1	39.9
LOS by Move:	F	F	D	F	D	C	E	F	F	F	D	D
HCM2k95thQ:	10	47	6	55	41	3	18	62	62	29	30	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



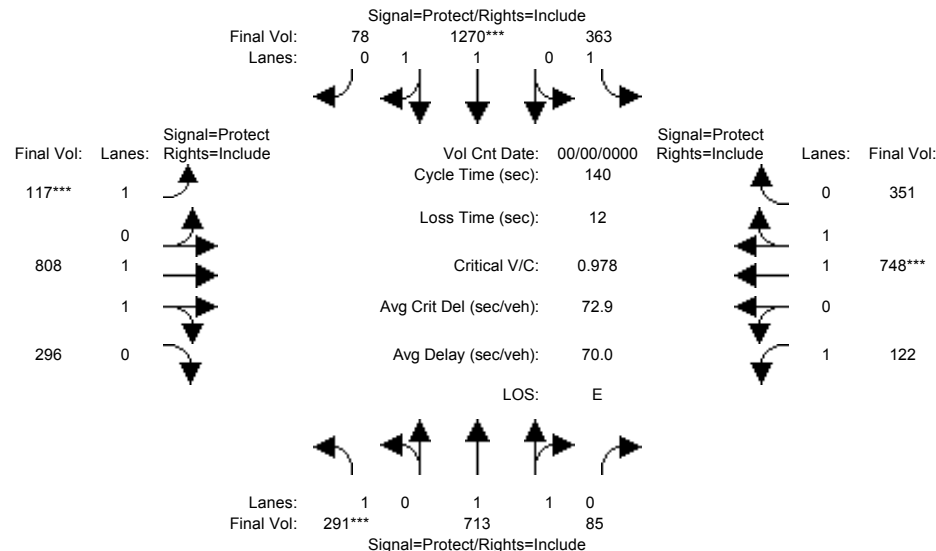
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	198	1211	17	471	744	46	222	662	175	74	936	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1211	17	471	744	46	222	662	175	74	936	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1211	17	471	744	46	222	662	175	74	936	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1211	17	471	744	46	222	662	175	74	936	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1211	17	471	744	46	222	662	175	74	936	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1211	17	471	744	46	222	662	175	74	936	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1750	3649	51	1750	3484	215	1750	2926	773	1750	3242	457
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.27	0.21	0.21	0.13	0.23	0.23	0.04	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.3	45.1	45.1	36.5	53.3	53.3	17.2	46.8	46.8	9.6	39.2	39.2
Volume/Cap:	0.60	1.10	1.10	1.10	0.60	0.60	1.10	0.73	0.73	0.66	1.10	1.10
Delay/Veh:	58.8	113	113.0	131.9	40.4	40.4	160.8	48.2	48.2	81.9	118	117.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	113	113.0	131.9	40.4	40.4	160.8	48.2	48.2	81.9	118	117.5
LOS by Move:	E	F	F	F	D	D	F	D	D	F	F	F
HCM2k95thQ:	18	62	62	49	26	26	30	31	31	7	50	50

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	291	713	85	363	1270	78	117	808	296	122	748	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	713	85	363	1270	78	117	808	296	122	748	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	713	85	363	1270	78	117	808	296	122	748	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	713	85	363	1270	78	117	808	296	122	748	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	713	85	363	1270	78	117	808	296	122	748	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	291	713	85	363	1270	78	117	808	296	122	748	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.78	0.22	1.00	1.88	0.12	1.00	1.45	0.55	1.00	1.34	0.66
Final Sat.:	1750	3306	394	1750	3486	214	1750	2707	992	1750	2517	1181
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.21	0.36	0.36	0.07	0.30	0.30	0.07	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	23.8	38.7	38.7	37.2	52.1	52.1	9.6	42.2	42.2	9.9	42.5	42.5
Volume/Cap:	0.98	0.78	0.78	0.78	0.98	0.98	0.98	0.98	0.99	0.99	0.99	0.98
Delay/Veh:	104.0	50.6	50.6	55.9	62.6	62.6	140.4	73.1	73.1	142.7	70.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.0	50.6	50.6	55.9	62.6	62.6	140.4	73.1	73.1	142.7	70.0	70.0
LOS by Move:	F	D	D	E	E	E	F	E	E	F	E	E
HCM2k95thQ:	31	30	30	27	50	50	16	48	48	13	43	43

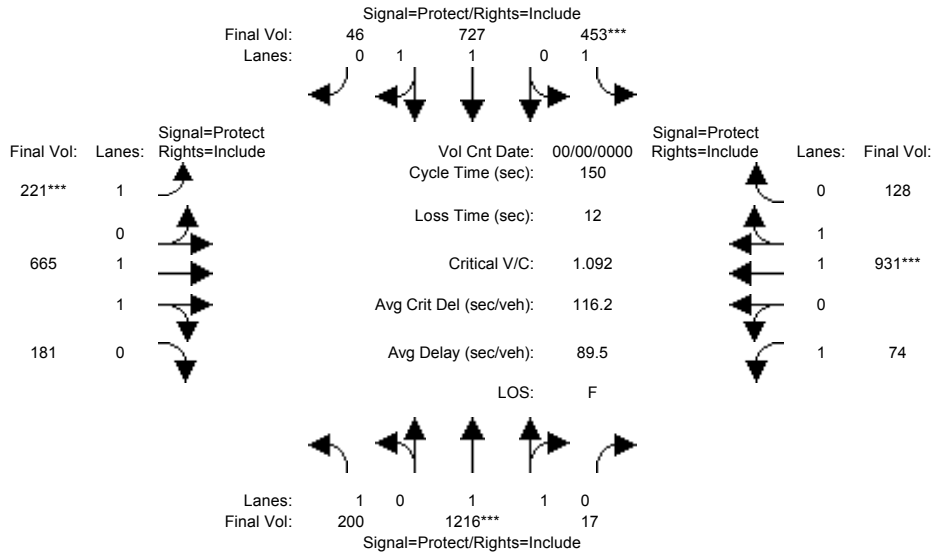
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



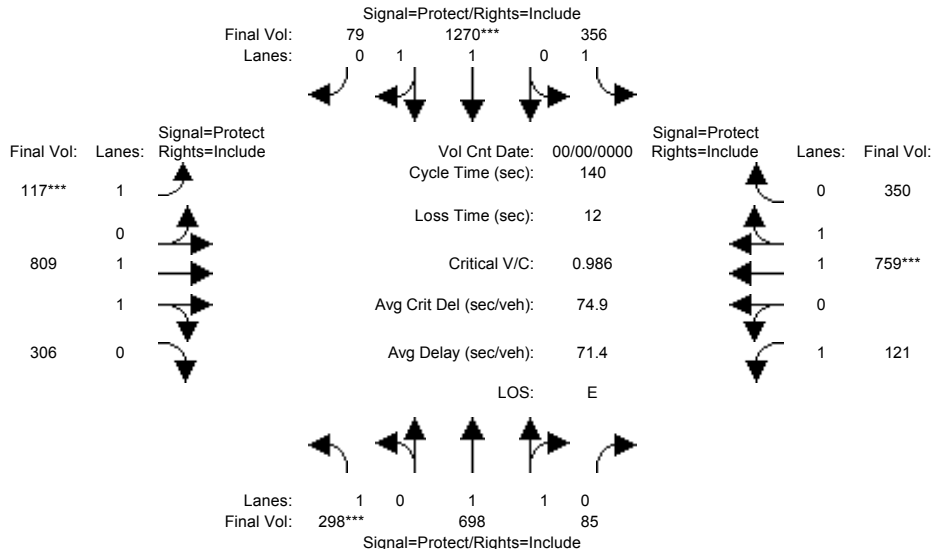
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	200	1216	17	453	727	46	221	665	181	74	931	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1216	17	453	727	46	221	665	181	74	931	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1216	17	453	727	46	221	665	181	74	931	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1216	17	453	727	46	221	665	181	74	931	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1216	17	453	727	46	221	665	181	74	931	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1216	17	453	727	46	221	665	181	74	931	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	1.00	1.56	0.44	1.00	1.75	0.25
Final Sat.:	1750	3649	51	1750	3480	220	1750	2908	791	1750	3252	447
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.26	0.21	0.21	0.13	0.23	0.23	0.04	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.8	45.8	45.8	35.6	52.6	52.6	17.3	47.1	47.1	9.6	39.3	39.3
Volume/Cap:	0.60	1.09	1.09	1.09	0.60	0.60	1.09	0.73	0.73	0.66	1.09	1.09
Delay/Veh:	58.2	108	107.6	128.5	40.8	40.8	156.3	48.2	48.2	82.3	113	112.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	108	107.6	128.5	40.8	40.8	156.3	48.2	48.2	82.3	113	112.7
LOS by Move:	E	F	F	F	D	D	F	D	D	F	F	F
HCM2k95thQ:	18	61	61	47	25	25	29	32	32	7	48	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3058: The Alameda/Naglee [Study Int 59]



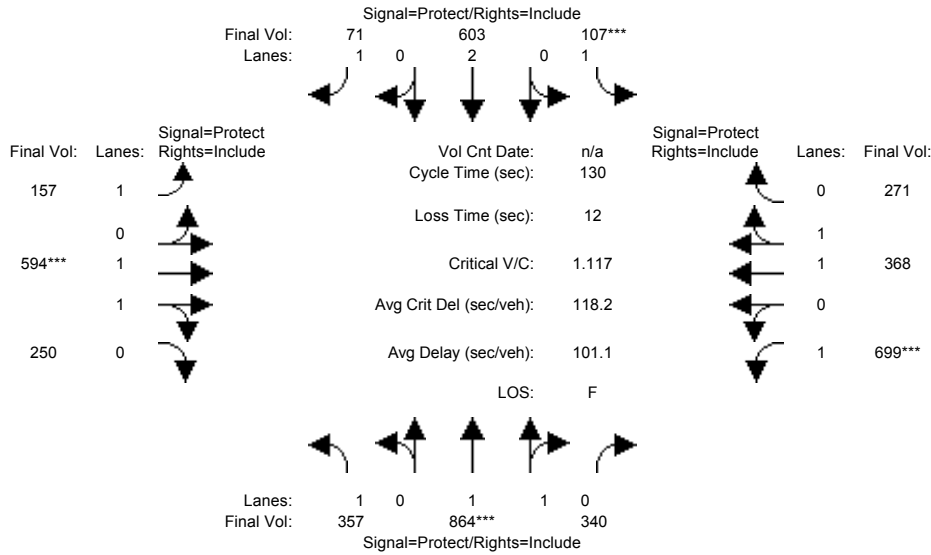
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << AM												
Base Vol:	298	698	85	356	1270	79	117	809	306	121	759	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	698	85	356	1270	79	117	809	306	121	759	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	698	85	356	1270	79	117	809	306	121	759	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	698	85	356	1270	79	117	809	306	121	759	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	698	85	356	1270	79	117	809	306	121	759	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	698	85	356	1270	79	117	809	306	121	759	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.78	0.22	1.00	1.88	0.12	1.00	1.44	0.56	1.00	1.35	0.65
Final Sat.:	1750	3298	402	1750	3483	217	1750	2684	1015	1750	2531	1167
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.20	0.36	0.36	0.07	0.30	0.30	0.07	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.2	38.7	38.7	37.2	51.8	51.8	9.5	42.3	42.3	9.7	42.6	42.6
Volume/Cap:	0.99	0.77	0.77	0.77	0.99	0.99	0.99	1.00	1.00	1.00	0.99	0.99
Delay/Veh:	105.6	50.0	50.0	54.8	64.7	64.7	143.3	74.8	74.8	145.7	71.8	71.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.6	50.0	50.0	54.8	64.7	64.7	143.3	74.8	74.8	145.7	71.8	71.8
LOS by Move:	F	D	D	D	E	E	F	E	E	F	E	E
HCM2k95thQ:	32	30	30	26	50	50	16	49	49	13	44	44

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



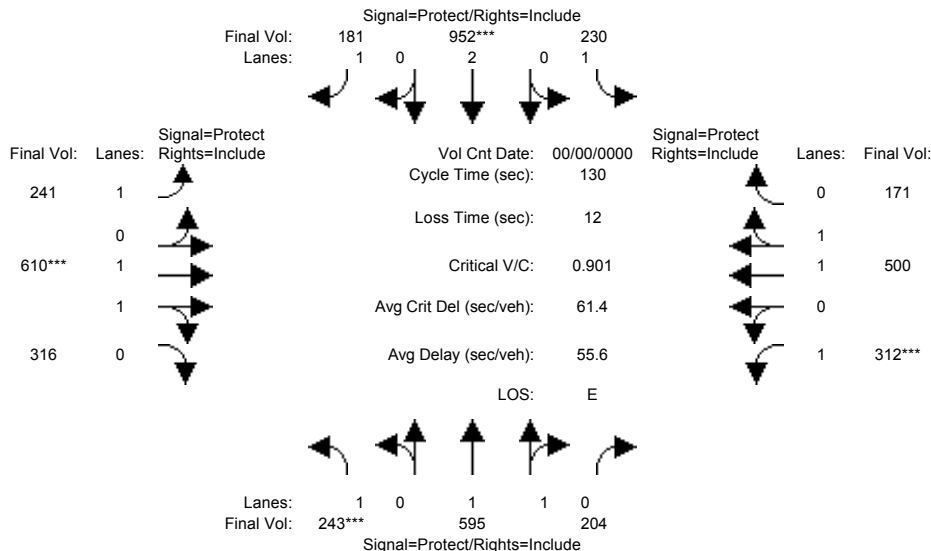
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	357	864	340	107	603	71	157	594	250	699	368	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	864	340	107	603	71	157	594	250	699	368	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	864	340	107	603	71	157	594	250	699	368	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	357	864	340	107	603	71	157	594	250	699	368	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	864	340	107	603	71	157	594	250	699	368	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	357	864	340	107	603	71	157	594	250	699	368	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.39	0.61	1.00	1.13	0.87
Final Sat.:	1750	2654	1045	1750	3800	1750	1750	2603	1096	1750	2130	1568
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.33	0.06	0.16	0.04	0.09	0.23	0.23	0.40	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.3	37.9	37.9	7.1	19.7	19.7	25.0	26.5	26.5	46.5	48.1	48.1
Volume/Cap:	1.05	1.12	1.12	1.12	1.05	0.27	0.47	1.12	1.12	1.12	0.47	0.47
Delay/Veh:	114.3	112	111.7	188.6	106	49.3	47.7	122	121.7	114.5	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.3	112	111.7	188.6	106	49.3	47.7	122	121.7	114.5	31.5	31.5
LOS by Move:	F	F	F	F	F	D	D	F	F	F	C	C
HCM2k95thQ:	37	57	57	17	31	6	11	40	40	65	18	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



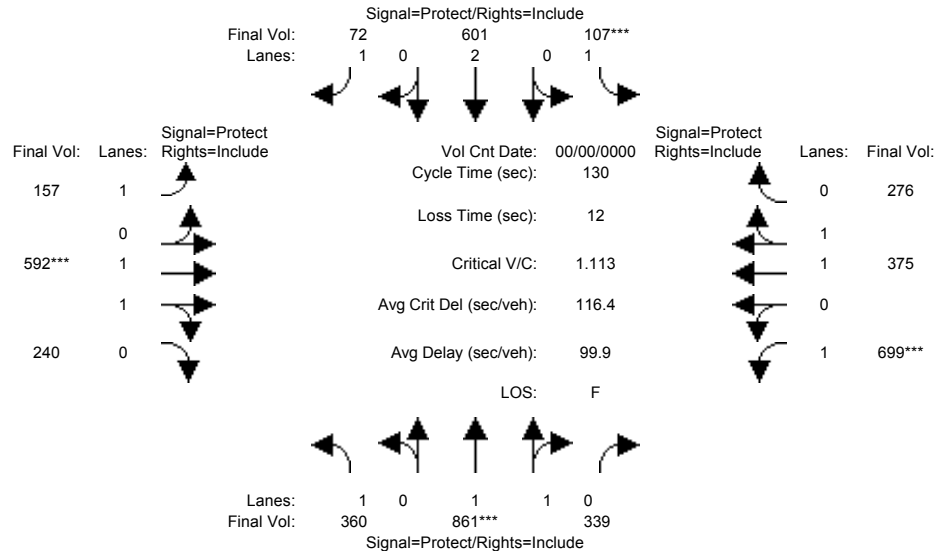
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:15-5:15PM												
Base Vol:	243	595	204	230	952	181	241	610	316	312	500	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	595	204	230	952	181	241	610	316	312	500	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	595	204	230	952	181	241	610	316	312	500	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	595	204	230	952	181	241	610	316	312	500	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	595	204	230	952	181	241	610	316	312	500	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	595	204	230	952	181	241	610	316	312	500	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	1.30	0.70	1.00	1.48	0.52
Final Sat.:	1750	2755	944	1750	3800	1750	1750	2436	1262	1750	2756	943
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.13	0.25	0.10	0.14	0.25	0.25	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	20.0	34.9	34.9	21.2	36.1	36.1	26.7	36.1	36.1	25.7	35.1	35.1
Volume/Cap:	0.90	0.80	0.80	0.80	0.90	0.37	0.67	0.90	0.90	0.90	0.67	0.67
Delay/Veh:	84.5	49.2	49.2	67.5	55.8	38.3	52.5	56.0	56.0	76.3	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	49.2	49.2	67.5	55.8	38.3	52.5	56.0	56.0	76.3	44.1	44.1
LOS by Move:	F	D	D	E	E	D	D	E	E	E	D	D
HCM2k95thQ:	24	30	30	21	36	12	18	34	34	26	22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



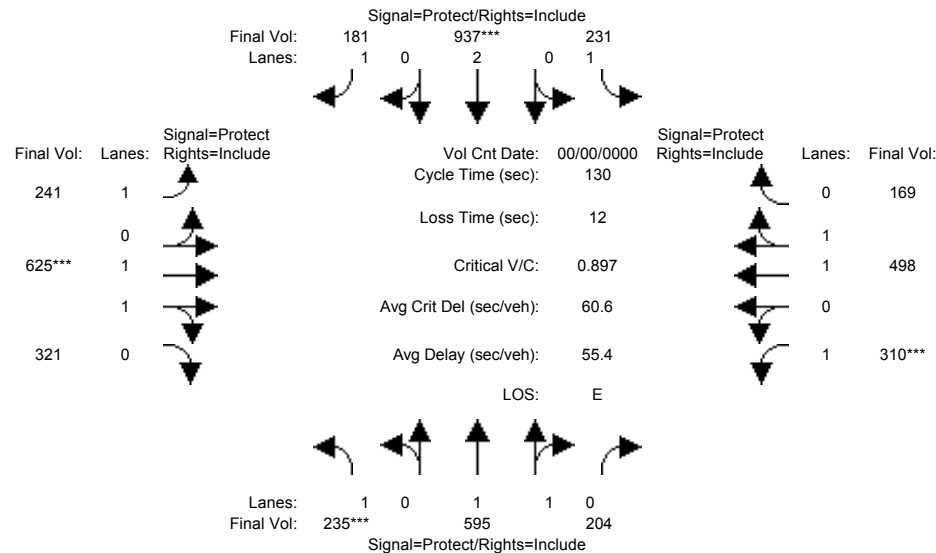
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:30-8:30AM												
Base Vol:	360	861	339	107	601	72	157	592	240	699	375	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	861	339	107	601	72	157	592	240	699	375	276
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	861	339	107	601	72	157	592	240	699	375	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	861	339	107	601	72	157	592	240	699	375	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	861	339	107	601	72	157	592	240	699	375	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	360	861	339	107	601	72	157	592	240	699	375	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.41	0.59	1.00	1.13	0.87
Final Sat.:	1750	2654	1045	1750	3800	1750	1750	2632	1067	1750	2130	1568
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.06	0.16	0.04	0.09	0.22	0.22	0.40	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.5	37.9	37.9	7.1	19.6	19.6	24.6	26.3	26.3	46.7	48.3	48.3
Volume/Cap:	1.05	1.11	1.11	1.11	1.05	0.27	0.47	1.11	1.11	1.11	0.47	0.47
Delay/Veh:	114.6	110	109.8	186.8	107	49.5	48.0	120	120.2	112.6	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.6	110	109.8	186.8	107	49.5	48.0	120	120.2	112.6	31.4	31.4
LOS by Move:	F	F	F	F	F	D	D	F	F	F	C	C
HCM2k95thQ:	37	57	57	16	31	6	11	40	40	65	18	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3063: ALUM ROCK/JACKSON [Study Int 18]



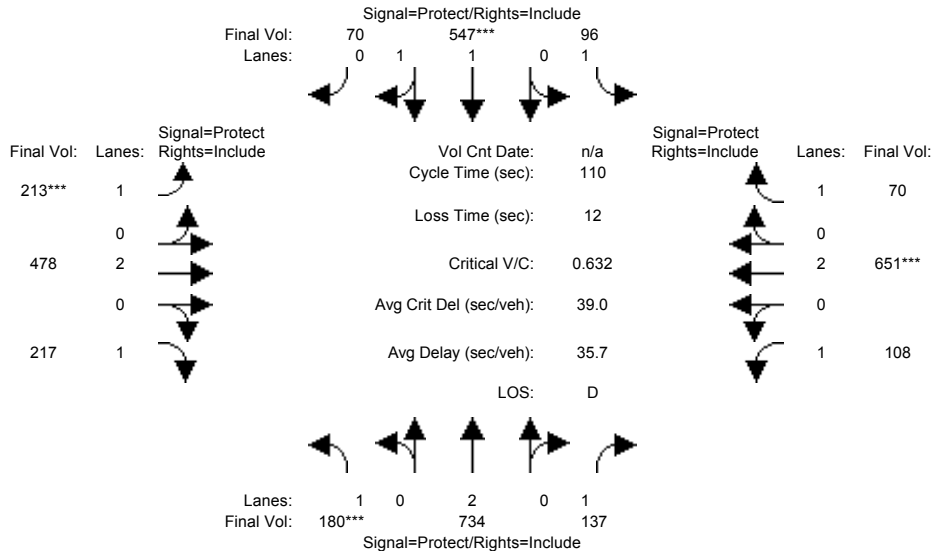
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 4:15-5:15PM												
Base Vol:	235	595	204	231	937	181	241	625	321	310	498	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	595	204	231	937	181	241	625	321	310	498	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	595	204	231	937	181	241	625	321	310	498	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	595	204	231	937	181	241	625	321	310	498	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	595	204	231	937	181	241	625	321	310	498	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	595	204	231	937	181	241	625	321	310	498	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	1.30	0.70	1.00	1.48	0.52
Final Sat.:	1750	2755	944	1750	3800	1750	1750	2444	1255	1750	2762	937
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.13	0.25	0.10	0.14	0.26	0.26	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	19.5	34.3	34.3	20.9	35.8	35.8	27.2	37.1	37.1	25.7	35.6	35.6
Volume/Cap:	0.90	0.82	0.82	0.82	0.90	0.38	0.66	0.90	0.90	0.90	0.66	0.66
Delay/Veh:	84.4	50.5	50.5	69.7	55.6	38.6	51.5	54.7	54.7	75.5	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	50.5	50.5	69.7	55.6	38.6	51.5	54.7	54.7	75.5	43.4	43.4
LOS by Move:	F	D	D	E	E	D	D	D	D	E	D	D
HCM2k95thQ:	24	30	30	21	36	12	18	34	34	25	22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



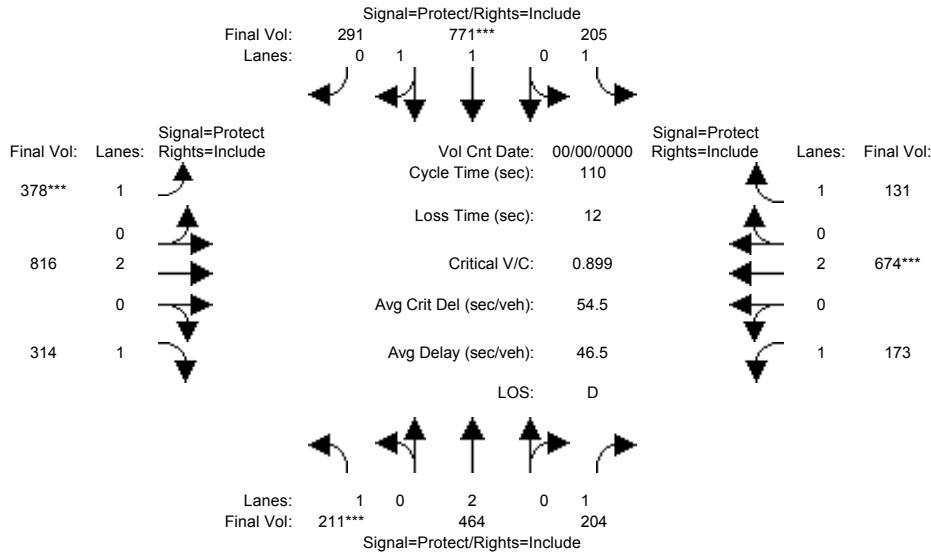
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	734	137	96	547	70	213	478	217	108	651	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	734	137	96	547	70	213	478	217	108	651	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	734	137	96	547	70	213	478	217	108	651	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	734	137	96	547	70	213	478	217	108	651	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	734	137	96	547	70	213	478	217	108	651	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	734	137	96	547	70	213	478	217	108	651	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3280	420	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.08	0.05	0.17	0.17	0.12	0.13	0.12	0.06	0.17	0.04
Crit Moves:	****			****			****			****		
Green Time:	17.9	35.3	35.3	11.6	29.0	29.0	21.2	33.9	33.9	17.1	29.8	29.8
Volume/Cap:	0.63	0.60	0.24	0.52	0.63	0.63	0.63	0.41	0.40	0.40	0.63	0.15
Delay/Veh:	47.5	32.3	27.7	49.1	37.1	37.1	44.7	30.4	30.5	42.7	36.5	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	32.3	27.7	49.1	37.1	37.1	44.7	30.4	30.5	42.7	36.5	30.6
LOS by Move:	D	C	C	D	D	D	D	C	C	D	D	C
HCM2k95thQ:	12	19	7	7	17	17	14	12	12	8	19	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	211	464	204	205	771	291	378	816	314	173	674	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	464	204	205	771	291	378	816	314	173	674	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	464	204	205	771	291	378	816	314	173	674	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	464	204	205	771	291	378	816	314	173	674	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	464	204	205	771	291	378	816	314	173	674	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	464	204	205	771	291	378	816	314	173	674	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2685	1014	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.12	0.29	0.29	0.22	0.21	0.18	0.10	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	14.8	25.5	25.5	24.4	35.1	35.1	26.4	33.0	33.0	15.2	21.7	21.7
Volume/Cap:	0.90	0.53	0.50	0.53	0.90	0.90	0.90	0.72	0.60	0.72	0.90	0.38
Delay/Veh:	80.0	37.6	37.8	39.1	45.2	45.2	62.2	36.6	34.8	55.2	56.9	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	37.6	37.8	39.1	45.2	45.2	62.2	36.6	34.8	55.2	56.9	39.0
LOS by Move:	F	D	D	D	D	D	E	D	C	E	E	D
HCM2k95thQ:	16	13	12	12	33	33	26	22	18	14	26	9

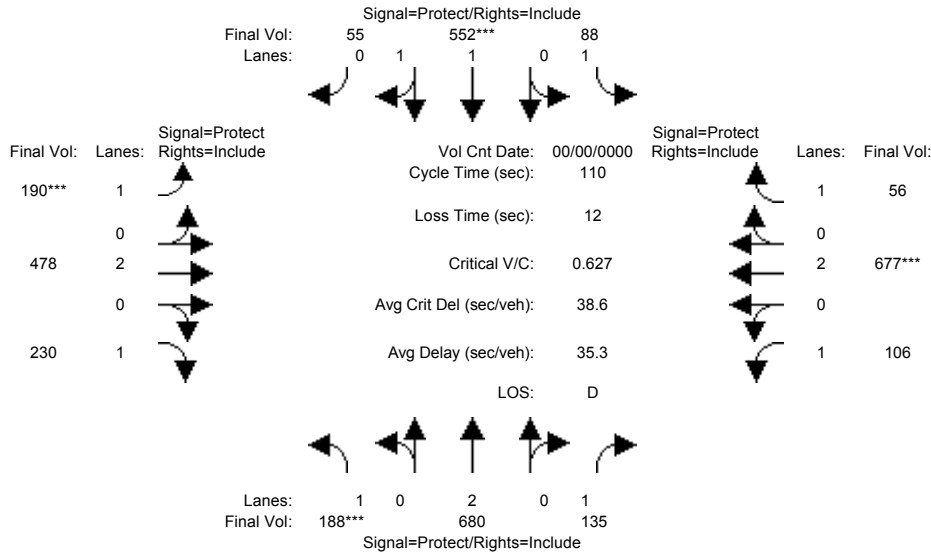
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



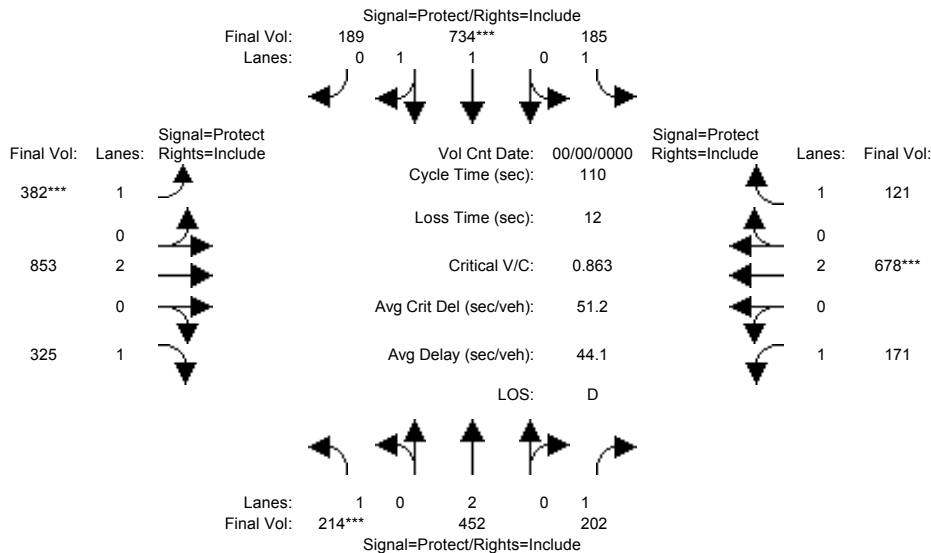
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	188	680	135	88	552	55	190	478	230	106	677	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	680	135	88	552	55	190	478	230	106	677	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	680	135	88	552	55	190	478	230	106	677	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	680	135	88	552	55	190	478	230	106	677	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	680	135	88	552	55	190	478	230	106	677	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	680	135	88	552	55	190	478	230	106	677	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3364	335	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.08	0.05	0.16	0.16	0.11	0.13	0.13	0.06	0.18	0.03
Crit Moves:	****			****			****			****		
Green Time:	18.9	35.2	35.2	12.5	28.8	28.8	19.1	33.9	33.9	16.4	31.3	31.3
Volume/Cap:	0.63	0.56	0.24	0.44	0.63	0.63	0.63	0.41	0.43	0.41	0.63	0.11
Delay/Veh:	46.5	31.6	27.8	47.1	37.2	37.2	46.3	30.3	30.8	43.4	35.4	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	31.6	27.8	47.1	37.2	37.2	46.3	30.3	30.8	43.4	35.4	29.2
LOS by Move:	D	C	C	D	D	D	D	C	C	D	D	C
HCM2k95thQ:	12	17	7	6	17	17	12	12	12	8	19	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3064: ALUM ROCK/KING [Study Int 17]



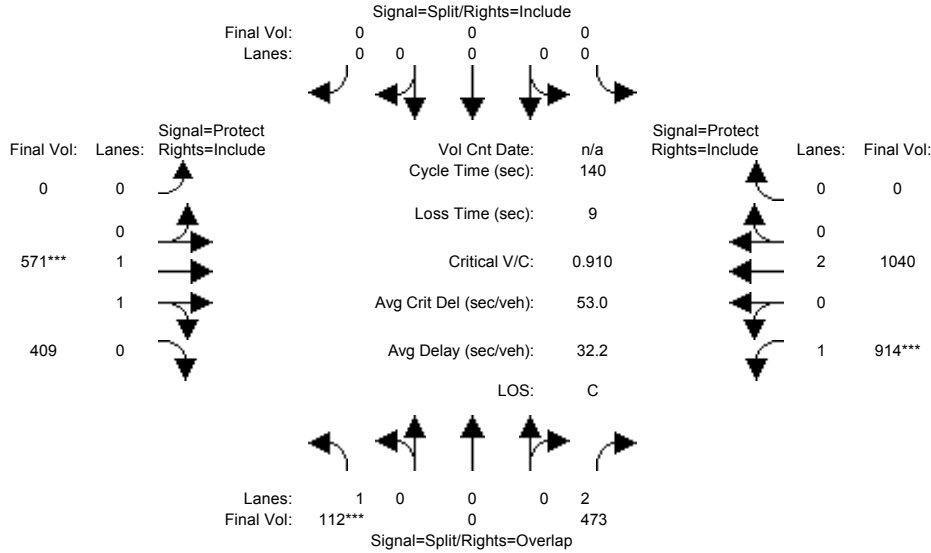
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	214	452	202	185	734	189	382	853	325	171	678	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	452	202	185	734	189	382	853	325	171	678	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	452	202	185	734	189	382	853	325	171	678	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	452	202	185	734	189	382	853	325	171	678	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	452	202	185	734	189	382	853	325	171	678	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	452	202	185	734	189	382	853	325	171	678	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2942	757	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.25	0.25	0.22	0.22	0.19	0.10	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.6	25.1	25.1	22.3	31.8	31.8	27.8	35.2	35.2	15.3	22.8	22.8
Volume/Cap:	0.86	0.52	0.51	0.52	0.86	0.86	0.86	0.70	0.58	0.70	0.86	0.33
Delay/Veh:	71.4	37.8	38.1	40.5	44.4	44.4	55.1	34.6	32.7	53.9	51.8	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	37.8	38.1	40.5	44.4	44.4	55.1	34.6	32.7	53.9	51.8	37.7
LOS by Move:	E	D	D	D	D	D	E	C	C	D	D	D
HCM2k95thQ:	16	13	12	11	29	29	26	23	18	14	25	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



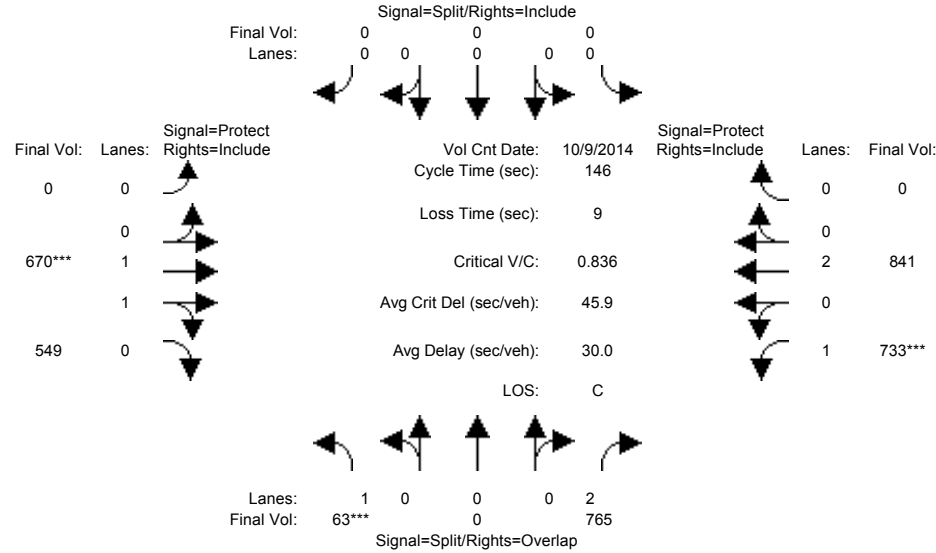
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module:												
Base Vol:	112	0	473	0	0	0	0	571	409	914	1040	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	0	473	0	0	0	0	571	409	914	1040	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	0	473	0	0	0	0	571	409	914	1040	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	473	0	0	0	0	571	409	914	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	473	0	0	0	0	571	409	914	1040	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	0	473	0	0	0	0	571	409	914	1040	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2155	1543	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.15	0.00	0.00	0.00	0.00	0.27	0.27	0.52	0.27	0.00
Crit Moves:	****						****			****		
Green Time:	10.0	0.0	90.3	0.0	0.0	0.0	0.0	40.7	40.7	80.3	121	0.0
Volume/Cap:	0.90	0.00	0.23	0.00	0.00	0.00	0.00	0.91	0.91	0.91	0.32	0.00
Delay/Veh:	114.5	0.0	10.5	0.0	0.0	0.0	0.0	59.3	59.3	38.8	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.5	0.0	10.5	0.0	0.0	0.0	0.0	59.3	59.3	38.8	1.8	0.0
LOS by Move:	F	A	B	A	A	A	A	E	E	D	A	A
HCM2k95thQ:	15	0	10	0	0	0	0	37	37	64	8	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



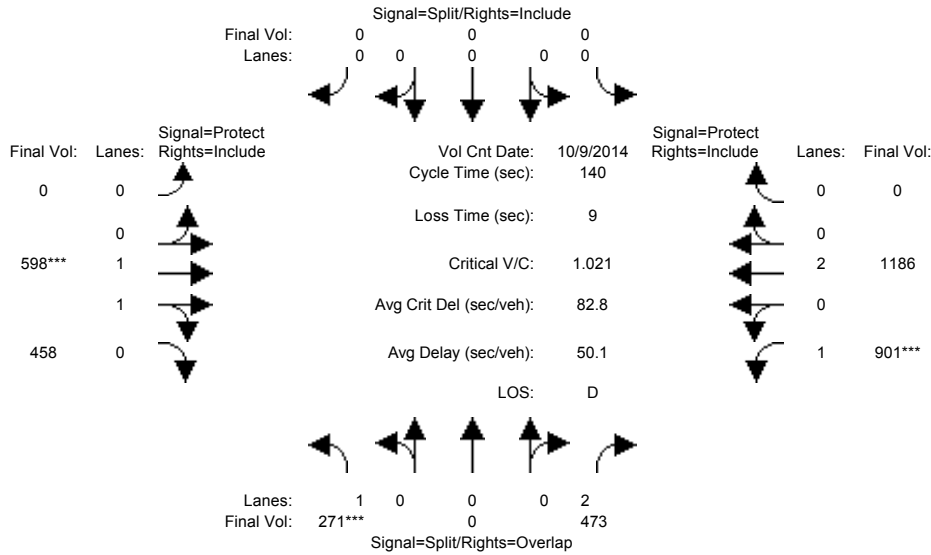
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	63	0	765	0	0	0	0	670	549	733	841	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	0	765	0	0	0	0	670	549	733	841	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	0	765	0	0	0	0	670	549	733	841	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	0	765	0	0	0	0	670	549	733	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	0	765	0	0	0	0	670	549	733	841	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	0	765	0	0	0	0	670	549	733	841	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.07	0.93	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2032	1665	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.33	0.33	0.42	0.22	0.00
Crit Moves:	****						****			****		
Green Time:	10.0	0.0	81.1	0.0	0.0	0.0	0.0	55.9	55.9	71.1	127	0.0
Volume/Cap:	0.53	0.00	0.44	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.25	0.00
Delay/Veh:	70.0	0.0	19.2	0.0	0.0	0.0	0.0	47.0	47.0	42.0	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	0.0	19.2	0.0	0.0	0.0	0.0	47.0	47.0	42.0	1.6	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	7	0	21	0	0	0	0	44	44	53	6	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



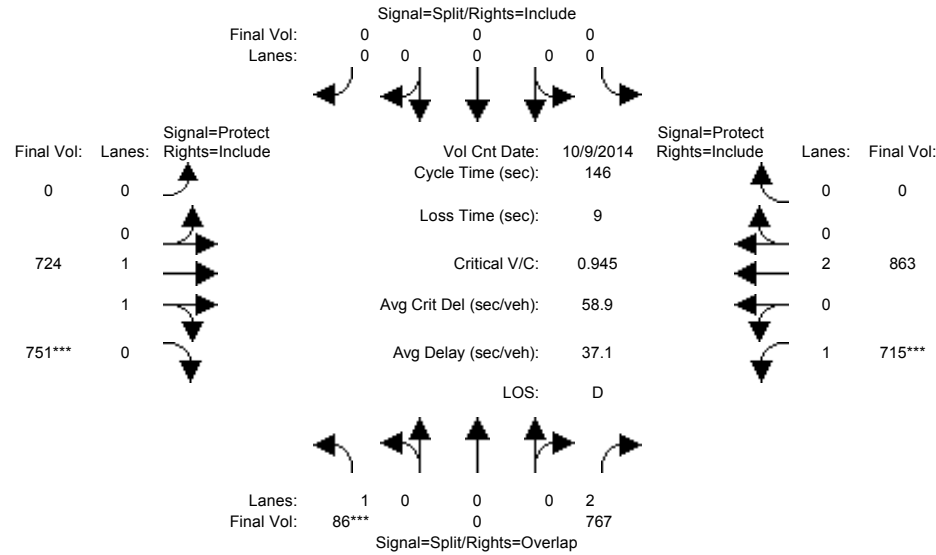
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	271	0	473	0	0	0	0	598	458	901	1186	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	0	473	0	0	0	0	598	458	901	1186	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	0	473	0	0	0	0	598	458	901	1186	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	0	473	0	0	0	0	598	458	901	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	0	473	0	0	0	0	598	458	901	1186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	0	473	0	0	0	0	598	458	901	1186	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2094	1604	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.29	0.29	0.51	0.31	0.00
Crit Moves:	****						****			****		
Green Time:	21.2	0.0	91.8	0.0	0.0	0.0	0.0	39.2	39.2	70.6	110	0.0
Volume/Cap:	1.02	0.00	0.23	0.00	0.00	0.00	0.00	1.02	1.02	1.02	0.40	0.00
Delay/Veh:	120.1	0.0	9.8	0.0	0.0	0.0	0.0	83.8	83.8	70.4	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.1	0.0	9.8	0.0	0.0	0.0	0.0	83.8	83.8	70.4	4.8	0.0
LOS by Move:	F	A	A	A	A	A	A	F	F	E	A	A
HCM2k95thQ:	31	0	9	0	0	0	0	44	44	77	15	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3210: 101/Julian-McKee (W) [Study Int 4]



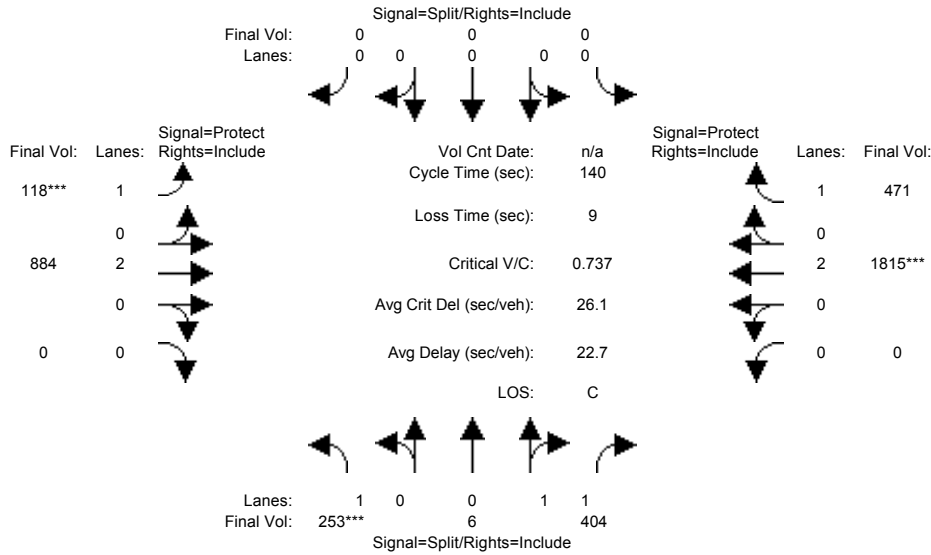
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	86	0	767	0	0	0	0	724	751	715	863	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	0	767	0	0	0	0	724	751	715	863	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	0	767	0	0	0	0	724	751	715	863	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	0	767	0	0	0	0	724	751	715	863	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	767	0	0	0	0	724	751	715	863	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	0	767	0	0	0	0	724	751	715	863	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.24	0.00	0.00	0.00	0.00	0.38	0.43	0.41	0.23	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	71.9	0.0	0.0	0.0	0.0	65.1	65.1	61.9	127	0.0
Volume/Cap:	0.72	0.00	0.49	0.00	0.00	0.00	0.00	0.86	0.96	0.96	0.26	0.00
Delay/Veh:	85.4	0.0	25.1	0.0	0.0	0.0	0.0	40.7	54.4	65.1	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	0.0	25.1	0.0	0.0	0.0	0.0	40.7	54.4	65.1	1.6	0.0
LOS by Move:	F	A	C	A	A	A	A	D	D	E	A	A
HCM2k95thQ:	11	0	24	0	0	0	0	48	61	61	7	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3211: 101/McKee(E) [Study Int 5]



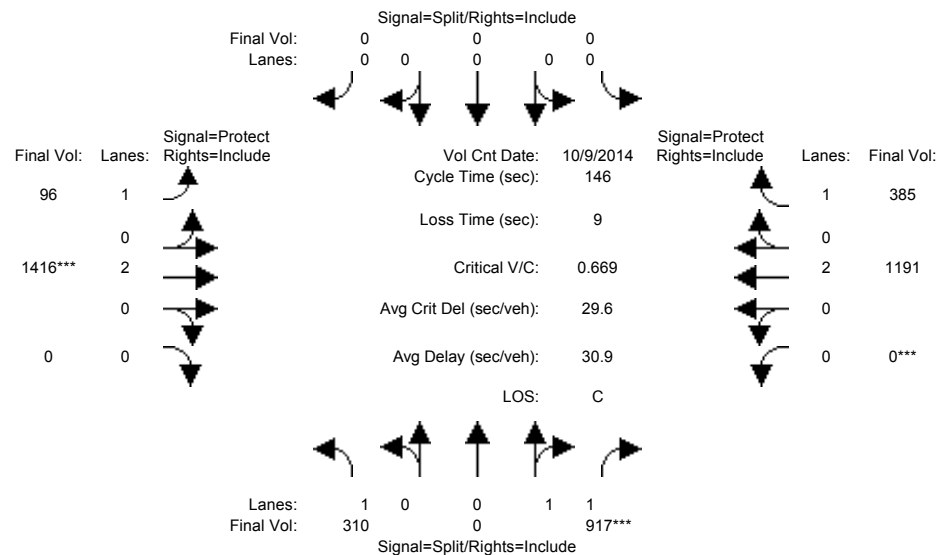
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	6	404	0	0	0	118	884	0	0	1815	471
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	6	404	0	0	0	118	884	0	0	1815	471
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	6	404	0	0	0	118	884	0	0	1815	471
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	6	404	0	0	0	118	884	0	0	1815	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	6	404	0	0	0	118	884	0	0	1815	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	6	404	0	0	0	118	884	0	0	1815	471
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	1.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	53	3547	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.48	0.27
Crit Moves:	****						****			****		
Green Time:	27.5	27.5	27.5	0.0	0.0	0.0	12.8	104	0.0	0.0	90.7	90.7
Volume/Cap:	0.74	0.58	0.58	0.00	0.00	0.00	0.74	0.31	0.00	0.00	0.74	0.42
Delay/Veh:	61.0	52.3	52.3	0.0	0.0	0.0	78.3	6.3	0.0	0.0	17.8	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	52.3	52.3	0.0	0.0	0.0	78.3	6.3	0.0	0.0	17.8	12.1
LOS by Move:	E	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	22	17	17	0	0	0	13	12	0	0	40	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3211: 101/McKee(E) [Study Int 5]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	310	0	917	0	0	0	96	1416	0	0	1191	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	917	0	0	0	96	1416	0	0	1191	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	917	0	0	0	96	1416	0	0	1191	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	917	0	0	0	96	1416	0	0	1191	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	917	0	0	0	96	1416	0	0	1191	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	0	917	0	0	0	96	1416	0	0	1191	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.25	0.00	0.00	0.00	0.05	0.37	0.00	0.00	0.31	0.22
Crit Moves:	****			****			****			****		
Green Time:	55.6	0.0	55.6	0.0	0.0	0.0	12.1	81.4	0.0	0.0	69.3	69.3
Volume/Cap:	0.46	0.00	0.67	0.00	0.00	0.00	0.66	0.67	0.00	0.00	0.66	0.46
Delay/Veh:	34.5	0.0	38.8	0.0	0.0	0.0	75.7	23.6	0.0	0.0	30.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	0.0	38.8	0.0	0.0	0.0	75.7	23.6	0.0	0.0	30.3	26.3
LOS by Move:	C	A	D	A	A	A	E	C	A	A	C	C
HCM2k95thQ:	20	0	31	0	0	0	11	37	0	0	33	22

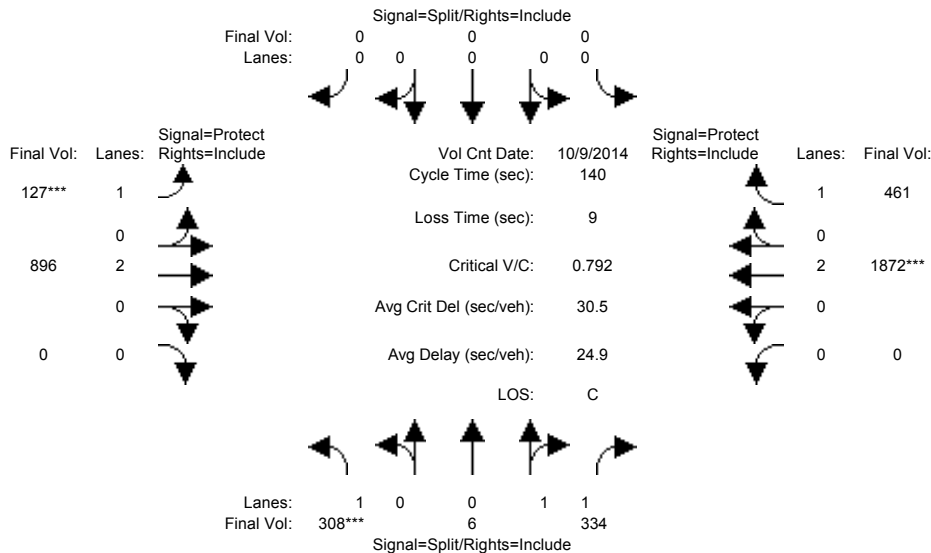
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3211: 101/McKee(E) [Study Int 5]



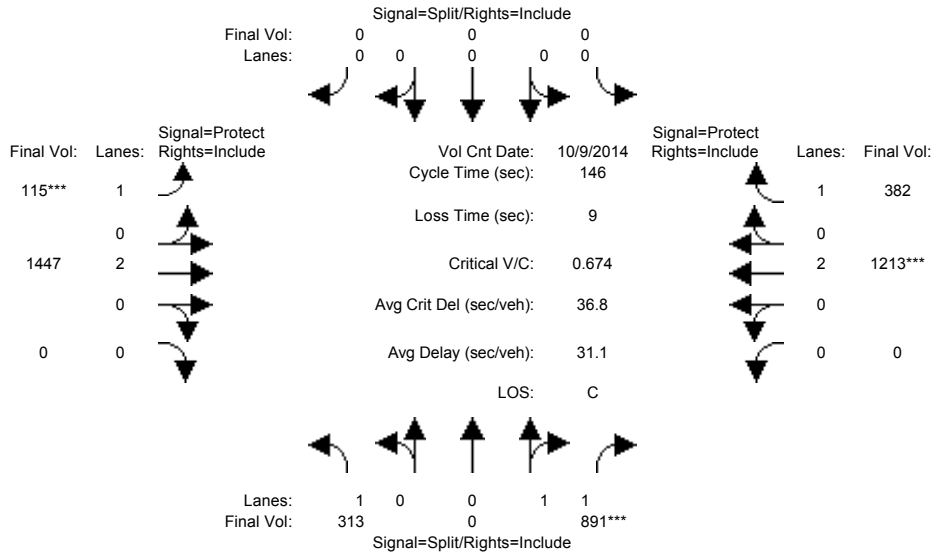
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	308	6	334	0	0	0	127	896	0	0	1872	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	6	334	0	0	0	127	896	0	0	1872	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	6	334	0	0	0	127	896	0	0	1872	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	6	334	0	0	0	127	896	0	0	1872	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	6	334	0	0	0	127	896	0	0	1872	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	6	334	0	0	0	127	896	0	0	1872	461
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	64	3536	0	0	0	1750	3800	0	0	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.09	0.00	0.00	0.00	0.07	0.24	0.00	0.00	0.49	0.26
Crit Moves:	****						****			****		
Green Time:	31.1	31.1	31.1	0.0	0.0	0.0	12.8	99.9	0.0	0.0	87.1	87.1
Volume/Cap:	0.79	0.43	0.43	0.00	0.00	0.00	0.79	0.33	0.00	0.00	0.79	0.42
Delay/Veh:	62.0	47.1	47.1	0.0	0.0	0.0	85.3	7.6	0.0	0.0	21.6	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	47.1	47.1	0.0	0.0	0.0	85.3	7.6	0.0	0.0	21.6	13.9
LOS by Move:	E	D	D	A	A	A	F	A	A	A	C	B
HCM2k95thQ:	27	13	13	0	0	0	15	13	0	0	45	19

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3211: 101/McKee(E) [Study Int 5]



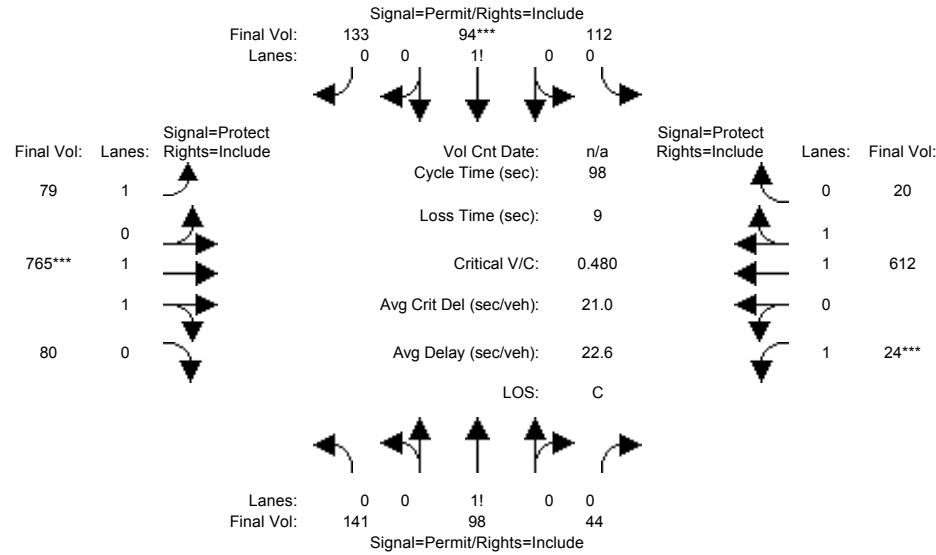
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	313	0	891	0	0	0	115	1447	0	0	1213	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	0	891	0	0	0	115	1447	0	0	1213	382
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	0	891	0	0	0	115	1447	0	0	1213	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	313	0	891	0	0	0	115	1447	0	0	1213	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	0	891	0	0	0	115	1447	0	0	1213	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	0	891	0	0	0	115	1447	0	0	1213	382
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.25	0.00	0.00	0.00	0.07	0.38	0.00	0.00	0.32	0.22
Crit Moves:	****			****			****			****		
Green Time:	53.6	0.0	53.6	0.0	0.0	0.0	14.2	83.4	0.0	0.0	69.1	69.1
Volume/Cap:	0.49	0.00	0.67	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67	0.46
Delay/Veh:	36.2	0.0	40.2	0.0	0.0	0.0	73.8	22.5	0.0	0.0	30.7	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	40.2	0.0	0.0	0.0	73.8	22.5	0.0	0.0	30.7	26.3
LOS by Move:	D	A	D	A	A	A	E	C	A	A	C	C
HCM2k95thQ:	21	0	31	0	0	0	13	37	0	0	34	21

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



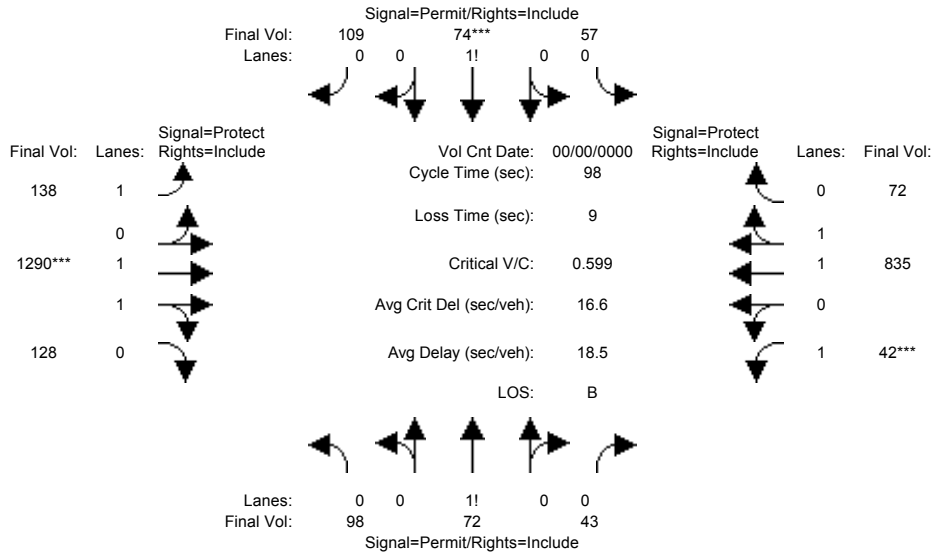
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	98	44	112	94	133	79	765	80	24	612	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	98	44	112	94	133	79	765	80	24	612	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	98	44	112	94	133	79	765	80	24	612	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	98	44	112	94	133	79	765	80	24	612	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	98	44	112	94	133	79	765	80	24	612	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	98	44	112	94	133	79	765	80	24	612	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.50	0.35	0.15	0.33	0.28	0.39	1.00	1.81	0.19	1.00	1.93	0.07
Final Sat.:	872	606	272	578	485	687	1750	3349	350	1750	3583	117
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.19	0.19	0.05	0.23	0.23	0.01	0.17	0.17
Crit Moves:				****			****			****		
Green Time:	37.6	37.6	37.6	37.6	37.6	37.6	15.1	44.4	44.4	7.0	36.2	36.2
Volume/Cap:	0.42	0.42	0.42	0.50	0.50	0.50	0.29	0.50	0.50	0.19	0.46	0.46
Delay/Veh:	22.6	22.6	22.6	23.7	23.7	23.7	37.3	19.3	19.3	43.6	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	22.6	23.7	23.7	23.7	37.3	19.3	19.3	43.6	23.7	23.7
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	C
HCM2k95thQ:	13	13	13	15	15	15	4	17	17	1	14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



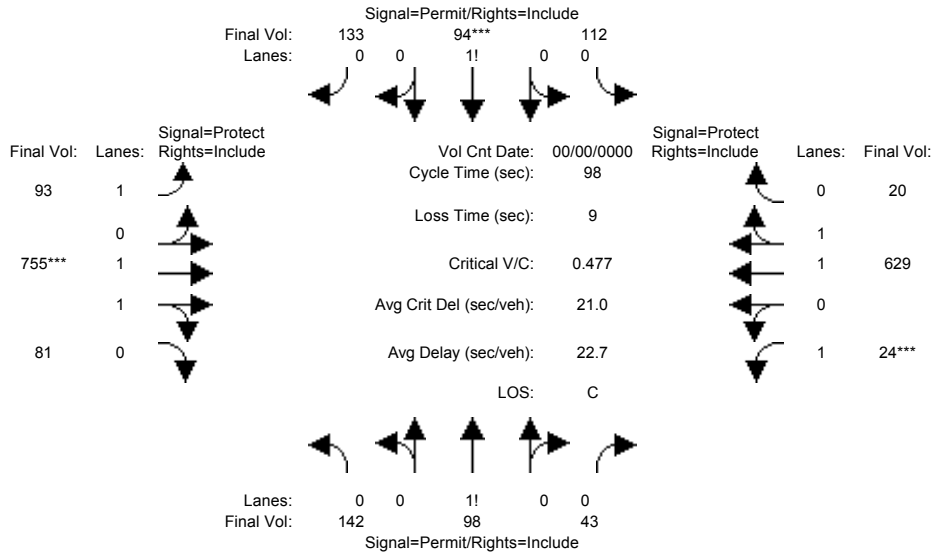
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	98	72	43	57	74	109	138	1290	128	42	835	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	72	43	57	74	109	138	1290	128	42	835	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	72	43	57	74	109	138	1290	128	42	835	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	72	43	57	74	109	138	1290	128	42	835	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	72	43	57	74	109	138	1290	128	42	835	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	72	43	57	74	109	138	1290	128	42	835	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.46	0.34	0.20	0.24	0.31	0.45	1.00	1.81	0.19	1.00	1.84	0.16
Final Sat.:	805	592	353	416	540	795	1750	3366	334	1750	3406	294
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.14	0.08	0.38	0.38	0.02	0.25	0.25
Crit Moves:	*****											
Green Time:	21.6	21.6	21.6	21.6	21.6	21.6	16.4	60.4	60.4	7.0	51.0	51.0
Volume/Cap:	0.55	0.55	0.55	0.62	0.62	0.62	0.47	0.62	0.62	0.34	0.47	0.47
Delay/Veh:	35.6	35.6	35.6	37.6	37.6	37.6	38.1	12.2	12.2	44.9	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.6	35.6	37.6	37.6	37.6	38.1	12.2	12.2	44.9	15.1	15.1
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	13	13	13	13	13	13	8	23	23	3	16	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



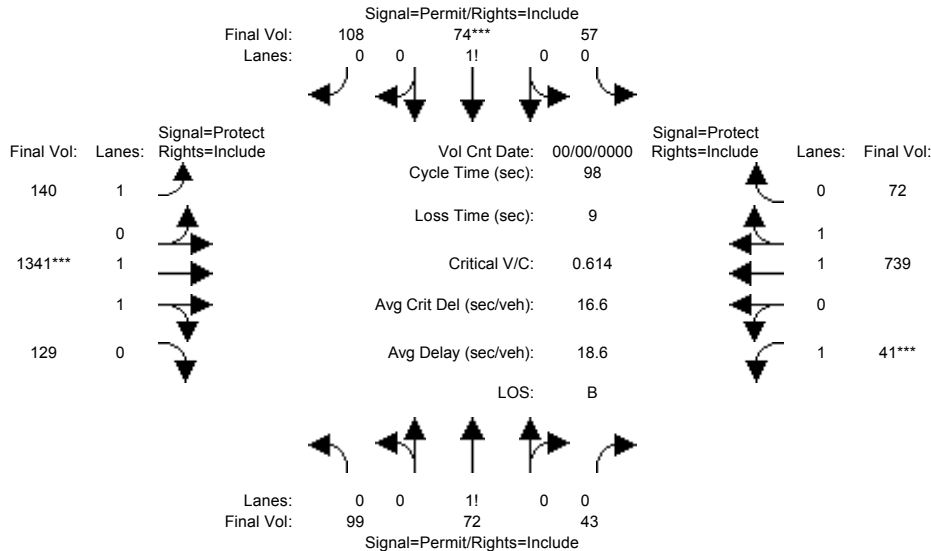
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	142	98	43	112	94	133	93	755	81	24	629	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	98	43	112	94	133	93	755	81	24	629	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	98	43	112	94	133	93	755	81	24	629	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	98	43	112	94	133	93	755	81	24	629	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	98	43	112	94	133	93	755	81	24	629	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	98	43	112	94	133	93	755	81	24	629	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.50	0.35	0.15	0.33	0.28	0.39	1.00	1.80	0.20	1.00	1.94	0.06
Final Sat.:	878	606	266	578	485	687	1750	3341	358	1750	3586	114
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.19	0.19	0.05	0.23	0.23	0.01	0.18	0.18
Crit Moves:	*****			*****			*****			*****		
Green Time:	37.8	37.8	37.8	37.8	37.8	37.8	14.8	44.2	44.2	7.0	36.3	36.3
Volume/Cap:	0.42	0.42	0.42	0.50	0.50	0.50	0.35	0.50	0.50	0.19	0.47	0.47
Delay/Veh:	22.4	22.4	22.4	23.5	23.5	23.5	38.1	19.4	19.4	43.6	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	23.5	23.5	23.5	38.1	19.4	19.4	43.6	23.8	23.8
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	C
HCM2k95thQ:	13	13	13	15	15	15	5	17	17	1	14	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3260: ALUM ROCK/33rd [Study Int 16]



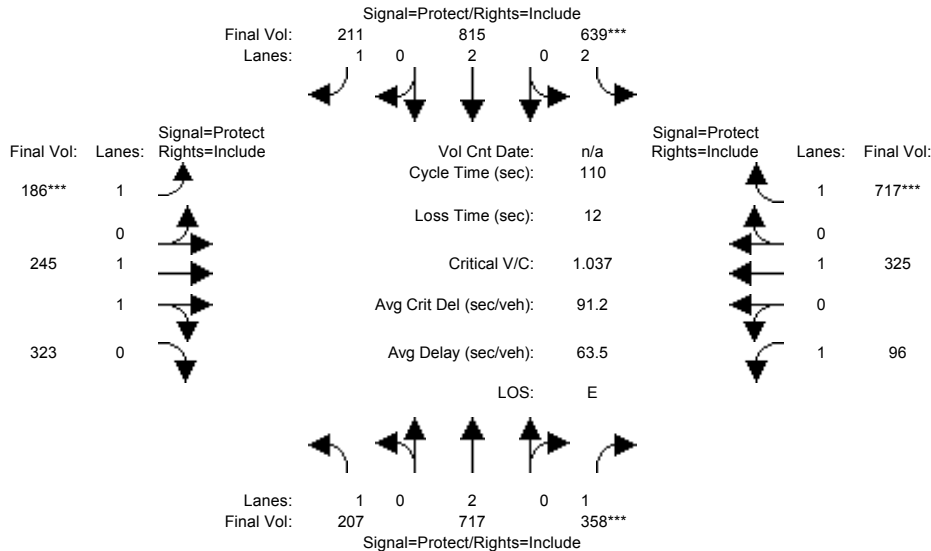
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	99	72	43	57	74	108	140	1341	129	41	739	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	72	43	57	74	108	140	1341	129	41	739	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	72	43	57	74	108	140	1341	129	41	739	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	72	43	57	74	108	140	1341	129	41	739	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	72	43	57	74	108	140	1341	129	41	739	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	72	43	57	74	108	140	1341	129	41	739	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.46	0.34	0.20	0.24	0.31	0.45	1.00	1.82	0.18	1.00	1.82	0.18
Final Sat.:	810	589	352	417	542	791	1750	3375	325	1750	3371	328
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.14	0.08	0.40	0.40	0.02	0.22	0.22
Crit Moves:	*****											
Green Time:	21.0	21.0	21.0	21.0	21.0	21.0	18.2	61.0	61.0	7.0	49.8	49.8
Volume/Cap:	0.57	0.57	0.57	0.64	0.64	0.64	0.43	0.64	0.64	0.33	0.43	0.43
Delay/Veh:	36.6	36.6	36.6	38.7	38.7	38.7	36.2	12.2	12.2	44.8	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	38.7	38.7	38.7	36.2	12.2	12.2	44.8	15.3	15.3
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	13	13	13	13	13	13	8	24	24	3	15	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



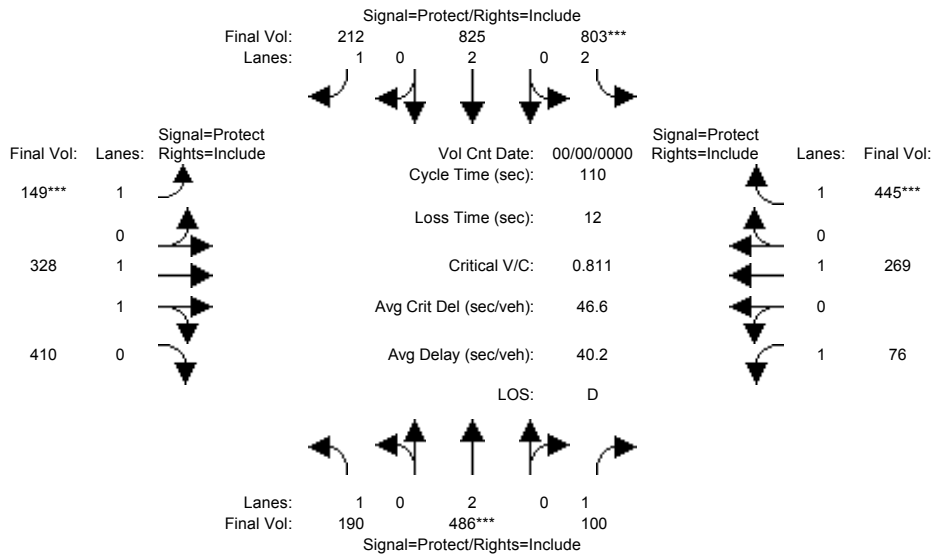
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	207	717	358	639	815	211	186	245	323	96	325	717
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	717	358	639	815	211	186	245	323	96	325	717
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	717	358	639	815	211	186	245	323	96	325	717
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	717	358	639	815	211	186	245	323	96	325	717
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	717	358	639	815	211	186	245	323	96	325	717
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	207	717	358	639	815	211	186	245	323	96	325	717
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.20	0.20	0.21	0.12	0.11	0.13	0.18	0.05	0.17	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.4	21.7	21.7	21.5	27.9	27.9	11.3	40.7	40.7	14.0	43.5	43.5
Volume/Cap:	0.85	0.96	1.04	1.04	0.85	0.48	1.04	0.35	0.50	0.43	0.43	1.04
Delay/Veh:	69.2	66.3	102.3	90.3	46.1	35.7	126.5	25.2	27.1	45.6	24.7	77.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	66.3	102.3	90.3	46.1	35.7	126.5	25.2	27.1	45.6	24.7	77.3
LOS by Move:	E	E	F	F	D	D	F	C	C	D	C	E
HCM2k95thQ:	15	25	30	33	28	13	17	11	17	7	15	56

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	190	486	100	803	825	212	149	328	410	76	269	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	486	100	803	825	212	149	328	410	76	269	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	486	100	803	825	212	149	328	410	76	269	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	486	100	803	825	212	149	328	410	76	269	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	486	100	803	825	212	149	328	410	76	269	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	486	100	803	825	212	149	328	410	76	269	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.06	0.25	0.22	0.12	0.09	0.17	0.23	0.04	0.14	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.3	17.4	17.4	34.6	34.6	34.6	11.6	36.2	36.2	9.8	34.5	34.5
Volume/Cap:	0.69	0.81	0.36	0.81	0.69	0.38	0.81	0.52	0.71	0.49	0.45	0.81
Delay/Veh:	51.0	52.9	42.2	39.8	34.7	29.8	71.2	30.3	34.7	50.0	30.7	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	52.9	42.2	39.8	34.7	29.8	71.2	30.3	34.7	50.0	30.7	43.6
LOS by Move:	D	D	D	D	C	C	E	C	C	D	C	D
HCM2k95thQ:	13	16	6	30	23	12	11	16	24	7	14	30

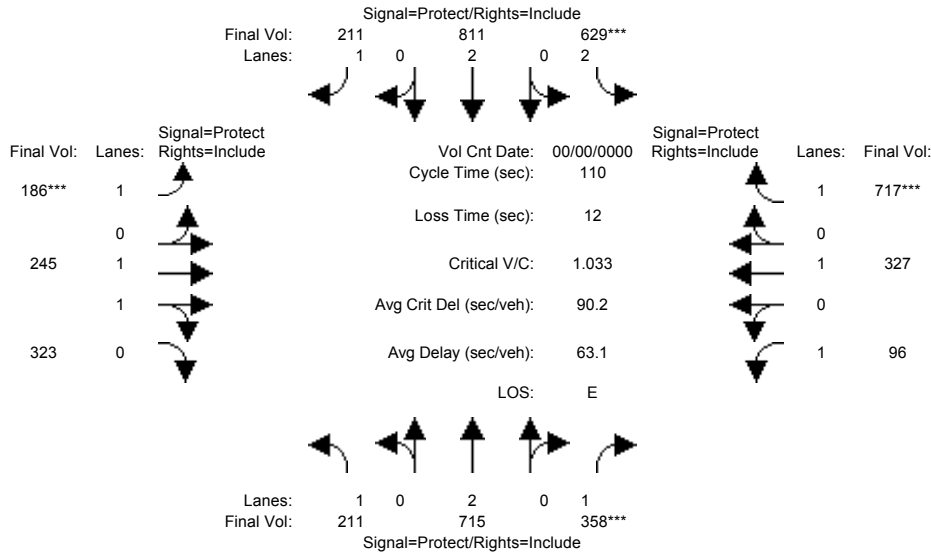
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



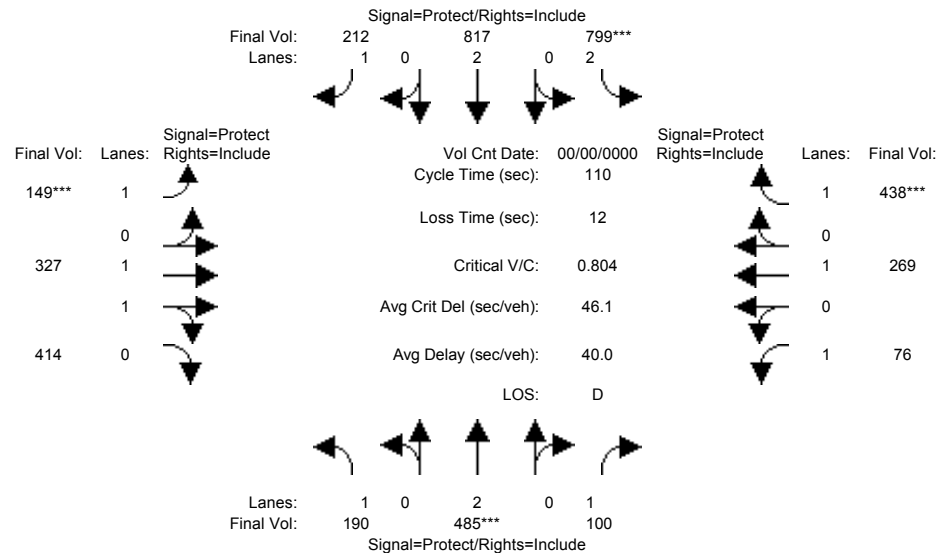
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	211	715	358	629	811	211	186	245	323	96	327	717
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	715	358	629	811	211	186	245	323	96	327	717
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	715	358	629	811	211	186	245	323	96	327	717
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	715	358	629	811	211	186	245	323	96	327	717
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	715	358	629	811	211	186	245	323	96	327	717
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	715	358	629	811	211	186	245	323	96	327	717
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.20	0.20	0.21	0.12	0.11	0.13	0.18	0.05	0.17	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.5	21.8	21.8	21.3	27.5	27.5	11.3	40.9	40.9	14.1	43.6	43.6
Volume/Cap:	0.85	0.95	1.03	1.03	0.85	0.48	1.03	0.35	0.50	0.43	0.43	1.03
Delay/Veh:	69.9	65.0	101.2	89.6	46.9	36.0	125.3	25.1	27.0	45.6	24.6	76.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	65.0	101.2	89.6	46.9	36.0	125.3	25.1	27.0	45.6	24.6	76.1
LOS by Move:	E	E	F	F	D	D	F	C	C	D	C	E
HCM2k95thQ:	16	25	30	33	28	13	17	11	17	7	15	56

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3384: JACKSON/CAPITOL/SAN ANTONIO [Study Int 23]



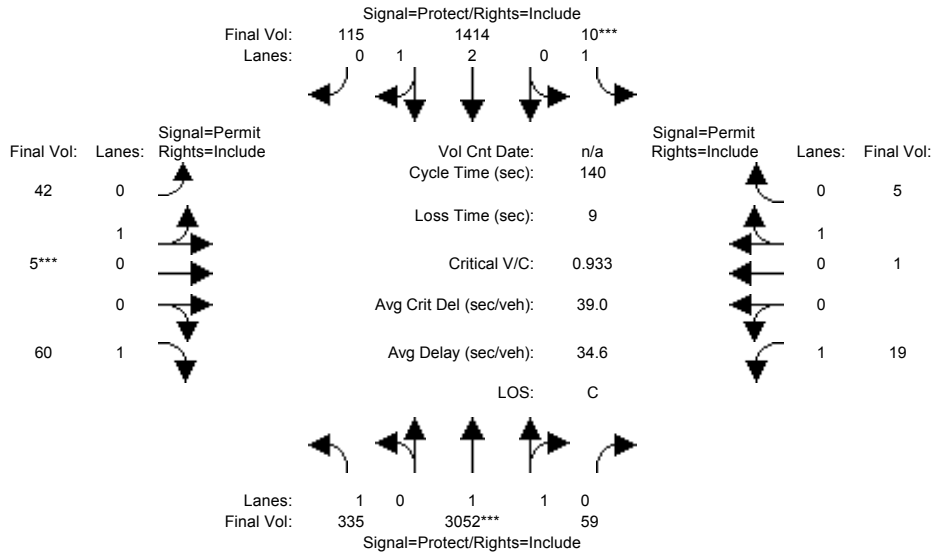
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	190	485	100	799	817	212	149	327	414	76	269	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	485	100	799	817	212	149	327	414	76	269	438
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	485	100	799	817	212	149	327	414	76	269	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	485	100	799	817	212	149	327	414	76	269	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	485	100	799	817	212	149	327	414	76	269	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	485	100	799	817	212	149	327	414	76	269	438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.06	0.25	0.22	0.12	0.09	0.17	0.24	0.04	0.14	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.5	17.5	17.5	34.7	34.6	34.6	11.6	36.1	36.1	9.7	34.2	34.2
Volume/Cap:	0.68	0.80	0.36	0.80	0.68	0.38	0.80	0.52	0.72	0.49	0.46	0.80
Delay/Veh:	50.4	52.4	42.1	39.4	34.5	29.8	70.0	30.3	35.0	50.2	31.0	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	52.4	42.1	39.4	34.5	29.8	70.0	30.3	35.0	50.2	31.0	43.3
LOS by Move:	D	D	D	D	C	C	E	C	C	D	C	D
HCM2k95thQ:	13	16	6	29	23	12	11	16	24	7	14	29

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



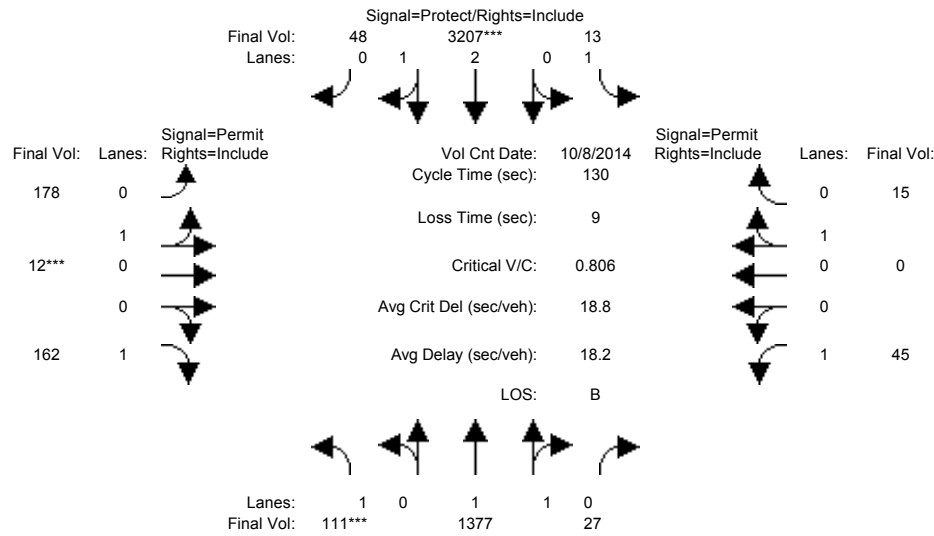
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	335	3052	59	10	1414	115	42	5	60	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	3052	59	10	1414	115	42	5	60	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	3052	59	10	1414	115	42	5	60	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3052	59	10	1414	115	42	5	60	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3052	59	10	1414	115	42	5	60	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	3052	59	10	1414	115	42	5	60	19	1	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.77	0.23	0.89	0.11	1.00	1.00	0.17	0.83
Final Sat.:	1750	3630	70	1750	5178	421	1609	191	1750	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.84	0.84	0.01	0.27	0.27	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.9	114	114.0	7.0	71.1	71.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.54	1.03	1.03	0.11	0.54	0.54	0.37	0.37	0.48	0.15	0.05	0.05
Delay/Veh:	36.8	38.5	38.5	64.1	23.5	23.5	63.7	63.7	65.4	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	38.5	38.5	64.1	23.5	23.5	63.7	63.7	65.4	61.6	60.7	60.7
LOS by Move:	D	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	21	115	115	1	26	26	5	5	7	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



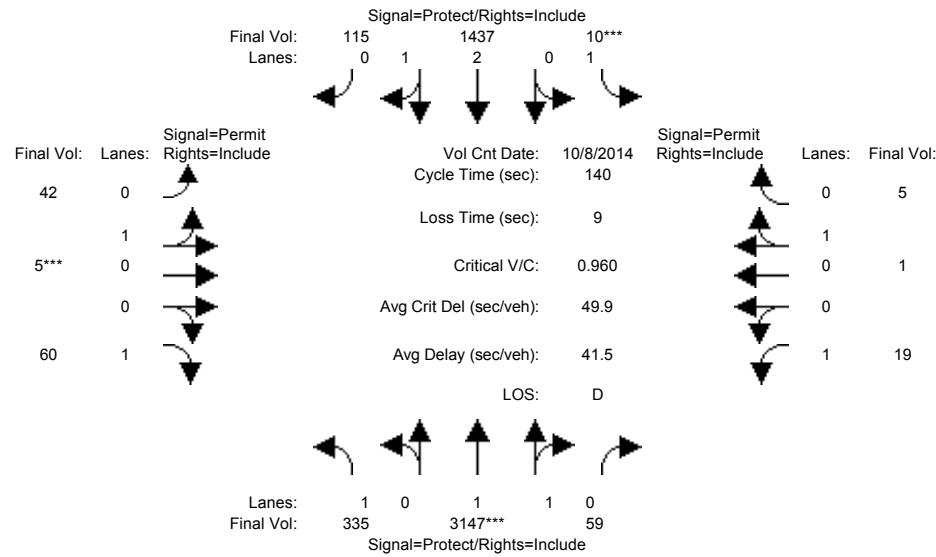
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	111	1377	27	13	3207	48	178	12	162	45	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1377	27	13	3207	48	178	12	162	45	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1377	27	13	3207	48	178	12	162	45	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1377	27	13	3207	48	178	12	162	45	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1377	27	13	3207	48	178	12	162	45	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1377	27	13	3207	48	178	12	162	45	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.95	0.05	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3629	71	1750	5517	83	1686	114	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.01	0.58	0.58	0.11	0.11	0.09	0.03	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	10.2	91.1	91.1	12.9	93.7	93.7	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.81	0.54	0.54	0.07	0.81	0.81	0.81	0.81	0.71	0.20	0.00	0.06
Delay/Veh:	87.2	9.6	9.6	53.3	13.3	13.3	73.0	73.0	63.8	50.8	0.0	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	9.6	9.6	53.3	13.3	13.3	73.0	73.0	63.8	50.8	0.0	49.6
LOS by Move:	F	A	A	D	B	B	E	E	E	D	A	D
HCM2k95thQ:	10	24	24	1	44	44	18	18	15	4	0	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



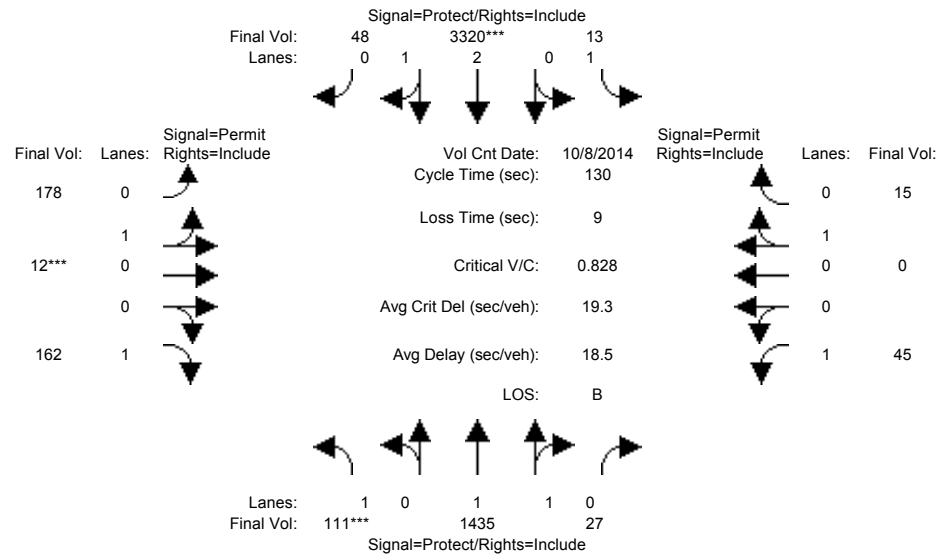
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	335	3147	59	10	1437	115	42	5	60	19	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	3147	59	10	1437	115	42	5	60	19	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	3147	59	10	1437	115	42	5	60	19	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3147	59	10	1437	115	42	5	60	19	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3147	59	10	1437	115	42	5	60	19	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	3147	59	10	1437	115	42	5	60	19	1	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.77	0.23	0.89	0.11	1.00	1.00	0.17	0.83
Final Sat.:	1750	3632	68	1750	5185	415	1609	191	1750	1750	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.87	0.87	0.01	0.28	0.28	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.4	114	114.0	7.0	71.6	71.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.54	1.06	1.06	0.11	0.54	0.54	0.37	0.37	0.48	0.15	0.05	0.05
Delay/Veh:	37.2	49.7	49.7	64.1	23.4	23.4	63.7	63.7	65.4	61.6	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	49.7	49.7	64.1	23.4	23.4	63.7	63.7	65.4	61.6	60.7	60.7
LOS by Move:	D	D	D	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	21	124	124	1	26	26	5	5	7	2	1	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3411: AVIATION/COLEMAN [Study Int 34]



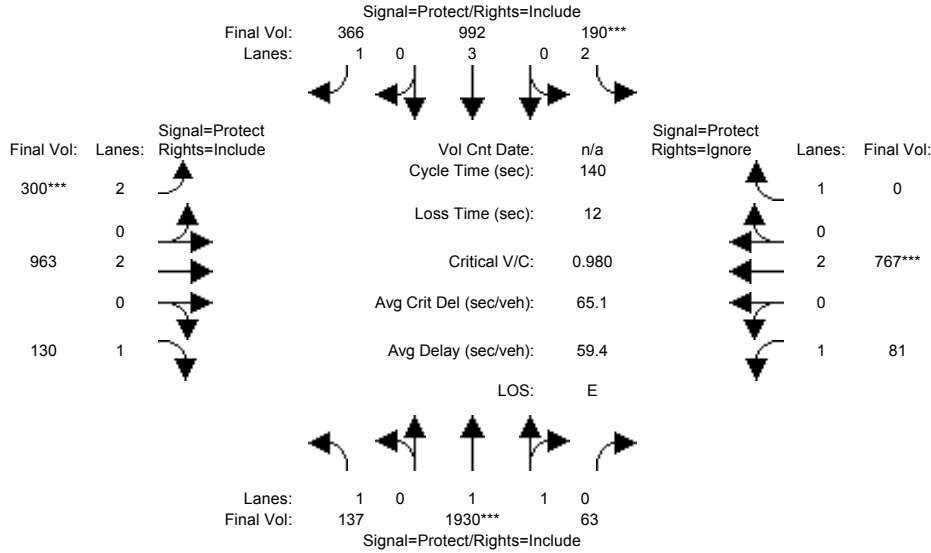
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	111	1435	27	13	3320	48	178	12	162	45	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1435	27	13	3320	48	178	12	162	45	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1435	27	13	3320	48	178	12	162	45	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1435	27	13	3320	48	178	12	162	45	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1435	27	13	3320	48	178	12	162	45	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1435	27	13	3320	48	178	12	162	45	0	15
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.96	0.04	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3632	68	1750	5520	80	1686	114	1750	1750	0	1800
-----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.01	0.60	0.60	0.11	0.11	0.09	0.03	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	10.0	91.9	91.9	12.5	94.5	94.5	16.6	16.6	16.6	16.6	0.0	16.6
Volume/Cap:	0.83	0.56	0.56	0.08	0.83	0.83	0.83	0.83	0.73	0.20	0.00	0.07
Delay/Veh:	92.0	9.5	9.5	53.7	13.7	13.7	76.7	76.7	65.8	51.2	0.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	9.5	9.5	53.7	13.7	13.7	76.7	76.7	65.8	51.2	0.0	50.0
LOS by Move:	F	A	A	D	B	B	E	E	E	D	A	D
HCM2k95thQ:	10	25	25	1	47	47	19	19	15	4	0	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3413: Coleman/Hedding [Study Int 38]



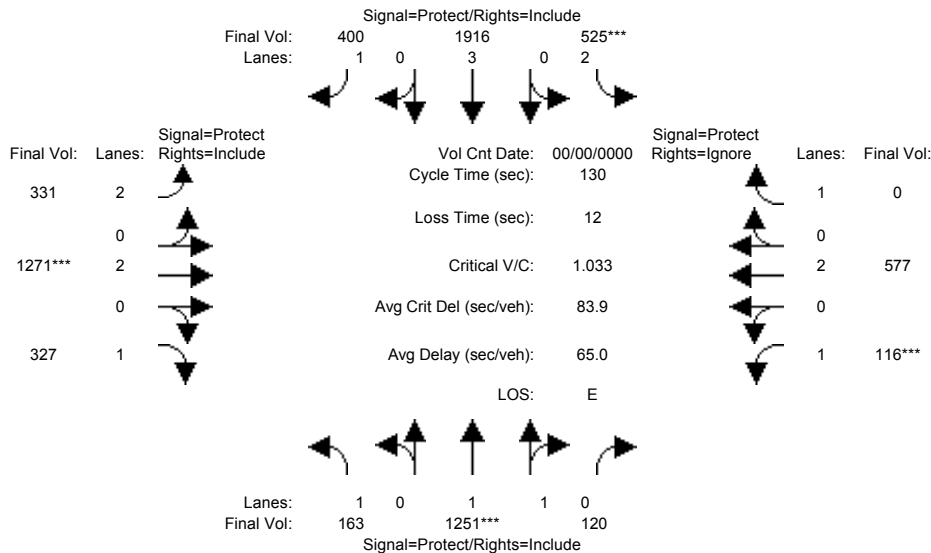
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	1930	63	190	992	366	300	963	130	81	767	1001
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1930	63	190	992	366	300	963	130	81	767	1001
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1930	63	190	992	366	300	963	130	81	767	1001
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	137	1930	63	190	992	366	300	963	130	81	767	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1930	63	190	992	366	300	963	130	81	767	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	137	1930	63	190	992	366	300	963	130	81	767	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3583	117	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.54	0.54	0.06	0.21	0.21	0.10	0.25	0.07	0.05	0.20	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.3	76.9	76.9	8.6	62.3	62.3	13.6	35.4	35.4	7.0	28.8	0.0
Volume/Cap:	0.47	0.98	0.98	0.98	0.47	0.47	0.98	1.00	0.29	0.93	0.98	0.00
Delay/Veh:	54.0	46.2	46.2	124.2	27.4	27.7	108.9	81.6	42.6	138.0	82.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	46.2	46.2	124.2	27.4	27.7	108.9	81.6	42.6	138.0	82.5	0.0
LOS by Move:	D	D	D	F	C	C	F	F	D	F	F	A
HCM2k95thQ:	10	64	64	12	18	21	16	38	9	12	36	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3413: Coleman/Hedding [Study Int 38]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	163	1251	120	525	1916	400	331	1271	327	116	577	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1251	120	525	1916	400	331	1271	327	116	577	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1251	120	525	1916	400	331	1271	327	116	577	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	163	1251	120	525	1916	400	331	1271	327	116	577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1251	120	525	1916	400	331	1271	327	116	577	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	163	1251	120	525	1916	400	331	1271	327	116	577	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3376	324	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.17	0.40	0.23	0.11	0.33	0.19	0.07	0.15	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	46.6	46.6	21.0	54.9	54.9	20.6	42.1	42.1	8.3	29.8	0.0
Volume/Cap:	0.96	1.03	1.03	1.03	0.96	0.54	0.66	1.03	0.58	1.03	0.66	0.00
Delay/Veh:	113.9	75.4	75.4	103.3	47.7	28.9	54.7	78.6	38.0	155.0	47.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.9	75.4	75.4	103.3	47.7	28.9	54.7	78.6	38.0	155.0	47.5	0.0
LOS by Move:	F	E	E	F	D	C	D	E	D	F	D	A
HCM2k95thQ:	13	48	48	27	44	22	13	44	20	16	20	0

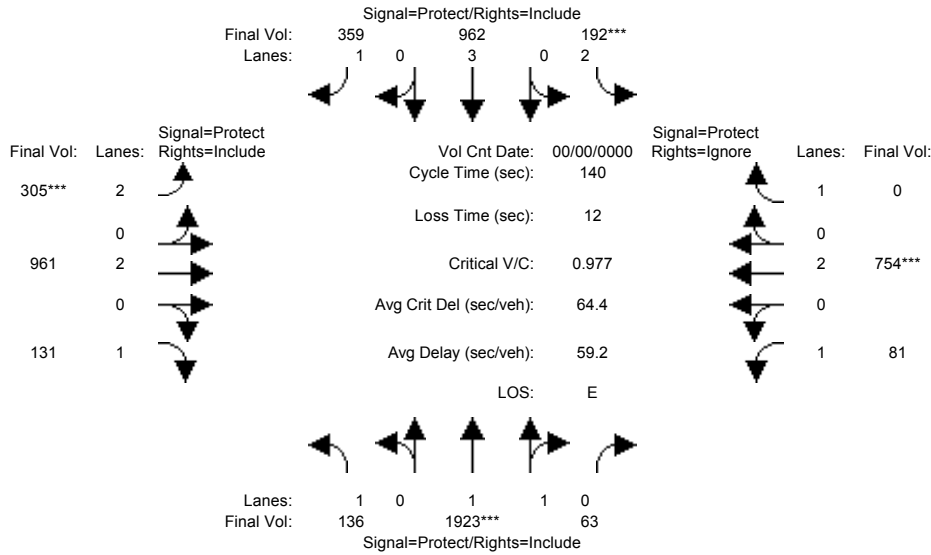
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3413: Coleman/Hedding [Study Int 38]



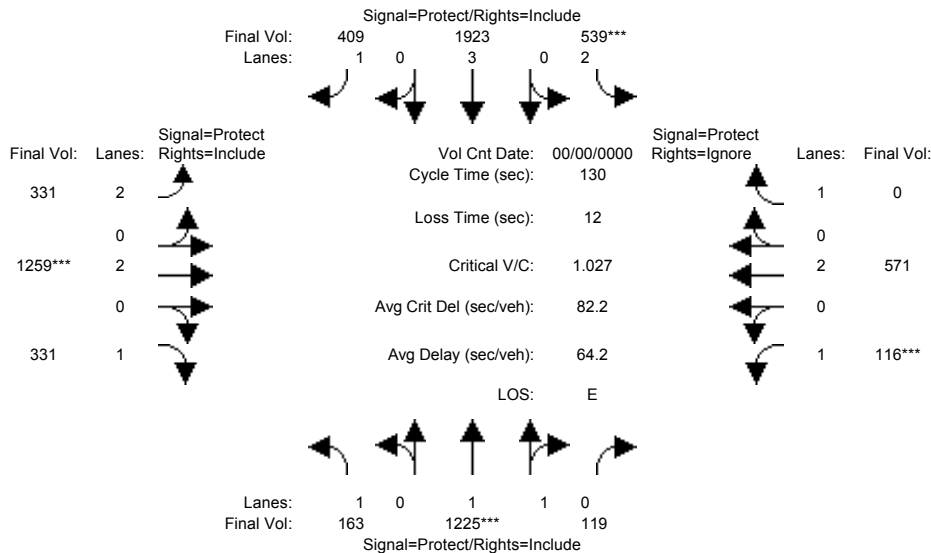
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	136	1923	63	192	962	359	305	961	131	81	754	1000
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1923	63	192	962	359	305	961	131	81	754	1000
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1923	63	192	962	359	305	961	131	81	754	1000
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	136	1923	63	192	962	359	305	961	131	81	754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1923	63	192	962	359	305	961	131	81	754	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	136	1923	63	192	962	359	305	961	131	81	754	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3583	117	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.54	0.54	0.06	0.20	0.21	0.10	0.25	0.07	0.05	0.20	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.5	76.9	76.9	8.7	62.1	62.1	13.9	35.3	35.3	7.0	28.4	0.0
Volume/Cap:	0.46	0.98	0.98	0.98	0.46	0.46	0.98	1.00	0.30	0.93	0.98	0.00
Delay/Veh:	53.7	45.5	45.5	122.7	27.3	27.7	107.3	82.0	42.7	138.0	82.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	45.5	45.5	122.7	27.3	27.7	107.3	82.0	42.7	138.0	82.0	0.0
LOS by Move:	D	D	D	F	C	C	F	F	D	F	F	A
HCM2k95thQ:	10	64	64	12	17	20	16	38	9	12	35	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3413: Coleman/Hedding [Study Int 38]



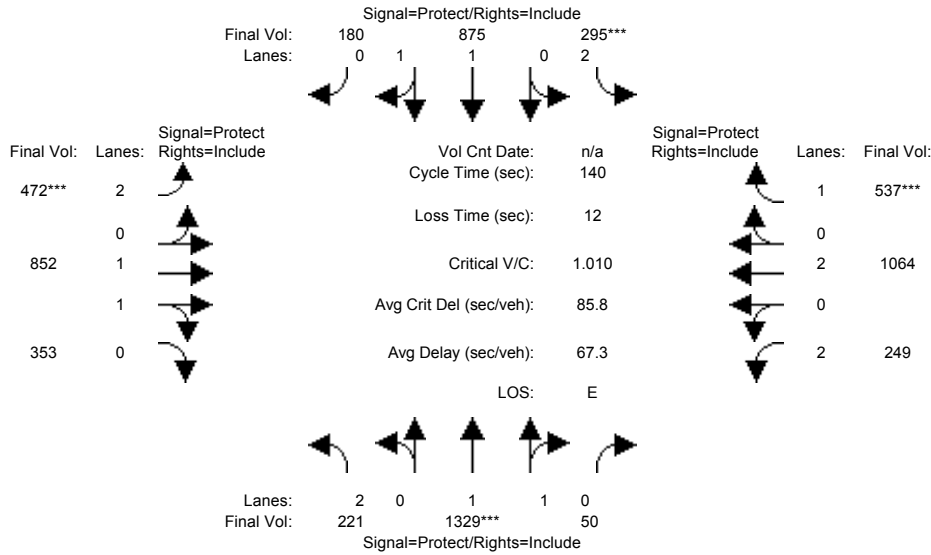
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	163	1225	119	539	1923	409	331	1259	331	116	571	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1225	119	539	1923	409	331	1259	331	116	571	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1225	119	539	1923	409	331	1259	331	116	571	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	163	1225	119	539	1923	409	331	1259	331	116	571	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1225	119	539	1923	409	331	1259	331	116	571	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	163	1225	119	539	1923	409	331	1259	331	116	571	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3372	328	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.17	0.40	0.23	0.11	0.33	0.19	0.07	0.15	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	46.0	46.0	21.7	55.0	55.0	20.7	41.9	41.9	8.4	29.6	0.0
Volume/Cap:	0.96	1.03	1.03	1.03	0.96	0.55	0.66	1.03	0.59	1.03	0.66	0.00
Delay/Veh:	114.5	73.9	73.9	100.4	47.9	29.1	54.6	76.8	38.4	152.8	47.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.5	73.9	73.9	100.4	47.9	29.1	54.6	76.8	38.4	152.8	47.5	0.0
LOS by Move:	F	E	E	F	D	C	D	E	D	F	D	A
HCM2k95thQ:	13	46	46	28	44	23	13	43	20	16	20	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3417: Coleman/Taylor [Study Int 39]



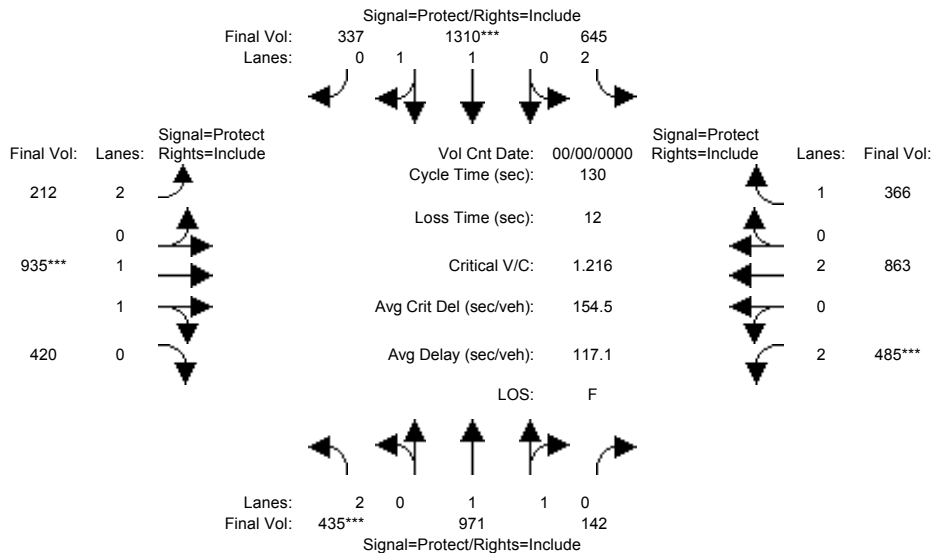
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	221	1329	50	295	875	180	472	852	353	249	1064	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1329	50	295	875	180	472	852	353	249	1064	537
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1329	50	295	875	180	472	852	353	249	1064	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1329	50	295	875	180	472	852	353	249	1064	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1329	50	295	875	180	472	852	353	249	1064	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	1329	50	295	875	180	472	852	353	249	1064	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.93	0.07	2.00	1.65	0.35	2.00	1.40	0.60	2.00	2.00	1.00
Final Sat.:	3150	3566	134	3150	3068	631	3150	2615	1084	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.09	0.29	0.29	0.15	0.33	0.33	0.08	0.28	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.8	51.7	51.7	13.0	51.9	51.9	20.8	51.0	51.0	12.4	42.6	42.6
Volume/Cap:	0.77	1.01	1.01	1.01	0.77	0.77	1.01	0.89	0.89	0.89	0.92	1.01
Delay/Veh:	74.1	70.9	70.9	118.6	41.5	41.5	103.7	50.1	50.1	91.7	59.0	90.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	70.9	70.9	118.6	41.5	41.5	103.7	50.1	50.1	91.7	59.0	90.2
LOS by Move:	E	E	E	F	D	D	F	D	D	F	E	F
HCM2k95thQ:	14	59	59	18	35	35	25	42	42	14	39	47

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3417: Coleman/Taylor [Study Int 39]



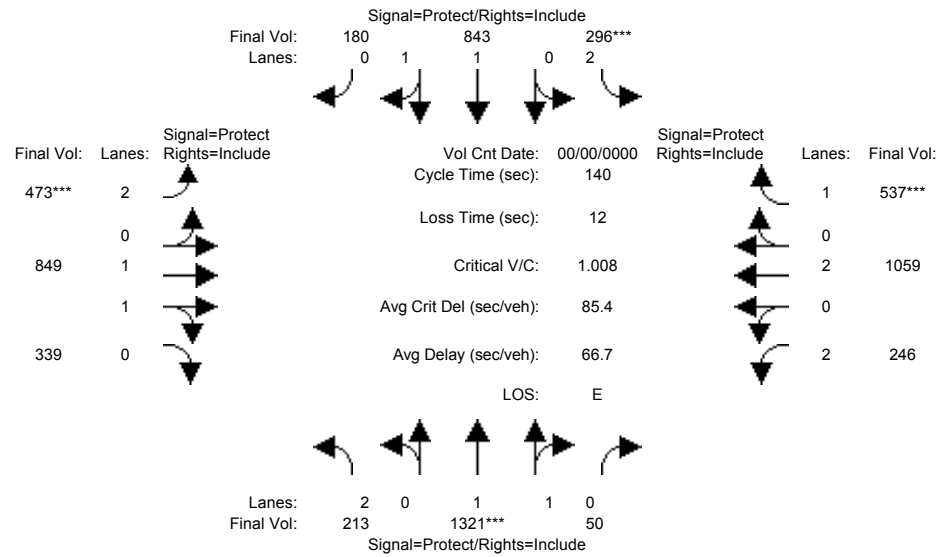
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	435	971	142	645	1310	337	212	935	420	485	863	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	971	142	645	1310	337	212	935	420	485	863	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	971	142	645	1310	337	212	935	420	485	863	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	971	142	645	1310	337	212	935	420	485	863	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	971	142	645	1310	337	212	935	420	485	863	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	971	142	645	1310	337	212	935	420	485	863	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.74	0.26	2.00	1.58	0.42	2.00	1.36	0.64	2.00	2.00	1.00
Final Sat.:	3150	3228	472	3150	2942	757	3150	2552	1146	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.20	0.45	0.45	0.07	0.37	0.37	0.15	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	14.8	37.1	37.1	25.3	47.6	47.6	12.7	39.2	39.2	16.5	42.9	42.9
Volume/Cap:	1.22	1.05	1.05	1.05	1.22	1.22	0.69	1.22	1.22	1.22	0.69	0.63
Delay/Veh:	177.7	89.5	89.5	103.8	145	145.3	63.1	151	150.9	174.8	39.4	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	177.7	89.5	89.5	103.8	145	145.3	63.1	151	150.9	174.8	39.4	39.2
LOS by Move:	F	F	F	F	F	F	E	F	F	F	D	D
HCM2k95thQ:	32	50	50	31	77	77	9	64	64	32	26	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3417: Coleman/Taylor [Study Int 39]



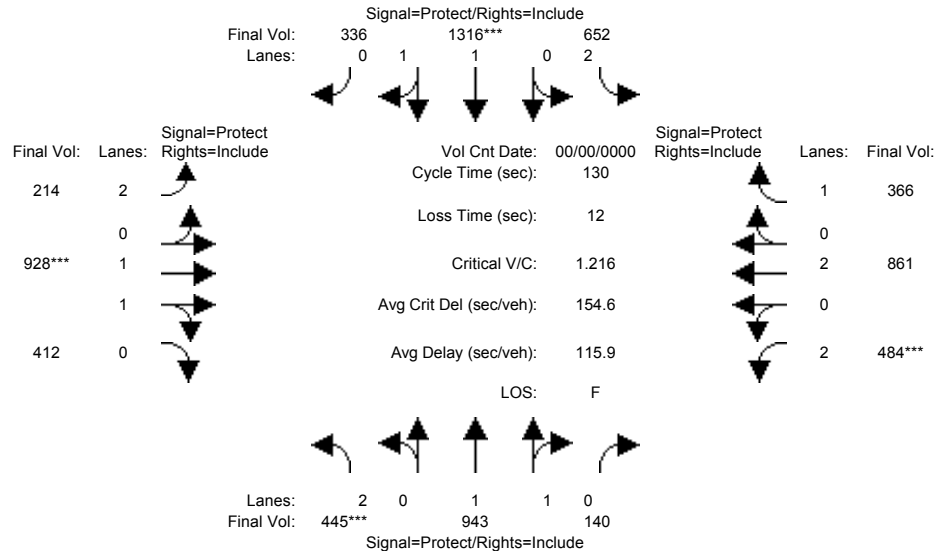
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	213	1321	50	296	843	180	473	849	339	246	1059	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1321	50	296	843	180	473	849	339	246	1059	537
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1321	50	296	843	180	473	849	339	246	1059	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1321	50	296	843	180	473	849	339	246	1059	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1321	50	296	843	180	473	849	339	246	1059	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	1321	50	296	843	180	473	849	339	246	1059	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.93	0.07	2.00	1.64	0.36	2.00	1.41	0.59	2.00	2.00	1.00
Final Sat.:	3150	3565	135	3150	3048	651	3150	2643	1055	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.09	0.28	0.28	0.15	0.32	0.32	0.08	0.28	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	51.5	51.5	13.1	51.8	51.8	20.9	51.1	51.1	12.4	42.6	42.6
Volume/Cap:	0.75	1.01	1.01	1.01	0.75	0.75	1.01	0.88	0.88	0.88	0.88	0.92
Delay/Veh:	72.4	70.6	70.6	118.0	40.7	40.7	103.1	48.7	48.7	89.0	58.2	89.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	70.6	70.6	118.0	40.7	40.7	103.1	48.7	48.7	89.0	58.2	89.7
LOS by Move:	E	E	E	F	D	D	F	D	D	F	E	F
HCM2k95thQ:	13	59	59	18	33	33	25	41	41	13	39	47

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3417: Coleman/Taylor [Study Int 39]



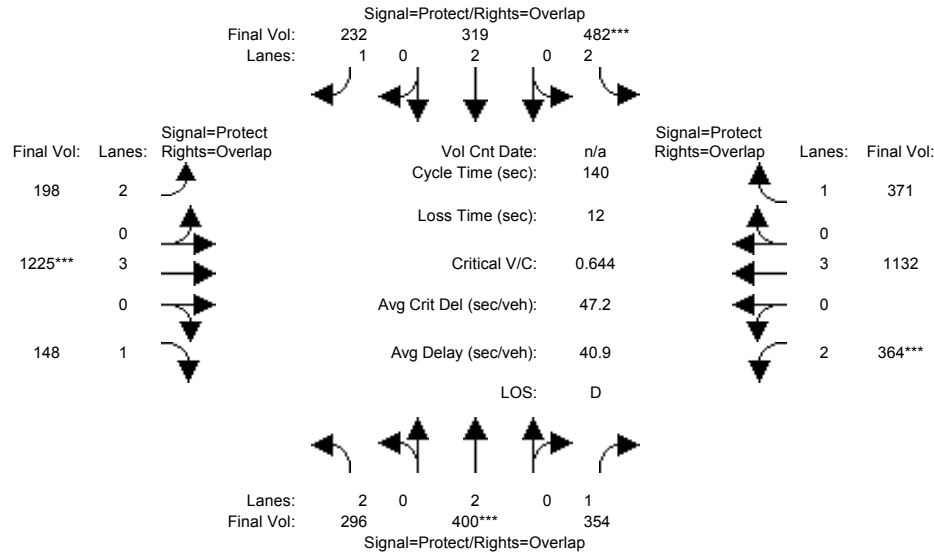
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	445	943	140	652	1316	336	214	928	412	484	861	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	943	140	652	1316	336	214	928	412	484	861	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	943	140	652	1316	336	214	928	412	484	861	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	943	140	652	1316	336	214	928	412	484	861	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	943	140	652	1316	336	214	928	412	484	861	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	943	140	652	1316	336	214	928	412	484	861	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.73	0.27	2.00	1.58	0.42	2.00	1.37	0.63	2.00	2.00	1.00
Final Sat.:	3150	3221	478	3150	2947	752	3150	2562	1137	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.21	0.45	0.45	0.07	0.36	0.36	0.15	0.23	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.1	36.8	36.8	26.0	47.7	47.7	12.7	38.7	38.7	16.4	42.4	42.4
Volume/Cap:	1.22	1.03	1.03	1.03	1.22	1.22	0.69	1.22	1.22	1.22	0.69	0.64
Delay/Veh:	177.1	83.5	83.5	96.8	145	145.3	63.5	151	151.3	174.9	39.9	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	177.1	83.5	83.5	96.8	145	145.3	63.5	151	151.3	174.9	39.9	39.8
LOS by Move:	F	F	F	F	F	F	E	F	F	F	D	D
HCM2k95thQ:	33	48	48	30	77	77	9	63	63	32	26	24

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



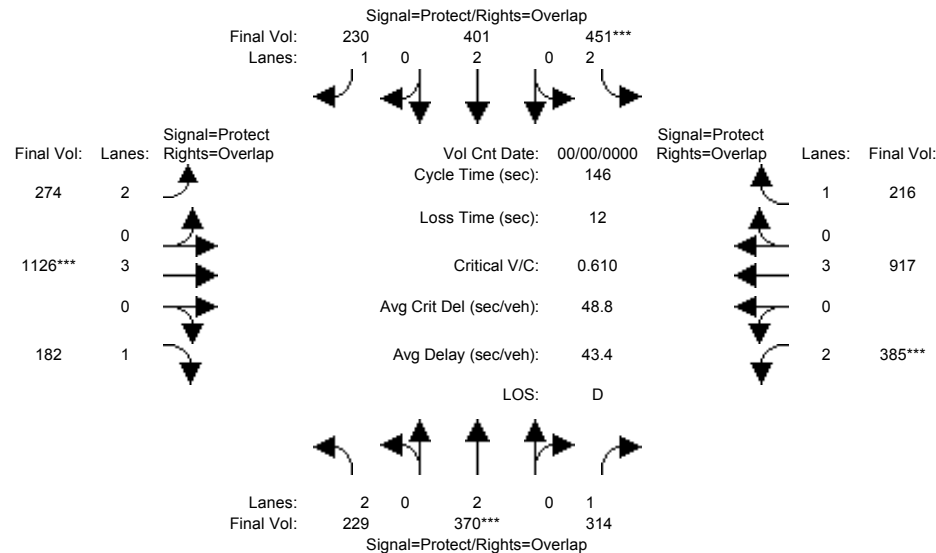
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	400	354	482	319	232	198	1225	148	364	1132	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	400	354	482	319	232	198	1225	148	364	1132	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	400	354	482	319	232	198	1225	148	364	1132	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	400	354	482	319	232	198	1225	148	364	1132	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	400	354	482	319	232	198	1225	148	364	1132	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	400	354	482	319	232	198	1225	148	364	1132	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.20	0.15	0.08	0.13	0.06	0.21	0.08	0.12	0.20	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.7	22.9	48.0	33.3	26.5	43.8	17.3	46.7	76.4	25.1	54.6	87.8
Volume/Cap:	0.44	0.64	0.59	0.64	0.44	0.42	0.51	0.64	0.16	0.64	0.51	0.34
Delay/Veh:	48.5	57.1	39.4	50.0	50.7	38.7	58.5	40.3	15.9	55.8	32.7	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	57.1	39.4	50.0	50.7	38.7	58.5	40.3	15.9	55.8	32.7	12.5
LOS by Move:	D	E	D	D	D	D	E	D	B	E	C	B
HCM2k95thQ:	13	17	24	20	11	15	9	26	7	18	22	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	229	370	314	451	401	230	274	1126	182	385	917	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	370	314	451	401	230	274	1126	182	385	917	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	370	314	451	401	230	274	1126	182	385	917	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	370	314	451	401	230	274	1126	182	385	917	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	370	314	451	401	230	274	1126	182	385	917	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	370	314	451	401	230	274	1126	182	385	917	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.18	0.14	0.11	0.13	0.09	0.20	0.10	0.12	0.16	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.5	23.3	52.5	34.2	34.1	60.9	26.8	47.2	70.7	29.2	49.6	83.9
Volume/Cap:	0.45	0.61	0.50	0.61	0.45	0.32	0.47	0.61	0.21	0.61	0.47	0.21
Delay/Veh:	56.1	59.0	37.1	51.4	48.3	28.8	53.9	42.2	21.8	55.0	38.1	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	59.0	37.1	51.4	48.3	28.8	53.9	42.2	21.8	55.0	38.1	15.2
LOS by Move:	E	E	D	D	D	C	D	D	C	D	D	B
HCM2k95thQ:	11	16	21	20	14	14	12	25	10	18	19	10

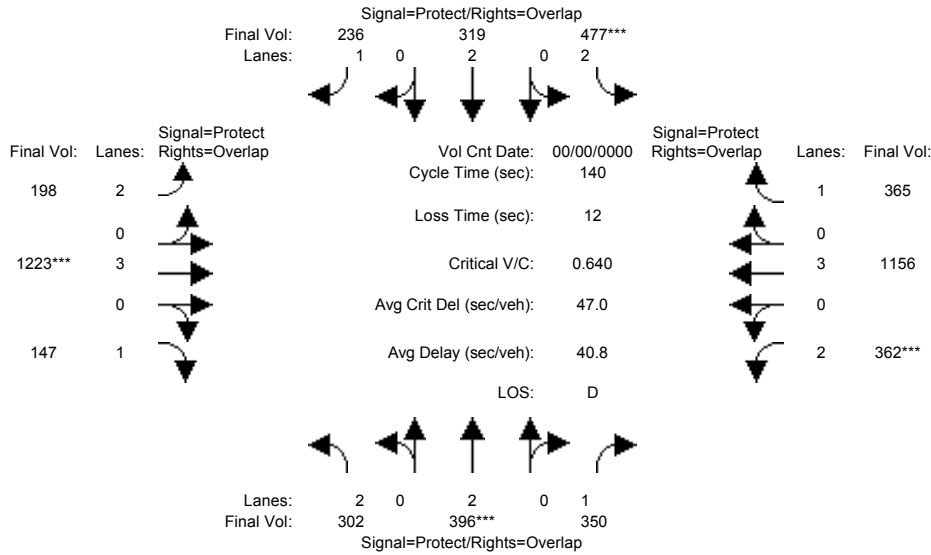
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



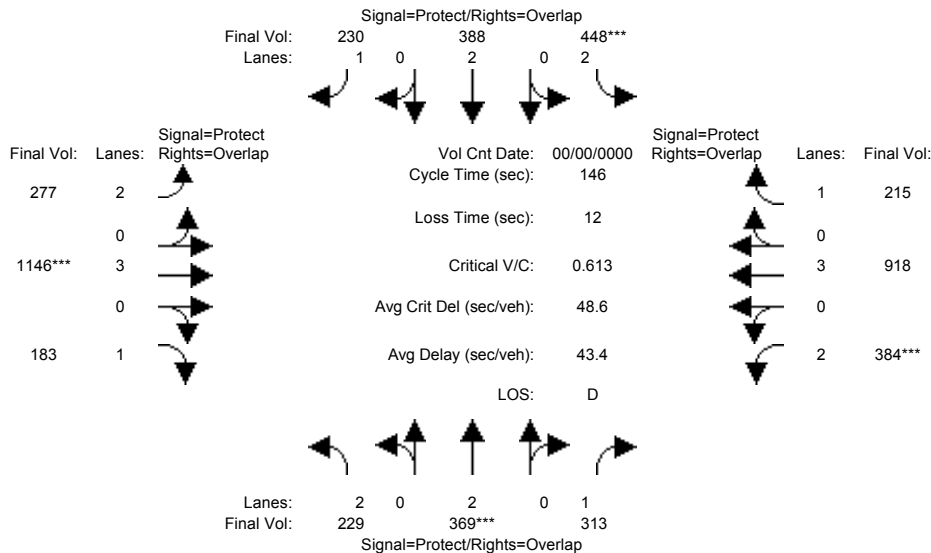
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	302	396	350	477	319	236	198	1223	147	362	1156	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	396	350	477	319	236	198	1223	147	362	1156	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	396	350	477	319	236	198	1223	147	362	1156	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	396	350	477	319	236	198	1223	147	362	1156	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	396	350	477	319	236	198	1223	147	362	1156	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	396	350	477	319	236	198	1223	147	362	1156	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.20	0.15	0.08	0.13	0.06	0.21	0.08	0.11	0.20	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.8	22.8	47.9	33.1	26.1	43.2	17.1	46.9	76.8	25.1	55.0	88.1
Volume/Cap:	0.45	0.64	0.58	0.64	0.45	0.44	0.52	0.64	0.15	0.64	0.52	0.33
Delay/Veh:	48.4	57.0	39.3	50.0	51.0	39.3	58.8	40.1	15.7	55.7	32.6	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	57.0	39.3	50.0	51.0	39.3	58.8	40.1	15.7	55.7	32.6	12.3
LOS by Move:	D	E	D	D	D	D	E	D	B	E	C	B
HCM2k95thQ:	13	16	24	20	11	16	9	26	6	18	22	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3596: JACKSON/McKEE [Study Int 8]



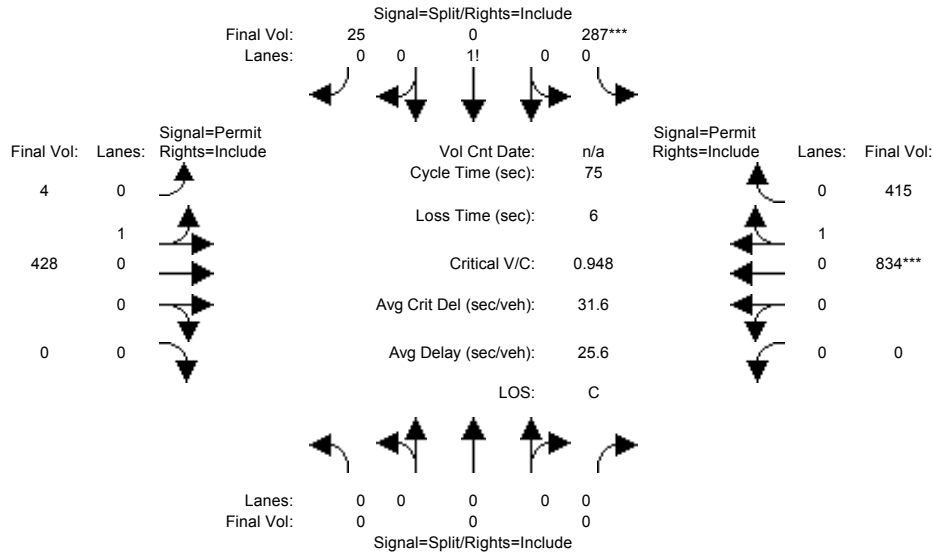
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	229	369	313	448	388	230	277	1146	183	384	918	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	369	313	448	388	230	277	1146	183	384	918	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	369	313	448	388	230	277	1146	183	384	918	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	369	313	448	388	230	277	1146	183	384	918	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	369	313	448	388	230	277	1146	183	384	918	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	369	313	448	388	230	277	1146	183	384	918	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.18	0.14	0.10	0.13	0.09	0.20	0.10	0.12	0.16	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.7	23.1	52.2	33.9	33.3	60.5	27.2	47.9	71.6	29.1	49.8	83.7
Volume/Cap:	0.45	0.61	0.50	0.61	0.45	0.32	0.47	0.61	0.21	0.61	0.47	0.21
Delay/Veh:	55.8	59.1	37.3	51.7	48.8	29.1	53.6	41.8	21.3	55.1	38.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	59.1	37.3	51.7	48.8	29.1	53.6	41.8	21.3	55.1	38.0	15.3
LOS by Move:	E	E	D	D	D	C	D	D	C	E	D	B
HCM2k95thQ:	11	16	21	20	14	14	12	25	9	18	19	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3612: JULIAN/21ST [Study Int 1]



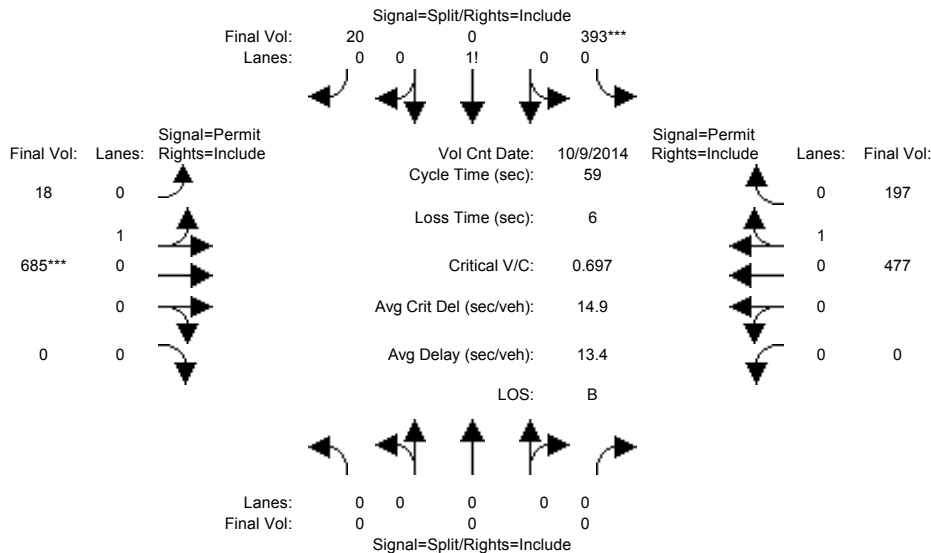
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	287	0	25	4	428	0	0	834	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	287	0	25	4	428	0	0	834	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	287	0	25	4	428	0	0	834	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	287	0	25	4	428	0	0	834	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	287	0	25	4	428	0	0	834	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	287	0	25	4	428	0	0	834	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	0.01	0.99	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	1610	0	140	17	1783	0	0	1202	598
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.24	0.24	0.00	0.00	0.69	0.69
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	14.1	0.0	14.1	54.9	54.9	0.0	0.0	54.9	54.9
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.95	0.33	0.33	0.00	0.00	0.95	0.95
Delay/Veh:	0.0	0.0	0.0	66.1	0.0	66.1	3.7	3.7	0.0	0.0	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.1	0.0	66.1	3.7	3.7	0.0	0.0	23.0	23.0
LOS by Move:	A	A	A	E	A	E	A	A	A	A	C	C
HCM2k95thQ:	0	0	0	22	0	22	7	7	0	0	49	49

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3612: JULIAN/21ST [Study Int 1]



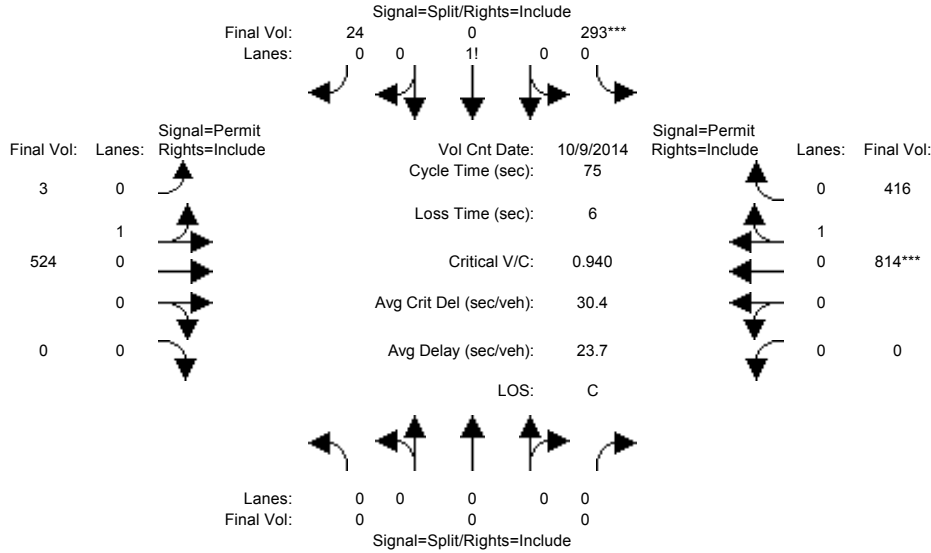
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	393	0	20	18	685	0	0	477	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	393	0	20	18	685	0	0	477	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	393	0	20	18	685	0	0	477	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	393	0	20	18	685	0	0	477	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	393	0	20	18	685	0	0	477	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	393	0	20	18	685	0	0	477	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.03	0.97	0.00	0.00	0.71	0.29
Final Sat.:	0	0	0	1665	0	85	46	1754	0	0	1274	526
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.39	0.39	0.00	0.00	0.37	0.37
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	33.0	33.0	0.0	0.0	33.0	33.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.70	0.70	0.70	0.00	0.00	0.67	0.67
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	20.6	11.5	11.5	0.0	0.0	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.6	0.0	20.6	11.5	11.5	0.0	0.0	10.9	10.9
LOS by Move:	A	A	A	C	A	C	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	16	0	16	18	18	0	0	17	17

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3612: JULIAN/21ST [Study Int 1]



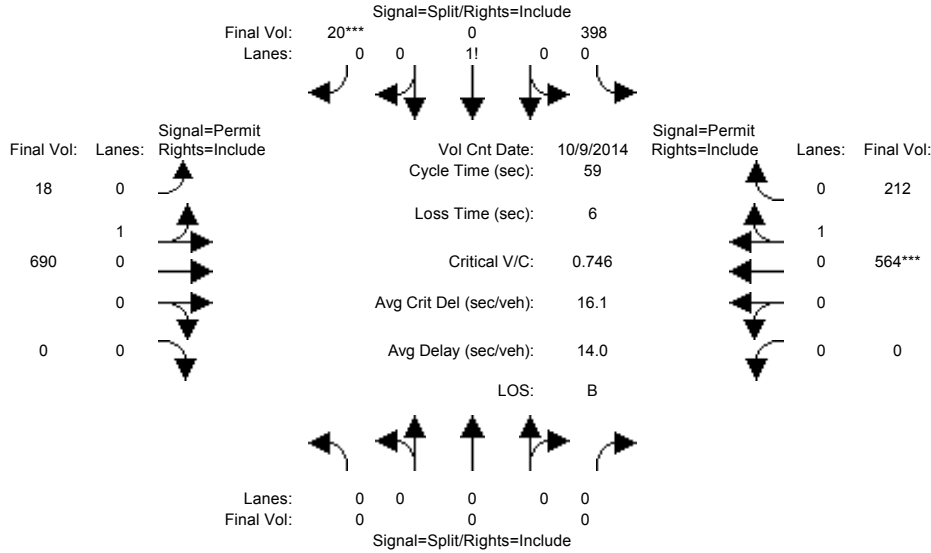
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Oct 2014 <<											
Base Vol:	0	0	0	293	0	24	3	524	0	0	814	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	293	0	24	3	524	0	0	814	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	293	0	24	3	524	0	0	814	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	293	0	24	3	524	0	0	814	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	0	24	3	524	0	0	814	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	293	0	24	3	524	0	0	814	416
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	0.01	0.99	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	1618	0	132	10	1790	0	0	1191	609
-----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.29	0.29	0.00	0.00	0.68	0.68
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	54.5	54.5	0.0	0.0	54.5	54.5
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.94	0.40	0.40	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	63.4	0.0	63.4	4.1	4.1	0.0	0.0	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	63.4	0.0	63.4	4.1	4.1	0.0	0.0	21.9	21.9
LOS by Move:	A	A	A	E	A	E	A	A	A	A	C	C
HCM2k95thQ:	0	0	0	22	0	22	10	10	0	0	48	48

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3612: JULIAN/21ST [Study Int 1]



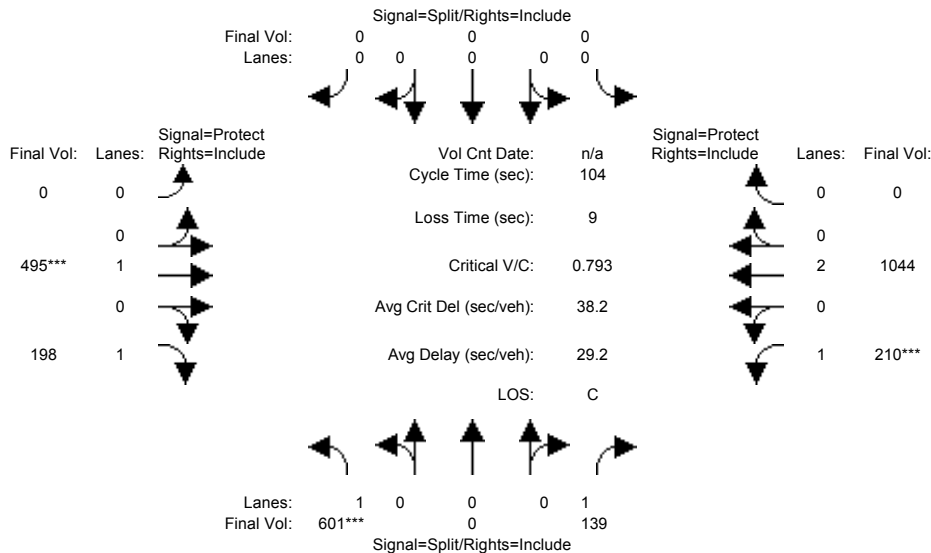
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	0	0	0	398	0	20	18	690	0	0	564	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	398	0	20	18	690	0	0	564	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	398	0	20	18	690	0	0	564	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	398	0	20	18	690	0	0	564	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	398	0	20	18	690	0	0	564	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	398	0	20	18	690	0	0	564	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	0.03	0.97	0.00	0.00	0.73	0.27
Final Sat.:	0	0	0	1666	0	84	46	1754	0	0	1308	492
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.39	0.39	0.00	0.00	0.43	0.43
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	34.1	34.1	0.0	0.0	34.1	34.1
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.68	0.68	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	23.3	10.5	10.5	0.0	0.0	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	23.3	10.5	10.5	0.0	0.0	12.2	12.2
LOS by Move:	A	A	A	C	A	C	B	B	A	A	B	B
HCM2k95thQ:	0	0	0	17	0	17	18	18	0	0	21	21

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #3613: JULIAN/24TH [Study Int 2]



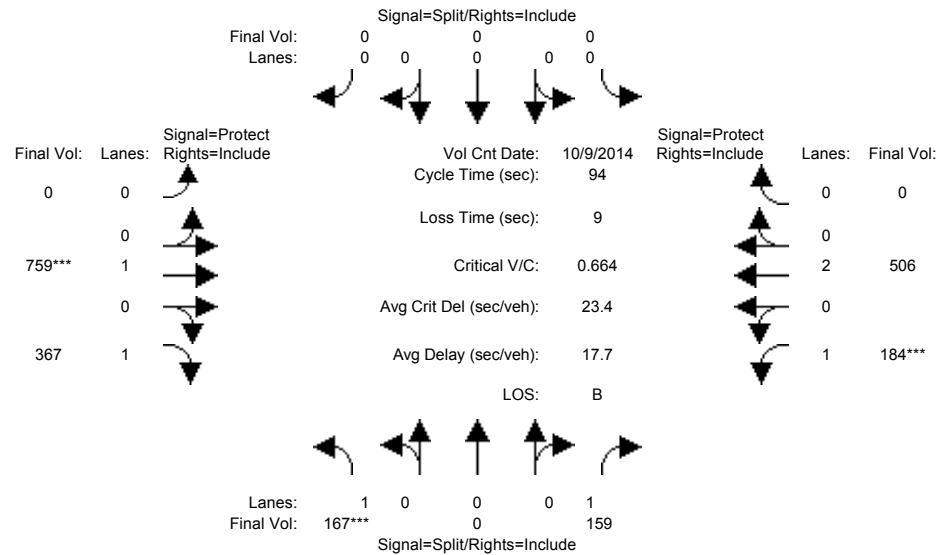
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0
Volume Module:												
Base Vol:	601	0	139	0	0	0	0	495	198	210	1044	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	601	0	139	0	0	0	0	495	198	210	1044	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	601	0	139	0	0	0	0	495	198	210	1044	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	0	139	0	0	0	0	495	198	210	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	0	139	0	0	0	0	495	198	210	1044	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	0	139	0	0	0	0	495	198	210	1044	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.11	0.12	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	45.1	0.0	45.1	0.0	0.0	0.0	0.0	34.2	34.2	15.7	49.9	0.0
Volume/Cap:	0.79	0.00	0.18	0.00	0.00	0.00	0.00	0.79	0.34	0.79	0.57	0.00
Delay/Veh:	31.2	0.0	18.3	0.0	0.0	0.0	0.0	38.6	26.8	57.5	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	0.0	18.3	0.0	0.0	0.0	0.0	38.6	26.8	57.5	19.8	0.0
LOS by Move:	C	A	B	A	A	A	A	D	C	E	B	A
HCM2k95thQ:	33	0	6	0	0	0	0	26	10	17	22	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3613: JULIAN/24TH [Study Int 2]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Oct 2014 <<											
Base Vol:	167	0	159	0	0	0	0	759	367	184	506	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	0	159	0	0	0	0	759	367	184	506	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	159	0	0	0	0	759	367	184	506	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	0	159	0	0	0	0	759	367	184	506	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	0	159	0	0	0	0	759	367	184	506	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	0	159	0	0	0	0	759	367	184	506	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.21	0.11	0.13	0.00
Crit Moves:	****			****			****			****		
Green Time:	13.5	0.0	13.5	0.0	0.0	0.0	0.0	56.6	56.6	14.9	71.5	0.0
Volume/Cap:	0.66	0.00	0.63	0.00	0.00	0.00	0.00	0.66	0.35	0.66	0.18	0.00
Delay/Veh:	44.6	0.0	43.0	0.0	0.0	0.0	0.0	13.9	9.6	43.1	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	0.0	43.0	0.0	0.0	0.0	0.0	13.9	9.6	43.1	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	12	0	11	0	0	0	0	25	11	13	4	0

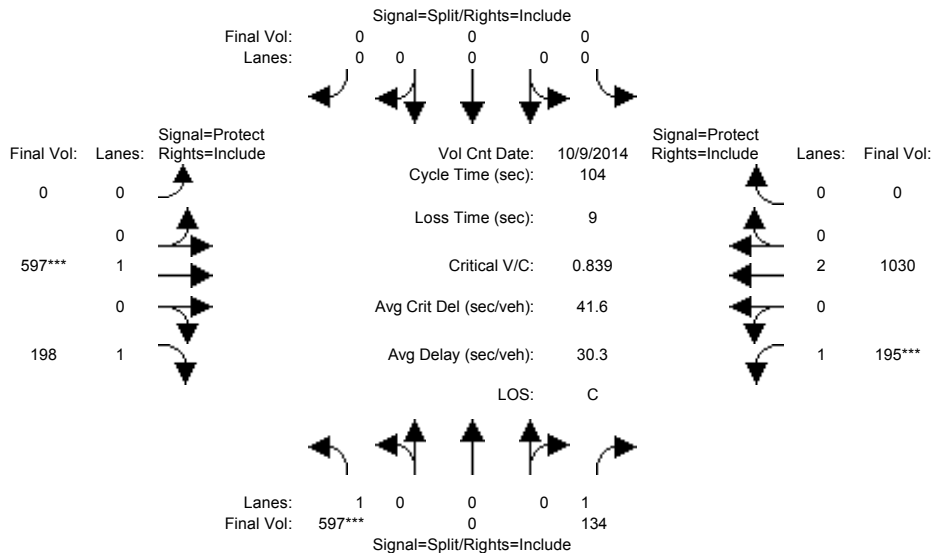
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3613: JULIAN/24TH [Study Int 2]



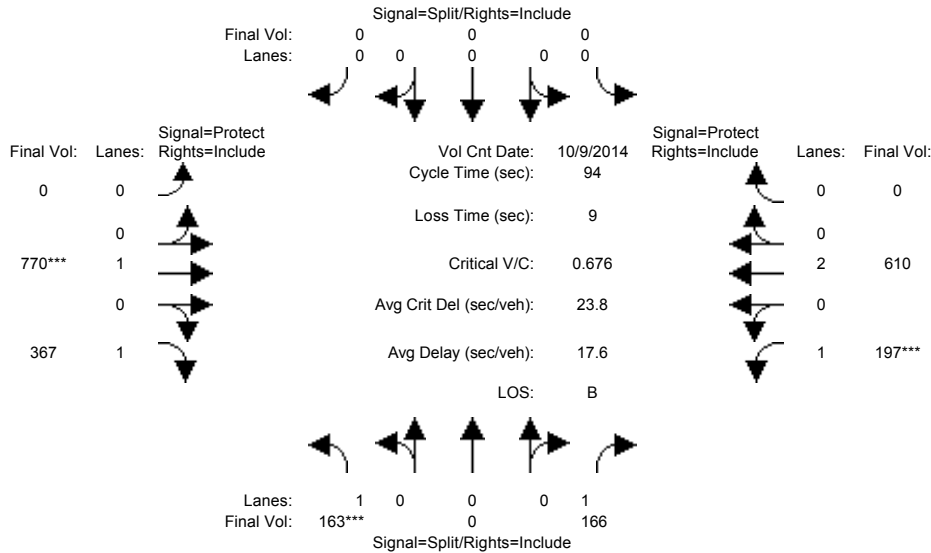
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	597	0	134	0	0	0	0	597	198	195	1030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	597	0	134	0	0	0	0	597	198	195	1030	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	597	0	134	0	0	0	0	597	198	195	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	597	0	134	0	0	0	0	597	198	195	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	0	134	0	0	0	0	597	198	195	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	597	0	134	0	0	0	0	597	198	195	1030	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.08	0.00	0.00	0.00	0.00	0.31	0.11	0.11	0.27	0.00
Crit Moves:	****							****			****	
Green Time:	42.3	0.0	42.3	0.0	0.0	0.0	0.0	38.9	38.9	13.8	52.7	0.0
Volume/Cap:	0.84	0.00	0.19	0.00	0.00	0.00	0.00	0.84	0.30	0.84	0.53	0.00
Delay/Veh:	36.6	0.0	20.0	0.0	0.0	0.0	0.0	38.5	23.2	66.9	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	0.0	20.0	0.0	0.0	0.0	0.0	38.5	23.2	66.9	17.6	0.0
LOS by Move:	D	A	B	A	A	A	A	D	C	E	B	A
HCM2k95thQ:	35	0	6	0	0	0	0	31	9	17	20	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3613: JULIAN/24TH [Study Int 2]



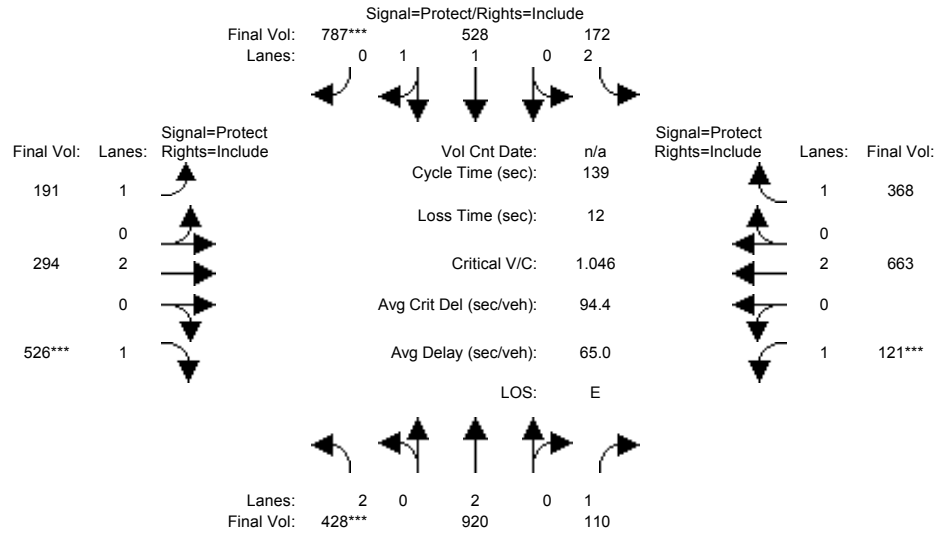
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	163	0	166	0	0	0	0	770	367	197	610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	0	166	0	0	0	0	770	367	197	610	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	0	166	0	0	0	0	770	367	197	610	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	0	166	0	0	0	0	770	367	197	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	0	166	0	0	0	0	770	367	197	610	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	0	166	0	0	0	0	770	367	197	610	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.41	0.21	0.11	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	13.2	0.0	13.2	0.0	0.0	0.0	0.0	56.2	56.2	15.6	71.8	0.0
Volume/Cap:	0.67	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.35	0.68	0.21	0.00
Delay/Veh:	45.1	0.0	45.8	0.0	0.0	0.0	0.0	14.4	9.8	43.1	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	0.0	45.8	0.0	0.0	0.0	0.0	14.4	9.8	43.1	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	12	0	12	0	0	0	0	26	11	13	5	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #3623: KING/MABURY [Study Int 27]



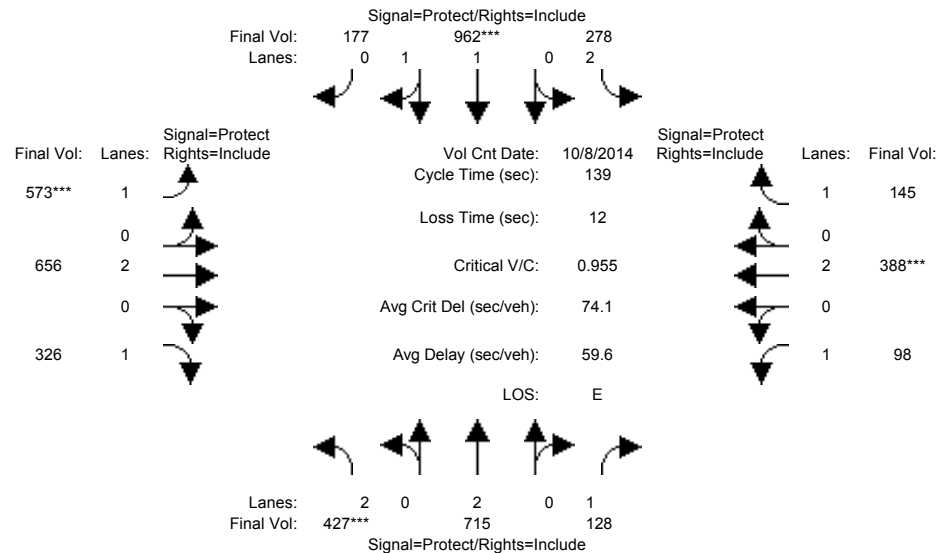
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	428	920	110	172	528	787	191	294	526	121	663	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	920	110	172	528	787	191	294	526	121	663	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	920	110	172	528	787	191	294	526	121	663	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	920	110	172	528	787	191	294	526	121	663	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	920	110	172	528	787	191	294	526	121	663	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	428	920	110	172	528	787	191	294	526	121	663	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.06	0.05	0.28	0.45	0.11	0.08	0.30	0.07	0.17	0.21
Crit Moves:	****					****	****		****	****		
Green Time:	18.1	63.5	63.5	14.3	59.8	59.8	16.8	40.0	40.0	9.2	32.4	32.4
Volume/Cap:	1.05	0.53	0.14	0.53	0.65	1.05	0.90	0.27	1.05	1.05	0.75	0.90
Delay/Veh:	117.3	27.4	21.9	60.8	32.0	77.8	96.9	38.4	102.1	161.3	53.2	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.3	27.4	21.9	60.8	32.0	77.8	96.9	38.4	102.1	161.3	53.2	74.7
LOS by Move:	F	C	C	E	C	E	F	D	F	F	D	E
HCM2k95thQ:	25	24	6	8	30	69	18	9	49	14	24	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3623: KING/MABURY [Study Int 27]



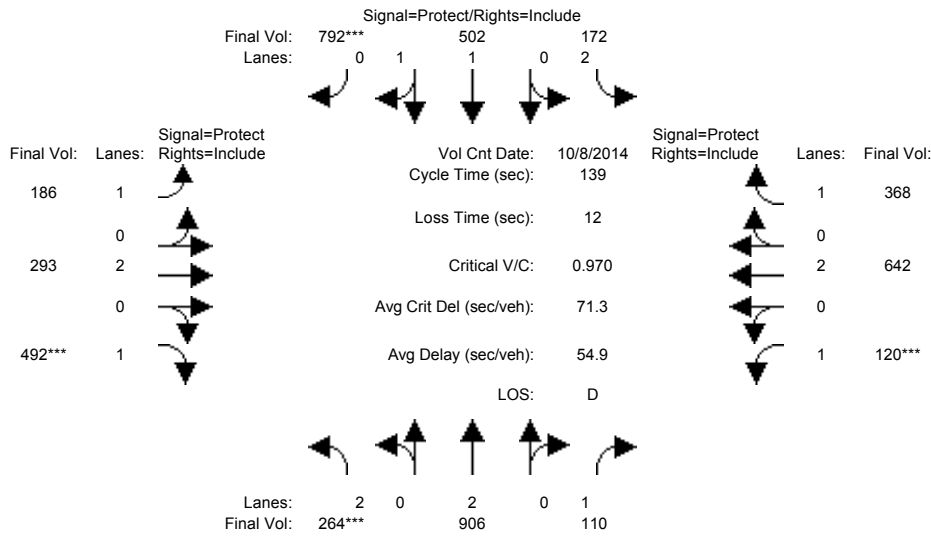
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	427	715	128	278	962	177	573	656	326	98	388	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	715	128	278	962	177	573	656	326	98	388	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	427	715	128	278	962	177	573	656	326	98	388	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	427	715	128	278	962	177	573	656	326	98	388	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	715	128	278	962	177	573	656	326	98	388	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	427	715	128	278	962	177	573	656	326	98	388	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3125	575	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.07	0.09	0.31	0.31	0.33	0.17	0.19	0.06	0.10	0.08
Crit Moves:	****			****			****			****		
Green Time:	19.7	43.9	43.9	20.6	44.8	44.8	47.6	48.0	48.0	14.4	14.9	14.9
Volume/Cap:	0.96	0.60	0.23	0.60	0.96	0.96	0.96	0.50	0.54	0.54	0.96	0.78
Delay/Veh:	90.5	40.9	35.3	57.4	62.6	62.6	70.7	36.3	37.5	62.3	95.0	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.5	40.9	35.3	57.4	62.6	62.6	70.7	36.3	37.5	62.3	95.0	78.6
LOS by Move:	F	D	D	E	E	E	E	D	D	E	F	E
HCM2k95thQ:	23	23	8	13	45	45	47	20	21	8	18	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3623: KING/MABURY [Study Int 27]



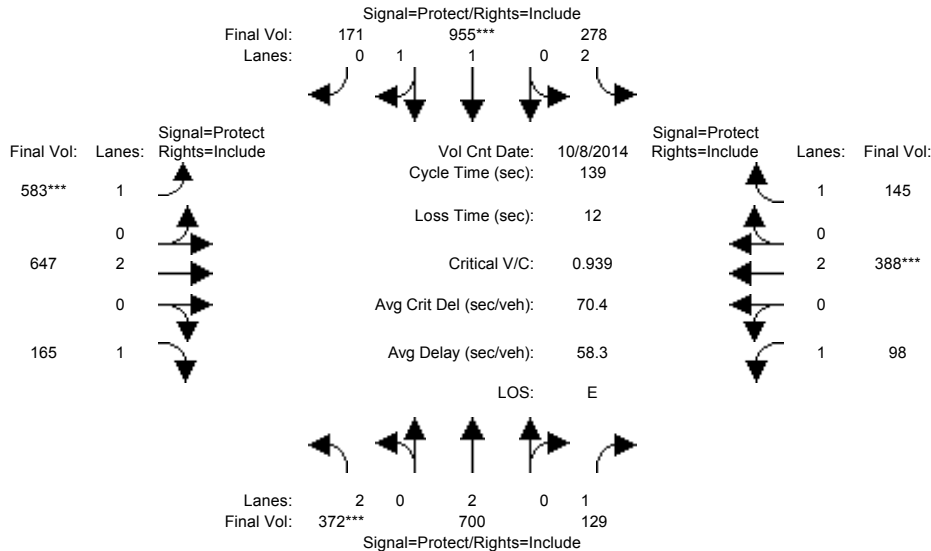
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	264	906	110	172	502	792	186	293	492	120	642	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	906	110	172	502	792	186	293	492	120	642	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	906	110	172	502	792	186	293	492	120	642	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	906	110	172	502	792	186	293	492	120	642	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	906	110	172	502	792	186	293	492	120	642	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	906	110	172	502	792	186	293	492	120	642	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.06	0.05	0.26	0.45	0.11	0.08	0.28	0.07	0.17	0.21
Crit Moves:	****			****			****		****	****		
Green Time:	12.0	62.6	62.6	14.3	64.9	64.9	16.8	40.3	40.3	9.8	33.3	33.3
Volume/Cap:	0.97	0.53	0.14	0.53	0.57	0.97	0.88	0.27	0.97	0.97	0.71	0.88
Delay/Veh:	109.4	27.9	22.5	60.8	27.2	53.9	91.4	38.1	80.9	135.7	50.9	69.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.4	27.9	22.5	60.8	27.2	53.9	91.4	38.1	80.9	135.7	50.9	69.5
LOS by Move:	F	C	C	E	C	D	F	D	F	F	D	E
HCM2k95thQ:	16	24	6	8	27	63	18	9	43	13	23	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3623: KING/MABURY [Study Int 27]



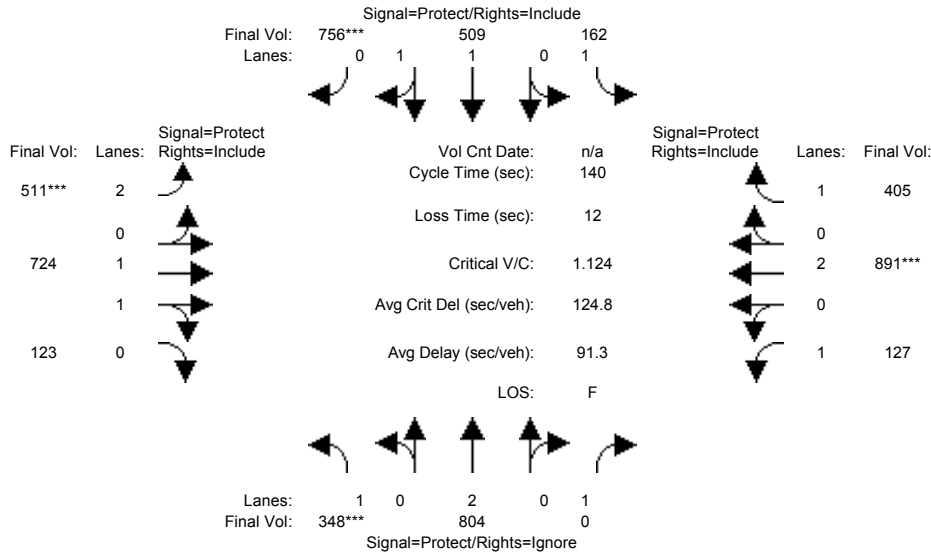
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	372	700	129	278	955	171	583	647	165	98	388	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	700	129	278	955	171	583	647	165	98	388	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	700	129	278	955	171	583	647	165	98	388	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	700	129	278	955	171	583	647	165	98	388	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	700	129	278	955	171	583	647	165	98	388	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	700	129	278	955	171	583	647	165	98	388	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3138	562	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.07	0.09	0.30	0.30	0.33	0.17	0.09	0.06	0.10	0.08
Crit Moves:	****			****			****			****		
Green Time:	17.5	42.3	42.3	20.3	45.1	45.1	49.3	48.5	48.5	16.0	15.1	15.1
Volume/Cap:	0.94	0.61	0.24	0.61	0.94	0.94	0.94	0.49	0.27	0.49	0.94	0.76
Delay/Veh:	90.3	42.2	36.6	57.9	59.4	59.4	65.6	35.8	32.8	59.6	90.7	76.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	42.2	36.6	57.9	59.4	59.4	65.6	35.8	32.8	59.6	90.7	76.6
LOS by Move:	F	D	D	E	E	E	E	D	C	E	F	E
HCM2k95thQ:	20	22	8	13	44	44	47	19	10	8	18	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3625: KING/McKEE [Study Int 7]



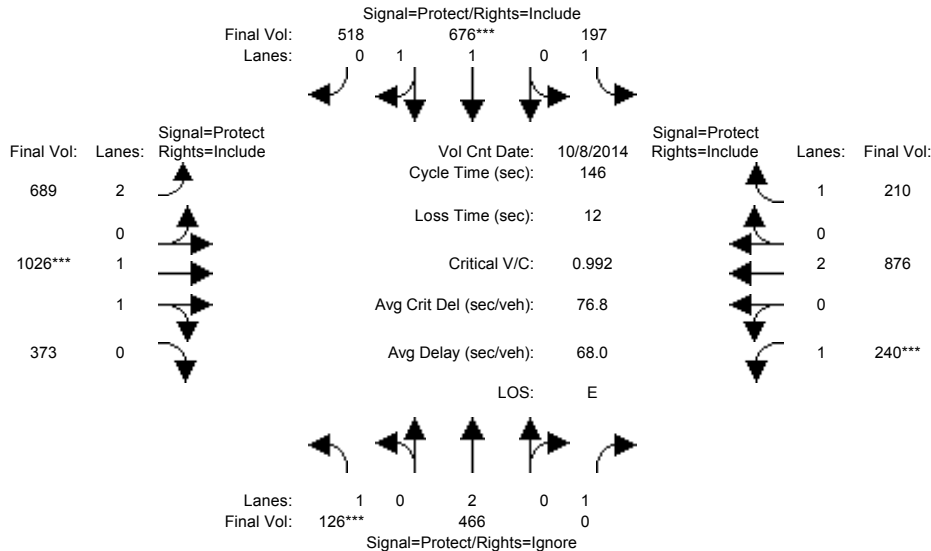
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	348	804	172	162	509	756	511	724	123	127	891	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	804	172	162	509	756	511	724	123	127	891	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	804	172	162	509	756	511	724	123	127	891	405
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	804	0	162	509	756	511	724	123	127	891	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	804	0	162	509	756	511	724	123	127	891	405
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	348	804	0	162	509	756	511	724	123	127	891	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	3162	537	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.00	0.09	0.27	0.43	0.16	0.23	0.23	0.07	0.23	0.23
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	24.8	54.7	0.0	23.9	53.8	53.8	20.2	37.5	37.5	11.9	29.2	29.2
Volume/Cap:	1.12	0.54	0.00	0.54	0.70	1.12	1.12	0.85	0.85	0.85	1.12	1.11
Delay/Veh:	146.5	33.4	0.0	55.1	37.4	110.8	140.5	56.0	56.0	98.6	127	135.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.5	33.4	0.0	55.1	37.4	110.8	140.5	56.0	56.0	98.6	127	135.4
LOS by Move:	F	C	A	E	D	F	F	E	E	F	F	F
HCM2k95thQ:	38	23	0	13	31	74	31	31	31	13	44	42

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3625: KING/McKEE [Study Int 7]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	126	466	301	197	676	518	689	1026	373	240	876	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	466	301	197	676	518	689	1026	373	240	876	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	466	301	197	676	518	689	1026	373	240	876	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	466	0	197	676	518	689	1026	373	240	876	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	466	0	197	676	518	689	1026	373	240	876	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	466	0	197	676	518	689	1026	373	240	876	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.11	0.89	2.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2094	1604	3150	2713	986	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.11	0.32	0.32	0.22	0.38	0.38	0.14	0.23	0.12
Crit Moves:	****			****			****			****		
Green Time:	10.6	30.3	0.0	27.8	47.5	47.5	36.9	55.7	55.7	20.2	38.9	38.9
Volume/Cap:	0.99	0.59	0.00	0.59	0.99	0.99	0.86	0.99	0.99	0.99	0.99	0.86
Delay/Veh:	144.8	53.4	0.0	56.7	72.9	72.9	61.9	66.9	66.9	118.2	58.9	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.8	53.4	0.0	56.7	72.9	72.9	61.9	66.9	66.9	118.2	58.9	45.3
LOS by Move:	F	D	A	E	E	E	E	E	E	F	E	D
HCM2k95thQ:	15	17	0	16	51	51	30	53	53	25	34	15

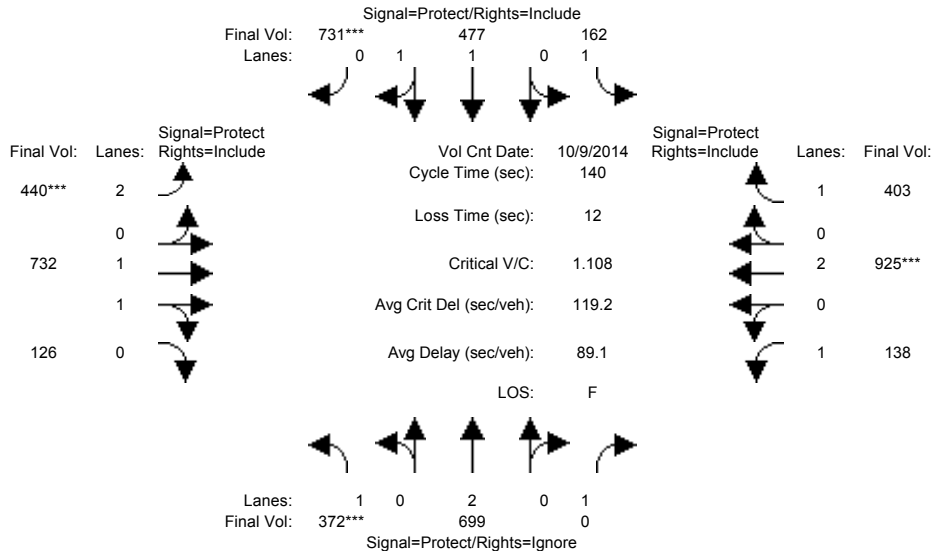
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3625: KING/McKEE [Study Int 7]



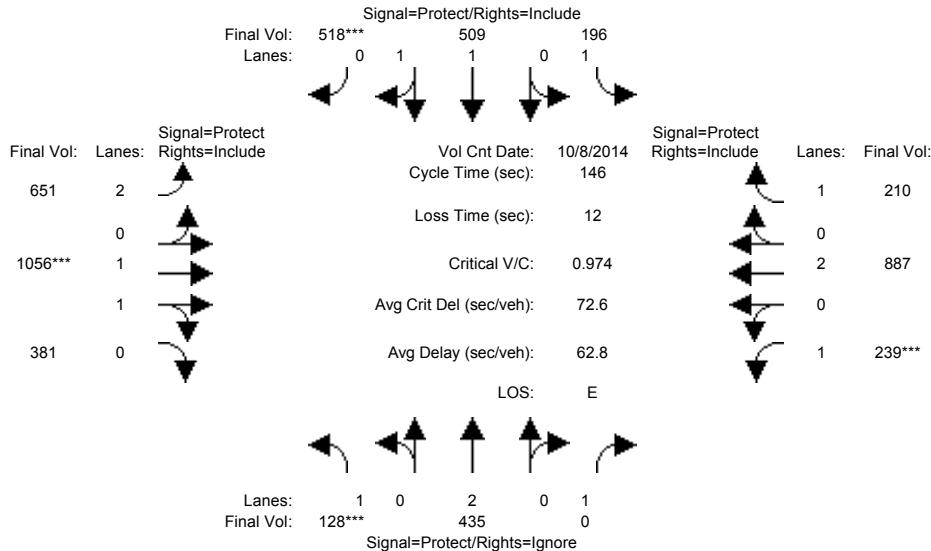
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	372	699	172	162	477	731	440	732	126	138	925	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	699	172	162	477	731	440	732	126	138	925	403
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	699	172	162	477	731	440	732	126	138	925	403
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	699	0	162	477	731	440	732	126	138	925	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	699	0	162	477	731	440	732	126	138	925	403
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	699	0	162	477	731	440	732	126	138	925	403
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	3156	543	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.00	0.09	0.25	0.42	0.14	0.23	0.23	0.08	0.24	0.23
Crit Moves:	****			****	****	****	****	****	****	****	****	****
Green Time:	26.8	53.0	0.0	26.7	52.8	52.8	17.6	36.1	36.1	12.3	30.7	30.7
Volume/Cap:	1.11	0.49	0.00	0.49	0.67	1.11	1.11	0.90	0.90	0.90	1.11	1.05
Delay/Veh:	138.1	33.4	0.0	51.7	37.2	105.7	139.0	61.5	61.5	107.6	120	113.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.1	33.4	0.0	51.7	37.2	105.7	139.0	61.5	61.5	107.6	120	113.8
LOS by Move:	F	C	A	D	D	F	F	E	E	F	F	F
HCM2k95thQ:	39	20	0	13	29	70	27	33	33	14	44	40

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3625: KING/McKEE [Study Int 7]



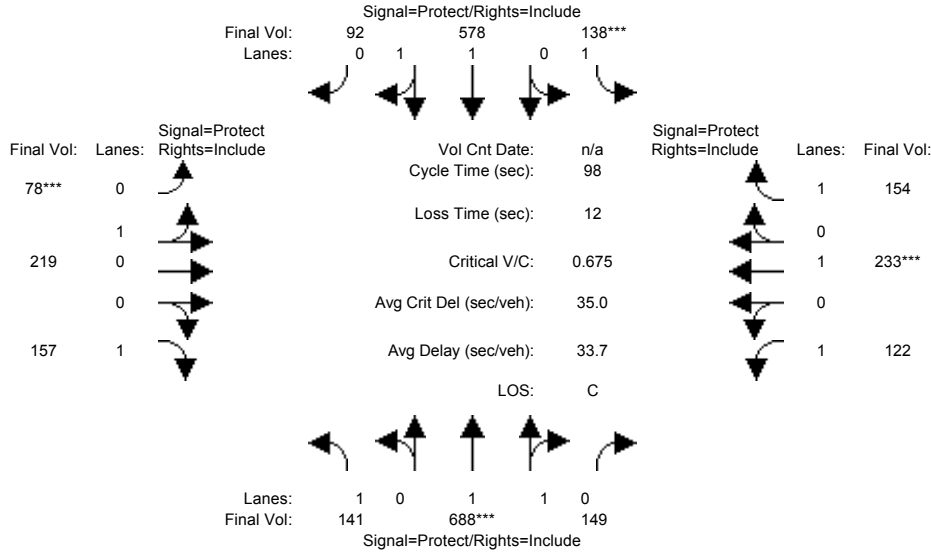
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	128	435	308	196	509	518	651	1056	381	239	887	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	435	308	196	509	518	651	1056	381	239	887	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	435	308	196	509	518	651	1056	381	239	887	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	435	0	196	509	518	651	1056	381	239	887	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	435	0	196	509	518	651	1056	381	239	887	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	435	0	196	509	518	651	1056	381	239	887	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.46	0.54	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	2718	981	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.11	0.27	0.30	0.21	0.39	0.39	0.14	0.23	0.12
Crit Moves:	****			****		****	****		****	****		****
Green Time:	11.0	28.0	0.0	27.4	44.4	44.4	36.9	58.2	58.2	20.5	41.7	41.7
Volume/Cap:	0.97	0.60	0.00	0.60	0.88	0.97	0.82	0.97	0.97	0.97	0.82	0.42
Delay/Veh:	137.7	55.3	0.0	57.3	56.4	71.9	57.9	60.7	60.7	112.6	53.5	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.7	55.3	0.0	57.3	56.4	71.9	57.9	60.7	60.7	112.6	53.5	42.9
LOS by Move:	F	E	A	E	E	E	E	E	E	F	D	D
HCM2k95thQ:	14	16	0	16	39	46	28	53	53	24	33	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



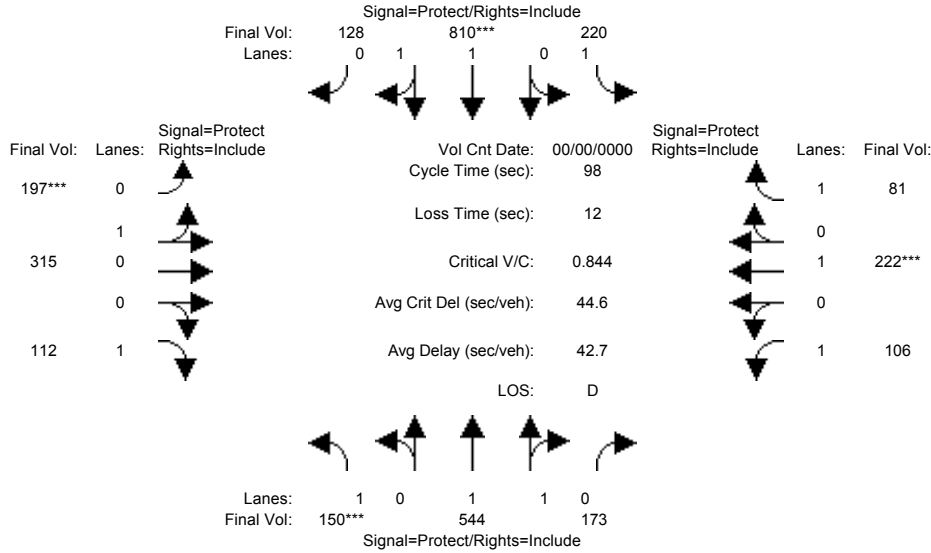
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	688	149	138	578	92	78	219	157	122	233	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	688	149	138	578	92	78	219	157	122	233	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	688	149	138	578	92	78	219	157	122	233	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	688	149	138	578	92	78	219	157	122	233	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	688	149	138	578	92	78	219	157	122	233	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	688	149	138	578	92	78	219	157	122	233	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.72	0.28	0.26	0.74	1.00	1.00	1.00	1.00
Final Sat.:	1750	3041	659	1750	3192	508	473	1327	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.08	0.18	0.18	0.17	0.17	0.09	0.07	0.12	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.6	32.8	32.8	11.4	30.6	30.6	23.9	25.8	25.8	15.9	17.8	17.8
Volume/Cap:	0.58	0.68	0.68	0.68	0.58	0.58	0.68	0.63	0.34	0.43	0.68	0.48
Delay/Veh:	43.0	29.5	29.5	50.2	29.0	29.0	37.7	34.5	29.7	38.0	42.7	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	29.5	29.5	50.2	29.0	29.0	37.7	34.5	29.7	38.0	42.7	37.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	9	20	20	9	16	16	18	17	8	8	15	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



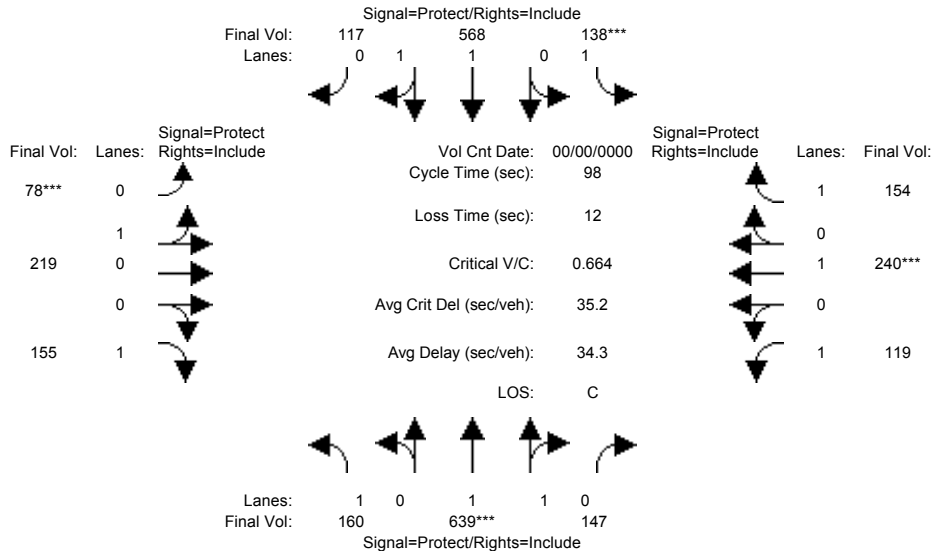
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	150	544	173	220	810	128	197	315	112	106	222	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	544	173	220	810	128	197	315	112	106	222	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	544	173	220	810	128	197	315	112	106	222	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	544	173	220	810	128	197	315	112	106	222	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	544	173	220	810	128	197	315	112	106	222	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	544	173	220	810	128	197	315	112	106	222	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.72	0.28	0.38	0.62	1.00	1.00	1.00	1.00
Final Sat.:	1750	2807	893	1750	3195	505	693	1107	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.13	0.25	0.25	0.28	0.28	0.06	0.06	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	10.0	23.9	23.9	15.5	29.4	29.4	33.0	34.3	34.3	12.3	13.6	13.6
Volume/Cap:	0.84	0.79	0.79	0.79	0.84	0.84	0.84	0.81	0.18	0.48	0.84	0.33
Delay/Veh:	72.3	39.7	39.7	54.4	38.2	38.2	40.6	36.9	22.3	41.6	62.5	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.3	39.7	39.7	54.4	38.2	38.2	40.6	36.9	22.3	41.6	62.5	39.0
LOS by Move:	E	D	D	D	D	D	D	D	C	D	E	D
HCM2k95thQ:	11	20	20	14	26	26	31	29	5	8	17	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



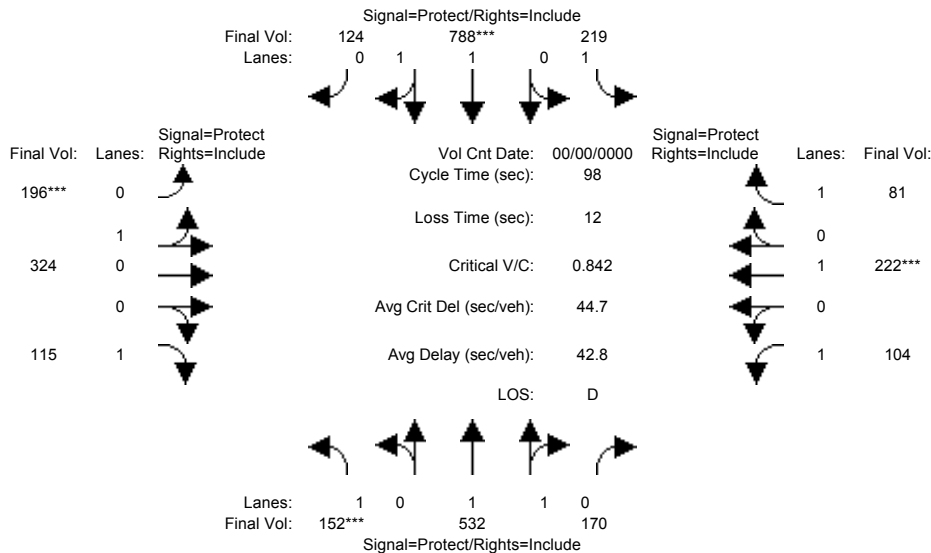
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	160	639	147	138	568	117	78	219	155	119	240	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	639	147	138	568	117	78	219	155	119	240	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	639	147	138	568	117	78	219	155	119	240	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	639	147	138	568	117	78	219	155	119	240	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	639	147	138	568	117	78	219	155	119	240	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	639	147	138	568	117	78	219	155	119	240	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.65	0.35	0.26	0.74	1.00	1.00	1.00	1.00
Final Sat.:	1750	3007	692	1750	3068	632	473	1327	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.08	0.19	0.19	0.17	0.17	0.09	0.07	0.13	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.2	31.4	31.4	11.6	28.8	28.8	24.4	26.6	26.6	16.4	18.6	18.6
Volume/Cap:	0.63	0.66	0.66	0.66	0.63	0.63	0.66	0.61	0.33	0.41	0.66	0.46
Delay/Veh:	44.5	30.2	30.2	49.2	31.2	31.2	36.9	33.4	29.0	37.3	41.4	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	30.2	30.2	49.2	31.2	31.2	36.9	33.4	29.0	37.3	41.4	36.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	10	19	19	9	17	17	18	17	8	8	15	10

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3627: KING/SAN ANTONIO [Study Int 22]



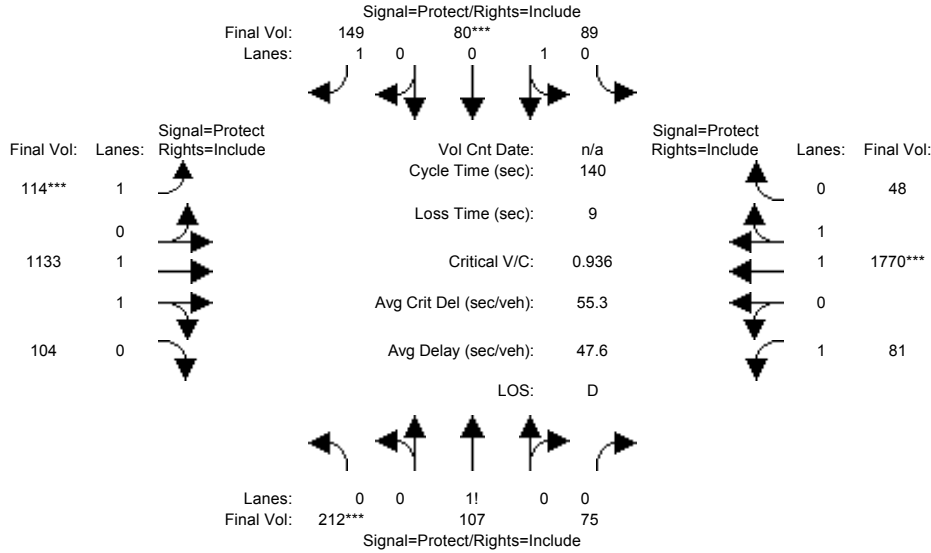
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	152	532	170	219	788	124	196	324	115	104	222	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	532	170	219	788	124	196	324	115	104	222	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	532	170	219	788	124	196	324	115	104	222	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	532	170	219	788	124	196	324	115	104	222	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	532	170	219	788	124	196	324	115	104	222	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	532	170	219	788	124	196	324	115	104	222	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.72	0.28	0.38	0.62	1.00	1.00	1.00	1.00
Final Sat.:	1750	2803	896	1750	3197	503	678	1122	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.13	0.25	0.25	0.29	0.29	0.07	0.06	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	10.1	23.4	23.4	15.4	28.7	28.7	33.6	34.9	34.9	12.3	13.6	13.6
Volume/Cap:	0.84	0.80	0.80	0.80	0.84	0.84	0.84	0.81	0.18	0.47	0.84	0.33
Delay/Veh:	71.6	40.1	40.1	54.6	38.6	38.6	39.9	36.3	21.9	41.4	62.2	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	40.1	40.1	54.6	38.6	38.6	39.9	36.3	21.9	41.4	62.2	38.9
LOS by Move:	E	D	D	D	D	D	D	D	C	D	E	D
HCM2k95thQ:	11	20	20	14	25	25	31	30	5	7	17	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3678: MCKEE/33RD [Study Int 6]



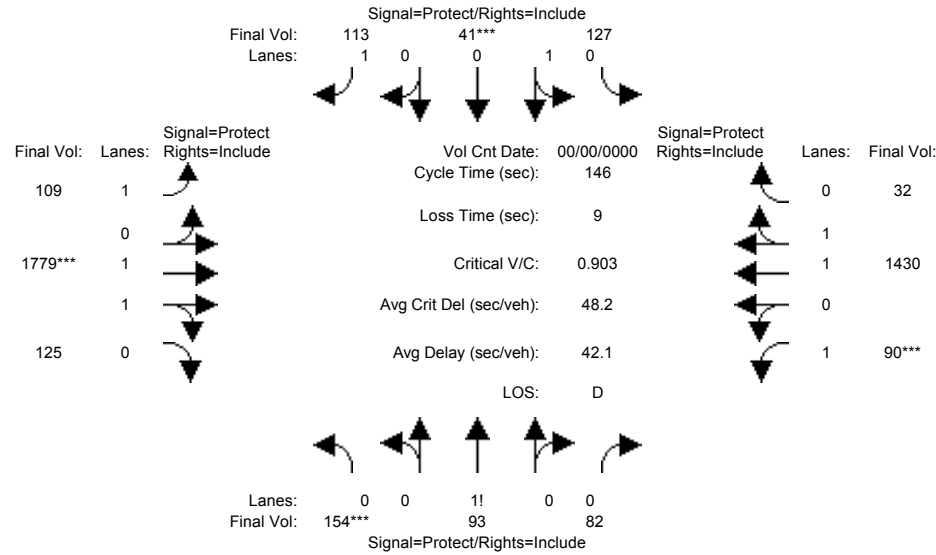
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	107	75	89	80	149	114	1133	104	81	1770	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	107	75	89	80	149	114	1133	104	81	1770	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	107	75	89	80	149	114	1133	104	81	1770	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	107	75	89	80	149	114	1133	104	81	1770	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	107	75	89	80	149	114	1133	104	81	1770	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	107	75	89	80	149	114	1133	104	81	1770	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.54	0.27	0.19	0.53	0.47	1.00	1.00	1.83	0.17	1.00	1.95	0.05
Final Sat.:	942	475	333	948	852	1750	1750	3389	311	1750	3602	98
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.09	0.09	0.09	0.07	0.33	0.33	0.05	0.49	0.49
Crit Moves:	****			****			****			****		
Green Time:	33.7	33.7	33.7	14.0	14.0	14.0	9.7	72.4	72.4	10.8	73.5	73.5
Volume/Cap:	0.94	0.94	0.94	0.94	0.94	0.85	0.94	0.65	0.65	0.60	0.94	0.94
Delay/Veh:	80.3	80.3	80.3	111.1	111	92.1	126.4	25.3	25.3	69.7	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.3	80.3	80.3	111.1	111	92.1	126.4	25.3	25.3	69.7	40.2	40.2
LOS by Move:	F	F	F	F	F	F	F	C	C	E	D	D
HCM2k95thQ:	34	34	34	20	20	17	12	33	33	7	55	55

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3678: MCKEE/33RD [Study Int 6]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	154	93	82	127	41	113	109	1779	125	90	1430	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	93	82	127	41	113	109	1779	125	90	1430	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	93	82	127	41	113	109	1779	125	90	1430	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	93	82	127	41	113	109	1779	125	90	1430	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	93	82	127	41	113	109	1779	125	90	1430	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	93	82	127	41	113	109	1779	125	90	1430	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.47	0.28	0.25	0.76	0.24	1.00	1.00	1.87	0.13	1.00	1.96	0.04
Final Sat.:	819	495	436	1361	439	1750	1750	3457	243	1750	3619	81
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.09	0.09	0.06	0.06	0.51	0.51	0.05	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.4	30.4	30.4	15.1	15.1	15.1	12.5	83.2	83.2	8.3	79.1	79.1
Volume/Cap:	0.90	0.90	0.90	0.90	0.90	0.62	0.73	0.90	0.90	0.90	0.73	0.73
Delay/Veh:	81.2	81.2	81.2	104.5	105	69.4	81.8	33.7	33.7	128.3	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	81.2	81.2	104.5	105	69.4	81.8	33.7	33.7	128.3	26.8	26.8
LOS by Move:	F	F	F	F	F	E	F	C	C	F	C	C
HCM2k95thQ:	29	29	29	20	20	12	10	62	62	9	40	40

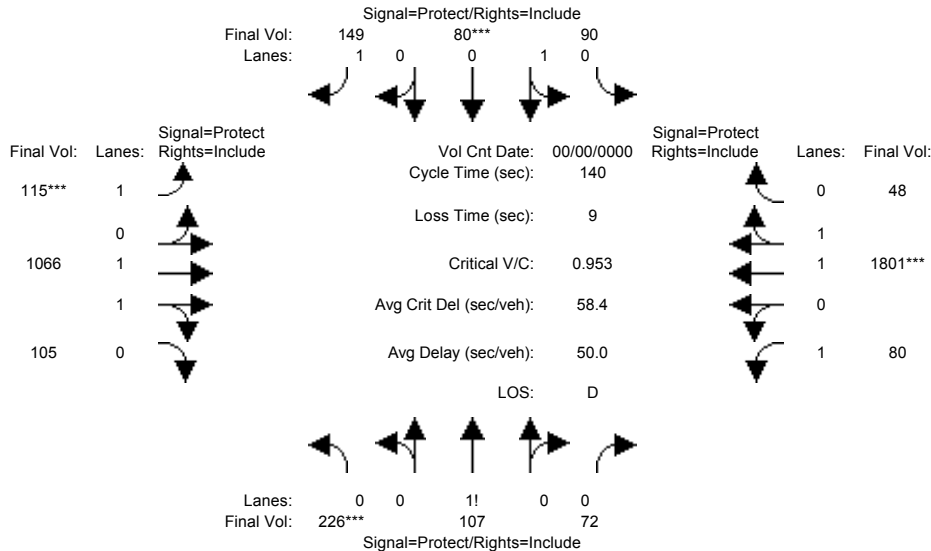
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3678: MCKEE/33RD [Study Int 6]



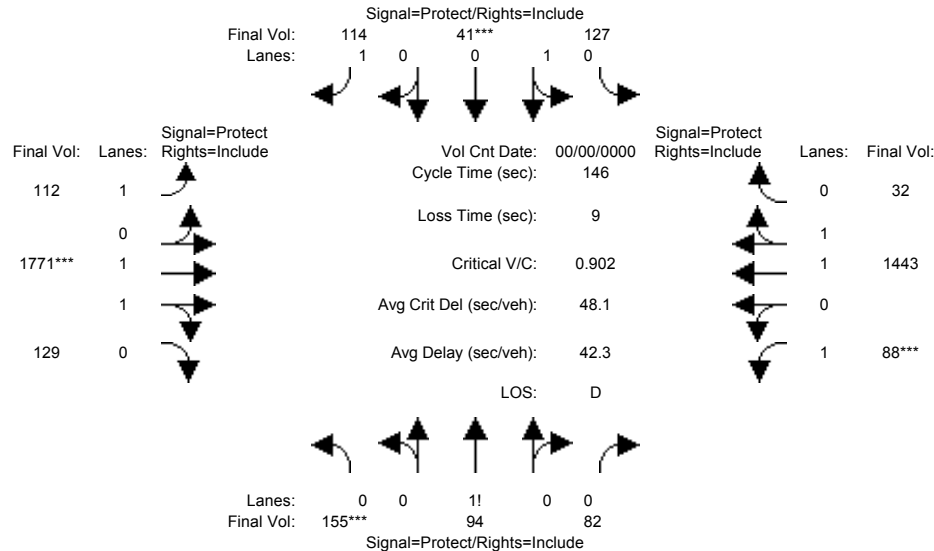
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	226	107	72	90	80	149	115	1066	105	80	1801	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	107	72	90	80	149	115	1066	105	80	1801	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	107	72	90	80	149	115	1066	105	80	1801	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	107	72	90	80	149	115	1066	105	80	1801	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	107	72	90	80	149	115	1066	105	80	1801	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	107	72	90	80	149	115	1066	105	80	1801	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.56	0.26	0.18	0.53	0.47	1.00	1.00	1.82	0.18	1.00	1.95	0.05
Final Sat.:	977	462	311	953	847	1750	1750	3368	332	1750	3604	96
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.09	0.09	0.09	0.07	0.32	0.32	0.05	0.50	0.50
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.0	34.0	34.0	13.9	13.9	13.9	9.7	71.8	71.8	11.3	73.4	73.4
Volume/Cap:	0.95	0.95	0.95	0.95	0.95	0.86	0.95	0.62	0.62	0.56	0.95	0.95
Delay/Veh:	83.8	83.8	83.8	116.2	116	94.4	131.9	24.9	24.9	67.1	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.8	83.8	83.8	116.2	116	94.4	131.9	24.9	24.9	67.1	42.9	42.9
LOS by Move:	F	F	F	F	F	F	F	C	C	E	D	D
HCM2k95thQ:	35	35	35	20	20	17	12	31	31	7	58	58

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3678: MCKEE/33RD [Study Int 6]



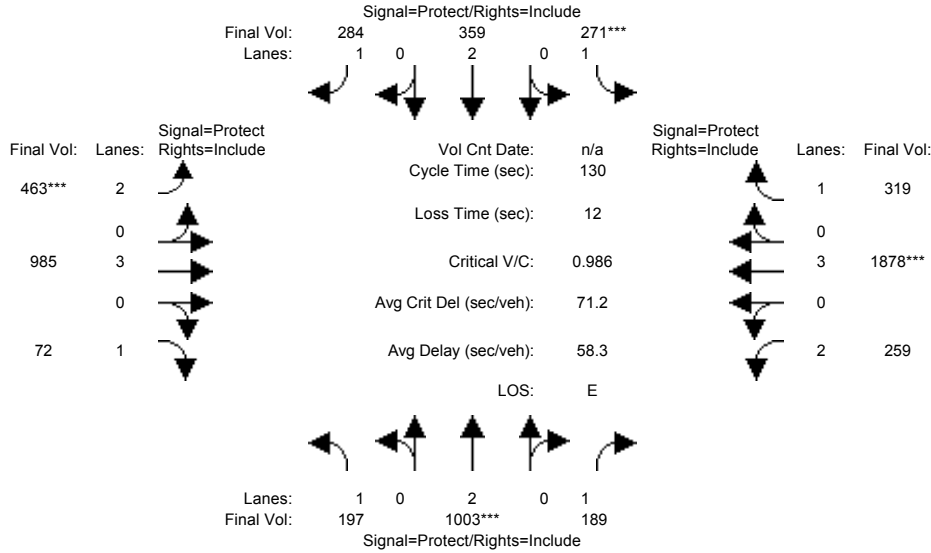
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	155	94	82	127	41	114	112	1771	129	88	1443	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	94	82	127	41	114	112	1771	129	88	1443	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	94	82	127	41	114	112	1771	129	88	1443	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	94	82	127	41	114	112	1771	129	88	1443	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	94	82	127	41	114	112	1771	129	88	1443	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	94	82	127	41	114	112	1771	129	88	1443	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.47	0.28	0.25	0.76	0.24	1.00	1.00	1.86	0.14	1.00	1.96	0.04
Final Sat.:	819	497	434	1361	439	1750	1750	3449	251	1750	3620	80
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.09	0.09	0.07	0.06	0.51	0.51	0.05	0.40	0.40
Crit Moves:	****			****			****			****		
Green Time:	30.6	30.6	30.6	15.1	15.1	15.1	12.6	83.1	83.1	8.1	78.6	78.6
Volume/Cap:	0.90	0.90	0.90	0.90	0.90	0.63	0.74	0.90	0.90	0.90	0.74	0.74
Delay/Veh:	80.7	80.7	80.7	104.2	104	69.7	82.6	33.7	33.7	128.9	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	80.7	80.7	104.2	104	69.7	82.6	33.7	33.7	128.9	27.3	27.3
LOS by Move:	F	F	F	F	F	E	F	C	C	F	C	C
HCM2k95thQ:	29	29	29	20	20	12	10	62	62	9	41	41

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



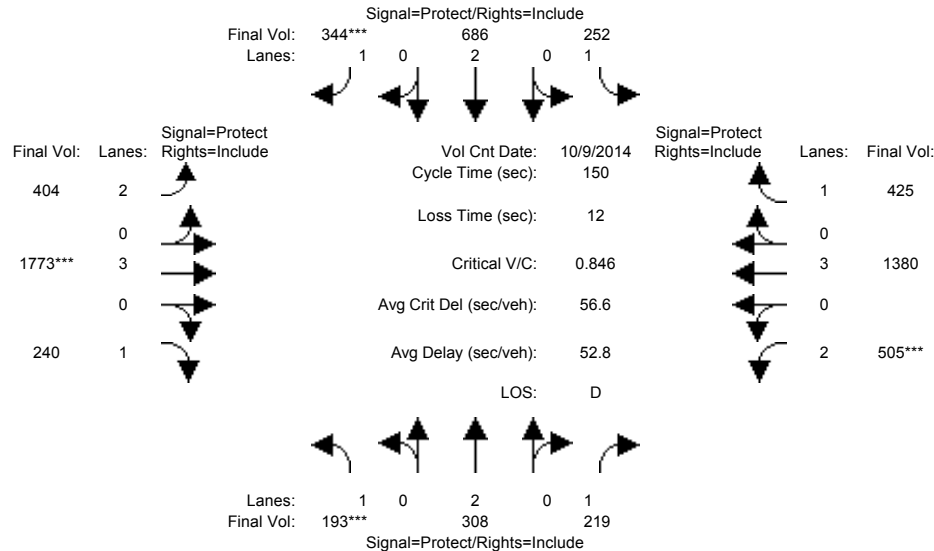
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	197	1003	189	271	359	284	463	985	72	259	1878	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1003	189	271	359	284	463	985	72	259	1878	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	1003	189	271	359	284	463	985	72	259	1878	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1003	189	271	359	284	463	985	72	259	1878	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1003	189	271	359	284	463	985	72	259	1878	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	1003	189	271	359	284	463	985	72	259	1878	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.11	0.15	0.09	0.16	0.15	0.17	0.04	0.08	0.33	0.18
Crit Moves:	****			****			****			****		
Green Time:	22.6	34.8	34.8	20.4	32.6	32.6	19.4	42.6	42.6	20.2	43.4	43.4
Volume/Cap:	0.65	0.99	0.40	0.99	0.38	0.65	0.99	0.53	0.13	0.53	0.99	0.55
Delay/Veh:	54.8	72.2	39.7	105.0	40.6	46.9	93.0	35.8	30.8	51.6	60.4	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	72.2	39.7	105.0	40.6	46.9	93.0	35.8	30.8	51.6	60.4	36.3
LOS by Move:	D	E	D	F	D	D	F	D	C	D	E	D
HCM2k95thQ:	17	42	13	25	11	20	28	20	4	11	47	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



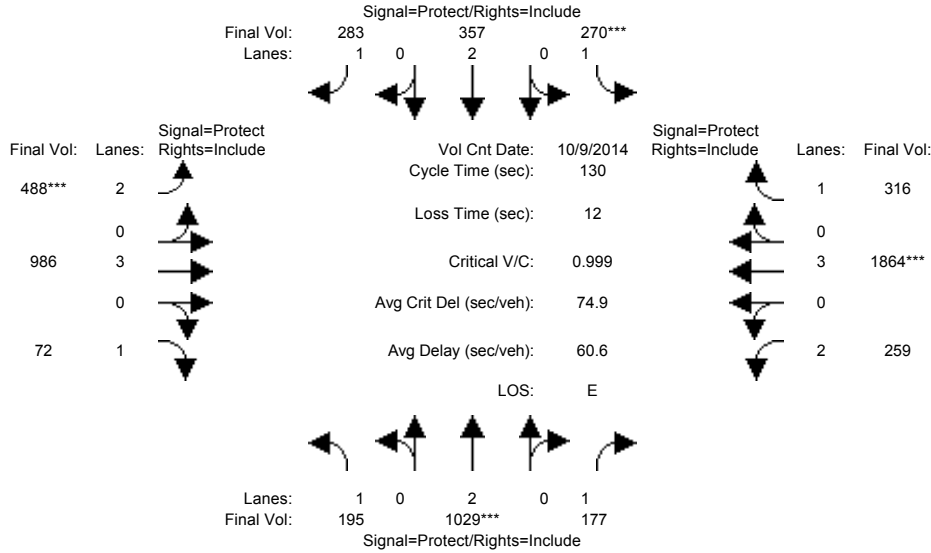
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	193	308	219	252	686	344	404	1773	240	505	1380	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	308	219	252	686	344	404	1773	240	505	1380	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	308	219	252	686	344	404	1773	240	505	1380	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	308	219	252	686	344	404	1773	240	505	1380	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	308	219	252	686	344	404	1773	240	505	1380	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	308	219	252	686	344	404	1773	240	505	1380	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.13	0.14	0.18	0.20	0.13	0.31	0.14	0.16	0.24	0.24
Crit Moves:	****					****	****			****		
Green Time:	19.6	25.3	25.3	29.1	34.9	34.9	28.9	55.2	55.2	28.4	54.7	54.7
Volume/Cap:	0.85	0.48	0.74	0.74	0.78	0.85	0.67	0.85	0.37	0.85	0.66	0.67
Delay/Veh:	87.9	57.0	68.9	65.4	58.3	70.0	58.9	46.9	35.1	69.5	40.8	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	57.0	68.9	65.4	58.3	70.0	58.9	46.9	35.1	69.5	40.8	42.7
LOS by Move:	F	E	E	E	E	E	E	D	D	E	D	D
HCM2k95thQ:	21	13	21	22	27	30	20	44	16	25	30	30

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



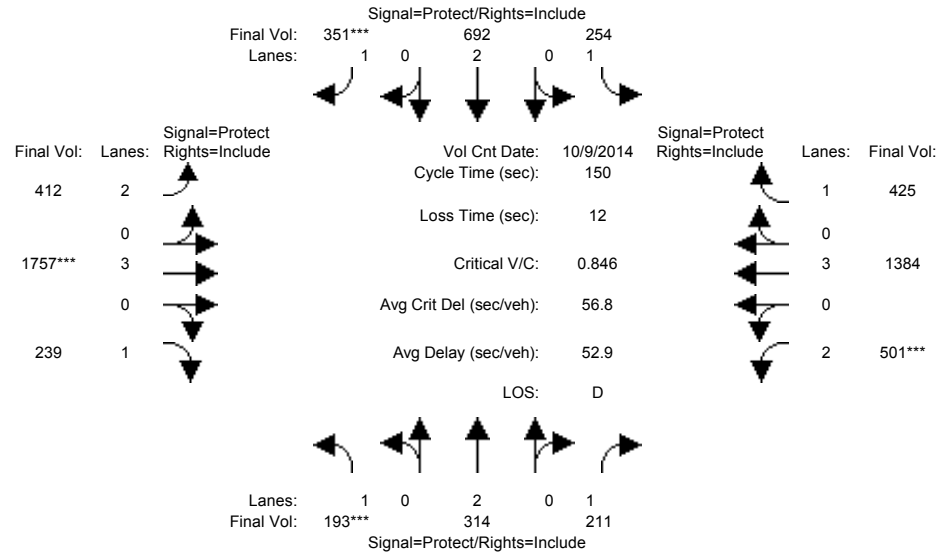
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	195	1029	177	270	357	283	488	986	72	259	1864	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1029	177	270	357	283	488	986	72	259	1864	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1029	177	270	357	283	488	986	72	259	1864	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1029	177	270	357	283	488	986	72	259	1864	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1029	177	270	357	283	488	986	72	259	1864	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	1029	177	270	357	283	488	986	72	259	1864	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.10	0.15	0.09	0.16	0.15	0.17	0.04	0.08	0.33	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.6	35.2	35.2	20.1	32.7	32.7	20.2	42.5	42.5	20.2	42.5	42.5
Volume/Cap:	0.64	1.00	0.37	1.00	0.37	0.64	1.00	0.53	0.13	0.53	1.00	0.55
Delay/Veh:	54.6	75.2	38.9	109.5	40.4	46.6	95.4	35.9	30.8	51.6	64.4	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	75.2	38.9	109.5	40.4	46.6	95.4	35.9	30.8	51.6	64.4	37.1
LOS by Move:	D	E	D	F	D	D	F	D	C	D	E	D
HCM2k95thQ:	16	43	12	26	11	20	29	20	4	11	48	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3683: McLAUGHLIN/STORY [Study Int 26]



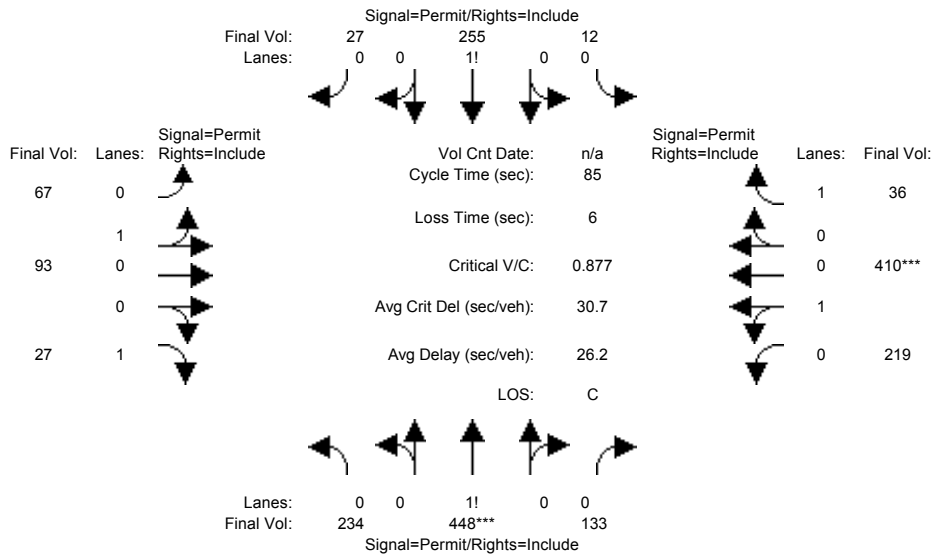
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	193	314	211	254	692	351	412	1757	239	501	1384	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	314	211	254	692	351	412	1757	239	501	1384	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	314	211	254	692	351	412	1757	239	501	1384	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	314	211	254	692	351	412	1757	239	501	1384	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	314	211	254	692	351	412	1757	239	501	1384	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	314	211	254	692	351	412	1757	239	501	1384	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.12	0.15	0.18	0.20	0.13	0.31	0.14	0.16	0.24	0.24
Crit Moves:	****					****	****			****		
Green Time:	19.6	25.0	25.0	30.1	35.6	35.6	29.0	54.7	54.7	28.2	53.9	53.9
Volume/Cap:	0.85	0.50	0.72	0.72	0.77	0.85	0.68	0.85	0.37	0.85	0.68	0.68
Delay/Veh:	87.9	57.4	67.8	63.3	57.4	69.4	59.2	47.2	35.5	69.7	41.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	57.4	67.8	63.3	57.4	69.4	59.2	47.2	35.5	69.7	41.6	43.6
LOS by Move:	F	E	E	E	E	E	E	D	D	E	D	D
HCM2k95thQ:	21	13	20	22	27	30	21	44	16	25	31	31

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



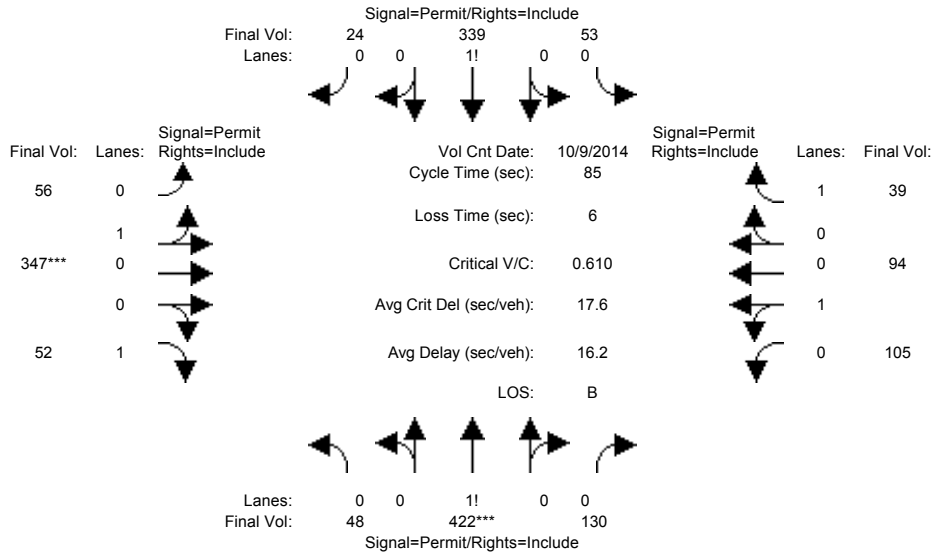
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	234	448	133	12	255	27	67	93	27	219	410	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	448	133	12	255	27	67	93	27	219	410	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	448	133	12	255	27	67	93	27	219	410	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	448	133	12	255	27	67	93	27	219	410	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	448	133	12	255	27	67	93	27	219	410	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	448	133	12	255	27	67	93	27	219	410	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.29	0.55	0.16	0.04	0.87	0.09	0.42	0.58	1.00	0.35	0.65	1.00
Final Sat.:	502	962	286	71	1518	161	754	1046	1750	627	1173	1750
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.17	0.17	0.17	0.09	0.09	0.02	0.35	0.35	0.02
Crit Moves:	****									****		
Green Time:	45.1	45.1	45.1	45.1	45.1	45.1	33.9	33.9	33.9	33.9	33.9	33.9
Volume/Cap:	0.88	0.88	0.88	0.32	0.32	0.32	0.22	0.22	0.04	0.88	0.88	0.05
Delay/Veh:	27.0	27.0	27.0	11.4	11.4	11.4	17.0	17.0	15.6	35.5	35.5	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	11.4	11.4	11.4	17.0	17.0	15.6	35.5	35.5	15.7
LOS by Move:	C	C	C	B	B	B	B	B	B	D	D	B
HCM2k95thQ:	36	36	36	9	9	9	6	6	1	30	30	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	48	422	130	53	339	24	56	347	52	105	94	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	422	130	53	339	24	56	347	52	105	94	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	422	130	53	339	24	56	347	52	105	94	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	422	130	53	339	24	56	347	52	105	94	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	422	130	53	339	24	56	347	52	105	94	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	422	130	53	339	24	56	347	52	105	94	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.08	0.70	0.22	0.13	0.81	0.06	0.14	0.86	1.00	0.53	0.47	1.00
Final Sat.:	140	1231	379	223	1426	101	250	1550	1750	950	850	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.24	0.24	0.24	0.22	0.22	0.03	0.11	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	47.8	47.8	47.8	47.8	47.8	47.8	31.2	31.2	31.2	31.2	31.2	31.2
Volume/Cap:	0.61	0.61	0.61	0.42	0.42	0.42	0.61	0.61	0.08	0.30	0.30	0.06
Delay/Veh:	13.5	13.5	13.5	11.0	11.0	11.0	23.6	23.6	17.6	19.4	19.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	13.5	11.0	11.0	11.0	23.6	23.6	17.6	19.4	19.4	17.4
LOS by Move:	B	B	B	B	B	B	C	C	B	B	B	B
HCM2k95thQ:	20	20	20	13	13	13	18	18	2	7	7	1

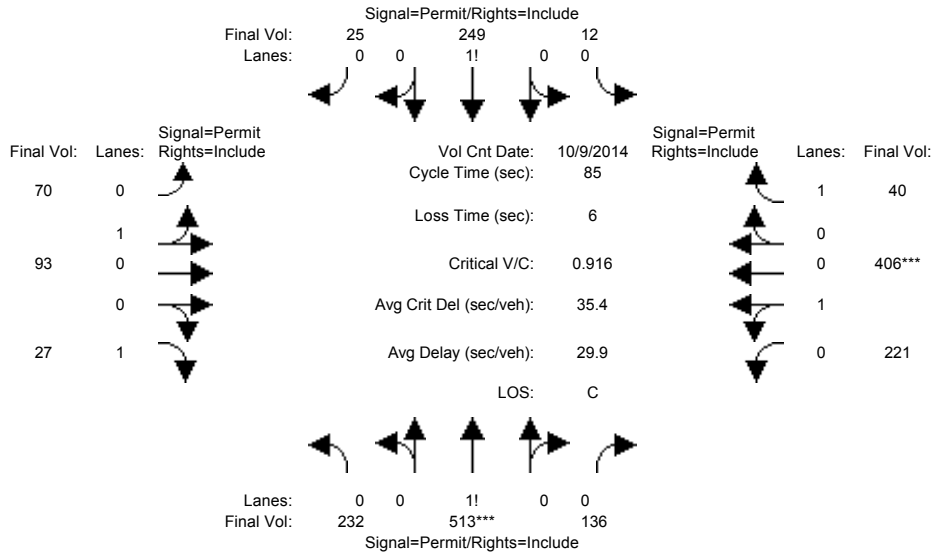
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



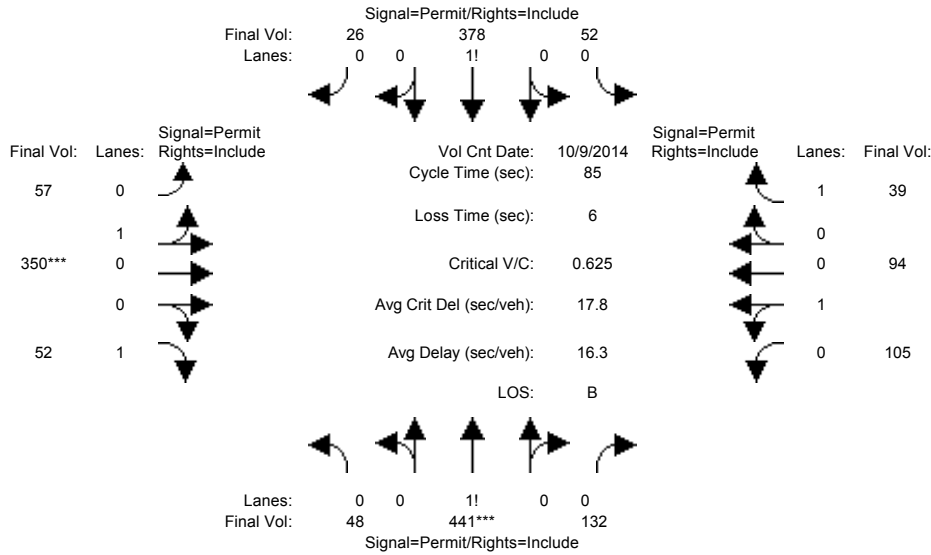
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	232	513	136	12	249	25	70	93	27	221	406	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	513	136	12	249	25	70	93	27	221	406	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	513	136	12	249	25	70	93	27	221	406	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	513	136	12	249	25	70	93	27	221	406	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	513	136	12	249	25	70	93	27	221	406	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	513	136	12	249	25	70	93	27	221	406	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.26	0.59	0.15	0.04	0.87	0.09	0.43	0.57	1.00	0.35	0.65	1.00
Final Sat.:	461	1019	270	73	1524	153	773	1027	1750	634	1166	1750
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.16	0.16	0.16	0.09	0.09	0.02	0.35	0.35	0.02
Crit Moves:	*****											
Green Time:	46.7	46.7	46.7	46.7	46.7	46.7	32.3	32.3	32.3	32.3	32.3	32.3
Volume/Cap:	0.92	0.92	0.92	0.30	0.30	0.30	0.24	0.24	0.04	0.92	0.92	0.06
Delay/Veh:	30.6	30.6	30.6	10.5	10.5	10.5	18.1	18.1	16.6	42.2	42.2	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	30.6	10.5	10.5	10.5	18.1	18.1	16.6	42.2	42.2	16.8
LOS by Move:	C	C	C	B	B	B	B	B	B	D	D	B
HCM2k95thQ:	41	41	41	9	9	9	6	6	1	32	32	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3762: SAN ANTONIO/24TH [Study Int 21]



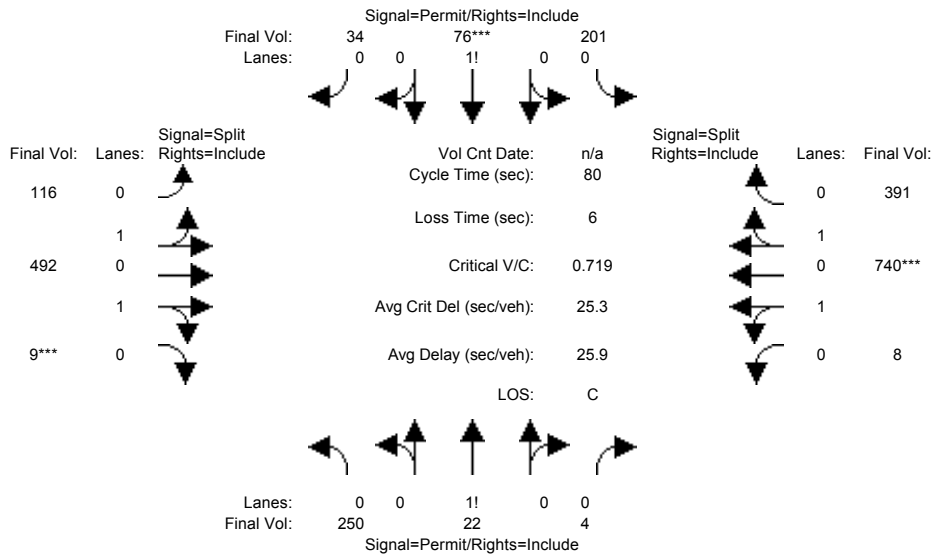
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	48	441	132	52	378	26	57	350	52	105	94	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	441	132	52	378	26	57	350	52	105	94	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	441	132	52	378	26	57	350	52	105	94	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	441	132	52	378	26	57	350	52	105	94	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	441	132	52	378	26	57	350	52	105	94	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	441	132	52	378	26	57	350	52	105	94	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.08	0.71	0.21	0.11	0.83	0.06	0.14	0.86	1.00	0.53	0.47	1.00
Final Sat.:	135	1243	372	200	1451	100	252	1548	1750	950	850	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.26	0.26	0.26	0.23	0.23	0.03	0.11	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	48.3	48.3	48.3	48.3	48.3	48.3	30.7	30.7	30.7	30.7	30.7	30.7
Volume/Cap:	0.63	0.63	0.63	0.46	0.46	0.46	0.63	0.63	0.08	0.31	0.31	0.06
Delay/Veh:	13.6	13.6	13.6	11.1	11.1	11.1	24.3	24.3	17.9	19.7	19.7	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	11.1	11.1	11.1	24.3	24.3	17.9	19.7	19.7	17.8
LOS by Move:	B	B	B	B	B	B	C	C	B	B	B	B
HCM2k95thQ:	21	21	21	15	15	15	18	18	2	8	8	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



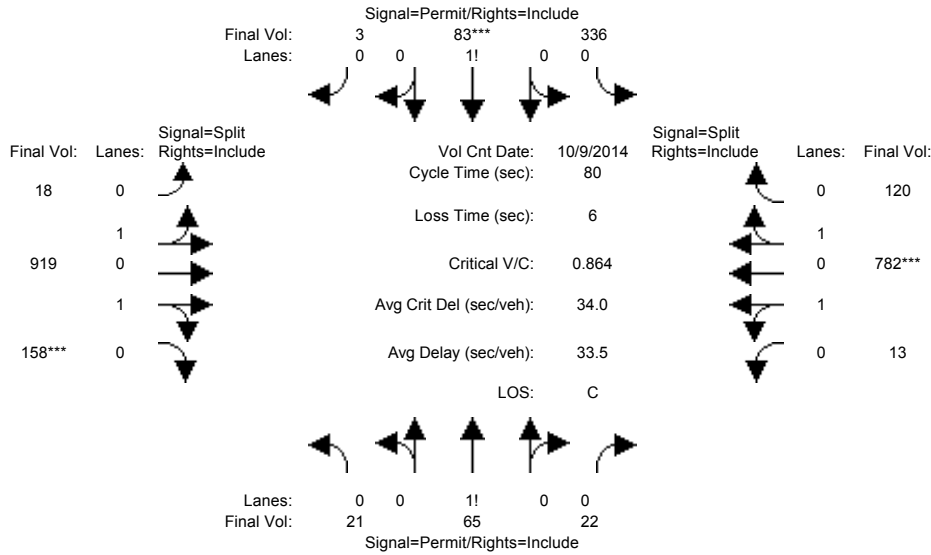
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	22	4	201	76	34	116	492	9	8	740	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	22	4	201	76	34	116	492	9	8	740	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	22	4	201	76	34	116	492	9	8	740	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	22	4	201	76	34	116	492	9	8	740	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	22	4	201	76	34	116	492	9	8	740	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	22	4	201	76	34	116	492	9	8	740	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.91	0.08	0.01	0.65	0.24	0.11	0.38	1.59	0.03	0.01	1.30	0.69
Final Sat.:	1585	139	25	1131	428	191	677	2871	53	25	2339	1236
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.18	0.18	0.17	0.17	0.17	0.32	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	19.8	19.8	19.8	19.8	19.8	19.8	19.1	19.1	19.1	35.2	35.2	35.2
Volume/Cap:	0.64	0.64	0.64	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	30.1	30.1	30.1	33.4	33.4	33.4	31.0	31.0	31.0	20.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	30.1	33.4	33.4	33.4	31.0	31.0	31.0	20.0	20.0	20.0
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2k95thQ:	14	14	14	17	17	17	17	17	17	22	22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



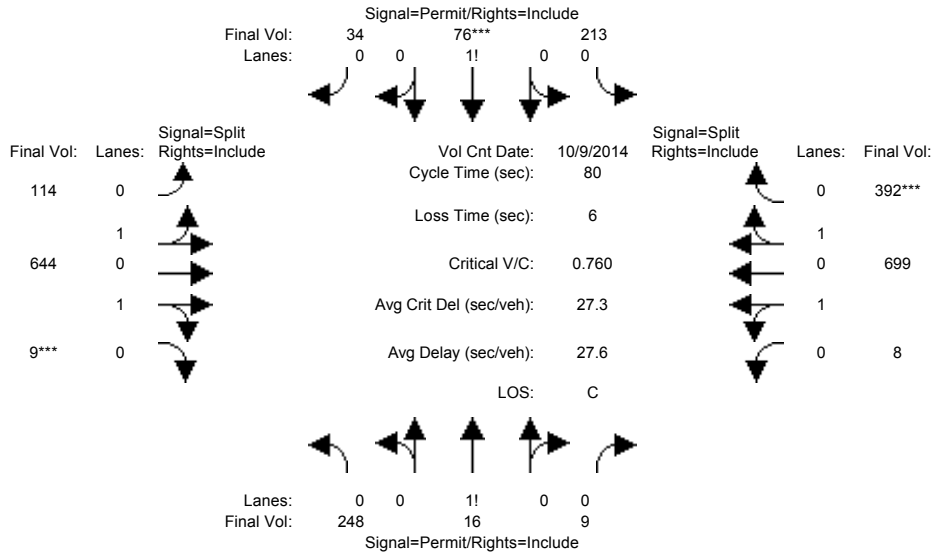
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	21	65	22	336	83	3	18	919	158	13	782	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	65	22	336	83	3	18	919	158	13	782	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	65	22	336	83	3	18	919	158	13	782	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	65	22	336	83	3	18	919	158	13	782	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	65	22	336	83	3	18	919	158	13	782	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	65	22	336	83	3	18	919	158	13	782	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.19	0.61	0.20	0.79	0.20	0.01	0.03	1.68	0.29	0.03	1.71	0.26
Final Sat.:	340	1053	356	1393	344	12	59	3021	519	51	3077	472
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.24	0.24	0.24	0.30	0.30	0.30	0.25	0.25	0.25
Crit Moves:				****						****		
Green Time:	22.3	22.3	22.3	22.3	22.3	22.3	28.2	28.2	28.2	23.5	23.5	23.5
Volume/Cap:	0.22	0.22	0.22	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Delay/Veh:	22.4	22.4	22.4	42.2	42.2	42.2	30.6	30.6	30.6	34.3	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	42.2	42.2	42.2	30.6	30.6	30.6	34.3	34.3	34.3
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	5	5	5	25	25	25	29	29	29	22	22	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



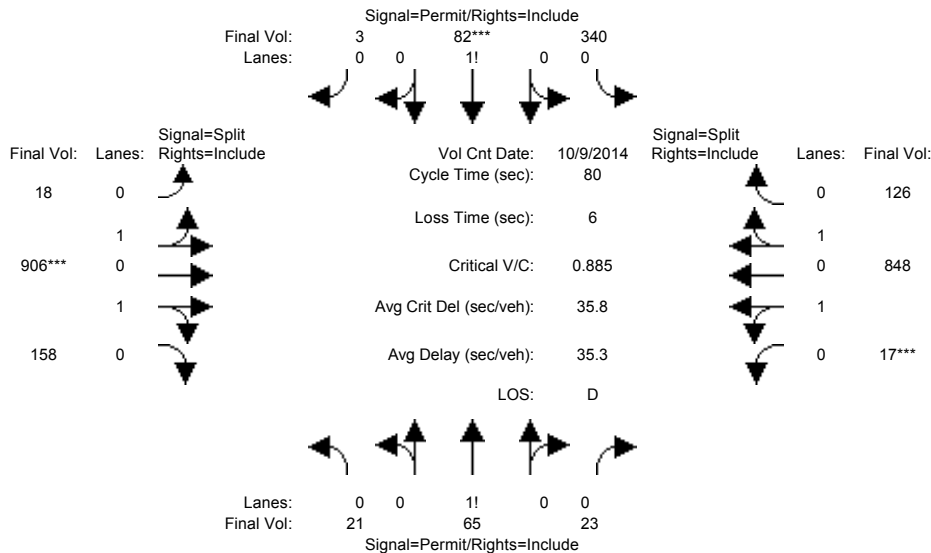
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	248	16	9	213	76	34	114	644	9	8	699	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	16	9	213	76	34	114	644	9	8	699	392
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	16	9	213	76	34	114	644	9	8	699	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	16	9	213	76	34	114	644	9	8	699	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	16	9	213	76	34	114	644	9	8	699	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	16	9	213	76	34	114	644	9	8	699	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.91	0.06	0.03	0.66	0.24	0.10	0.30	1.68	0.02	0.01	1.28	0.71
Final Sat.:	1590	103	58	1154	412	184	535	3023	42	26	2290	1284
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.18	0.18	0.21	0.21	0.21	0.31	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	22.4	22.4	22.4	32.1	32.1	32.1
Volume/Cap:	0.64	0.64	0.64	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Delay/Veh:	30.5	30.5	30.5	35.9	35.9	35.9	29.7	29.7	29.7	23.0	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	30.5	35.9	35.9	35.9	29.7	29.7	29.7	23.0	23.0	23.0
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	14	14	14	18	18	18	20	20	20	23	23	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3783: SANTA CLARA/17TH [Study Int 9]



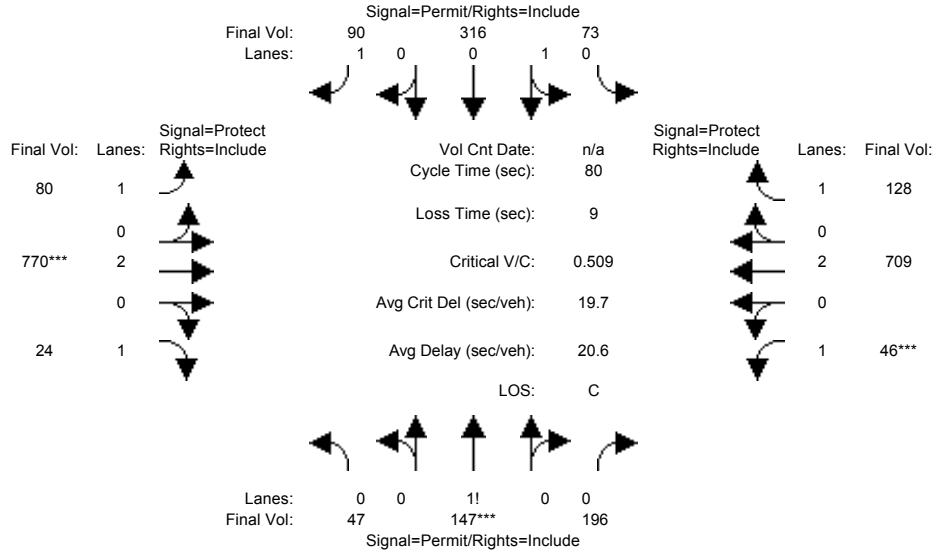
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	21	65	23	340	82	3	18	906	158	17	848	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	65	23	340	82	3	18	906	158	17	848	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	65	23	340	82	3	18	906	158	17	848	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	65	23	340	82	3	18	906	158	17	848	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	65	23	340	82	3	18	906	158	17	848	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	65	23	340	82	3	18	906	158	17	848	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.19	0.60	0.21	0.80	0.19	0.01	0.03	1.68	0.29	0.03	1.72	0.25
Final Sat.:	337	1044	369	1400	338	12	60	3014	526	62	3081	458
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.24	0.24	0.24	0.30	0.30	0.30	0.28	0.28	0.28
Crit Moves:	*****											
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	27.2	27.2	27.2	24.9	24.9	24.9
Volume/Cap:	0.23	0.23	0.23	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Delay/Veh:	22.7	22.7	22.7	45.4	45.4	45.4	33.0	33.0	33.0	34.9	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	22.7	45.4	45.4	45.4	33.0	33.0	33.0	34.9	34.9	34.9
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	5	5	5	26	26	26	29	29	29	24	24	24

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



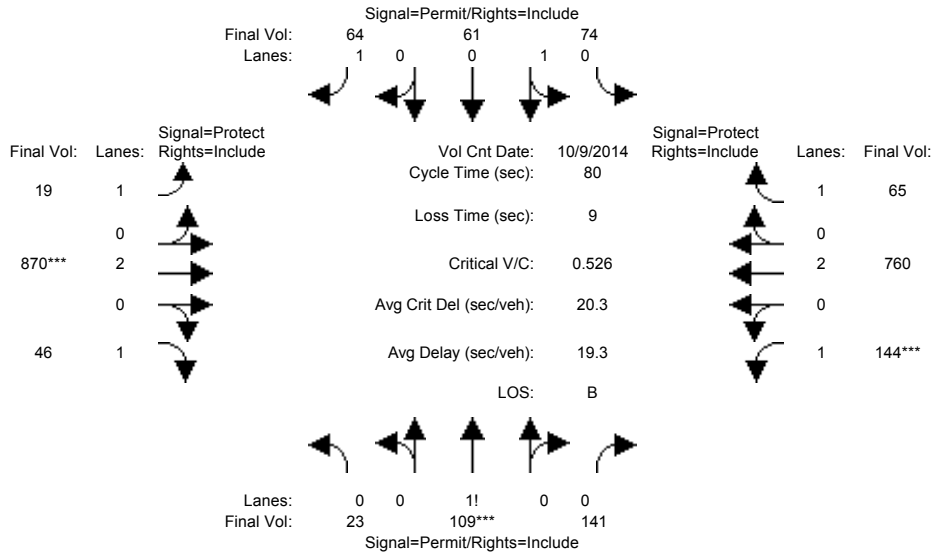
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	147	196	73	316	90	80	770	24	46	709	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	73	316	90	80	770	24	46	709	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	147	196	73	316	90	80	770	24	46	709	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	73	316	90	80	770	24	46	709	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	73	316	90	80	770	24	46	709	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	147	196	73	316	90	80	770	24	46	709	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.19	0.81	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	338	1462	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.22	0.22	0.05	0.05	0.20	0.01	0.03	0.19	0.07
Crit Moves:	****						****			****		
Green Time:	33.5	33.5	33.5	33.5	33.5	33.5	12.0	30.5	30.5	7.0	25.5	25.5
Volume/Cap:	0.53	0.53	0.53	0.52	0.52	0.12	0.31	0.53	0.04	0.30	0.59	0.23
Delay/Veh:	18.1	18.1	18.1	17.8	17.8	14.3	31.0	19.6	15.6	35.3	23.6	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	18.1	18.1	17.8	17.8	14.3	31.0	19.6	15.6	35.3	23.6	20.2
LOS by Move:	B	B	B	B	B	B	C	B	B	D	C	C
HCM2k95thQ:	14	14	14	14	14	3	4	14	1	2	14	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Oct 2014 <<											
Base Vol:	23	109	141	74	61	64	19	870	46	144	760	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	109	141	74	61	64	19	870	46	144	760	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	109	141	74	61	64	19	870	46	144	760	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	109	141	74	61	64	19	870	46	144	760	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	109	141	74	61	64	19	870	46	144	760	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	109	141	74	61	64	19	870	46	144	760	65
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.40	0.52	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	147	699	904	987	813	1750	1750	3800	1750	1750	3800	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.04	0.01	0.23	0.03	0.08	0.20	0.04
Crit Moves:	****						****			****		
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	14.4	34.8	34.8	12.5	32.9	32.9
Volume/Cap:	0.53	0.53	0.53	0.25	0.25	0.12	0.06	0.53	0.06	0.53	0.49	0.09
Delay/Veh:	24.5	24.5	24.5	21.7	21.7	20.7	27.3	16.9	13.2	32.9	17.6	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	24.5	21.7	21.7	20.7	27.3	16.9	13.2	32.9	17.6	14.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	12	12	12	5	5	2	1	15	1	7	13	2

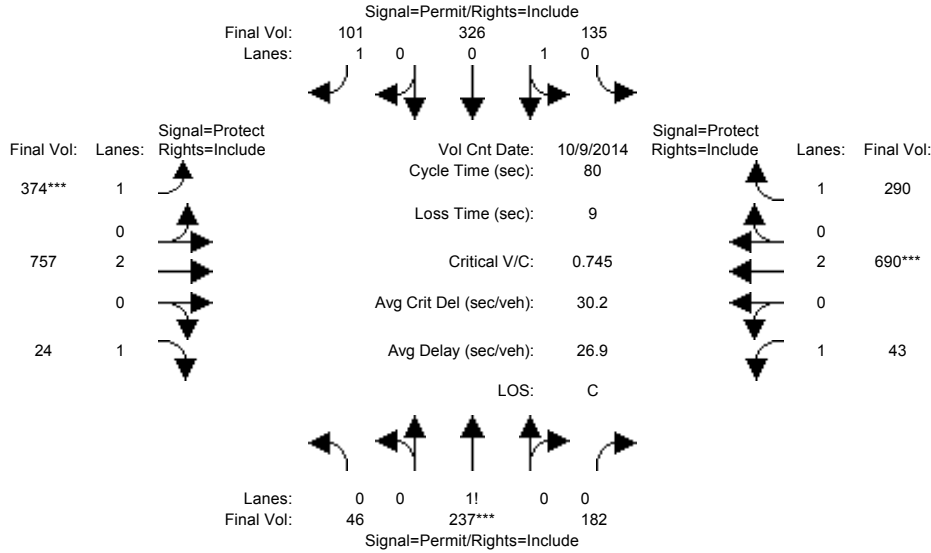
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



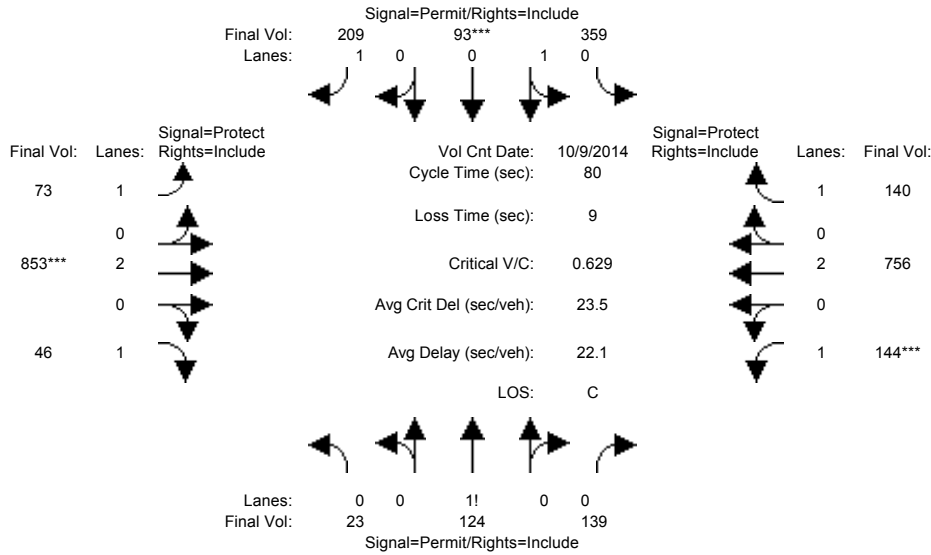
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	46	237	182	135	326	101	374	757	24	43	690	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	237	182	135	326	101	374	757	24	43	690	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	237	182	135	326	101	374	757	24	43	690	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	237	182	135	326	101	374	757	24	43	690	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	237	182	135	326	101	374	757	24	43	690	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	237	182	135	326	101	374	757	24	43	690	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.51	0.39	0.29	0.71	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	173	892	685	527	1273	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.26	0.26	0.06	0.21	0.20	0.01	0.02	0.18	0.17
Crit Moves:	****						****			****		
Green Time:	28.5	28.5	28.5	28.5	28.5	28.5	23.0	29.5	29.5	13.0	19.5	19.5
Volume/Cap:	0.74	0.74	0.74	0.72	0.72	0.16	0.74	0.54	0.04	0.15	0.74	0.68
Delay/Veh:	27.4	27.4	27.4	26.2	26.2	17.7	31.9	20.3	16.2	29.0	31.3	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	27.4	26.2	26.2	17.7	31.9	20.3	16.2	29.0	31.3	31.8
LOS by Move:	C	C	C	C	C	B	C	C	B	C	C	C
HCM2k95thQ:	20	20	20	19	19	4	17	14	1	2	15	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #3788: SANTA CLARA/28TH [Study Int 13]



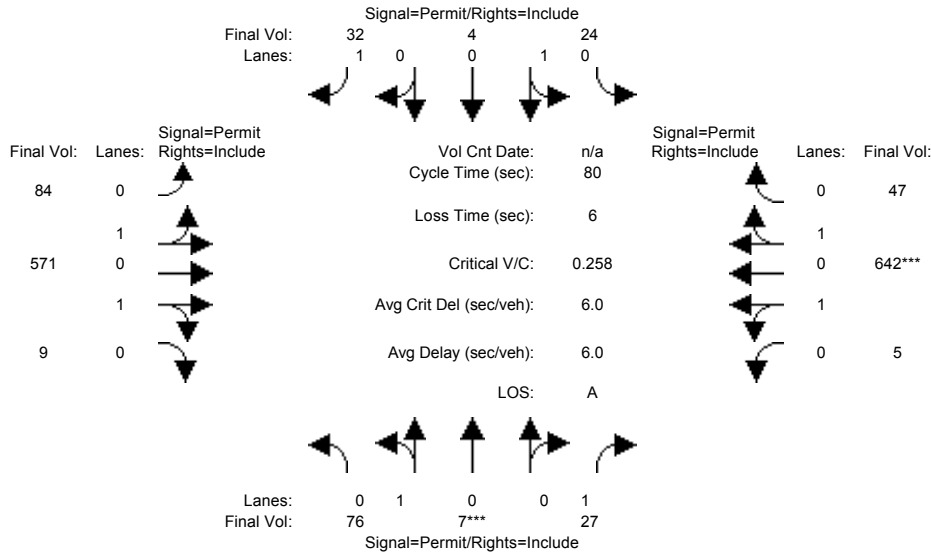
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	23	124	139	359	93	209	73	853	46	144	756	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	124	139	359	93	209	73	853	46	144	756	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	124	139	359	93	209	73	853	46	144	756	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	124	139	359	93	209	73	853	46	144	756	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	124	139	359	93	209	73	853	46	144	756	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	124	139	359	93	209	73	853	46	144	756	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.43	0.49	0.79	0.21	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	141	759	851	1430	370	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.25	0.25	0.12	0.04	0.22	0.03	0.08	0.20	0.08
Crit Moves:				****				****				
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	11.9	28.6	28.6	10.5	27.1	27.1
Volume/Cap:	0.41	0.41	0.41	0.63	0.63	0.30	0.28	0.63	0.07	0.63	0.59	0.24
Delay/Veh:	17.6	17.6	17.6	21.0	21.0	16.6	30.8	22.3	17.0	38.4	22.5	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.6	21.0	21.0	16.6	30.8	22.3	17.0	38.4	22.5	19.2
LOS by Move:	B	B	B	C	C	B	C	C	B	D	C	B
HCM2k95thQ:	10	10	10	17	17	7	3	16	2	7	14	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



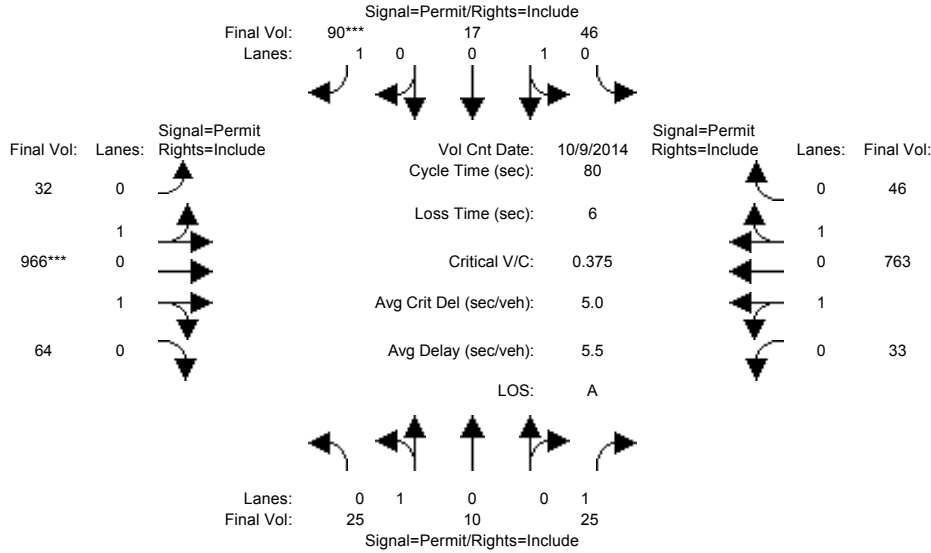
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	7	27	24	4	32	84	571	9	5	642	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	7	27	24	4	32	84	571	9	5	642	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	7	27	24	4	32	84	571	9	5	642	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	7	27	24	4	32	84	571	9	5	642	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	7	27	24	4	32	84	571	9	5	642	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	7	27	24	4	32	84	571	9	5	642	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.92	0.08	1.00	0.86	0.14	1.00	0.25	1.72	0.03	0.01	1.85	0.14
Final Sat.:	1648	152	1750	1543	257	1750	455	3096	49	26	3330	244
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.02	0.02	0.02	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	14.3	14.3	14.3	14.3	14.3	14.3	59.7	59.7	59.7	59.7	59.7	59.7
Volume/Cap:	0.26	0.26	0.09	0.09	0.09	0.10	0.25	0.25	0.25	0.26	0.26	0.26
Delay/Veh:	28.7	28.7	27.5	27.5	27.5	27.6	3.2	3.2	3.2	3.2	3.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	27.5	27.5	27.5	27.6	3.2	3.2	3.2	3.2	3.2	3.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	1	1	2	5	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



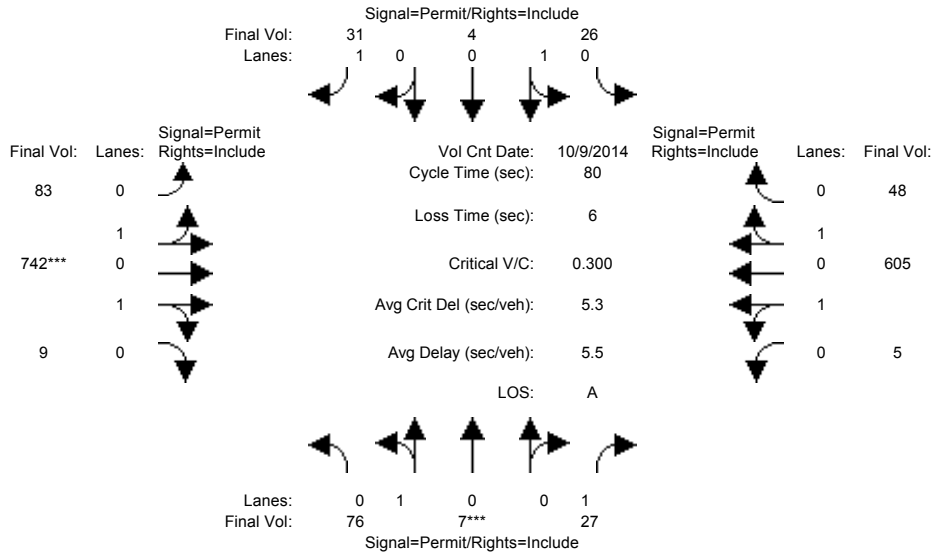
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	25	10	25	46	17	90	32	966	64	33	763	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	10	25	46	17	90	32	966	64	33	763	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	10	25	46	17	90	32	966	64	33	763	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	10	25	46	17	90	32	966	64	33	763	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	10	25	46	17	90	32	966	64	33	763	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	10	25	46	17	90	32	966	64	33	763	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.71	0.29	1.00	0.73	0.27	1.00	0.06	1.82	0.12	0.08	1.81	0.11
Final Sat.:	1286	514	1750	1314	486	1750	108	3275	217	141	3262	197
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.04	0.04	0.05	0.30	0.30	0.30	0.23	0.23	0.23
Crit Moves:						****	****					
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	63.0	63.0	63.0	63.0	63.0	63.0
Volume/Cap:	0.14	0.14	0.10	0.25	0.25	0.37	0.37	0.37	0.37	0.30	0.30	0.30
Delay/Veh:	30.6	30.6	30.4	31.4	31.4	32.4	2.6	2.6	2.6	2.4	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	30.4	31.4	31.4	32.4	2.6	2.6	2.6	2.4	2.4	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	5	8	8	8	6	6	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



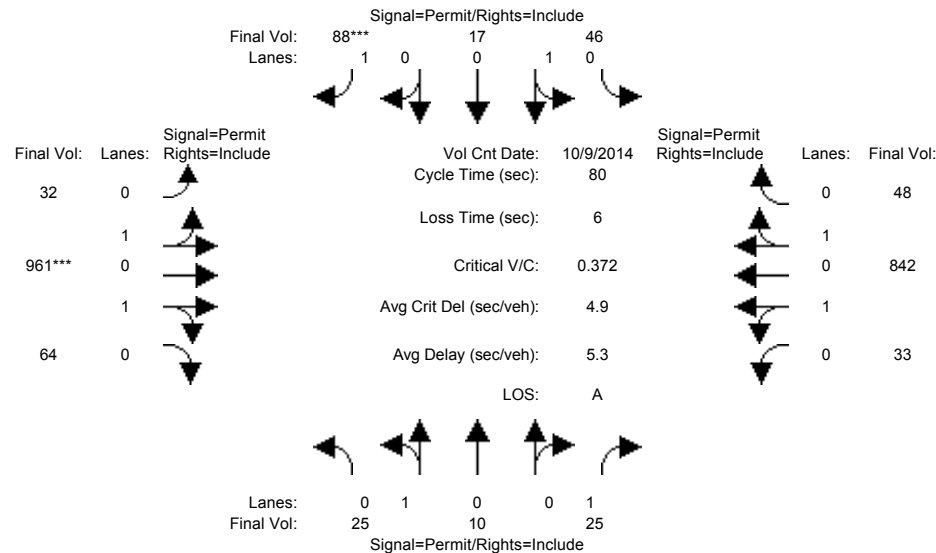
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	76	7	27	26	4	31	83	742	9	5	605	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	7	27	26	4	31	83	742	9	5	605	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	7	27	26	4	31	83	742	9	5	605	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	7	27	26	4	31	83	742	9	5	605	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	7	27	26	4	31	83	742	9	5	605	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	7	27	26	4	31	83	742	9	5	605	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.92	0.08	1.00	0.87	0.13	1.00	0.20	1.78	0.02	0.01	1.84	0.15
Final Sat.:	1648	152	1750	1560	240	1750	358	3203	39	27	3310	263
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.02	0.02	0.02	0.23	0.23	0.23	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	12.3	12.3	12.3	12.3	12.3	12.3	61.7	61.7	61.7	61.7	61.7	61.7
Volume/Cap:	0.30	0.30	0.10	0.11	0.11	0.12	0.30	0.30	0.30	0.24	0.24	0.24
Delay/Veh:	30.7	30.7	29.3	29.3	29.3	29.4	2.8	2.8	2.8	2.6	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	29.3	29.3	29.3	29.4	2.8	2.8	2.8	2.6	2.6	2.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	2	2	2	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3789: SANTA CLARA/21ST [Study Int 10]



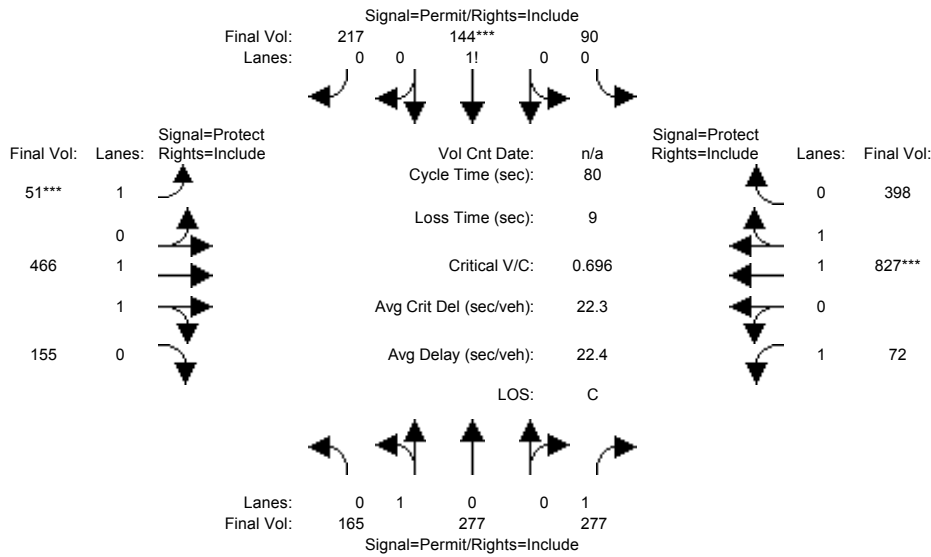
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Oct 2014 <<											
Base Vol:	25	10	25	46	17	88	32	961	64	33	842	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	10	25	46	17	88	32	961	64	33	842	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	10	25	46	17	88	32	961	64	33	842	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	10	25	46	17	88	32	961	64	33	842	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	10	25	46	17	88	32	961	64	33	842	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	10	25	46	17	88	32	961	64	33	842	48
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.71	0.29	1.00	0.73	0.27	1.00	0.06	1.82	0.12	0.07	1.83	0.10
Final Sat.:	1286	514	1750	1314	486	1750	109	3273	218	129	3284	187
-----												
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.04	0.04	0.05	0.29	0.29	0.29	0.26	0.26	0.26
Crit Moves:	*****											
Green Time:	10.8	10.8	10.8	10.8	10.8	10.8	63.2	63.2	63.2	63.2	63.2	63.2
Volume/Cap:	0.14	0.14	0.11	0.26	0.26	0.37	0.37	0.37	0.37	0.32	0.32	0.32
Delay/Veh:	30.8	30.8	30.5	31.6	31.6	32.5	2.6	2.6	2.6	2.4	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	30.5	31.6	31.6	32.5	2.6	2.6	2.6	2.4	2.4	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	2	2	1	3	3	5	8	8	8	7	7	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



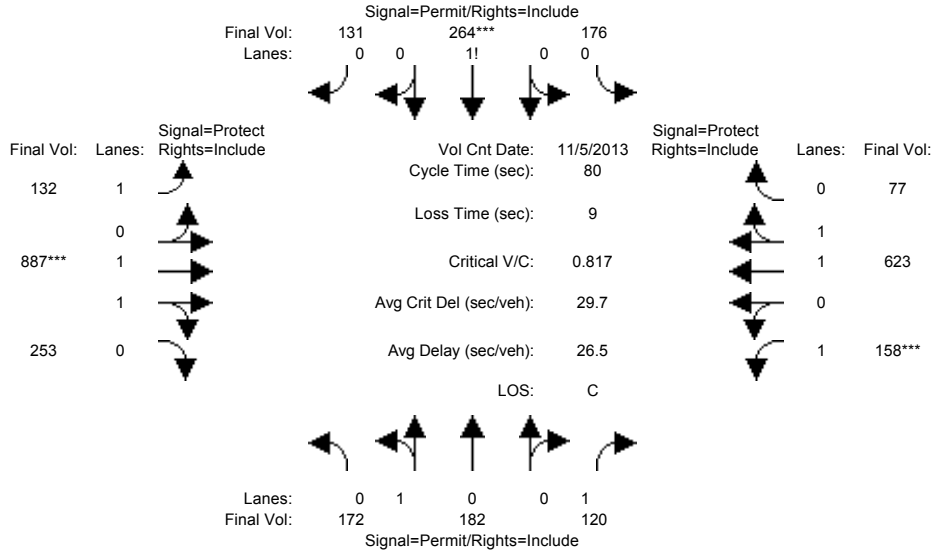
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	277	277	90	144	217	51	466	155	72	827	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	277	277	90	144	217	51	466	155	72	827	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	277	277	90	144	217	51	466	155	72	827	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	277	277	90	144	217	51	466	155	72	827	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	277	277	90	144	217	51	466	155	72	827	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	277	277	90	144	217	51	466	155	72	827	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.37	0.63	1.00	0.20	0.32	0.48	1.00	1.49	0.51	1.00	1.33	0.67
Final Sat.:	672	1128	1750	349	559	842	1750	2776	923	1750	2497	1202
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.16	0.26	0.26	0.26	0.03	0.17	0.17	0.04	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	28.0	28.0	28.0	28.0	28.0	28.0	7.0	28.3	28.3	14.7	36.0	36.0
Volume/Cap:	0.70	0.70	0.45	0.74	0.74	0.74	0.33	0.48	0.48	0.22	0.74	0.74
Delay/Veh:	25.9	25.9	20.6	27.4	27.4	27.4	35.6	20.4	20.4	28.1	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	20.6	27.4	27.4	27.4	35.6	20.4	20.4	28.1	19.9	19.9
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2k95thQ:	19	19	11	22	22	22	3	11	11	3	23	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 5 Nov 2013 <<											
Base Vol:	172	182	120	176	264	131	132	887	253	158	623	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	182	120	176	264	131	132	887	253	158	623	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	182	120	176	264	131	132	887	253	158	623	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	182	120	176	264	131	132	887	253	158	623	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	182	120	176	264	131	132	887	253	158	623	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	182	120	176	264	131	132	887	253	158	623	77
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.49	0.51	1.00	0.31	0.46	0.23	1.00	1.54	0.46	1.00	1.77	0.23
Final Sat.:	875	925	1750	539	809	401	1750	2878	821	1750	3293	407
-----												
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.33	0.33	0.33	0.08	0.31	0.31	0.09	0.19	0.19
Crit Moves:	*****											
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	12.3	30.2	30.2	8.8	26.7	26.7
Volume/Cap:	0.49	0.49	0.17	0.82	0.82	0.82	0.49	0.82	0.82	0.82	0.57	0.57
Delay/Veh:	18.5	18.5	15.6	28.8	28.8	28.8	32.3	26.3	26.3	57.7	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.5	15.6	28.8	28.8	28.8	32.3	26.3	26.3	57.7	22.5	22.5
LOS by Move:	B	B	B	C	C	C	C	C	C	E	C	C
HCM2k95thQ:	13	13	4	28	28	28	6	24	24	9	14	14

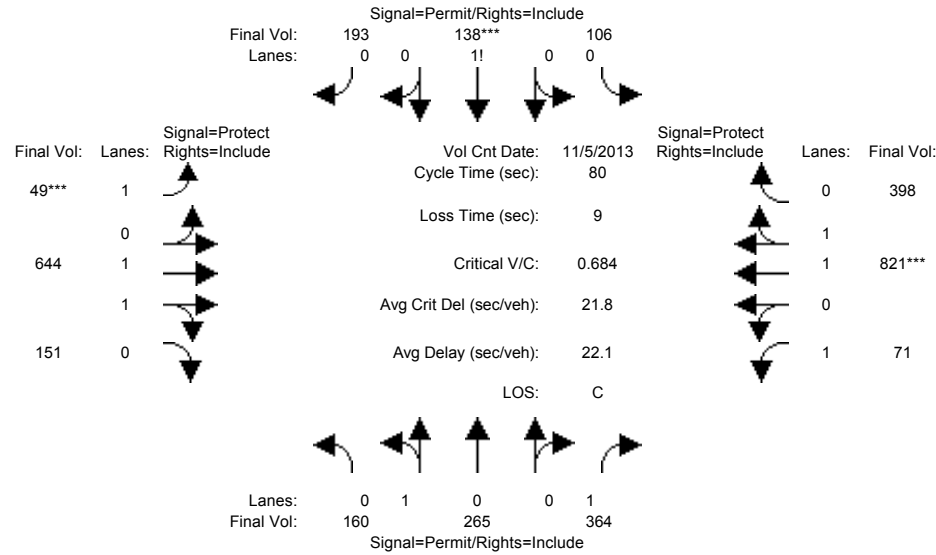
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



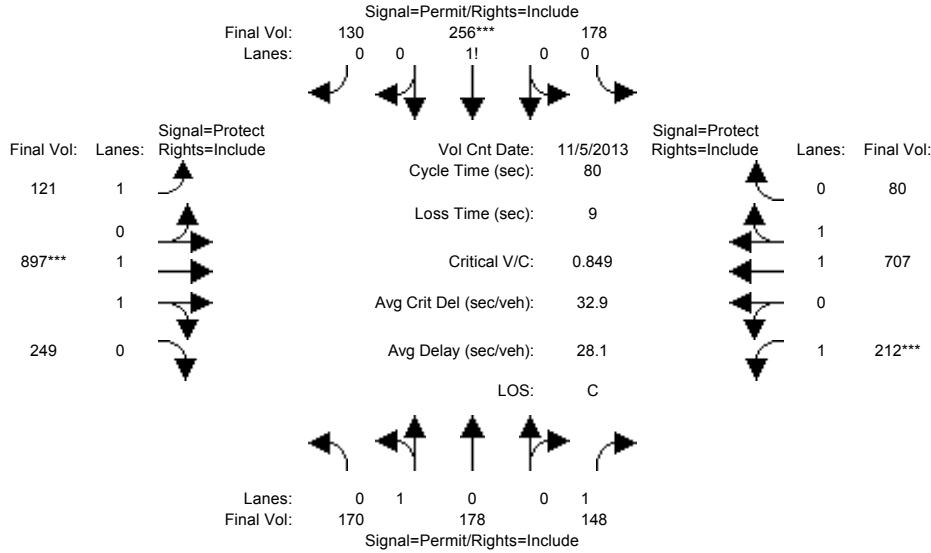
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	160	265	364	106	138	193	49	644	151	71	821	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	265	364	106	138	193	49	644	151	71	821	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	265	364	106	138	193	49	644	151	71	821	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	265	364	106	138	193	49	644	151	71	821	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	265	364	106	138	193	49	644	151	71	821	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	265	364	106	138	193	49	644	151	71	821	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.38	0.62	1.00	0.24	0.32	0.44	1.00	1.61	0.39	1.00	1.33	0.67
Final Sat.:	678	1122	1750	424	553	773	1750	2997	703	1750	2491	1208
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.21	0.25	0.25	0.25	0.03	0.21	0.21	0.04	0.33	0.33
Crit Moves:	*****											
Green Time:	27.6	27.6	27.6	27.6	27.6	27.6	7.0	30.9	30.9	12.6	36.4	36.4
Volume/Cap:	0.68	0.68	0.60	0.72	0.72	0.72	0.32	0.56	0.56	0.26	0.72	0.72
Delay/Veh:	25.6	25.6	23.4	27.2	27.2	27.2	35.5	19.7	19.7	30.1	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	23.4	27.2	27.2	27.2	35.5	19.7	19.7	30.1	19.3	19.3
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2k95thQ:	18	18	15	21	21	21	2	15	15	3	23	23

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3790: SANTA CLARA/24TH [Study Int 11]



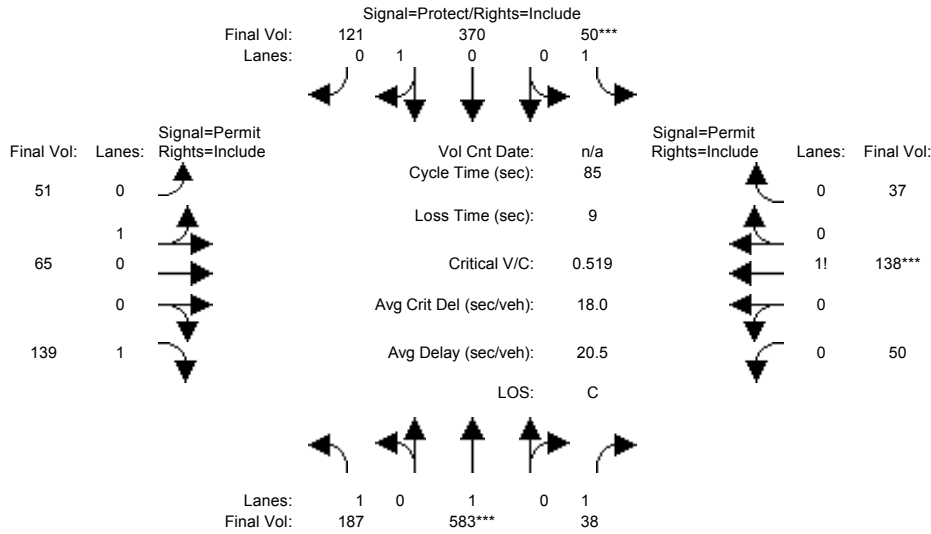
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 <<												
Base Vol:	170	178	148	178	256	130	121	897	249	212	707	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	178	148	178	256	130	121	897	249	212	707	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	178	148	178	256	130	121	897	249	212	707	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	178	148	178	256	130	121	897	249	212	707	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	178	148	178	256	130	121	897	249	212	707	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	178	148	178	256	130	121	897	249	212	707	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.49	0.51	1.00	0.32	0.45	0.23	1.00	1.55	0.45	1.00	1.79	0.21
Final Sat.:	879	921	1750	552	794	403	1750	2895	804	1750	3324	376
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.08	0.32	0.32	0.32	0.07	0.31	0.31	0.12	0.21	0.21
Crit Moves:	*****											
Green Time:	30.4	30.4	30.4	30.4	30.4	30.4	11.8	29.2	29.2	11.4	28.8	28.8
Volume/Cap:	0.51	0.51	0.22	0.85	0.85	0.85	0.47	0.85	0.85	0.85	0.59	0.59
Delay/Veh:	19.7	19.7	17.0	32.7	32.7	32.7	32.5	28.6	28.6	56.4	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	19.7	17.0	32.7	32.7	32.7	32.5	28.6	28.6	56.4	21.5	21.5
LOS by Move:	B	B	B	C	C	C	C	C	C	E	C	C
HCM2k95thQ:	13	13	5	29	29	29	6	25	25	12	15	15

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



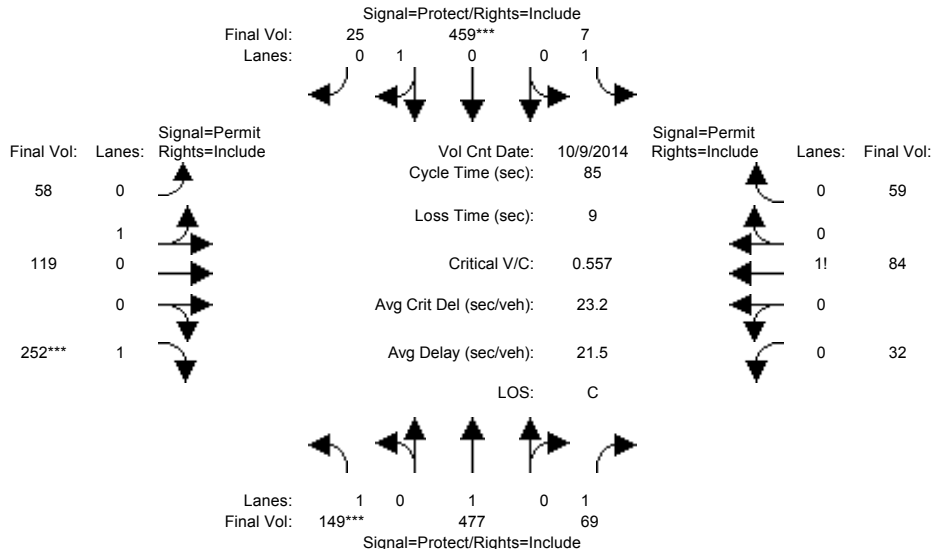
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	583	38	50	370	121	51	65	139	50	138	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	583	38	50	370	121	51	65	139	50	138	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	583	38	50	370	121	51	65	139	50	138	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	583	38	50	370	121	51	65	139	50	138	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	583	38	50	370	121	51	65	139	50	138	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	583	38	50	370	121	51	65	139	50	138	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	0.44	0.56	1.00	0.22	0.62	0.16
Final Sat.:	1750	1900	1750	1750	1356	444	791	1009	1750	389	1073	288
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.02	0.03	0.27	0.27	0.06	0.06	0.08	0.13	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.7	48.6	48.6	7.0	40.0	40.0	20.4	20.4	20.4	20.4	20.4	20.4
Volume/Cap:	0.58	0.54	0.04	0.35	0.58	0.58	0.27	0.27	0.33	0.54	0.54	0.54
Delay/Veh:	34.3	11.8	8.0	38.3	17.4	17.4	26.6	26.6	27.2	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	11.8	8.0	38.3	17.4	17.4	26.6	26.6	27.2	29.6	29.6	29.6
LOS by Move:	C	B	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	10	17	1	3	18	18	5	5	7	12	12	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



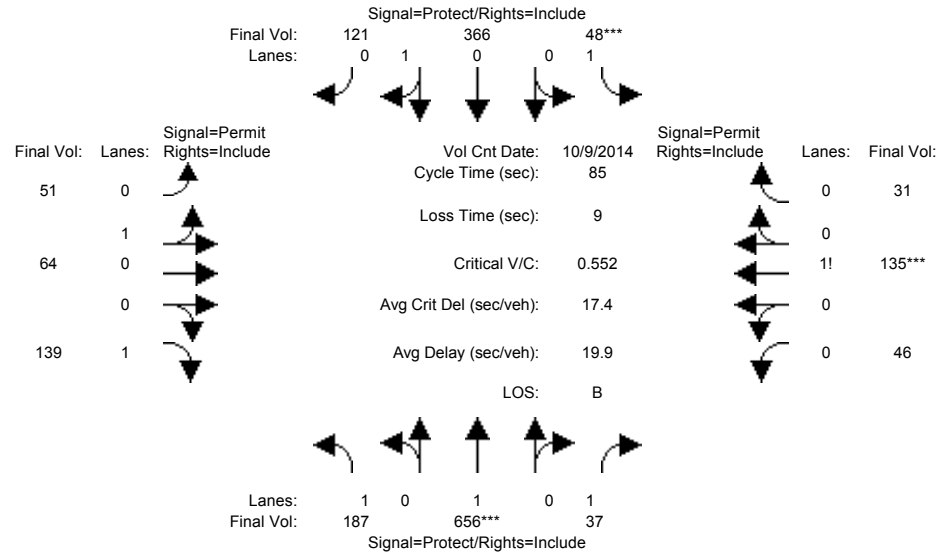
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	149	477	69	7	459	25	58	119	252	32	84	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	477	69	7	459	25	58	119	252	32	84	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	477	69	7	459	25	58	119	252	32	84	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	477	69	7	459	25	58	119	252	32	84	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	477	69	7	459	25	58	119	252	32	84	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	149	477	69	7	459	25	58	119	252	32	84	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.33	0.67	1.00	0.18	0.48	0.34
Final Sat.:	1750	1900	1750	1750	1707	93	590	1210	1750	320	840	590
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.04	0.00	0.27	0.27	0.10	0.10	0.14	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	13.0	40.7	40.7	13.3	41.0	41.0	22.0	22.0	22.0	22.0	22.0	22.0
Volume/Cap:	0.56	0.52	0.08	0.03	0.56	0.56	0.38	0.38	0.56	0.39	0.39	0.39
Delay/Veh:	35.9	16.0	12.1	30.4	16.4	16.4	26.4	26.4	28.8	26.5	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	16.0	12.1	30.4	16.4	16.4	26.4	26.4	28.8	26.5	26.5	26.5
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	8	16	2	0	17	17	8	8	13	9	9	9

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



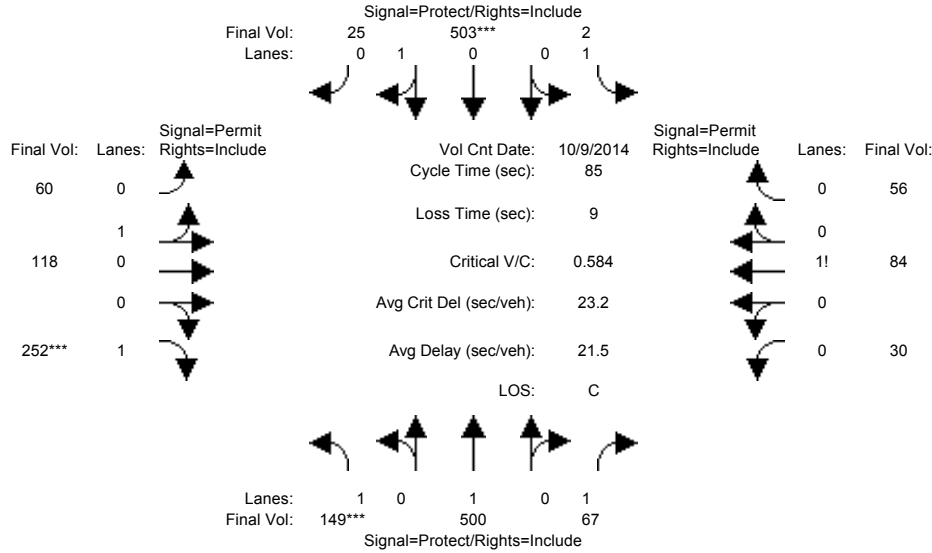
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	187	656	37	48	366	121	51	64	139	46	135	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	656	37	48	366	121	51	64	139	46	135	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	656	37	48	366	121	51	64	139	46	135	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	656	37	48	366	121	51	64	139	46	135	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	656	37	48	366	121	51	64	139	46	135	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	656	37	48	366	121	51	64	139	46	135	31
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	0.44	0.56	1.00	0.22	0.64	0.14
Final Sat.:	1750	1900	1750	1750	1353	447	798	1002	1750	380	1114	256
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.02	0.03	0.27	0.27	0.06	0.06	0.08	0.12	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.4	51.1	51.1	7.0	41.6	41.6	17.9	17.9	17.9	17.9	17.9	17.9
Volume/Cap:	0.55	0.57	0.04	0.33	0.55	0.55	0.30	0.30	0.38	0.57	0.57	0.57
Delay/Veh:	32.9	11.1	6.9	38.2	15.9	15.9	28.7	28.7	29.4	32.3	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	11.1	6.9	38.2	15.9	15.9	28.7	28.7	29.4	32.3	32.3	32.3
LOS by Move:	C	B	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	9	19	1	3	17	17	6	6	7	12	12	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #3832: 24TH/WILLIAM [Study Int 24]



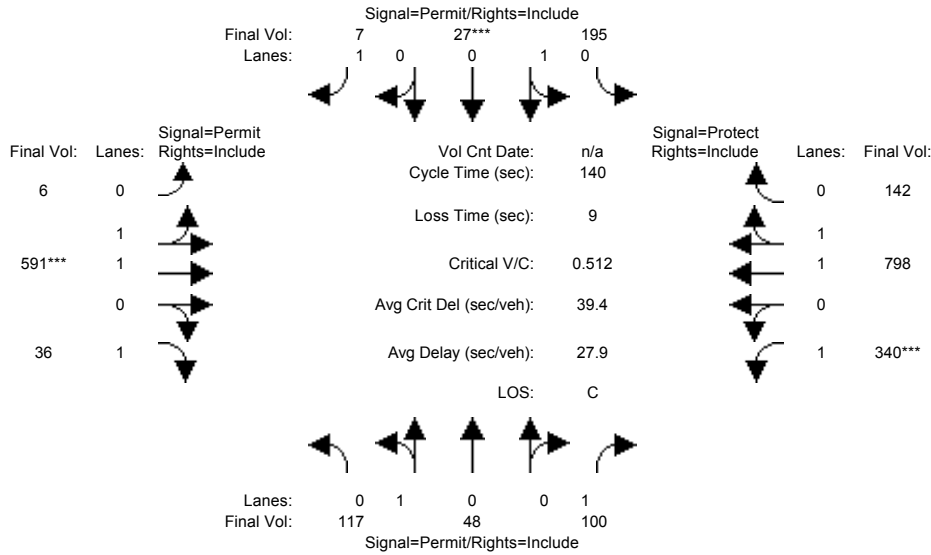
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	149	500	67	2	503	25	60	118	252	30	84	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	500	67	2	503	25	60	118	252	30	84	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	500	67	2	503	25	60	118	252	30	84	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	500	67	2	503	25	60	118	252	30	84	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	500	67	2	503	25	60	118	252	30	84	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	149	500	67	2	503	25	60	118	252	30	84	56
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.34	0.66	1.00	0.18	0.49	0.33
Final Sat.:	1750	1900	1750	1750	1715	85	607	1193	1750	309	865	576
-----												
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.04	0.00	0.29	0.29	0.10	0.10	0.14	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	12.4	41.9	41.9	13.1	42.7	42.7	20.9	20.9	20.9	20.9	20.9	20.9
Volume/Cap:	0.58	0.53	0.08	0.01	0.58	0.58	0.40	0.40	0.58	0.39	0.39	0.39
Delay/Veh:	37.4	15.4	11.4	30.4	15.9	15.9	27.4	27.4	30.3	27.3	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	15.4	11.4	30.4	15.9	15.9	27.4	27.4	30.3	27.3	27.3	27.3
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	8	17	2	0	19	19	9	9	13	8	8	8

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #4005: JULIAN/28TH [Study Int 3]



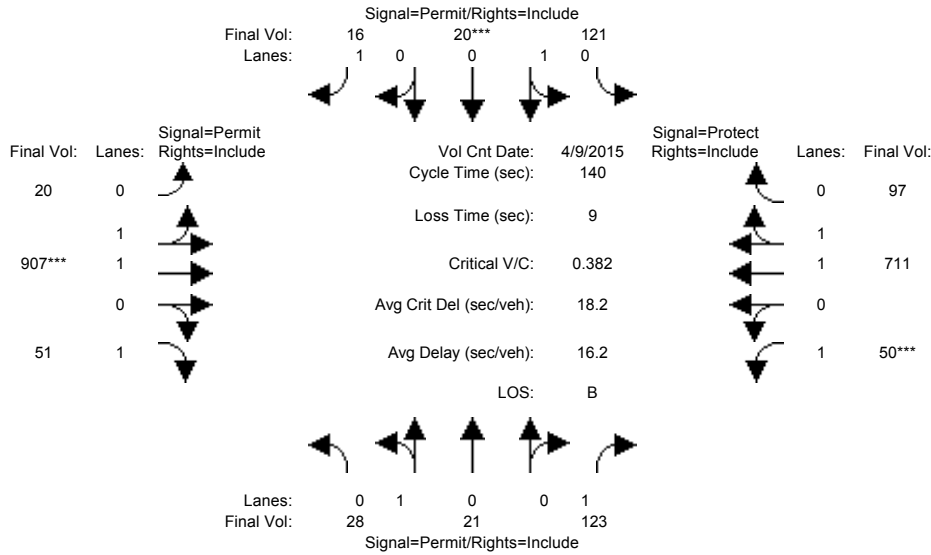
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	48	100	195	27	7	6	591	36	340	798	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	48	100	195	27	7	6	591	36	340	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	48	100	195	27	7	6	591	36	340	798	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	48	100	195	27	7	6	591	36	340	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	48	100	195	27	7	6	591	36	340	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	48	100	195	27	7	6	591	36	340	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.71	0.29	1.00	0.88	0.12	1.00	0.02	1.98	1.00	1.00	1.69	0.31
Final Sat.:	1276	524	1750	1581	219	1750	37	3663	1750	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.12	0.12	0.00	0.16	0.16	0.02	0.19	0.25	0.25
Crit Moves:				****			****			****		
Green Time:	33.7	33.7	33.7	33.7	33.7	33.7	44.1	44.1	44.1	53.1	97.3	97.3
Volume/Cap:	0.38	0.38	0.24	0.51	0.51	0.02	0.51	0.51	0.07	0.51	0.37	0.37
Delay/Veh:	45.0	45.0	43.1	47.0	47.0	40.5	39.5	39.5	33.6	34.1	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	43.1	47.0	47.0	40.5	39.5	39.5	33.6	34.1	8.8	8.8
LOS by Move:	D	D	D	D	D	D	D	D	C	C	A	A
HCM2k95thQ:	12	12	7	17	17	1	19	19	2	21	16	16

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #4005: JULIAN/28TH [Study Int 3]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 9 Apr 2015 <<											
Base Vol:	28	21	123	121	20	16	20	907	51	50	711	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	123	121	20	16	20	907	51	50	711	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	21	123	121	20	16	20	907	51	50	711	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	21	123	121	20	16	20	907	51	50	711	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	21	123	121	20	16	20	907	51	50	711	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	21	123	121	20	16	20	907	51	50	711	97
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.57	0.43	1.00	0.86	0.14	1.00	0.04	1.96	1.00	1.00	1.75	0.25
Final Sat.:	1029	771	1750	1545	255	1750	80	3620	1750	1750	3255	444
-----												
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.08	0.08	0.01	0.25	0.25	0.03	0.03	0.22	0.22
Crit Moves:	*****											
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	91.8	91.8	91.8	10.5	102	102.3
Volume/Cap:	0.13	0.13	0.34	0.38	0.38	0.04	0.38	0.38	0.04	0.38	0.30	0.30
Delay/Veh:	45.6	45.6	48.2	48.7	48.7	44.7	11.2	11.2	8.6	63.5	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	45.6	48.2	48.7	48.7	44.7	11.2	11.2	8.6	63.5	6.6	6.6
LOS by Move:	D	D	D	D	D	D	B	B	A	E	A	A
HCM2k95thQ:	4	4	9	11	11	1	17	17	2	4	12	12

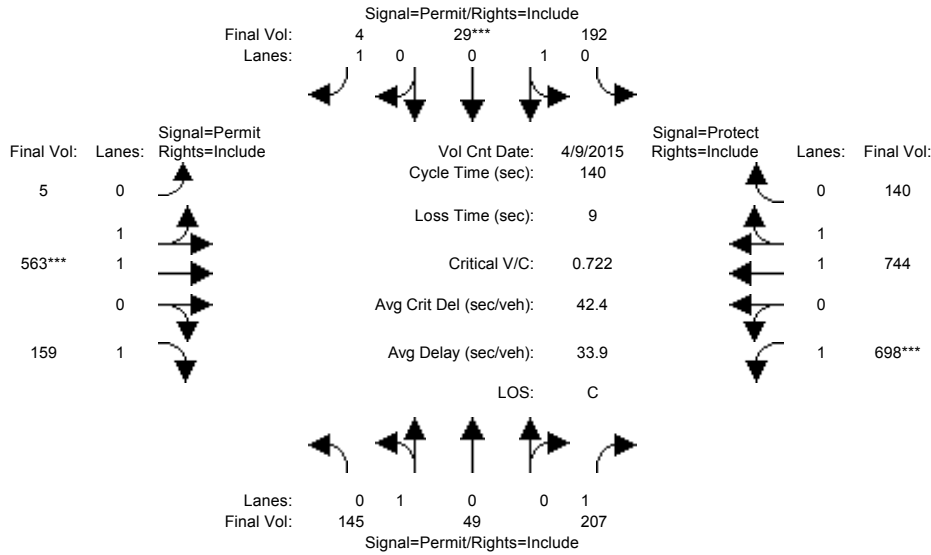
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #4005: JULIAN/28TH [Study Int 3]



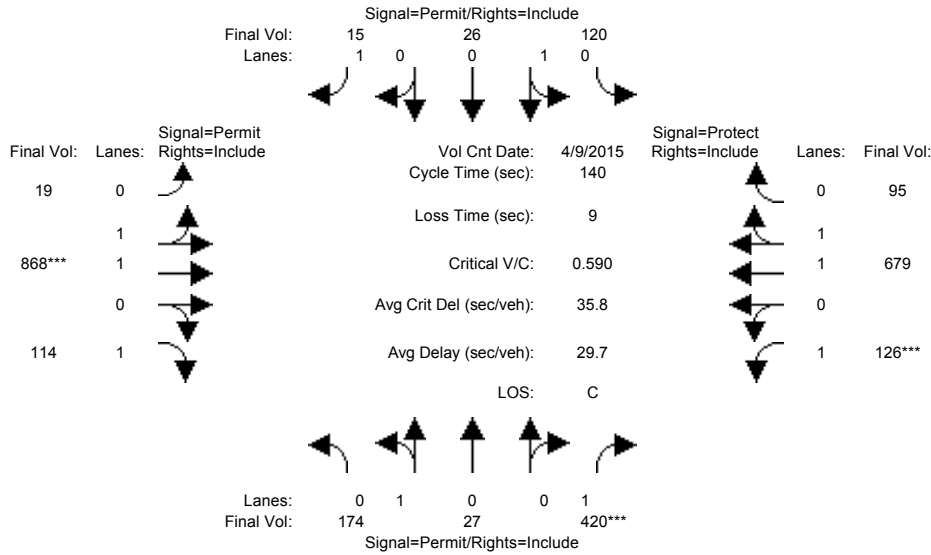
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	145	49	207	192	29	4	5	563	159	698	744	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	49	207	192	29	4	5	563	159	698	744	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	49	207	192	29	4	5	563	159	698	744	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	49	207	192	29	4	5	563	159	698	744	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	49	207	192	29	4	5	563	159	698	744	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	49	207	192	29	4	5	563	159	698	744	140
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.75	0.25	1.00	0.87	0.13	1.00	0.02	1.98	1.00	1.00	1.67	0.33
Final Sat.:	1345	455	1750	1564	236	1750	33	3667	1750	1750	3114	586
-----												
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.12	0.12	0.12	0.00	0.15	0.15	0.09	0.40	0.24	0.24
Crit Moves:				****				****				****
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	29.8	29.8	29.8	77.4	107	107.2
Volume/Cap:	0.63	0.63	0.70	0.72	0.72	0.01	0.72	0.72	0.43	0.72	0.31	0.31
Delay/Veh:	58.3	58.3	61.7	63.1	63.1	48.3	54.5	54.5	48.5	26.0	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.3	61.7	63.1	63.1	48.3	54.5	54.5	48.5	26.0	5.1	5.1
LOS by Move:	E	E	E	E	E	D	D	D	D	C	A	A
HCM2k95thQ:	15	15	17	20	20	0	21	21	12	40	10	4

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #4005: JULIAN/28TH [Study Int 3]



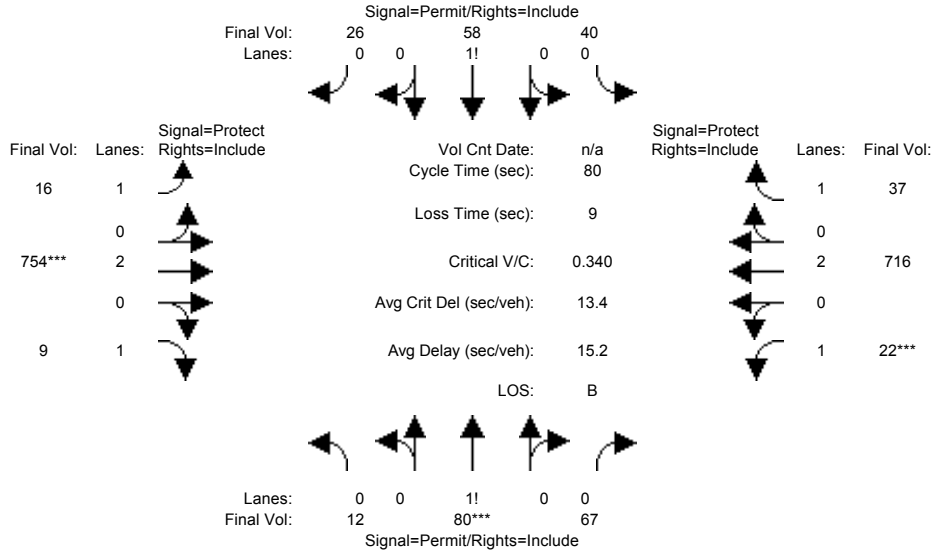
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	174	27	420	120	26	15	19	868	114	126	679	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	27	420	120	26	15	19	868	114	126	679	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	27	420	120	26	15	19	868	114	126	679	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	27	420	120	26	15	19	868	114	126	679	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	27	420	120	26	15	19	868	114	126	679	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	27	420	120	26	15	19	868	114	126	679	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.87	0.13	1.00	0.82	0.18	1.00	0.04	1.96	1.00	1.00	1.75	0.25
Final Sat.:	1558	242	1750	1479	321	1750	79	3621	1750	1750	3246	454
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.24	0.08	0.08	0.01	0.24	0.24	0.07	0.07	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	57.0	57.0	57.0	57.0	57.0	57.0	56.9	56.9	56.9	17.1	74.0	74.0
Volume/Cap:	0.27	0.27	0.59	0.20	0.20	0.02	0.59	0.59	0.16	0.59	0.40	0.40
Delay/Veh:	27.9	27.9	33.7	26.9	26.9	24.8	33.0	33.0	26.5	62.4	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	33.7	26.9	26.9	24.8	33.0	33.0	26.5	62.4	19.8	19.8
LOS by Move:	C	C	C	C	C	C	C	C	C	E	B	B
HCM2k95thQ:	11	11	26	8	8	1	26	26	6	11	18	18

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



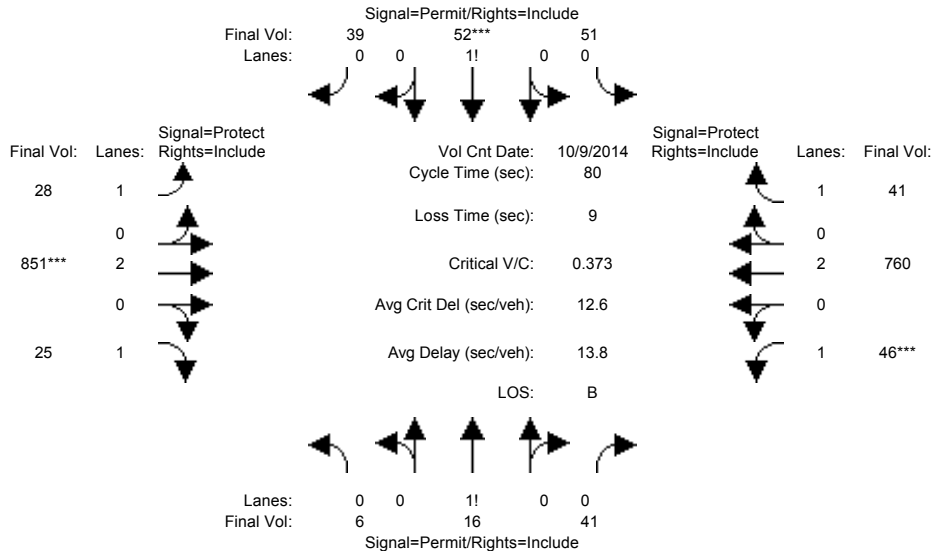
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	80	67	40	58	26	16	754	9	22	716	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	754	9	22	716	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	754	9	22	716	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	754	9	22	716	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	754	9	22	716	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	80	67	40	58	26	16	754	9	22	716	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.20	0.01	0.01	0.19	0.02
Crit Moves:	****			****			****			****		
Green Time:	20.1	20.1	20.1	20.1	20.1	20.1	16.1	43.9	43.9	7.0	34.8	34.8
Volume/Cap:	0.36	0.36	0.36	0.28	0.28	0.28	0.05	0.36	0.01	0.14	0.43	0.05
Delay/Veh:	25.2	25.2	25.2	24.5	24.5	24.5	25.8	10.3	8.2	34.2	15.9	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	24.5	24.5	24.5	25.8	10.3	8.2	34.2	15.9	13.1
LOS by Move:	C	C	C	C	C	C	C	B	A	C	B	B
HCM2k95thQ:	7	7	7	6	6	6	1	10	0	1	11	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



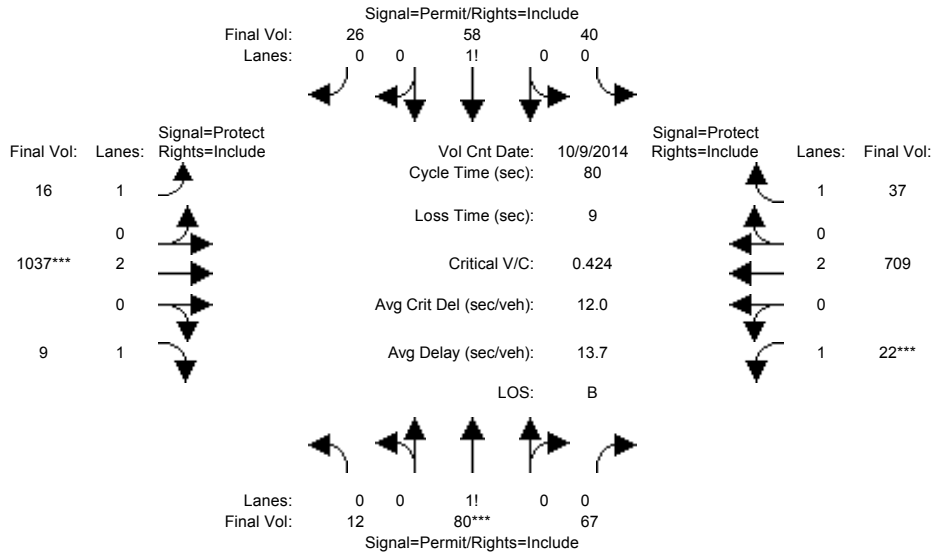
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	6	16	41	51	52	39	28	851	25	46	760	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	16	41	51	52	39	28	851	25	46	760	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	16	41	51	52	39	28	851	25	46	760	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	16	41	51	52	39	28	851	25	46	760	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	851	25	46	760	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	16	41	51	52	39	28	851	25	46	760	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.22	0.01	0.03	0.20	0.02
Crit Moves:				****			****			****		
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	16.4	47.0	47.0	7.0	37.6	37.6
Volume/Cap:	0.17	0.17	0.17	0.38	0.38	0.38	0.08	0.38	0.02	0.30	0.43	0.05
Delay/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	25.8	8.9	6.9	35.3	14.2	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	25.8	8.9	6.9	35.3	14.2	11.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	7	1	11	1	2	12	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



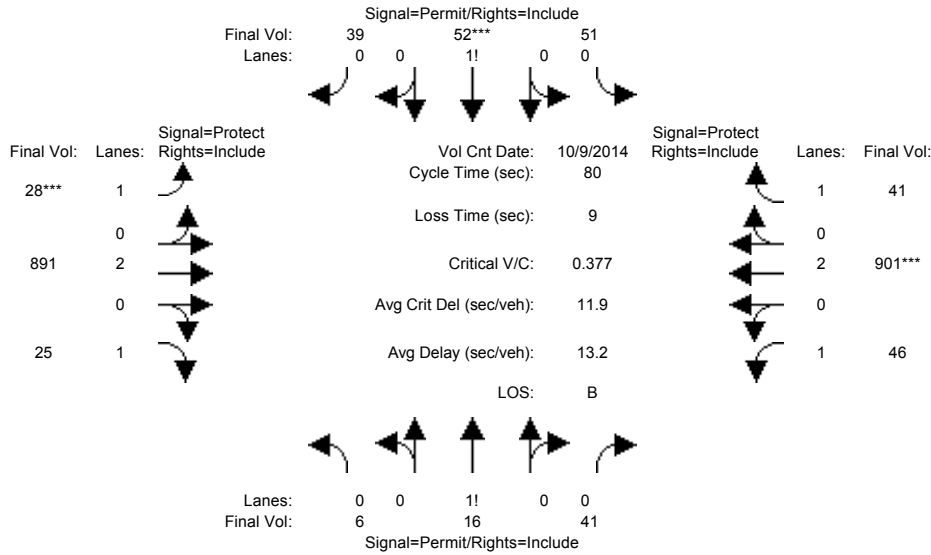
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	12	80	67	40	58	26	16	1037	9	22	709	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	1037	9	22	709	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	1037	9	22	709	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	67	40	58	26	16	1037	9	22	709	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	1037	9	22	709	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	80	67	40	58	26	16	1037	9	22	709	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.27	0.01	0.01	0.19	0.02
Crit Moves:	****						****			****		
Green Time:	16.0	16.0	16.0	16.0	16.0	16.0	17.6	48.0	48.0	7.0	37.5	37.5
Volume/Cap:	0.45	0.45	0.45	0.35	0.35	0.35	0.04	0.45	0.01	0.14	0.40	0.05
Delay/Veh:	29.1	29.1	29.1	28.2	28.2	28.2	24.6	8.9	6.4	34.2	14.1	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	29.1	28.2	28.2	28.2	24.6	8.9	6.4	34.2	14.1	11.6
LOS by Move:	C	C	C	C	C	C	C	A	A	C	B	B
HCM2k95thQ:	8	8	8	6	6	6	1	13	0	1	10	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #4022: SANTA CLARA/26TH [Study Int 12]



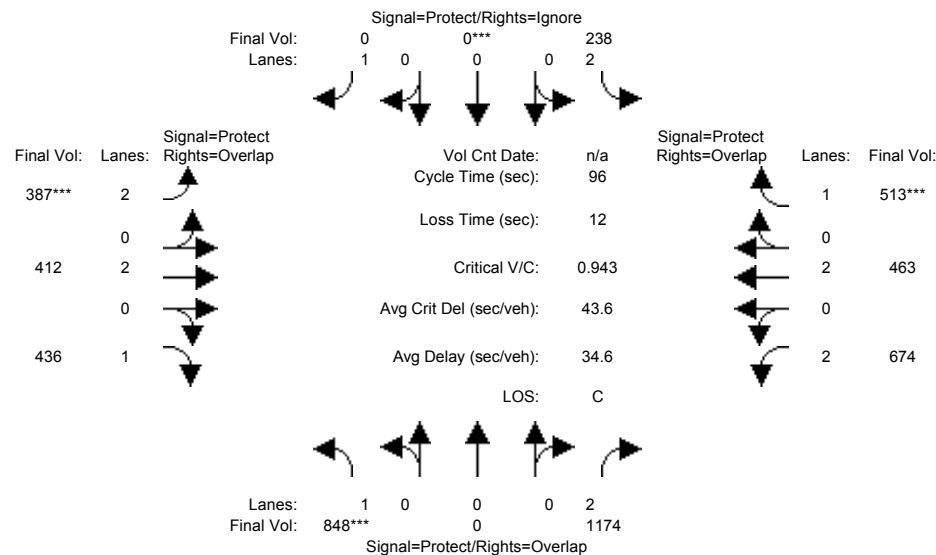
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	6	16	41	51	52	39	28	891	25	46	901	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	16	41	51	52	39	28	891	25	46	901	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	16	41	51	52	39	28	891	25	46	901	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	16	41	51	52	39	28	891	25	46	901	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	891	25	46	901	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	16	41	51	52	39	28	891	25	46	901	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.23	0.01	0.03	0.24	0.02
Crit Moves:	*****			*****			*****			*****		
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	7.0	39.8	39.8	14.9	47.7	47.7
Volume/Cap:	0.18	0.18	0.18	0.40	0.40	0.40	0.18	0.47	0.03	0.14	0.40	0.04
Delay/Veh:	26.5	26.5	26.5	28.3	28.3	28.3	34.4	13.4	10.2	27.4	8.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	26.5	28.3	28.3	28.3	34.4	13.4	10.2	27.4	8.7	6.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	A	A
HCM2k95thQ:	3	3	3	7	7	7	1	13	1	2	11	1

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #4038: 87/Taylor [Study Int 40]



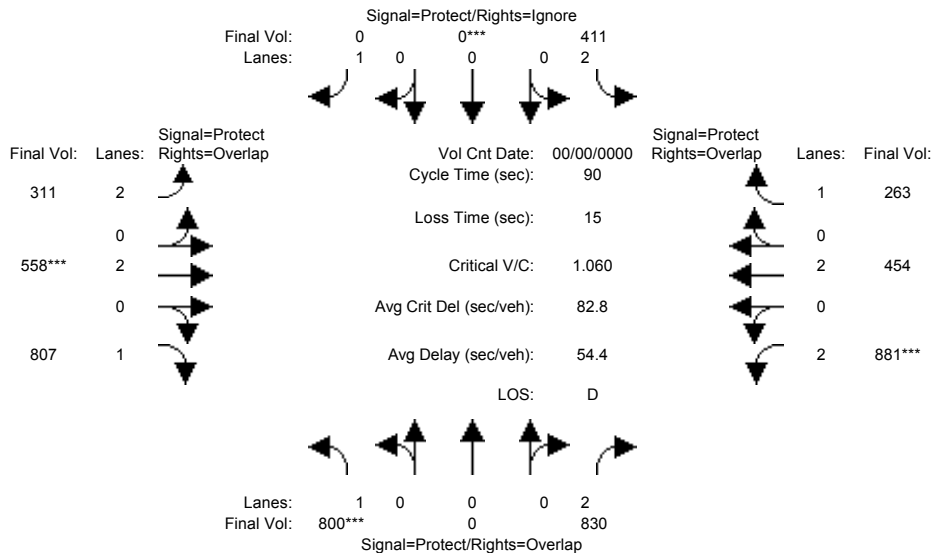
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	848	0	1174	238	0	319	387	412	436	674	463	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	848	0	1174	238	0	319	387	412	436	674	463	513
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	848	0	1174	238	0	319	387	412	436	674	463	513
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	848	0	1174	238	0	0	387	412	436	674	463	513
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	848	0	1174	238	0	0	387	412	436	674	463	513
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	848	0	1174	238	0	0	387	412	436	674	463	513
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.00	0.37	0.08	0.00	0.00	0.12	0.11	0.25	0.21	0.12	0.29
Crit Moves:	****			****			****			****		
Green Time:	49.3	0.0	56.4	15.9	0.0	0.0	12.5	11.7	61.0	23.0	22.2	38.1
Volume/Cap:	0.94	0.00	0.63	0.46	0.00	0.00	0.94	0.89	0.39	0.89	0.53	0.74
Delay/Veh:	39.8	0.0	13.7	36.8	0.0	0.0	71.6	60.8	8.7	48.3	32.9	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	0.0	13.7	36.8	0.0	0.0	71.6	60.8	8.7	48.3	32.9	29.0
LOS by Move:	D	A	B	D	A	A	E	E	A	D	C	C
HCM2k95thQ:	50	0	25	8	0	0	14	12	12	27	12	27

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #4038: 87/Taylor [Study Int 40]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	800	0	830	411	0	520	311	558	807	881	454	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	0	830	411	0	520	311	558	807	881	454	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	0	830	411	0	520	311	558	807	881	454	263
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	800	0	830	411	0	520	311	558	807	881	454	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	0	830	411	0	520	311	558	807	881	454	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	800	0	830	411	0	520	311	558	807	881	454	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.26	0.13	0.00	0.00	0.10	0.15	0.46	0.28	0.12	0.15
Crit Moves:	****			****			****		****	****		
Green Time:	38.8	0.0	23.7	38.8	0.0	0.0	16.4	12.5	51.3	23.7	19.8	58.6
Volume/Cap:	1.06	0.00	1.00	0.30	0.00	0.00	0.54	1.06	0.81	1.06	0.54	0.23
Delay/Veh:	75.6	0.0	64.1	16.9	0.0	0.0	34.5	95.0	20.5	81.6	31.8	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	0.0	64.1	16.9	0.0	0.0	34.5	95.0	20.5	81.6	31.8	6.5
LOS by Move:	E	A	E	B	A	A	C	F	C	F	C	A
HCM2k95thQ:	56	0	35	9	0	0	8	17	31	39	12	6

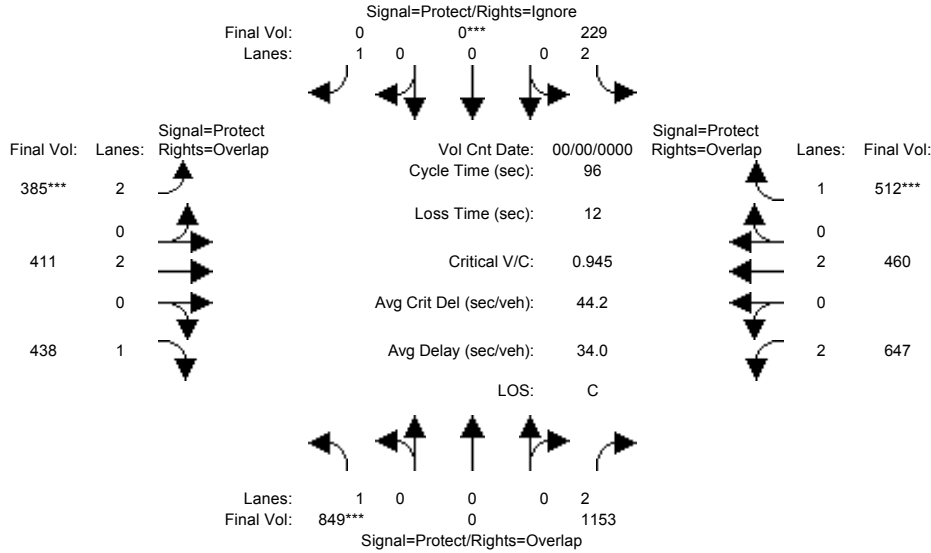
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #4038: 87/Taylor [Study Int 40]



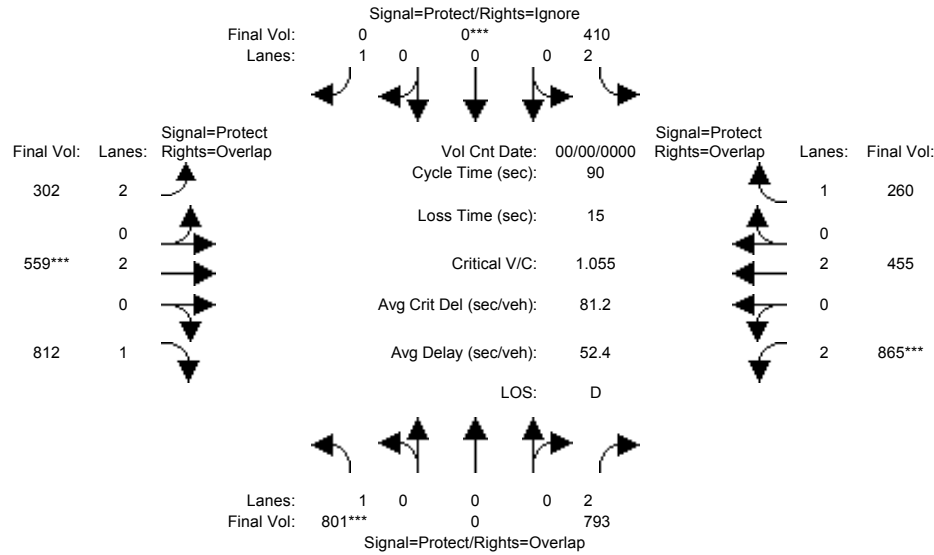
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	849	0	1153	229	0	312	385	411	438	647	460	512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	849	0	1153	229	0	312	385	411	438	647	460	512
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	849	0	1153	229	0	312	385	411	438	647	460	512
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	849	0	1153	229	0	0	385	411	438	647	460	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	849	0	1153	229	0	0	385	411	438	647	460	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	849	0	1153	229	0	0	385	411	438	647	460	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.49	0.00	0.37	0.07	0.00	0.00	0.12	0.11	0.25	0.21	0.12	0.29
Crit Moves:	****			****			****			****		
Green Time:	49.3	0.0	56.6	15.4	0.0	0.0	12.4	12.0	61.3	22.7	22.3	37.7
Volume/Cap:	0.95	0.00	0.62	0.45	0.00	0.00	0.95	0.87	0.39	0.87	0.52	0.75
Delay/Veh:	40.2	0.0	13.4	37.2	0.0	0.0	72.3	56.7	8.6	45.7	32.7	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	0.0	13.4	37.2	0.0	0.0	72.3	56.7	8.6	45.7	32.7	29.5
LOS by Move:	D	A	B	D	A	A	E	E	A	D	C	C
HCM2k95thQ:	50	0	24	8	0	0	14	12	12	25	12	27

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #4038: 87/Taylor [Study Int 40]



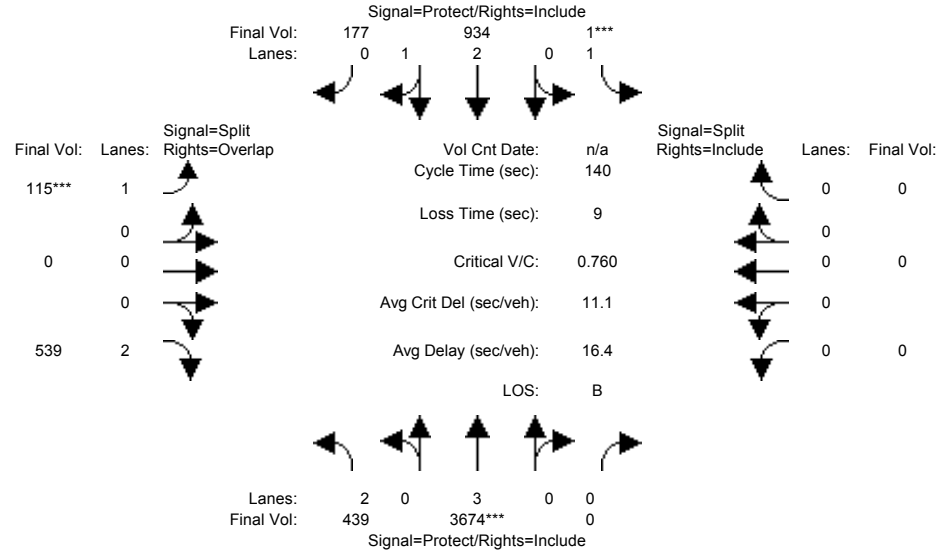
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	801	0	793	410	0	517	302	559	812	865	455	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	801	0	793	410	0	517	302	559	812	865	455	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	801	0	793	410	0	517	302	559	812	865	455	260
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	801	0	793	410	0	0	302	559	812	865	455	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	801	0	793	410	0	0	302	559	812	865	455	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	801	0	793	410	0	0	302	559	812	865	455	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.25	0.13	0.00	0.00	0.10	0.15	0.46	0.27	0.12	0.15
Crit Moves:	****			****			****		****	****		
Green Time:	39.0	0.0	23.4	39.0	0.0	0.0	16.0	12.5	51.6	23.4	20.0	59.0
Volume/Cap:	1.06	0.00	0.97	0.30	0.00	0.00	0.54	1.06	0.81	1.06	0.54	0.23
Delay/Veh:	73.7	0.0	56.6	16.7	0.0	0.0	34.7	93.2	20.3	80.3	31.7	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	0.0	56.6	16.7	0.0	0.0	34.7	93.2	20.3	80.3	31.7	6.4
LOS by Move:	E	A	E	B	A	A	C	F	C	F	C	A
HCM2k95thQ:	56	0	32	9	0	0	8	17	31	38	12	6

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



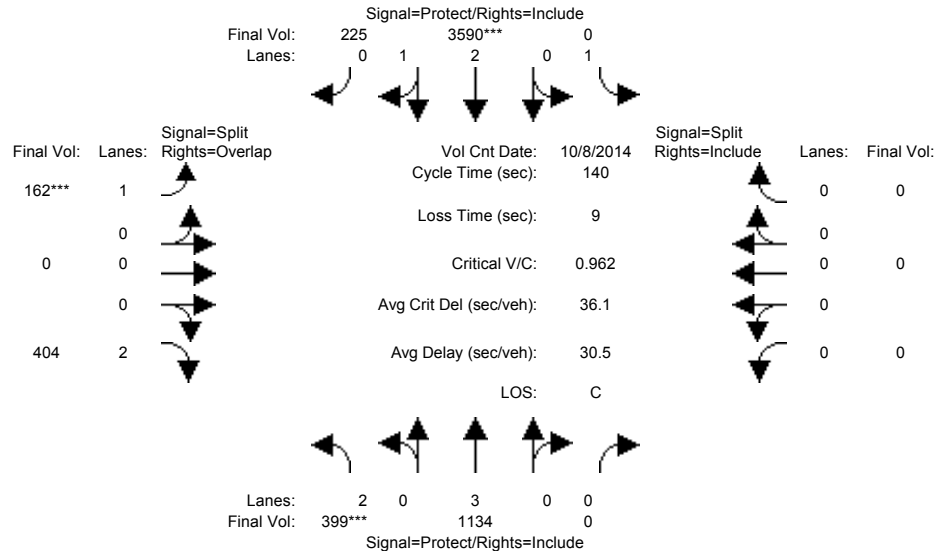
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	439	3674	0	1	934	177	115	0	539	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	3674	0	1	934	177	115	0	539	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	439	3674	0	1	934	177	115	0	539	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	439	3674	0	1	934	177	115	0	539	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	3674	0	1	934	177	115	0	539	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	439	3674	0	1	934	177	115	0	539	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.50	0.50	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	4707	892	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.64	0.00	0.00	0.20	0.20	0.07	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.3	113	0.0	7.0	70.2	70.2	11.5	0.0	60.8	0.0	0.0	0.0
Volume/Cap:	0.40	0.80	0.00	0.01	0.40	0.40	0.80	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	34.4	8.7	0.0	63.3	21.8	21.8	89.9	0.0	27.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	8.7	0.0	63.3	21.8	21.8	89.9	0.0	27.2	0.0	0.0	0.0
LOS by Move:	C	A	A	E	C	C	F	A	C	A	A	A
HCM2k95thQ:	16	48	0	0	18	18	14	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



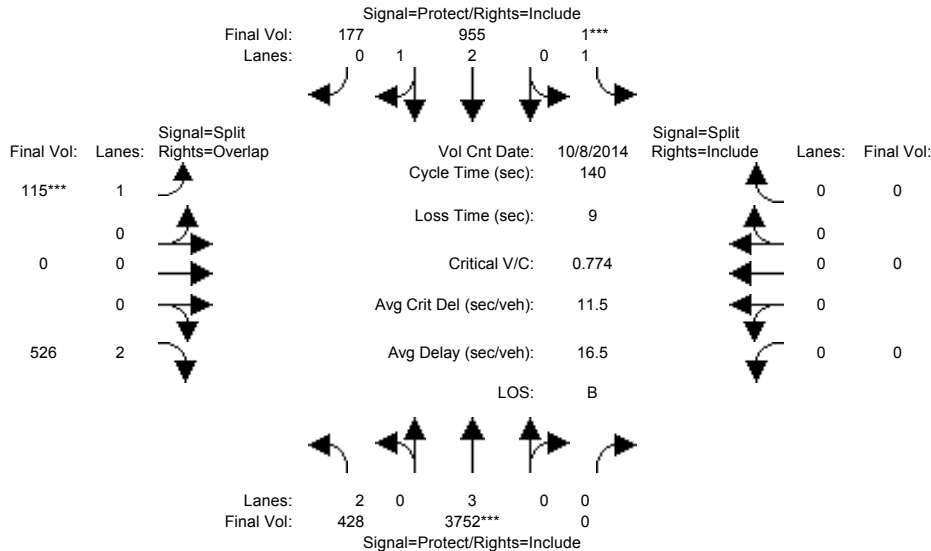
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	399	1134	0	0	3590	225	162	0	404	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	1134	0	0	3590	225	162	0	404	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	1134	0	0	3590	225	162	0	404	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	1134	0	0	3590	225	162	0	404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	1134	0	0	3590	225	162	0	404	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	399	1134	0	0	3590	225	162	0	404	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.82	0.18	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5269	330	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.68	0.68	0.09	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	18.4	118	0.0	0.0	99.1	99.1	13.5	0.0	31.9	0.0	0.0	0.0
Volume/Cap:	0.96	0.24	0.00	0.00	0.96	0.96	0.96	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	94.9	2.3	0.0	0.0	26.3	26.3	121.1	0.0	48.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	2.3	0.0	0.0	26.3	26.3	121.1	0.0	48.9	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	F	A	D	A	A	A
HCM2k95thQ:	25	7	0	0	81	81	20	0	18	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



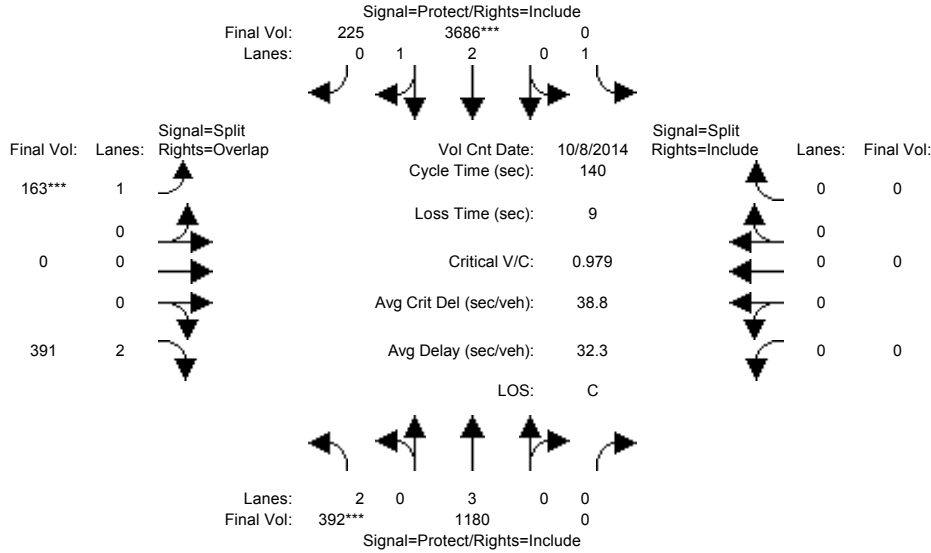
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	428	3752	0	1	955	177	115	0	526	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	3752	0	1	955	177	115	0	526	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	3752	0	1	955	177	115	0	526	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	3752	0	1	955	177	115	0	526	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	3752	0	1	955	177	115	0	526	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	428	3752	0	1	955	177	115	0	526	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.51	0.49	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	4723	875	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.66	0.00	0.00	0.20	0.20	0.07	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	48.1	113	0.0	7.0	71.6	71.6	11.3	0.0	59.4	0.0	0.0	0.0
Volume/Cap:	0.40	0.82	0.00	0.01	0.40	0.40	0.82	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	35.1	9.0	0.0	63.3	21.0	21.0	93.1	0.0	28.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	9.0	0.0	63.3	21.0	21.0	93.1	0.0	28.1	0.0	0.0	0.0
LOS by Move:	D	A	A	E	C	C	F	A	C	A	A	A
HCM2k95thQ:	16	51	0	0	18	18	14	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #4047: COLEMAN/NEWHALL [Study Int 35]



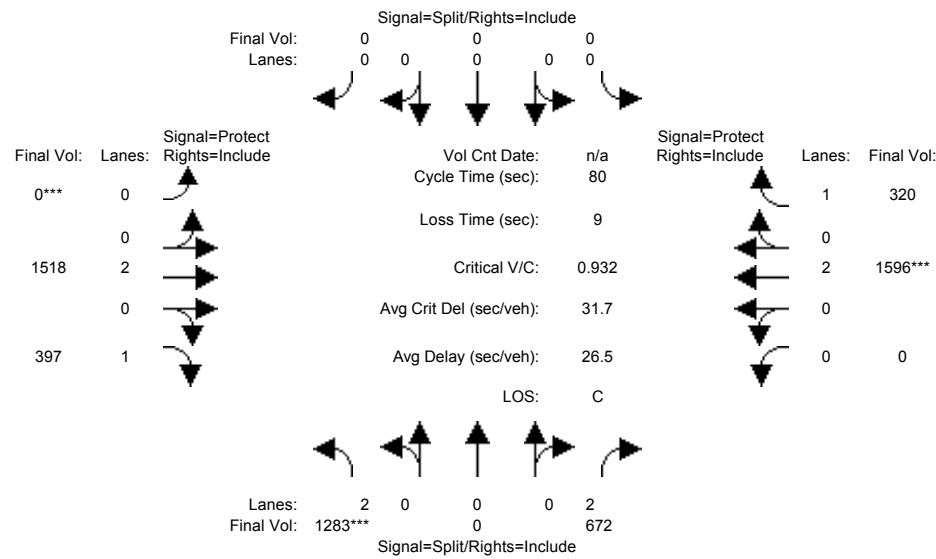
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module: >> Count Date:	8 Oct 2014 <<											
Base Vol:	392	1180	0	0	3686	225	163	0	391	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	1180	0	0	3686	225	163	0	391	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1180	0	0	3686	225	163	0	391	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	1180	0	0	3686	225	163	0	391	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1180	0	0	3686	225	163	0	391	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	1180	0	0	3686	225	163	0	391	0	0	0
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.82	0.18	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5277	322	1750	0	3150	0	0	0
-----												
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.00	0.00	0.70	0.70	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	17.8	118	0.0	0.0	99.9	99.9	13.3	0.0	31.1	0.0	0.0	0.0
Volume/Cap:	0.98	0.25	0.00	0.00	0.98	0.98	0.98	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	100.2	2.3	0.0	0.0	29.0	29.0	126.5	0.0	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.2	2.3	0.0	0.0	29.0	29.0	126.5	0.0	49.4	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	F	A	D	A	A	A
HCM2k95thQ:	25	7	0	0	86	86	21	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #4069: 101/Trimble [Study Int 62]



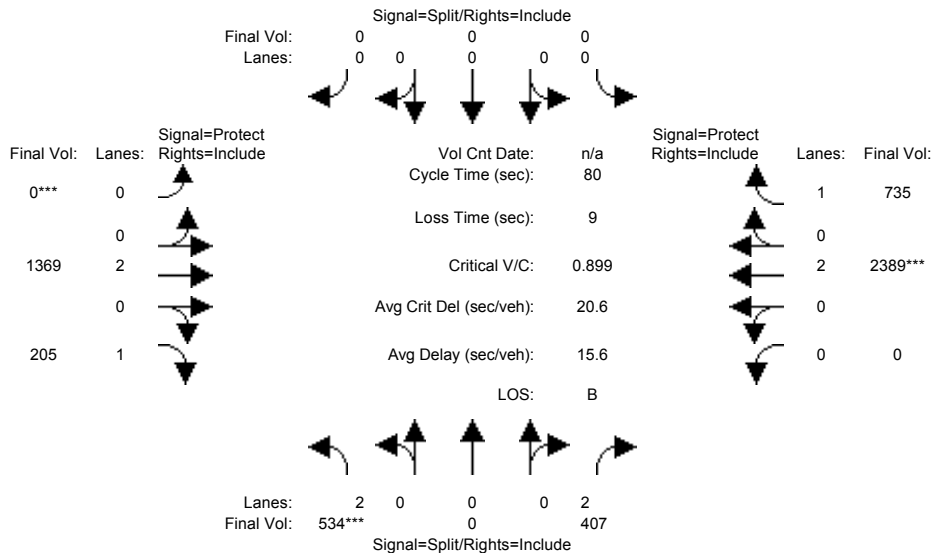
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1283	0	672	0	0	0	0	1518	397	0	1596	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	672	0	0	0	0	1518	397	0	1596	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1283	0	672	0	0	0	0	1518	397	0	1596	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1283	0	672	0	0	0	0	1518	397	0	1596	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1283	0	672	0	0	0	0	1518	397	0	1596	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1283	0	672	0	0	0	0	1518	397	0	1596	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.21	0.00	0.00	0.00	0.00	0.40	0.23	0.00	0.42	0.18
Crit Moves:	****						****			****		
Green Time:	35.0	0.0	35.0	0.0	0.0	0.0	0.0	36.0	36.0	0.0	36.0	36.0
Volume/Cap:	0.93	0.00	0.49	0.00	0.00	0.00	0.00	0.89	0.50	0.00	0.93	0.41
Delay/Veh:	33.0	0.0	16.4	0.0	0.0	0.0	0.0	26.1	16.1	0.0	30.6	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	16.4	0.0	0.0	0.0	0.0	26.1	16.1	0.0	30.6	15.1
LOS by Move:	C	A	B	A	A	A	A	C	B	A	C	B
HCM2k95thQ:	39	0	14	0	0	0	0	32	14	0	40	11

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #4069: 101/Trimble [Study Int 62]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	534	0	407	0	0	0	0	1369	205	0	2389	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	0	407	0	0	0	0	1369	205	0	2389	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	0	407	0	0	0	0	1369	205	0	2389	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	0	407	0	0	0	0	1369	205	0	2389	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	0	407	0	0	0	0	1369	205	0	2389	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	534	0	407	0	0	0	0	1369	205	0	2389	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.13	0.00	0.00	0.00	0.00	0.36	0.12	0.00	0.63	0.42
Crit Moves:	****						****			****		
Green Time:	15.1	0.0	15.1	0.0	0.0	0.0	0.0	55.9	55.9	0.0	55.9	55.9
Volume/Cap:	0.90	0.00	0.69	0.00	0.00	0.00	0.00	0.52	0.17	0.00	0.90	0.60
Delay/Veh:	48.3	0.0	33.6	0.0	0.0	0.0	0.0	5.8	4.2	0.0	14.4	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	0.0	33.6	0.0	0.0	0.0	0.0	5.8	4.2	0.0	14.4	7.1
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	21	0	13	0	0	0	0	15	4	0	45	20

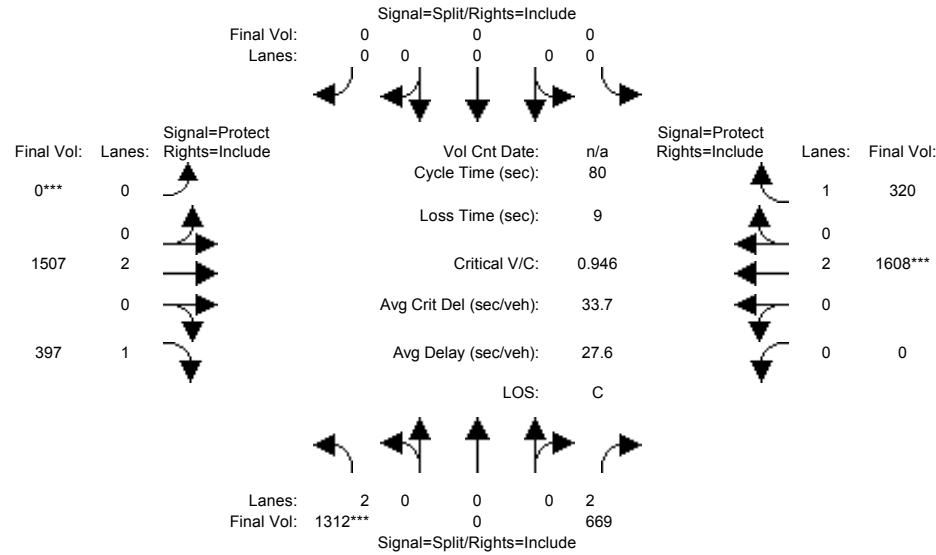
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #4069: 101/Trimble [Study Int 62]



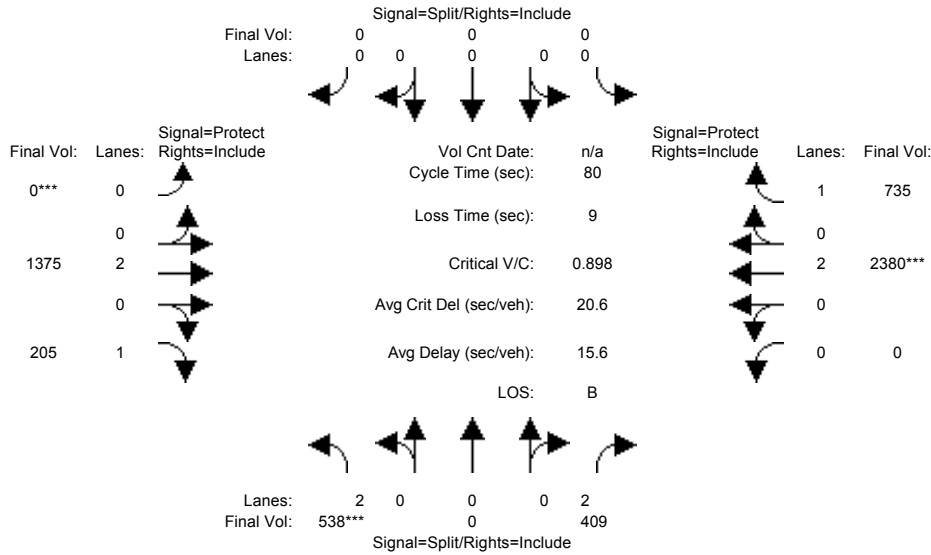
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1312	0	669	0	0	0	0	1507	397	0	1608	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1312	0	669	0	0	0	0	1507	397	0	1608	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1312	0	669	0	0	0	0	1507	397	0	1608	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1312	0	669	0	0	0	0	1507	397	0	1608	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1312	0	669	0	0	0	0	1507	397	0	1608	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1312	0	669	0	0	0	0	1507	397	0	1608	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.42	0.00	0.21	0.00	0.00	0.00	0.00	0.40	0.23	0.00	0.42	0.18
Crit Moves:	****						****			****		
Green Time:	35.2	0.0	35.2	0.0	0.0	0.0	0.0	35.8	35.8	0.0	35.8	35.8
Volume/Cap:	0.95	0.00	0.48	0.00	0.00	0.00	0.00	0.89	0.51	0.00	0.95	0.41
Delay/Veh:	34.9	0.0	16.2	0.0	0.0	0.0	0.0	26.3	16.4	0.0	32.7	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	0.0	16.2	0.0	0.0	0.0	0.0	26.3	16.4	0.0	32.7	15.3
LOS by Move:	C	A	B	A	A	A	A	C	B	A	C	B
HCM2k95thQ:	40	0	14	0	0	0	0	32	14	0	41	11

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #4069: 101/Trimble [Study Int 62]



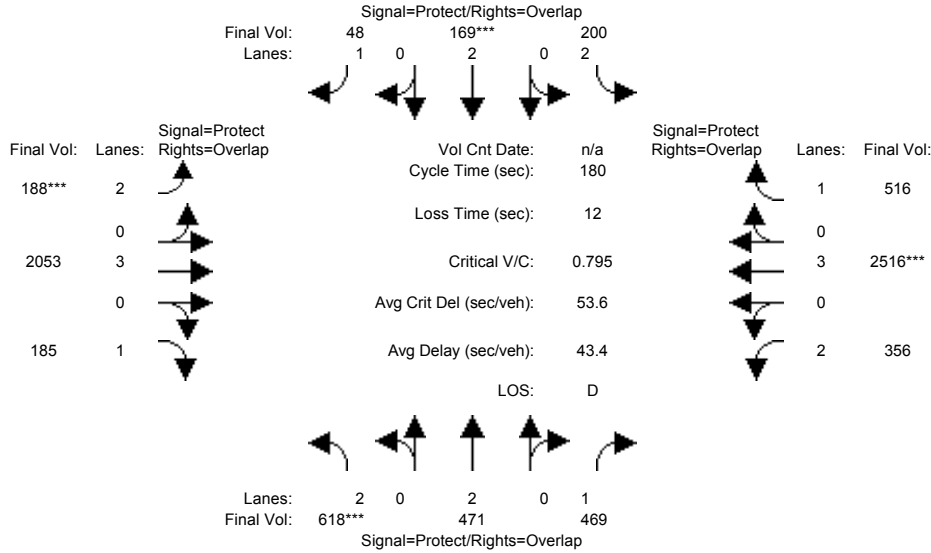
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	538	0	409	0	0	0	0	1375	205	0	2380	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	0	409	0	0	0	0	1375	205	0	2380	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	538	0	409	0	0	0	0	1375	205	0	2380	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	538	0	409	0	0	0	0	1375	205	0	2380	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	0	409	0	0	0	0	1375	205	0	2380	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	538	0	409	0	0	0	0	1375	205	0	2380	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.13	0.00	0.00	0.00	0.00	0.36	0.12	0.00	0.63	0.42
Crit Moves:	****						****			****		
Green Time:	15.2	0.0	15.2	0.0	0.0	0.0	0.0	55.8	55.8	0.0	55.8	55.8
Volume/Cap:	0.90	0.00	0.68	0.00	0.00	0.00	0.00	0.52	0.17	0.00	0.90	0.60
Delay/Veh:	48.0	0.0	33.4	0.0	0.0	0.0	0.0	5.9	4.2	0.0	14.4	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	0.0	33.4	0.0	0.0	0.0	0.0	5.9	4.2	0.0	14.4	7.2
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	21	0	13	0	0	0	0	15	4	0	45	20

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



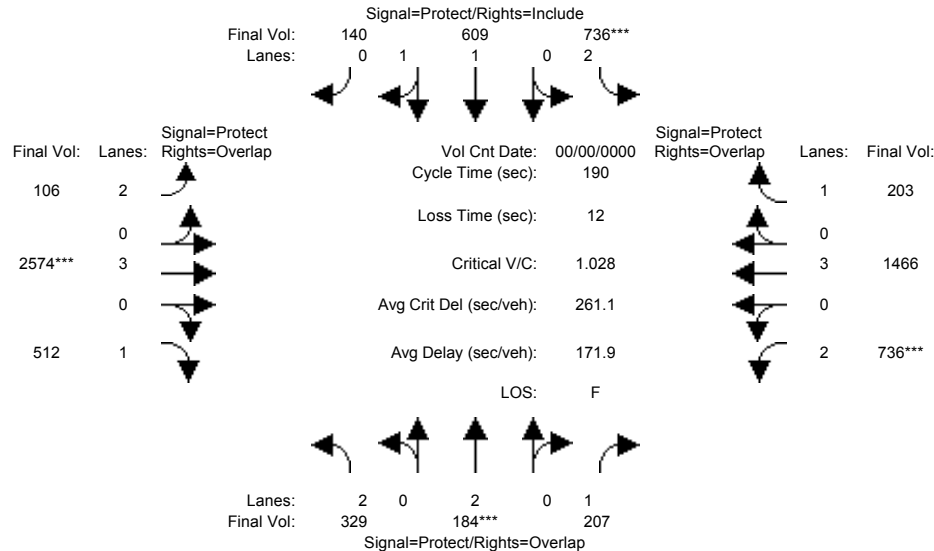
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	618	471	469	200	169	48	188	2053	185	356	2516	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	618	471	469	200	169	48	188	2053	185	356	2516	516
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	618	471	469	200	169	48	188	2053	185	356	2516	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	618	471	469	200	169	48	188	2053	185	356	2516	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	471	469	200	169	48	188	2053	185	356	2516	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	618	471	469	200	169	48	188	2053	185	356	2516	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.27	0.06	0.04	0.03	0.06	0.36	0.11	0.11	0.44	0.29
Crit Moves:	****			****			****			****		
Green Time:	44.3	36.2	63.3	18.2	10.0	24.0	14.0	86.5	130.8	27.1	99.7	117.8
Volume/Cap:	0.80	0.62	0.76	0.63	0.80	0.21	0.77	0.75	0.15	0.75	0.80	0.45
Delay/Veh:	69.4	67.1	57.2	81.7	103	69.9	90.4	15.7	0.1	79.7	43.7	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	67.1	57.2	81.7	103	69.9	90.4	15.7	0.1	79.7	43.7	23.4
LOS by Move:	E	E	E	F	F	E	F	B	A	E	D	C
HCM2k95thQ:	34	22	43	12	10	5	15	34	0	20	61	34

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



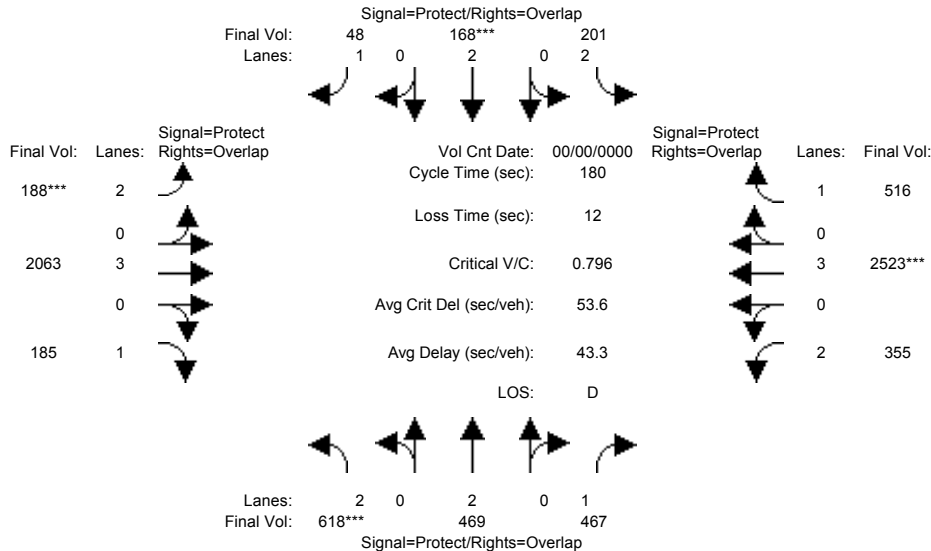
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00-6:00PM												
Base Vol:	329	184	207	736	609	140	106	2574	512	736	1466	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	184	207	736	609	140	106	2574	512	736	1466	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	184	207	736	609	140	106	2574	512	736	1466	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	184	207	736	609	140	106	2574	512	736	1466	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	184	207	736	609	140	106	2574	512	736	1466	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	329	184	207	736	609	140	106	2574	512	736	1466	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.62	0.38	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3008	691	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.12	0.23	0.20	0.20	0.03	0.45	0.29	0.23	0.26	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.75	0.23	0.37	2.36	1.20	1.20	0.36	0.87	0.44	2.05	0.48	0.18
Delay/Veh:	91.0	66.7	53.1	712.8	190	190.1	86.5	56.8	25.7	572.5	20.3	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.0	66.7	53.1	712.8	190	190.1	86.5	56.8	25.7	572.5	20.3	7.1
LOS by Move:	F	E	D	F	F	F	F	E	C	F	C	A
HCM2k95thQ:	22	9	19	88	52	52	8	77	38	83	23	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



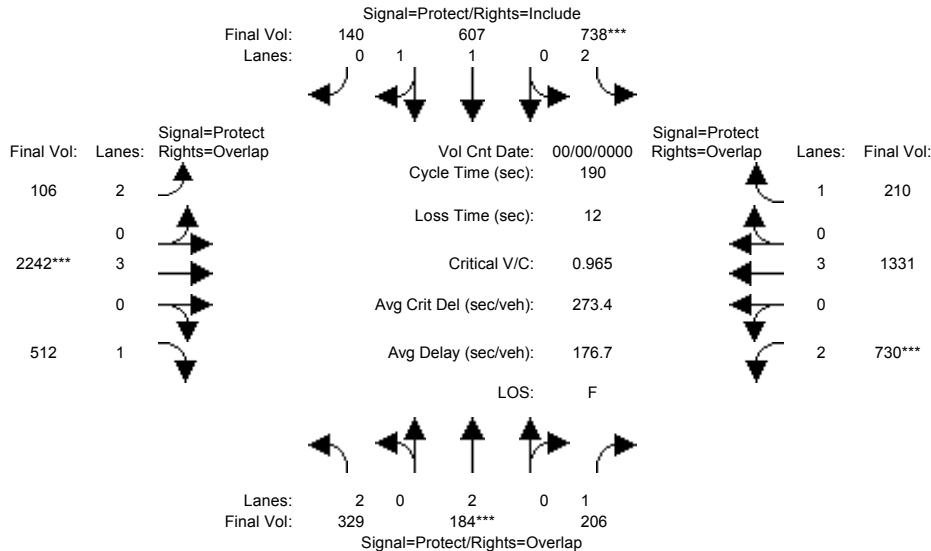
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00-6:00PM												
Base Vol:	618	469	467	201	168	48	188	2063	185	355	2523	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	618	469	467	201	168	48	188	2063	185	355	2523	516
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	618	469	467	201	168	48	188	2063	185	355	2523	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	618	469	467	201	168	48	188	2063	185	355	2523	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	469	467	201	168	48	188	2063	185	355	2523	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	618	469	467	201	168	48	188	2063	185	355	2523	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.27	0.06	0.04	0.03	0.06	0.36	0.11	0.11	0.44	0.29
Crit Moves:	****			****			****			****		
Green Time:	44.2	36.0	63.1	18.2	10.0	24.0	14.0	86.8	131.0	27.0	99.8	118.0
Volume/Cap:	0.80	0.62	0.76	0.63	0.80	0.21	0.77	0.75	0.15	0.75	0.80	0.45
Delay/Veh:	69.6	67.2	57.4	81.8	103	69.9	90.4	15.6	0.1	79.9	43.7	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	67.2	57.4	81.8	103	69.9	90.4	15.6	0.1	79.9	43.7	23.3
LOS by Move:	E	E	E	F	F	E	F	B	A	E	D	C
HCM2k95thQ:	34	22	43	12	10	5	15	34	0	20	62	34

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD [Study Int 28]



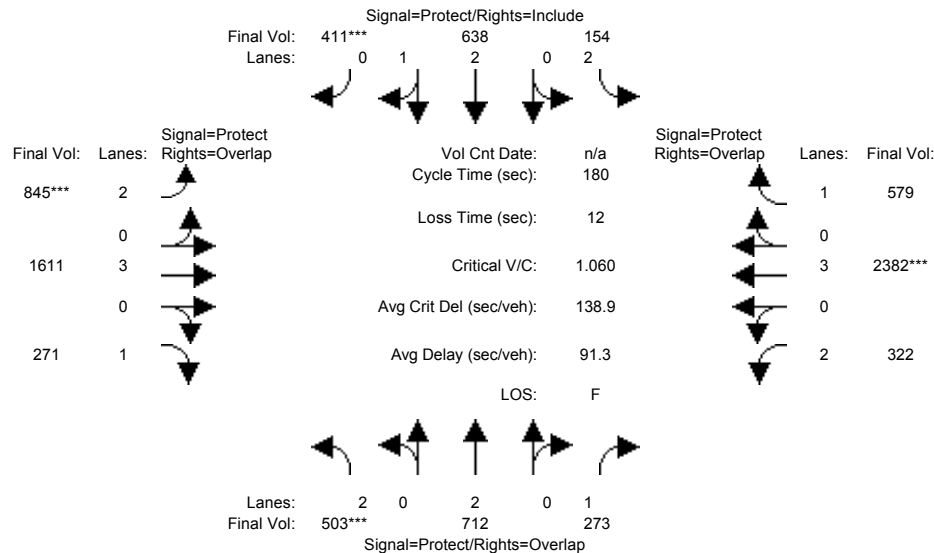
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 5:00-6:00PM												
Base Vol:	329	184	206	738	607	140	106	2577	512	730	1496	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	184	206	738	607	140	106	2577	512	730	1496	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	184	206	738	607	140	106	2577	512	730	1496	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	184	206	738	607	140	106	2242	512	730	1331	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	184	206	738	607	140	106	2242	512	730	1331	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	329	184	206	738	607	140	106	2242	512	730	1331	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3006	693	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.12	0.23	0.20	0.20	0.03	0.39	0.29	0.23	0.23	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.75	0.23	0.37	2.37	1.20	1.20	0.36	0.76	0.44	2.04	0.43	0.19
Delay/Veh:	91.0	66.7	53.1	715.7	189	188.8	86.5	49.7	25.7	565.1	19.7	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.0	66.7	53.1	715.7	189	188.8	86.5	49.7	25.7	565.1	19.7	7.2
LOS by Move:	F	E	D	F	F	F	F	D	C	F	B	A
HCM2k95thQ:	22	9	19	88	51	51	8	63	38	82	20	5

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative No Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



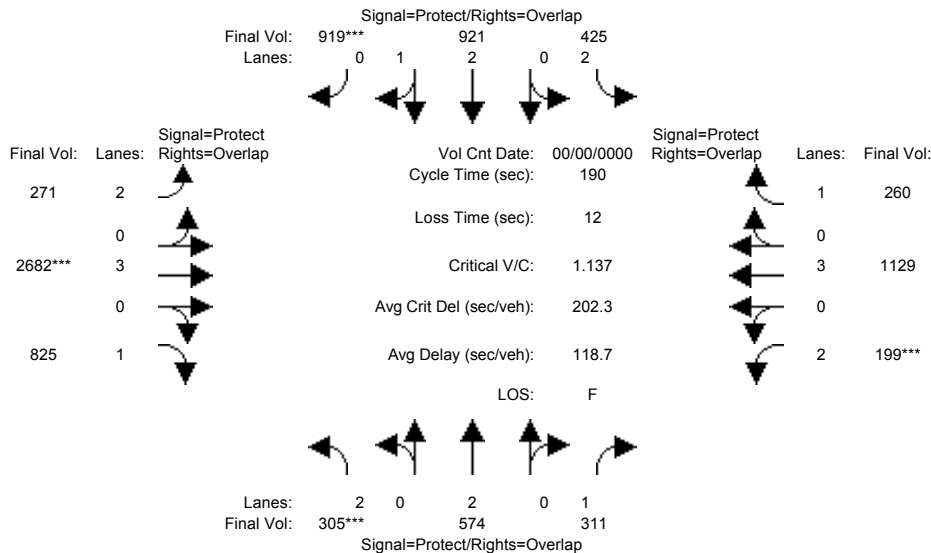
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	503	712	273	154	638	411	845	1611	271	322	2382	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	712	273	154	638	411	845	1611	271	322	2382	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	503	712	273	154	638	411	845	1611	271	322	2382	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	712	273	154	638	411	845	1611	271	322	2382	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	712	273	154	638	411	845	1611	271	322	2382	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	503	712	273	154	638	411	845	1611	271	322	2382	579
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	3800	1900	3800	3800	1900	3800	4845	1900	3800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.14	0.04	0.17	0.22	0.22	0.33	0.14	0.08	0.42	0.30
Crit Moves:	****					****	****			****		
Green Time:	18.1	33.6	58.1	14.0	29.5	29.5	30.4	95.9	114.0	24.4	90.0	104.0
Volume/Cap:	1.32	1.00	0.45	0.52	1.02	1.32	1.32	0.62	0.23	0.62	0.84	0.53
Delay/Veh:	247.4	119	64.1	85.9	119	236.9	228.7	29.9	14.2	75.8	41.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.4	119	64.1	85.9	119	236.9	228.7	29.9	14.2	75.8	41.0	23.6
LOS by Move:	F	F	E	F	F	F	F	C	B	E	D	C
HCM2k95thQ:	36	38	24	8	35	55	56	33	12	16	64	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative No Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-9:00												
Base Vol:	305	574	311	425	921	919	271	3083	825	199	1269	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	574	311	425	921	919	271	3083	825	199	1269	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	574	311	425	921	919	271	3083	825	199	1269	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.89	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	574	311	425	921	919	271	2682	825	199	1129	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	574	311	425	921	919	271	2682	825	199	1129	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	305	574	311	425	921	919	271	2682	825	199	1129	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.18	0.13	0.24	0.53	0.09	0.47	0.47	0.06	0.20	0.15
Crit Moves:	****			****			****			****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	1.09	0.88	0.64	1.19	1.23	1.80	0.91	0.85	0.74	0.61	0.35	0.22
Delay/Veh:	173.2	94.6	67.7	200.4	191	436.9	121.6	53.0	39.4	90.5	24.5	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.2	94.6	67.7	200.4	191	436.9	121.6	53.0	39.4	90.5	24.5	12.8
LOS by Move:	F	F	E	F	F	F	F	D	D	F	C	B
HCM2k95thQ:	25	31	31	36	62	170	19	75	68	14	22	12

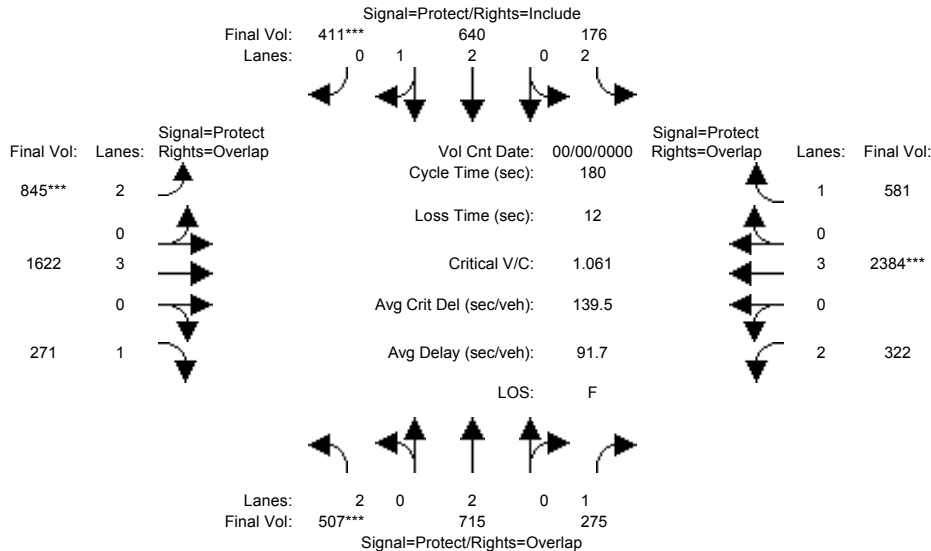
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Cumulative With Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



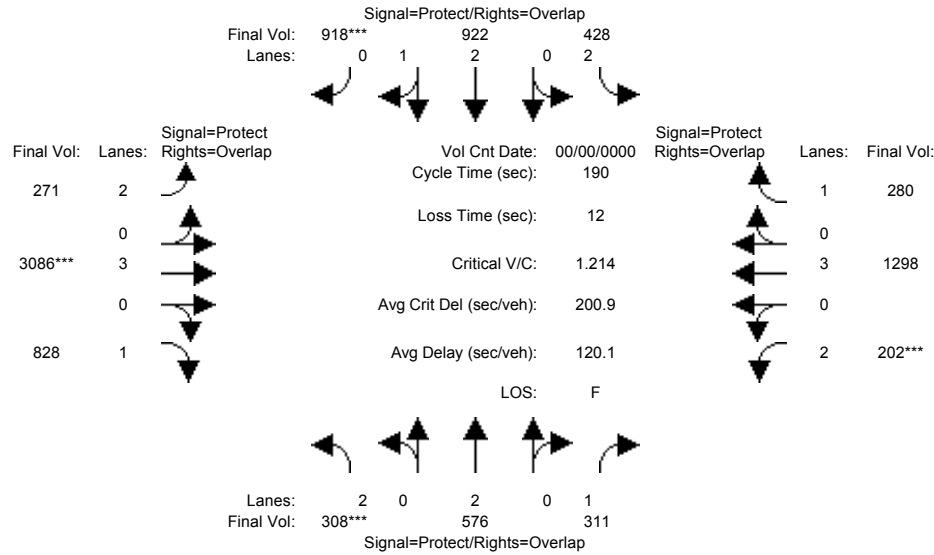
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	90	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-9:00												
Base Vol:	507	715	275	176	640	411	845	1622	271	322	2384	581
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	715	275	176	640	411	845	1622	271	322	2384	581
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	715	275	176	640	411	845	1622	271	322	2384	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	715	275	176	640	411	845	1622	271	322	2384	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	715	275	176	640	411	845	1622	271	322	2384	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	507	715	275	176	640	411	845	1622	271	322	2384	581
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	3800	1900	3800	3800	1900	3800	4845	1900	3800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.14	0.05	0.17	0.22	0.22	0.33	0.14	0.08	0.42	0.31
Crit Moves:	****					****	****			****		
Green Time:	18.2	33.7	58.0	14.0	29.5	29.5	30.3	96.0	114.2	24.3	90.0	104.0
Volume/Cap:	1.32	1.01	0.45	0.60	1.03	1.32	1.32	0.63	0.22	0.63	0.84	0.53
Delay/Veh:	248.3	119	64.2	88.1	121	238.0	229.7	29.9	14.1	76.0	41.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	248.3	119	64.2	88.1	121	238.0	229.7	29.9	14.1	76.0	41.0	23.6
LOS by Move:	F	F	E	F	F	F	F	C	B	E	D	C
HCM2k95thQ:	36	38	24	9	36	55	56	34	12	16	64	39

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Cumulative With Project

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST [Study Int 29]



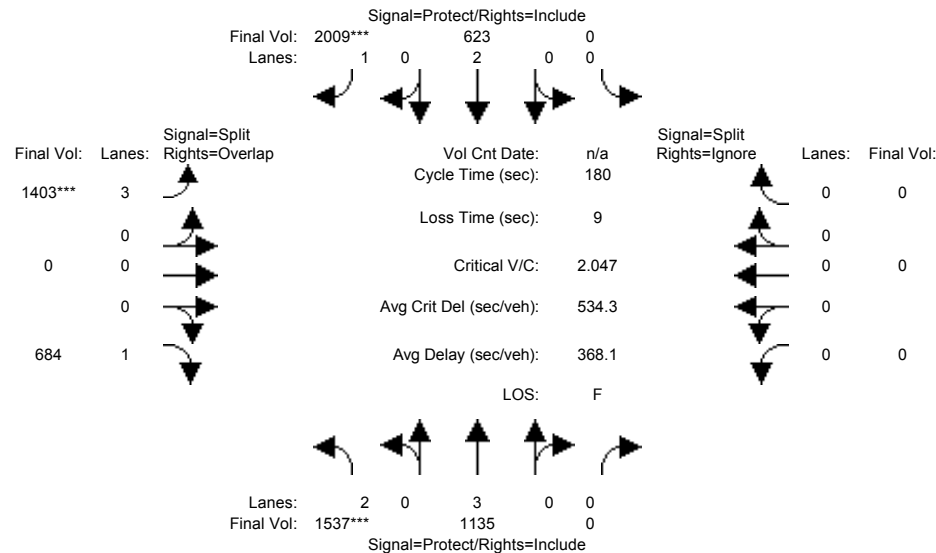
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 7:00-9:00												
Base Vol:	308	576	311	428	922	918	271	3086	828	202	1298	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	576	311	428	922	918	271	3086	828	202	1298	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	576	311	428	922	918	271	3086	828	202	1298	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	576	311	428	922	918	271	3086	828	202	1298	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	576	311	428	922	918	271	3086	828	202	1298	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	576	311	428	922	918	271	3086	828	202	1298	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.18	0.14	0.24	0.52	0.09	0.54	0.47	0.06	0.23	0.16
Crit Moves:	****			****			****			****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	1.10	0.88	0.64	1.20	1.23	1.80	0.91	0.98	0.74	0.62	0.41	0.24
Delay/Veh:	176.7	94.9	67.7	203.6	192	436.1	121.6	70.3	39.6	90.8	25.4	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.7	94.9	67.7	203.6	192	436.1	121.6	70.3	39.6	90.8	25.4	12.9
LOS by Move:	F	F	E	F	F	F	F	E	D	F	C	B
HCM2k95thQ:	26	31	31	37	62	170	19	99	69	14	26	13

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



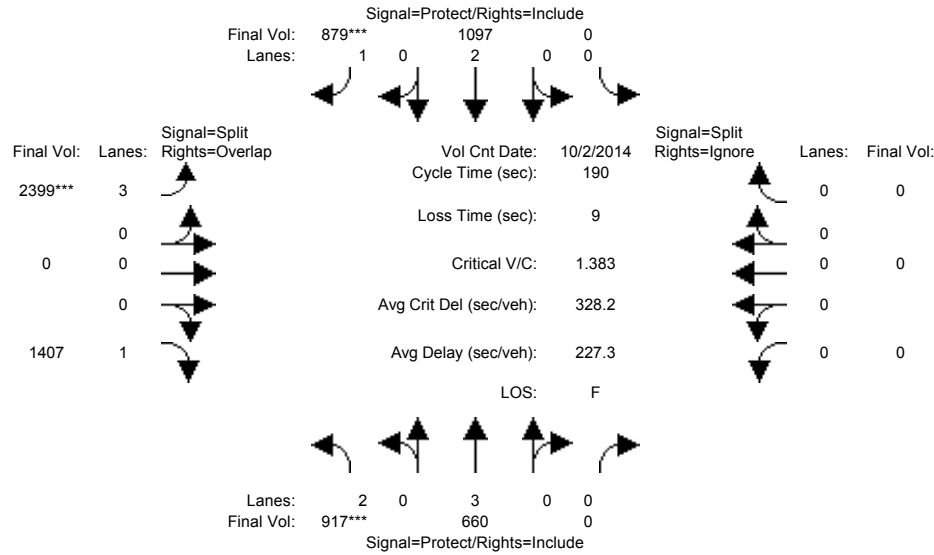
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1537	1135	0	0	623	2009	1403	0	684	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1537	1135	0	0	623	2009	1403	0	684	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1537	1135	0	0	623	2009	1403	0	684	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1537	1135	0	0	623	2009	1403	0	684	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1537	1135	0	0	623	2009	1403	0	684	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1537	1135	0	0	623	2009	1403	0	684	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.20	0.00	0.00	0.16	1.15	0.31	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	42.9	144	0.0	0.0	101	101.0	27.1	0.0	70.0	0.0	0.0	0.0
Volume/Cap:	2.05	0.25	0.00	0.00	0.29	2.05	2.05	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	544.1	4.6	0.0	0.0	20.8	514.0	552.5	0.0	85.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	544.1	4.6	0.0	0.0	20.8	514.0	552.5	0.0	85.4	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	F	F	A	F	A	A	A
HCM2k95thQ:	160	10	0	0	16	376	102	0	70	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



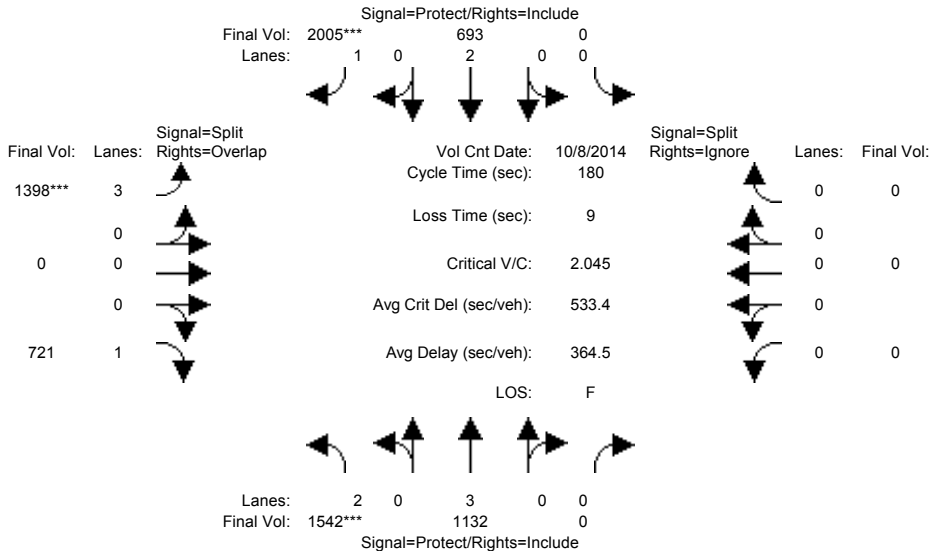
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<												
Base Vol:	917	660	0	0	1097	879	2399	0	1407	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	917	660	0	0	1097	879	2399	0	1407	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	917	660	0	0	1097	879	2399	0	1407	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	917	660	0	0	1097	879	2399	0	1407	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	917	660	0	0	1097	879	2399	0	1407	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	917	660	0	0	1097	879	2399	0	1407	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.00	0.00	0.29	0.50	0.53	0.00	0.80	0.00	0.00	0.00
Crit Moves:	****				****	****						
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	3.05	0.30	0.00	0.00	1.01	1.75	0.92	0.00	1.20	0.00	0.00	0.00
Delay/Veh:	1021	43.1	0.0	0.0	100	418.3	30.4	0.0	112.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1021	43.1	0.0	0.0	100	418.3	30.4	0.0	112.2	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	F	C	A	F	A	A	A
HCM2k95thQ:	117	17	0	0	60	159	74	0	179	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



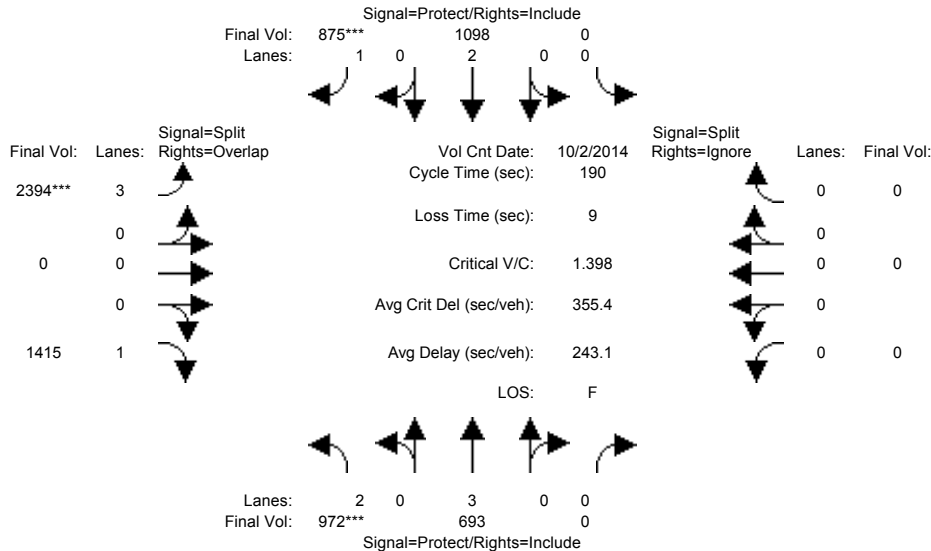
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	1542	1132	0	0	693	2005	1398	0	721	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1542	1132	0	0	693	2005	1398	0	721	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1542	1132	0	0	693	2005	1398	0	721	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1542	1132	0	0	693	2005	1398	0	721	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1542	1132	0	0	693	2005	1398	0	721	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1542	1132	0	0	693	2005	1398	0	721	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.20	0.00	0.00	0.18	1.15	0.31	0.00	0.41	0.00	0.00	0.00
Crit Moves:	****				****	****						
Green Time:	43.1	144	0.0	0.0	101	100.9	27.0	0.0	70.1	0.0	0.0	0.0
Volume/Cap:	2.04	0.25	0.00	0.00	0.33	2.04	2.04	0.00	1.06	0.00	0.00	0.00
Delay/Veh:	543.2	4.5	0.0	0.0	21.4	513.2	551.7	0.0	100.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	543.2	4.5	0.0	0.0	21.4	513.2	551.7	0.0	100.3	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	F	F	A	F	A	A	A
HCM2k95thQ:	161	10	0	0	18	375	102	0	77	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD [Study Int 30]



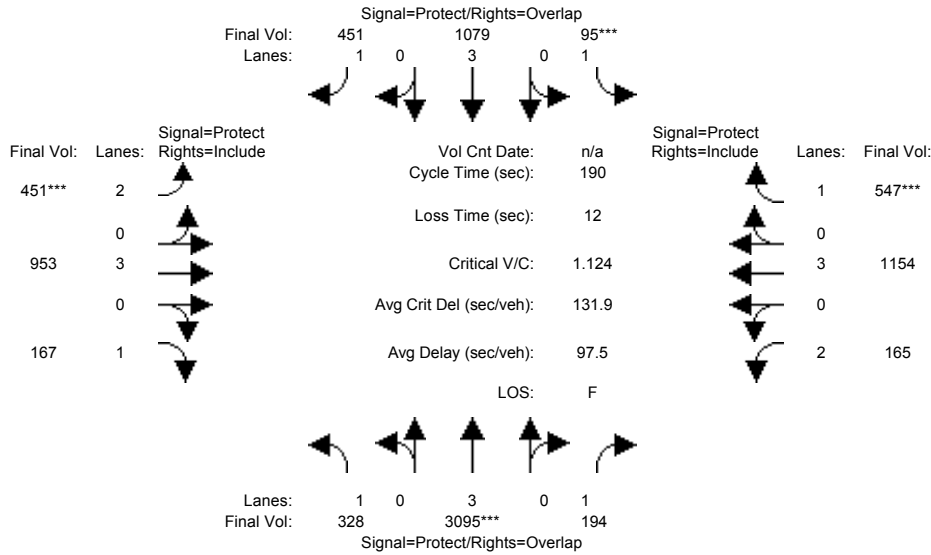
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 <<												
Base Vol:	972	693	0	0	1098	875	2394	0	1415	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	972	693	0	0	1098	875	2394	0	1415	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	972	693	0	0	1098	875	2394	0	1415	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	972	693	0	0	1098	875	2394	0	1415	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	972	693	0	0	1098	875	2394	0	1415	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	972	693	0	0	1098	875	2394	0	1415	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.12	0.00	0.00	0.29	0.50	0.53	0.00	0.81	0.00	0.00	0.00
Crit Moves:	****				****	****						
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	3.23	0.32	0.00	0.00	1.01	1.75	0.92	0.00	1.21	0.00	0.00	0.00
Delay/Veh:	1103	43.4	0.0	0.0	100	414.7	30.2	0.0	115.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1103	43.4	0.0	0.0	100	414.7	30.2	0.0	115.0	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	F	C	A	F	A	A	A
HCM2k95thQ:	126	17	0	0	60	158	70	0	179	0	0	0

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



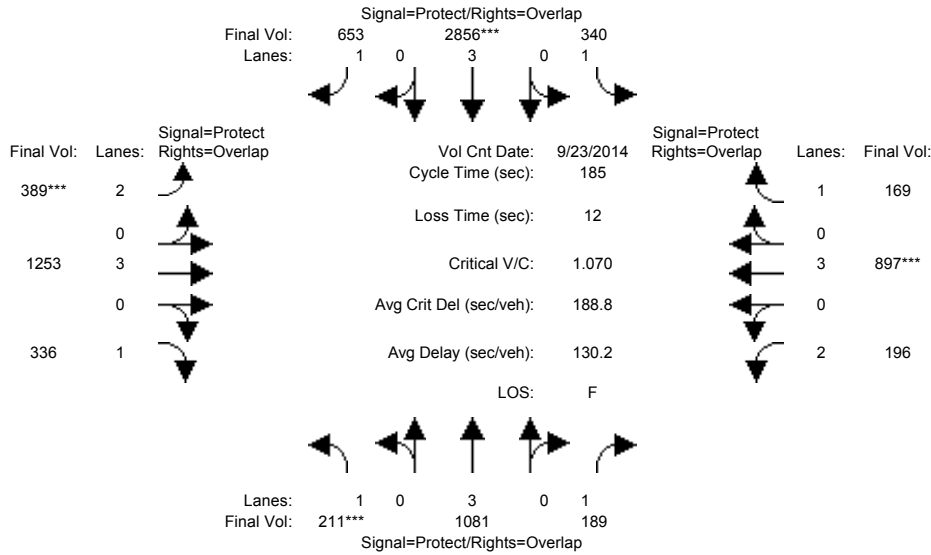
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	328	3684	194	95	1284	451	451	953	167	165	1154	547
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	3684	194	95	1284	451	451	953	167	165	1154	547
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	3684	194	95	1284	451	451	953	167	165	1154	547
User Adj:	1.00	0.84	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	3095	194	95	1079	451	451	953	167	165	1154	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	3095	194	95	1079	451	451	953	167	165	1154	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	3095	194	95	1079	451	451	953	167	165	1154	547
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.54	0.11	0.05	0.19	0.26	0.14	0.17	0.10	0.05	0.20	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	50.2	91.8	110.2	9.2	50.7	74.9	24.2	58.7	58.7	18.4	52.8	52.8
Volume/Cap:	0.71	1.12	0.19	1.12	0.71	0.65	1.12	0.54	0.31	0.54	0.73	1.12
Delay/Veh:	70.9	121	25.7	228.8	79.8	69.6	166.0	54.9	50.5	83.8	63.8	147.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	121	25.7	228.8	79.8	69.6	166.0	54.9	50.5	83.8	63.8	147.9
LOS by Move:	E	F	C	F	E	E	F	D	D	F	E	F
HCM2k95thQ:	33	113	14	15	34	43	37	27	15	11	34	68

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2014 <<												
Base Vol:	211	1422	189	340	3709	653	389	1253	336	196	897	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1422	189	340	3709	653	389	1253	336	196	897	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1422	189	340	3709	653	389	1253	336	196	897	169
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1081	189	340	2856	653	389	1253	336	196	897	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1081	189	340	2856	653	389	1253	336	196	897	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	1081	189	340	2856	653	389	1253	336	196	897	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.11	0.19	0.60	0.37	0.12	0.22	0.19	0.06	0.16	0.10
Crit Moves:	****			****			****			****		
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.98	0.52	0.21	1.16	1.28	0.56	0.62	0.86	0.60	0.42	0.76	0.26
Delay/Veh:	565.0	54.5	32.9	196.0	212	40.9	74.3	74.9	58.6	76.7	76.1	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	565.0	54.5	32.9	196.0	212	40.9	74.3	74.9	58.6	76.7	76.1	42.7
LOS by Move:	F	D	C	F	F	D	E	E	E	E	E	D
HCM2k95thQ:	45	31	15	47	123	57	24	42	31	12	30	14

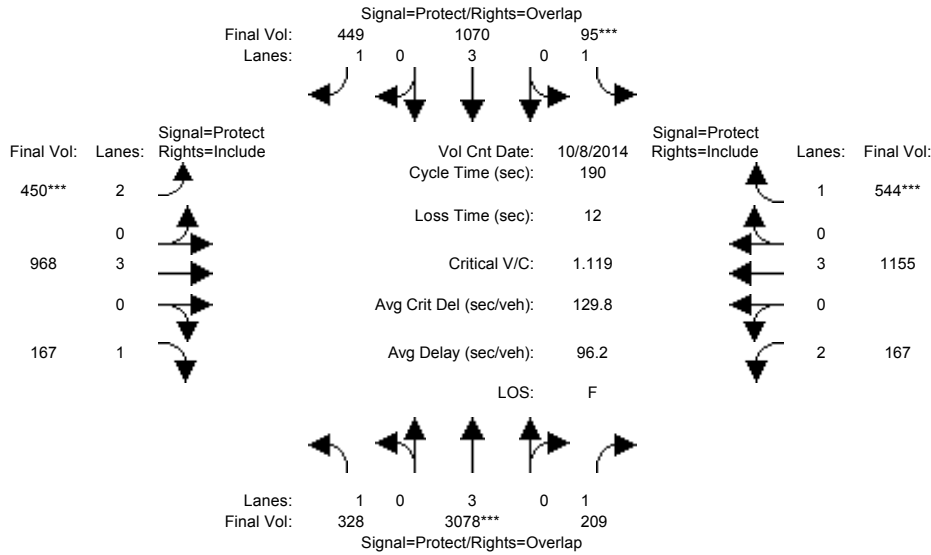
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



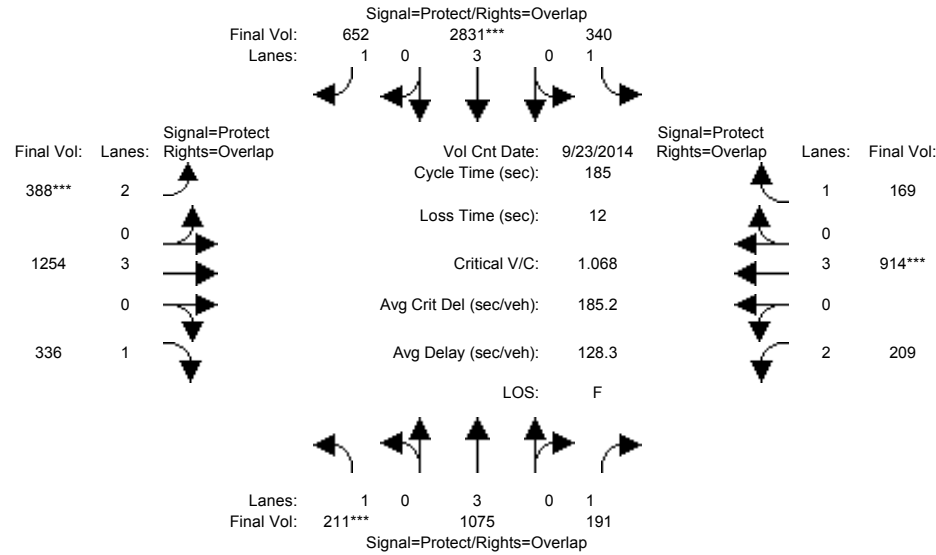
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	328	3664	209	95	1274	449	450	968	167	167	1155	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	3664	209	95	1274	449	450	968	167	167	1155	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	3664	209	95	1274	449	450	968	167	167	1155	544
User Adj:	1.00	0.84	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	3078	209	95	1070	449	450	968	167	167	1155	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	3078	209	95	1070	449	450	968	167	167	1155	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	3078	209	95	1070	449	450	968	167	167	1155	544
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.54	0.12	0.05	0.19	0.26	0.14	0.17	0.10	0.05	0.20	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	50.4	91.7	110.0	9.2	50.5	74.8	24.3	58.7	58.7	18.3	52.8	52.8
Volume/Cap:	0.71	1.12	0.21	1.12	0.71	0.65	1.12	0.55	0.31	0.55	0.73	1.12
Delay/Veh:	70.7	119	26.0	226.8	79.8	69.6	164.0	55.0	50.5	84.0	63.9	146.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	119	26.0	226.8	79.8	69.6	164.0	55.0	50.5	84.0	63.9	146.0
LOS by Move:	E	F	C	F	E	E	F	D	D	F	E	F
HCM2k95thQ:	33	112	16	15	34	43	37	27	15	11	34	67

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [Study Int 41]



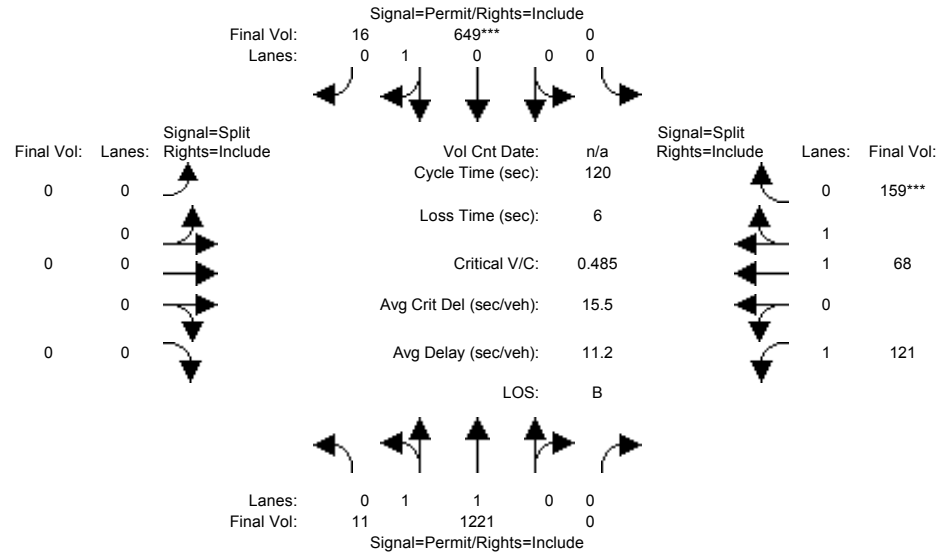
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	72	72	33	93	93	39	50	50	29	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2014 <<												
Base Vol:	211	1414	191	340	3677	652	388	1254	336	209	914	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	1414	191	340	3677	652	388	1254	336	209	914	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1414	191	340	3677	652	388	1254	336	209	914	169
User Adj:	1.00	0.76	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1075	191	340	2831	652	388	1254	336	209	914	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1075	191	340	2831	652	388	1254	336	209	914	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	1075	191	340	2831	652	388	1254	336	209	914	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5700	1750	1750	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.11	0.19	0.60	0.37	0.12	0.22	0.19	0.07	0.16	0.10
Crit Moves:	****			****			****			****		
Green Time:	11.3	67.6	95.2	31.0	87.3	124.0	36.6	47.5	58.8	27.6	38.5	69.5
Volume/Cap:	1.98	0.52	0.21	1.16	1.27	0.56	0.62	0.86	0.60	0.45	0.77	0.26
Delay/Veh:	565.0	54.4	32.9	196.0	207	40.8	74.2	74.9	58.6	77.1	76.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	565.0	54.4	32.9	196.0	207	40.8	74.2	74.9	58.6	77.1	76.7	42.7
LOS by Move:	F	D	C	F	F	D	E	E	E	E	E	D
HCM2k95thQ:	45	31	16	47	121	57	24	42	31	13	30	14

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative No Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



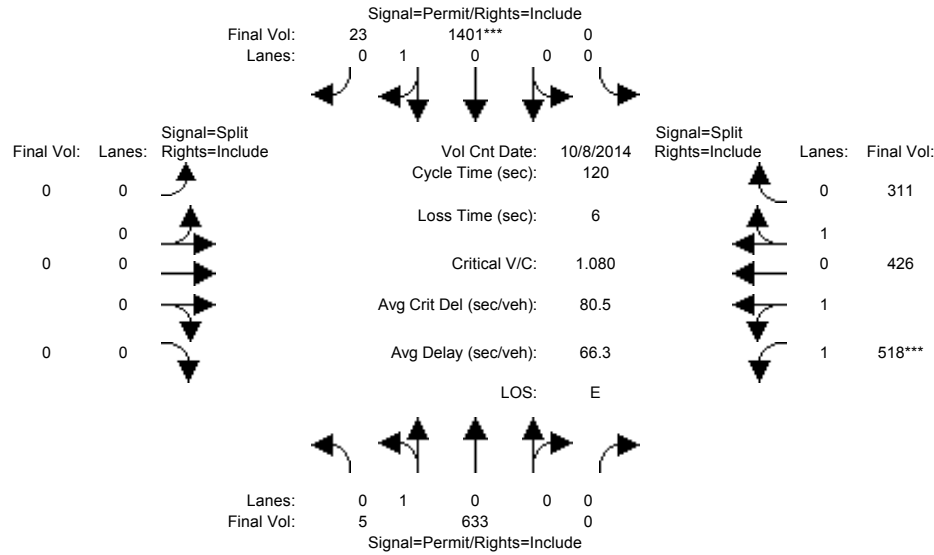
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1221	0	0	649	16	0	0	0	121	68	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1221	0	0	649	16	0	0	0	121	68	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1221	0	0	649	16	0	0	0	121	68	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1221	0	0	649	16	0	0	0	121	68	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1221	0	0	649	16	0	0	0	121	68	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1221	0	0	649	16	0	0	0	121	68	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	33	3667	0	0	1757	43	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.07	0.04	0.09
Crit Moves:	****											
Green Time:	91.5	91.5	0.0	0.0	91.5	91.5	0.0	0.0	0.0	22.5	22.5	22.5
Volume/Cap:	0.44	0.44	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.37	0.19	0.48
Delay/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.3	41.2	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.3	41.2	44.4
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	15	15	0	0	17	17	0	0	0	9	4	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative No Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



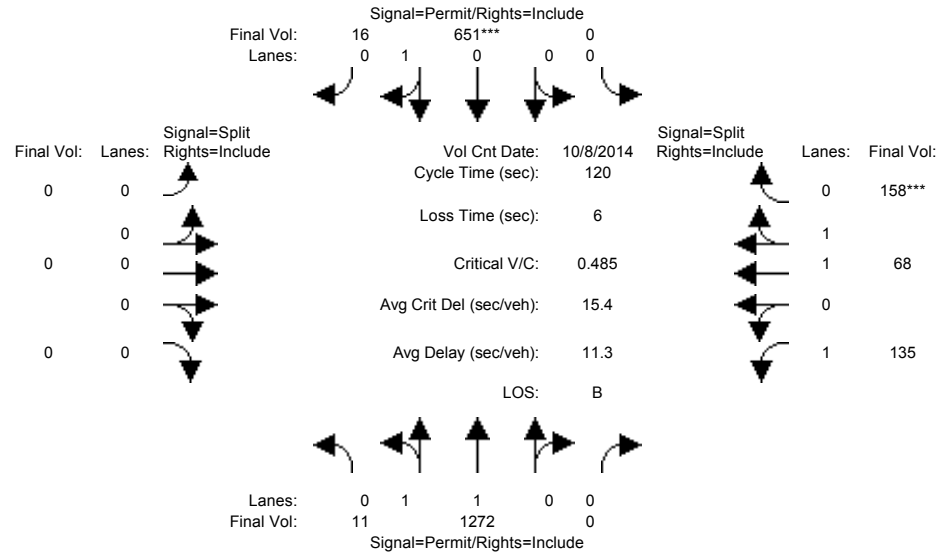
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	5	633	0	0	1401	23	0	0	0	518	426	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	633	0	0	1401	23	0	0	0	518	426	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	633	0	0	1401	23	0	0	0	518	426	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	633	0	0	1401	23	0	0	0	518	426	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	633	0	0	1401	23	0	0	0	518	426	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	633	0	0	1401	23	0	0	0	518	426	311
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.25	1.01	0.74
Final Sat.:	14	1786	0	0	1771	29	0	0	0	2208	1816	1326
-----												
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:	*****											
Green Time:	87.9	87.9	0.0	0.0	87.9	87.9	0.0	0.0	0.0	26.1	26.1	26.1
Volume/Cap:	0.48	0.48	0.00	0.00	1.08	1.08	0.00	0.00	0.00	1.08	1.08	1.08
Delay/Veh:	6.9	6.9	0.0	0.0	65.4	65.4	0.0	0.0	0.0	97.7	97.7	97.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	6.9	0.0	0.0	65.4	65.4	0.0	0.0	0.0	97.7	97.7	97.7
LOS by Move:	A	A	A	A	E	E	A	A	A	F	F	F
HCM2k95thQ:	18	18	0	0	104	104	0	0	0	41	41	41

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Cumulative With Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



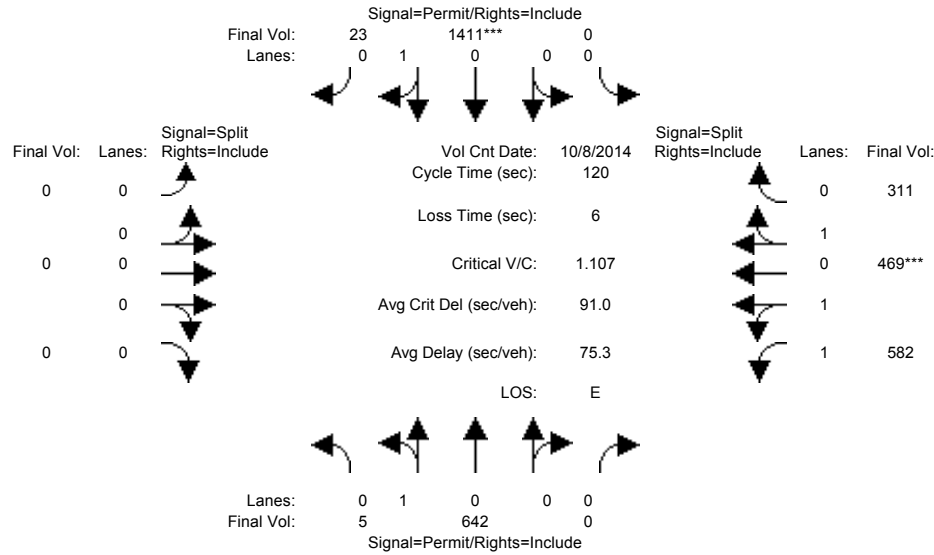
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	11	1272	0	0	651	16	0	0	0	135	68	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1272	0	0	651	16	0	0	0	135	68	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1272	0	0	651	16	0	0	0	135	68	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1272	0	0	651	16	0	0	0	135	68	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1272	0	0	651	16	0	0	0	135	68	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1272	0	0	651	16	0	0	0	135	68	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	32	3668	0	0	1757	43	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.08	0.04	0.09
Crit Moves:	*****											
Green Time:	91.7	91.7	0.0	0.0	91.7	91.7	0.0	0.0	0.0	22.3	22.3	22.3
Volume/Cap:	0.45	0.45	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.41	0.19	0.49
Delay/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.9	41.3	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.9	41.3	44.5
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	16	16	0	0	17	17	0	0	0	10	4	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Cumulative With Project

Intersection #5444: Lafayette/Lewis [Study Int 47]



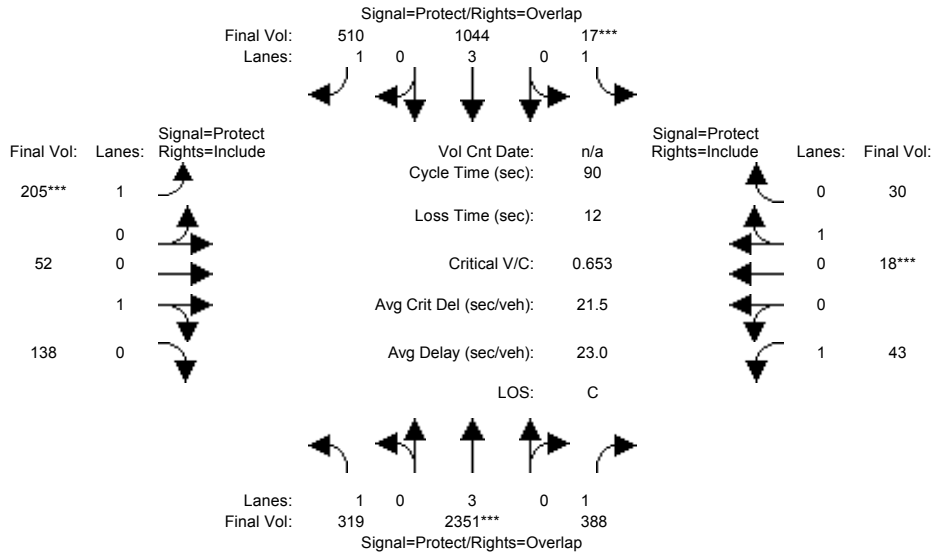
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	5	642	0	0	1411	23	0	0	0	582	469	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	642	0	0	1411	23	0	0	0	582	469	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	642	0	0	1411	23	0	0	0	582	469	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	642	0	0	1411	23	0	0	0	582	469	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	642	0	0	1411	23	0	0	0	582	469	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	642	0	0	1411	23	0	0	0	582	469	311
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.30	1.02	0.68
Final Sat.:	14	1786	0	0	1771	29	0	0	0	2286	1842	1221
-----												
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:	*****											
Green Time:	86.4	86.4	0.0	0.0	86.4	86.4	0.0	0.0	0.0	27.6	27.6	27.6
Volume/Cap:	0.50	0.50	0.00	0.00	1.11	1.11	0.00	0.00	0.00	1.11	1.11	1.11
Delay/Veh:	7.7	7.7	0.0	0.0	76.4	76.4	0.0	0.0	0.0	106.3	106	106.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	0.0	0.0	76.4	76.4	0.0	0.0	0.0	106.3	106	106.3
LOS by Move:	A	A	A	A	E	E	A	A	A	F	F	F
HCM2k95thQ:	19	19	0	0	109	109	0	0	0	45	45	45

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Mitigated Bkgrd + Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



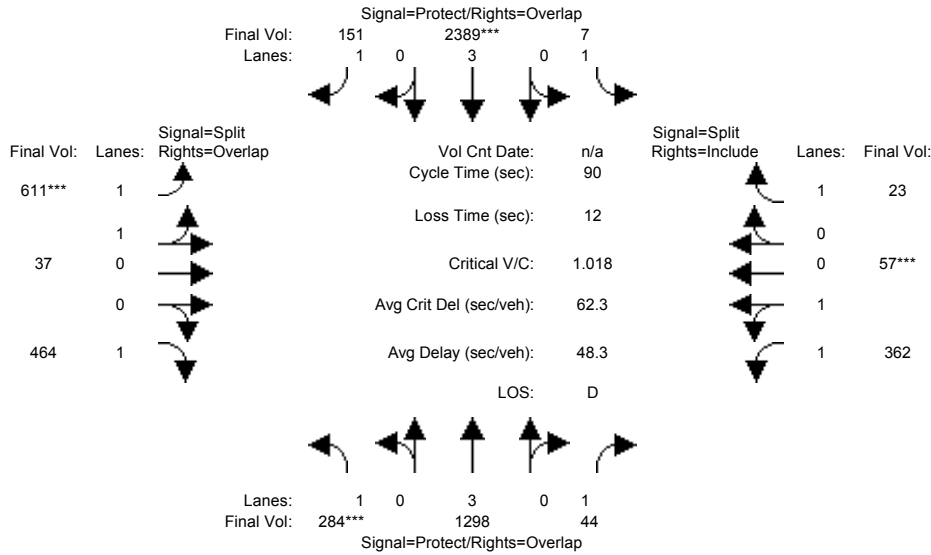
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	319	2351	388	17	1044	510	205	52	138	43	18	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	2351	388	17	1044	510	205	52	138	43	18	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	2351	388	17	1044	510	205	52	138	43	18	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	2351	388	17	1044	510	205	52	138	43	18	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	2351	388	17	1044	510	205	52	138	43	18	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	2351	388	17	1044	510	205	52	138	43	18	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.27	0.73	1.00	0.37	0.63
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	493	1307	1750	675	1125
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.22	0.01	0.18	0.29	0.12	0.11	0.11	0.02	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.2	47.5	57.2	7.0	27.3	40.8	13.5	13.8	13.8	9.7	10.0	10.0
Volume/Cap:	0.60	0.78	0.35	0.12	0.60	0.64	0.78	0.69	0.69	0.23	0.24	0.24
Delay/Veh:	28.8	18.5	7.9	39.1	27.3	20.8	50.9	43.1	43.1	37.4	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	18.5	7.9	39.1	27.3	20.8	50.9	43.1	43.1	37.4	37.2	37.2
LOS by Move:	C	B	A	D	C	C	D	D	D	D	D	D
HCM2k95shQ:	14	28	10	1	15	21	15	13	13	2	3	3

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Mitigated Bkgrd + Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	1298	44	7	2389	151	611	37	464	362	57	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1298	44	7	2389	151	611	37	464	362	57	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1298	44	7	2389	151	611	37	464	362	57	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1298	44	7	2389	151	611	37	464	362	57	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1298	44	7	2389	151	611	37	464	362	57	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	1298	44	7	2389	151	611	37	464	362	57	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.89	0.11	1.00	1.73	0.27	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3347	203	1750	3067	483	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.03	0.00	0.42	0.09	0.18	0.18	0.27	0.12	0.12	0.01
Crit Moves:	****			****			****			****		
Green Time:	14.4	38.3	48.8	13.1	37.1	53.2	16.1	16.1	30.5	10.4	10.4	10.4
Volume/Cap:	1.02	0.53	0.05	0.03	1.02	0.15	1.02	1.02	0.78	1.02	1.02	0.11
Delay/Veh:	96.3	19.4	9.7	33.0	49.6	8.3	77.1	77.1	33.5	88.7	88.7	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.3	19.4	9.7	33.0	49.6	8.3	77.1	77.1	33.5	88.7	88.7	35.9
LOS by Move:	F	B	A	C	D	A	E	E	C	F	F	D
HCM2k95thQ:	21	16	1	0	46	4	27	27	25	16	16	1

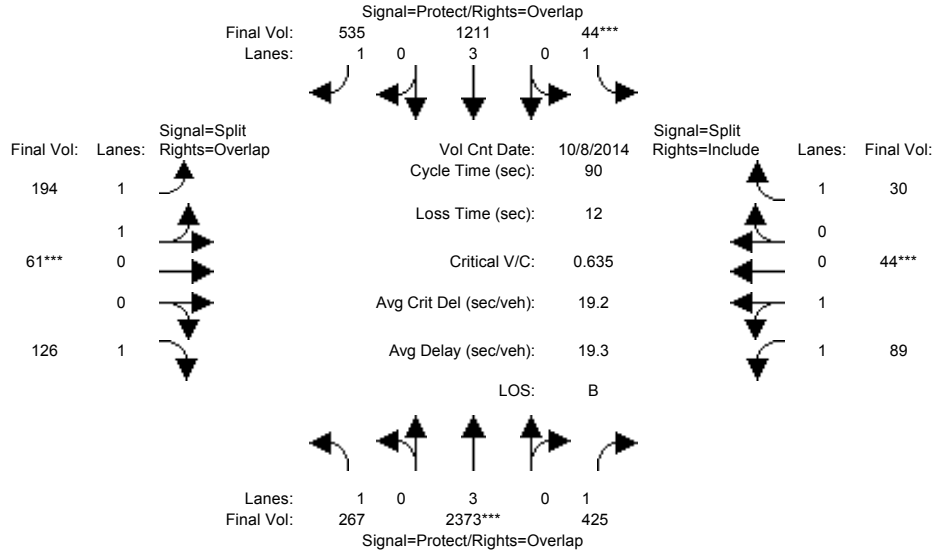
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Mitigated Cumulative Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



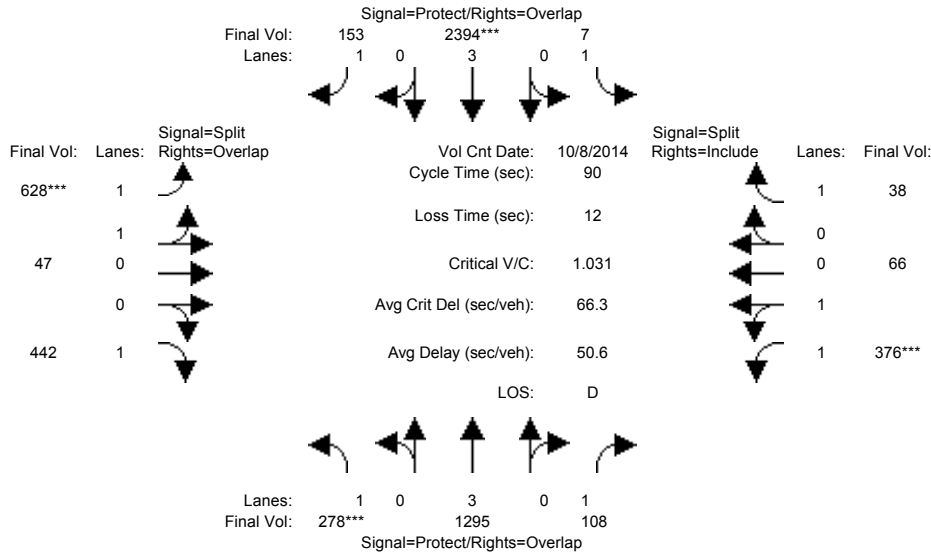
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	267	2373	425	44	1211	535	194	61	126	89	44	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	2373	425	44	1211	535	194	61	126	89	44	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	2373	425	44	1211	535	194	61	126	89	44	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	2373	425	44	1211	535	194	61	126	89	44	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	2373	425	44	1211	535	194	61	126	89	44	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	267	2373	425	44	1211	535	194	61	126	89	44	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.53	0.47	1.00	1.35	0.65	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2701	849	1750	2375	1174	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.24	0.03	0.21	0.31	0.07	0.07	0.07	0.04	0.04	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.9	51.0	61.0	7.0	35.1	45.1	10.0	10.0	32.9	10.0	10.0	10.0
Volume/Cap:	0.60	0.73	0.36	0.32	0.54	0.61	0.65	0.65	0.20	0.34	0.34	0.15
Delay/Veh:	31.8	15.4	6.4	40.6	21.5	17.4	42.0	42.0	19.7	37.4	37.4	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	15.4	6.4	40.6	21.5	17.4	42.0	42.0	19.7	37.4	37.4	36.5
LOS by Move:	C	B	A	D	C	B	D	D	B	D	D	D
HCM2k95thQ:	12	26	10	3	16	21	9	9	5	4	4	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Mitigated Cumulative Proj

Intersection #9: Coleman/Brokaw [Study Int 33]



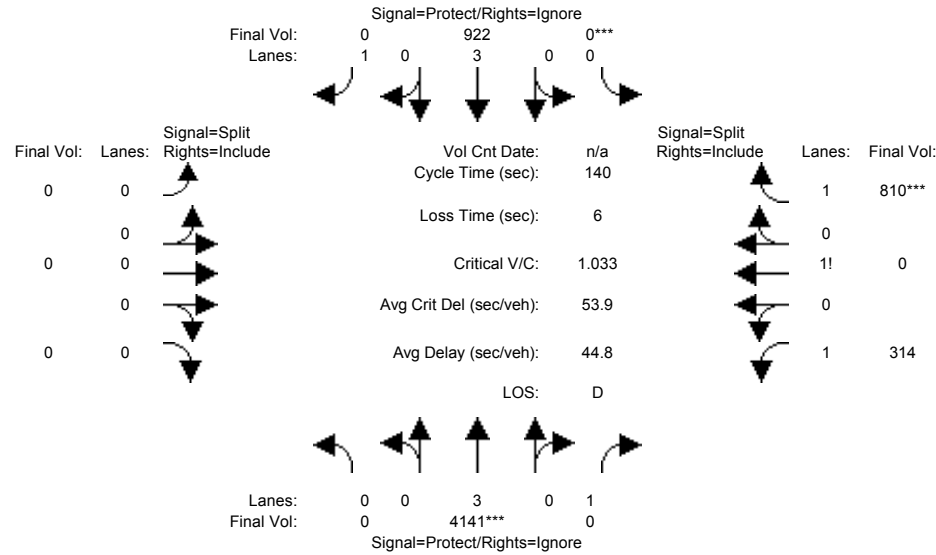
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	278	1295	108	7	2394	153	628	47	442	376	66	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1295	108	7	2394	153	628	47	442	376	66	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1295	108	7	2394	153	628	47	442	376	66	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1295	108	7	2394	153	628	47	442	376	66	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1295	108	7	2394	153	628	47	442	376	66	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	278	1295	108	7	2394	153	628	47	442	376	66	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.86	0.14	1.00	1.71	0.29	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3303	247	1750	3020	530	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.06	0.00	0.42	0.09	0.19	0.19	0.25	0.12	0.12	0.02
Crit Moves:	****			****			****			****		
Green Time:	13.9	37.6	48.5	12.9	36.7	53.3	16.6	16.6	30.5	10.9	10.9	10.9
Volume/Cap:	1.03	0.54	0.11	0.03	1.03	0.15	1.03	1.03	0.75	1.03	1.03	0.18
Delay/Veh:	101.1	20.0	10.2	33.2	53.8	8.3	80.1	80.1	31.5	91.2	91.2	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.1	20.0	10.2	33.2	53.8	8.3	80.1	80.1	31.5	91.2	91.2	36.0
LOS by Move:	F	B	B	C	D	A	F	F	C	F	F	D
HCM2k95thQ:	21	16	3	0	47	4	29	29	24	17	17	2

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Mitigated Bkgrd + Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



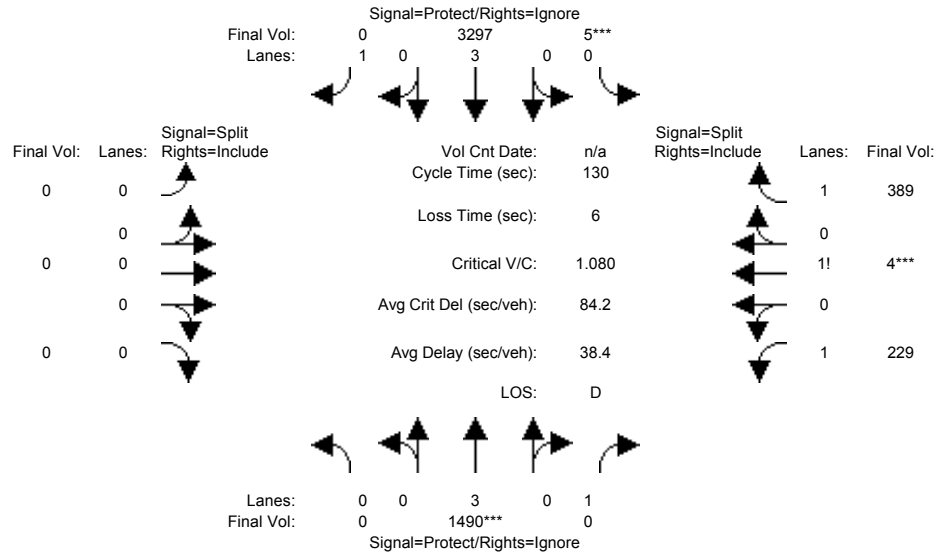
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	4141	179	0	922	193	0	0	0	314	0	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4141	179	0	922	193	0	0	0	314	0	810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4141	179	0	922	193	0	0	0	314	0	810
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4141	0	0	922	0	0	0	0	314	0	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4141	0	0	922	0	0	0	0	314	0	810
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4141	0	0	922	0	0	0	0	314	0	810
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.29	0.00	1.71
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	2249	0	3087
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.14	0.00	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	98.4	0.0	0.0	98.4	0.0	0.0	0.0	0.0	35.6	0.0	35.6
Volume/Cap:	0.00	1.03	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.55	0.00	1.03
Delay/Veh:	0.0	44.5	0.0	0.0	7.4	0.0	0.0	0.0	0.0	45.6	0.0	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.5	0.0	0.0	7.4	0.0	0.0	0.0	0.0	45.6	0.0	88.4
LOS by Move:	A	D	A	A	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	106	0	0	9	0	0	0	0	19	0	46

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Mitigated Bkgrd + Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



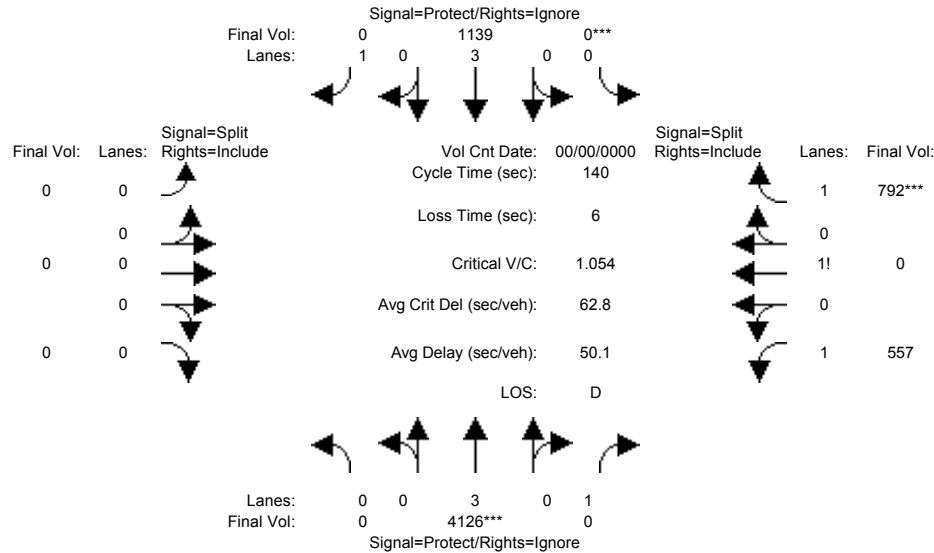
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1490	301	5	3297	773	0	0	0	229	4	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1490	301	5	3297	773	0	0	0	229	4	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1490	301	5	3297	773	0	0	0	229	4	389
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1490	0	5	3297	0	0	0	0	229	4	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1490	0	5	3297	0	0	0	0	229	4	389
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1490	0	5	3297	0	0	0	0	229	4	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	1.37	0.01	1.62
Final Sat.:	0	5700	1750	8	5592	1750	0	0	0	2390	22	2837
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.59	0.59	0.00	0.00	0.00	0.00	0.10	0.18	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	31.5	0.0	71.0	102	0.0	0.0	0.0	0.0	21.5	21.5	21.5
Volume/Cap:	0.00	1.08	0.00	1.08	0.75	0.00	0.00	0.00	0.00	0.58	1.08	0.83
Delay/Veh:	0.0	98.1	0.0	72.1	7.8	0.0	0.0	0.0	0.0	50.8	115	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	98.1	0.0	72.1	7.8	0.0	0.0	0.0	0.0	50.8	115	60.0
LOS by Move:	A	F	A	E	A	A	A	A	A	D	F	E
HCM2k95thQ:	0	46	0	88	40	0	0	0	0	14	35	22

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Mitigated Cumulative Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



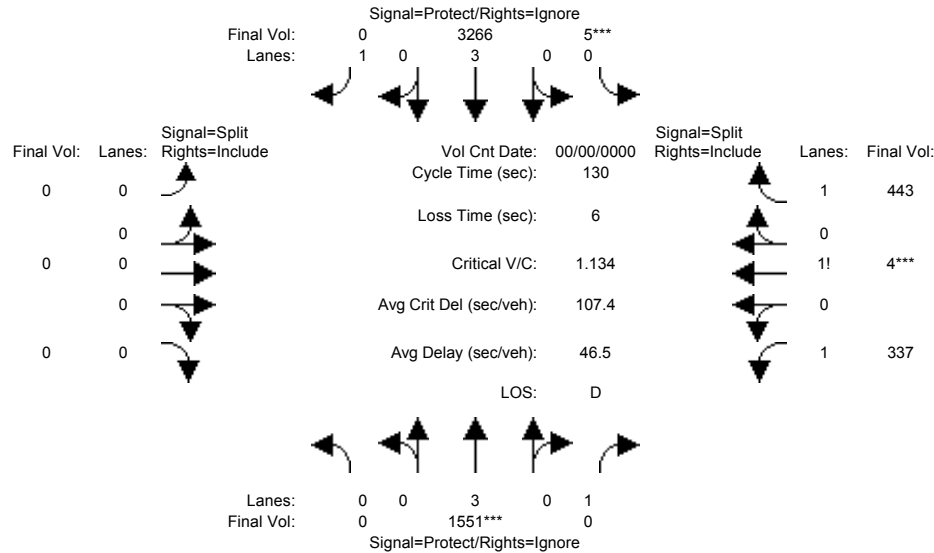
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 7:30-8:30AM											
Base Vol:	0	4126	179	0	1139	193	0	0	0	557	0	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4126	179	0	1139	193	0	0	0	557	0	792
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4126	179	0	1139	193	0	0	0	557	0	792
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4126	0	0	1139	0	0	0	0	557	0	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4126	0	0	1139	0	0	0	0	557	0	792
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	4126	0	0	1139	0	0	0	0	557	0	792
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	2473	0	2777
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.00	0.29
Crit Moves:	****											
Green Time:	0.0	96.1	0.0	0.0	96.1	0.0	0.0	0.0	0.0	37.9	0.0	37.9
Volume/Cap:	0.00	1.05	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.83	0.00	1.05
Delay/Veh:	0.0	53.3	0.0	0.0	8.6	0.0	0.0	0.0	0.0	51.9	0.0	91.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	53.3	0.0	0.0	8.6	0.0	0.0	0.0	0.0	51.9	0.0	91.8
LOS by Move:	A	D	A	A	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	108	0	0	12	0	0	0	0	33	0	50

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Mitigated Cumulative Proj

Intersection #3052: 880 SB Ramps/Coleman [Study Int 36]



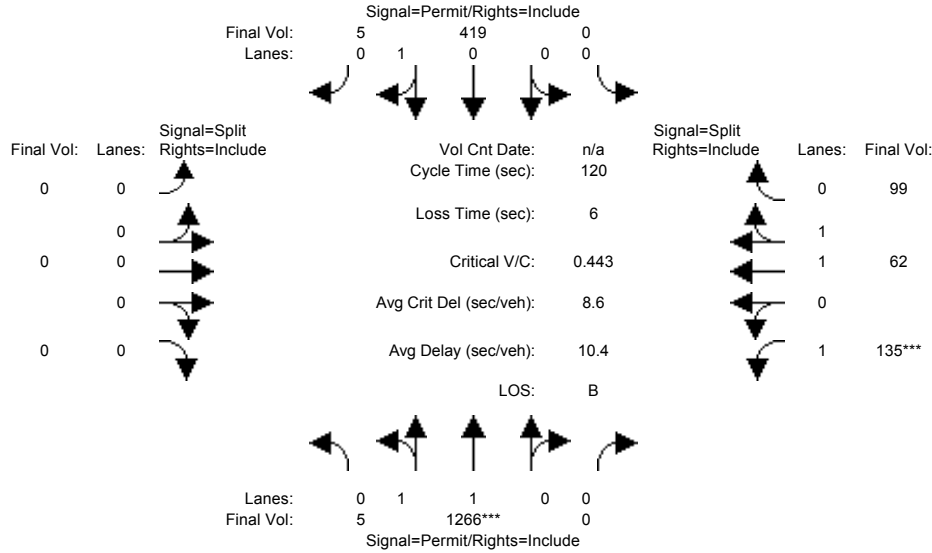
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 0 << 7:30-8:30AM											
Base Vol:	0	1551	301	5	3266	773	0	0	0	337	4	443
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1551	301	5	3266	773	0	0	0	337	4	443
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1551	301	5	3266	773	0	0	0	337	4	443
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1551	0	5	3266	0	0	0	0	337	4	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	0	5	3266	0	0	0	0	337	4	443
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1551	0	5	3266	0	0	0	0	337	4	443
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	1.43	0.01	1.56
Final Sat.:	0	5700	1750	9	5591	1750	0	0	0	2498	18	2734
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.58	0.58	0.00	0.00	0.00	0.00	0.13	0.23	0.16
Crit Moves:	*****											
Green Time:	0.0	31.2	0.0	67.0	98.2	0.0	0.0	0.0	0.0	25.8	25.8	25.8
Volume/Cap:	0.00	1.13	0.00	1.13	0.77	0.00	0.00	0.00	0.00	0.68	1.13	0.82
Delay/Veh:	0.0	119	0.0	96.6	10.3	0.0	0.0	0.0	0.0	49.9	129	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	119	0.0	96.6	10.3	0.0	0.0	0.0	0.0	49.9	129	55.3
LOS by Move:	A	F	A	F	B	A	A	A	A	D	F	E
HCM2k95thQ:	0	50	0	94	44	0	0	0	0	19	43	25

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 AM - Mitigated Bkgrd + Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



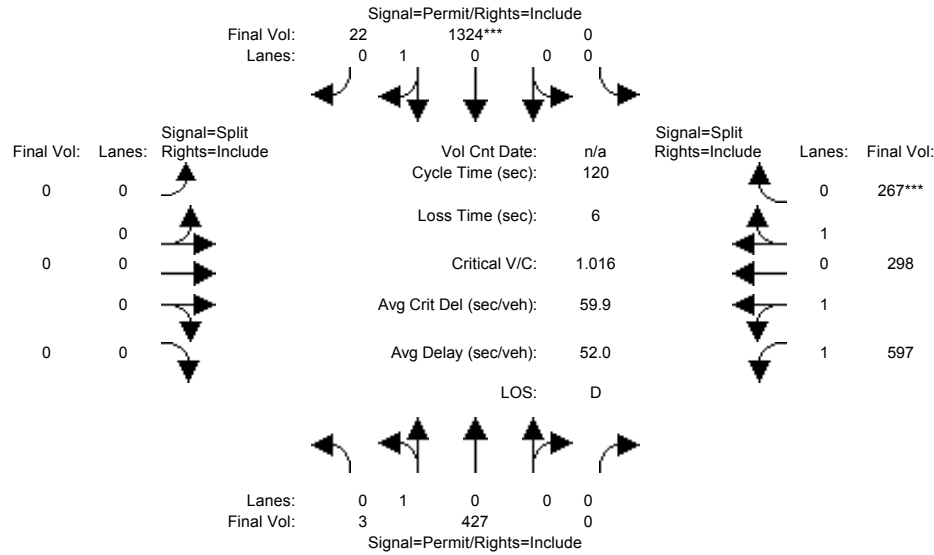
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	1266	0	0	0	419	5	0	0	0	135	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1266	0	0	0	419	5	0	0	0	135	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1266	0	0	0	419	5	0	0	0	135	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1266	0	0	0	419	5	0	0	0	135	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1266	0	0	0	419	5	0	0	0	135	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1266	0	0	0	419	5	0	0	0	135	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.99	0.01	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	15	3685	0	0	1779	21	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.08	0.03	0.06
Crit Moves:	****			****			****			****		
Green Time:	93.1	93.1	0.0	0.0	93.1	93.1	0.0	0.0	0.0	20.9	20.9	20.9
Volume/Cap:	0.44	0.44	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.44	0.19	0.32
Delay/Veh:	4.7	4.7	0.0	0.0	4.1	4.1	0.0	0.0	0.0	45.4	42.4	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	4.7	0.0	0.0	4.1	4.1	0.0	0.0	0.0	45.4	42.4	43.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	15	15	0	0	9	9	0	0	0	10	4	7

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
PM - Mitigated Bkgrd + Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	427	0	0	1324	22	0	0	0	597	298	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	427	0	0	1324	22	0	0	0	597	298	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	427	0	0	1324	22	0	0	0	597	298	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	427	0	0	1324	22	0	0	0	597	298	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	427	0	0	1324	22	0	0	0	597	298	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	427	0	0	1324	22	0	0	0	597	298	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.56	0.76	0.68
Final Sat.:	13	1787	0	0	1771	29	0	0	0	2748	1372	1229
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.22	0.22	0.22
Crit Moves:	****											
Green Time:	88.3	88.3	0.0	0.0	88.3	88.3	0.0	0.0	0.0	25.7	25.7	25.7
Volume/Cap:	0.32	0.32	0.00	0.00	1.02	1.02	0.00	0.00	0.00	1.02	1.02	1.02
Delay/Veh:	5.6	5.6	0.0	0.0	44.6	44.6	0.0	0.0	0.0	77.8	77.8	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	5.6	0.0	0.0	44.6	44.6	0.0	0.0	0.0	77.8	77.8	77.8
LOS by Move:	A	A	A	A	D	D	A	A	A	E	E	E
HCM2k95thQ:	11	11	0	0	89	89	0	0	0	36	36	36

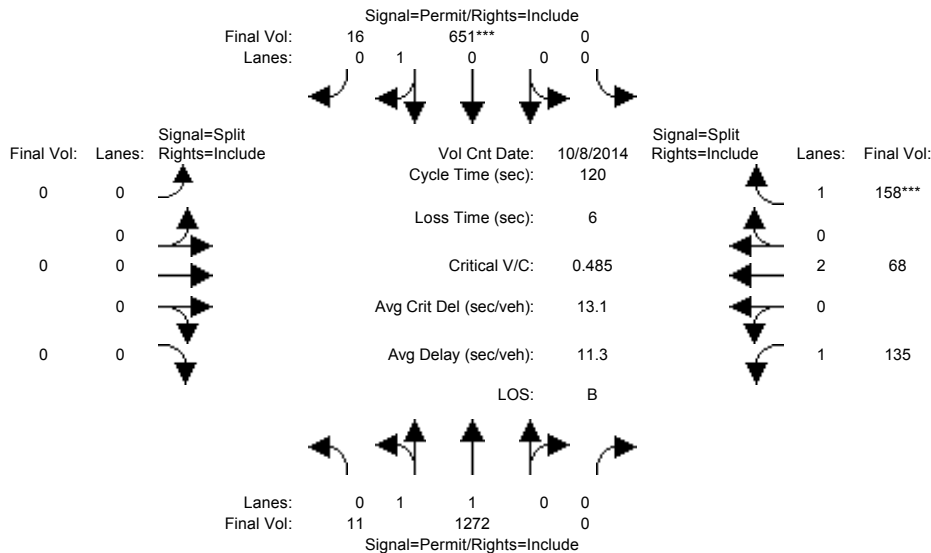
Note: Queue reported is the number of cars per lane.



BART

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
AM - Mitigated Cumulative Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



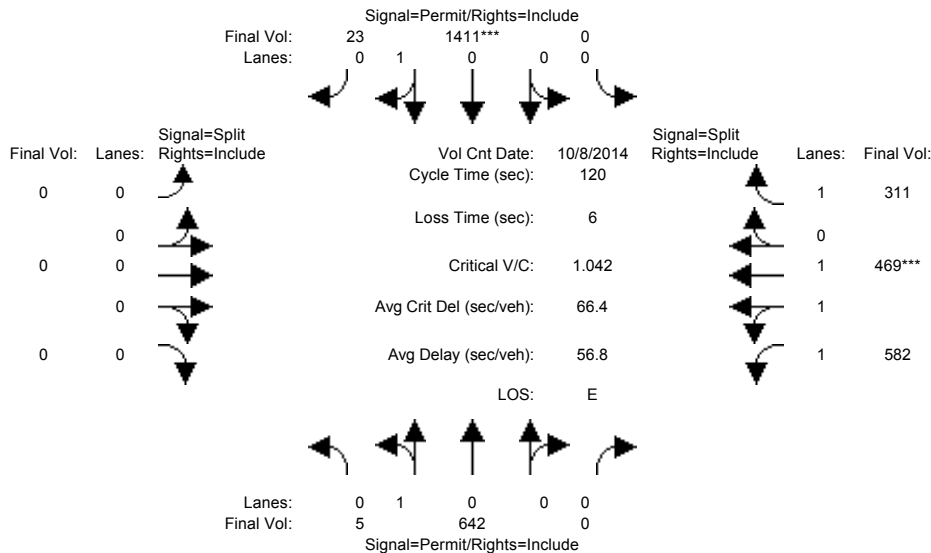
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 2014 <<												
Base Vol:	11	1272	0	0	651	16	0	0	0	135	68	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1272	0	0	651	16	0	0	0	135	68	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1272	0	0	651	16	0	0	0	135	68	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1272	0	0	651	16	0	0	0	135	68	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1272	0	0	651	16	0	0	0	135	68	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1272	0	0	651	16	0	0	0	135	68	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	32	3668	0	0	1757	43	0	0	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.08	0.02	0.09
Crit Moves:	****											
Green Time:	91.7	91.7	0.0	0.0	91.7	91.7	0.0	0.0	0.0	22.3	22.3	22.3
Volume/Cap:	0.45	0.45	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.41	0.10	0.49
Delay/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.9	40.5	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	43.9	40.5	44.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	16	16	0	0	17	17	0	0	0	10	2	12

Note: Queue reported is the number of cars per lane.

BART

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 PM - Mitigated Cumulative Proj

Intersection #5444: Lafayette/Lewis [Study Int 47]



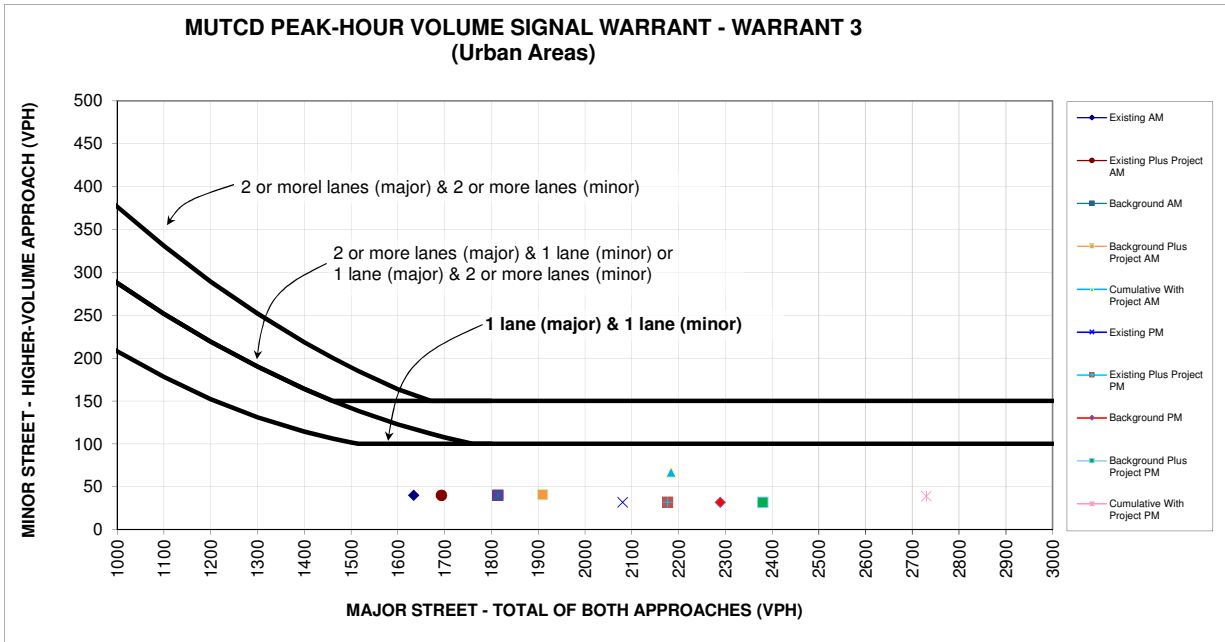
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----												
Volume Module:	>> Count Date: 8 Oct 2014 <<											
Base Vol:	5	642	0	0	1411	23	0	0	0	582	469	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	642	0	0	1411	23	0	0	0	582	469	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	642	0	0	1411	23	0	0	0	582	469	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	642	0	0	1411	23	0	0	0	582	469	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	642	0	0	1411	23	0	0	0	582	469	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	642	0	0	1411	23	0	0	0	582	469	311
-----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.70	1.30	1.00
Final Sat.:	14	1786	0	0	1771	29	0	0	0	3016	2430	1750
-----												
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.19	0.19	0.18
Crit Moves:	*****											
Green Time:	91.8	91.8	0.0	0.0	91.8	91.8	0.0	0.0	0.0	22.2	22.2	22.2
Volume/Cap:	0.47	0.47	0.00	0.00	1.04	1.04	0.00	0.00	0.00	1.04	1.04	0.96
Delay/Veh:	5.4	5.4	0.0	0.0	50.0	50.0	0.0	0.0	0.0	88.7	88.7	87.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	0.0	0.0	50.0	50.0	0.0	0.0	0.0	88.7	88.7	87.5
LOS by Move:	A	A	A	A	D	D	A	A	A	F	F	F
HCM2k95thQ:	17	17	0	0	97	97	0	0	0	34	34	29

Note: Queue reported is the number of cars per lane.

**Appendix F**  
**Signal Warrant Worksheets**

# BART Extension Phase II

## 48 . Lafayette Street and Harrison Street



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).  
 \* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		AM Peak Hour						
		Existing Approach Lanes		Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative With Project AM
		2 or One	More					
Major Street - Both Approaches	Lafayette Street	X		1634	1693	1814	1909	2184
Minor Street - Highest Approach	Harrison Street	X		40	40	40	41	67
Maximum warrant threshold for minor street volume				100	100	100	100	100
Difference between warrant threshold & minor street volume				60	60	60	59	33
Warrant Met?		No		No	No	No	No	No

		PM Peak Hour						
		Existing Approach Lanes		Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative With Project PM
		2 or One	More					
Major Street - Both Approaches	Lafayette Street	X		2081	2177	2290	2380	2730
Minor Street - Highest Approach	Harrison Street	X		32	32	32	32	39
Maximum warrant threshold for minor street volume				100	100	100	100	100
Difference between warrant threshold & minor street volume				68	68	68	68	61
Warrant Met?		No		No	No	No	No	No

## **Appendix G**

### **Transportation Impact Analysis For the BART Extension Only**

## **Appendix H**

### **Project Worksopce**

**Approved by City of San Jose**

October 10, 2015

Mr. At van den Hout & Mr. Brian Jackson  
Hexagon Transportation Consultants, Inc.  
4 North Second Street, Suite 400  
San Jose, CA 95113

Dear Mr. van den Hout & Mr. Jackson:

SUBJECT: TRAFFIC IMPACT ANALYSIS WORKSCOPE FOR BART PHASE II AND  
MIXED-USE DEVELOPMENT (3-22032)

This scope of work supersedes the scope of work provided on **9/14/2015**.

Enclosed is the information necessary to complete the traffic impact analysis for the proposed BART Phase II and mixed-use development within three station areas in San Jose including Alum Rock BART station, Downtown BART stations, Diridon BART Station, and associated mixed-use developments.

## PROJECT DESCRIPTION

1. The proposed **Alum Rock BART station** and mixed-use development is bounded by East St. James Street, North 30<sup>th</sup> Street, 5 Wounds Lane, and North 28<sup>th</sup> Street. The project proposes replacing currently operating industrial uses with a BART station, 500,000 square feet of office space, 275 apartment units, and 20,000 square feet of retail. The analysis must demonstrate conformance to Council Policy 5-3, City of San Jose's Transportation Level of Service Policy and the VTA's Congestion Management Program requirements.
2. The **Downtown BART station** is proposing three (3) project sites. The sites are located within the City of San Jose's Downtown Core and must conform to the Downtown Strategy 2000 Plan. Conformance to the Strategy Plan does not require any level-of-service analysis since an area-wide EIR was completed which approved development levels in the downtown.
  - Southeast corner of Sixth Street/Santa Clara Street - Sixth Street proposes replacing a 38,000 square-foot retail store with a BART station, 222,230 square feet of office space and 121,530 square feet of retail space
  - Northwest corner of Fourth Street/ Santa Clara Street - Fourth Street proposes a BART station, 47,530 square feet of office space and 30,490 square feet of retail space.

- Northwest corner of Third Street/Santa Clara Street - Third Street proposes a BART station, 35,880 square feet of office space, and 10,250 square feet of retail space.

These project sites would replace existing commercial uses with a BART station and associated mixed-uses.

3. **The Diridon BART station** and mixed-use development is located within the Diridon Station Area Plan and is bounded by Santa Clara Street, Autumn Street, Stover Street and Cahill Street. The project proposes replacing an existing parking lot with a BART station, 640,000 square feet of office space, and 72,000 square feet of retail.

On June 17, 2014 San Jose City Council approved the Diridon Station Area Plan and certified the EIR. The goals of the Plan anticipate maximum possible build-out of new transit-related development in a half-mile, 250 acre, radius around the Diridon Station. Level of Service analysis was already completed in the Diridon Station Plan and the Downtown Strategy 2000 plan; therefore, no further project LOS would be required.

In order to assist you in completing the traffic impact analysis, we are forwarding the following data and requirements to be included within the traffic analysis.

### PROJECT ASSUMPTIONS

- Trip generation rates are approved as provided.
- Because the project sites are not fully developed, ingress/egress, traffic signal operations, queuing, loading docks, truck accommodations cannot be analyzed. Upon development of a detailed site, additional operational analysis would be required to address site specific issues.
- The trip distributions show retail traffic in excess of the office traffic. Based on the size of the proposed retail, and the downtown traffic and parking conditions, downtown retail is typically local serving or linked trips especially during peak travel. Please review traffic characteristics of retail site in the downtown.

### TRIP CREDITS

- Trip credits can be applied to individual sites where there are occupied active uses

### TRIP REDUCTIONS

- Pass-by/Diverted Link Trips
- Mixed Use Development
- Along LRT or Major Bus Line



### **PROJECT TRAFFIC SCENARIOS (Alum Rock Station Only)**

- Existing Level of Service (Environmental Baseline)
- Existing + Project
- Background Scenario: Existing + Approved Projects
- Project Scenario: Existing + Approved Projects + Project

### **LEVEL OF SERVICE ANALYSIS (Alum Rock Station Only)**

- Analyze twenty-five (25) signalized intersections (7 of them **CMP** intersections) for the AM and PM peak hours using TRAFFIX and conform to the City of San Jose LOS Council Policy 5-3, and the Congestion Management Program requirements (See Attachment A).
- Traffic counts submitted July 14, 2015 and September 17, 2015 are approved except for Santa Clara Street / 24<sup>th</sup> Street. Please use counts dated 11/05/2015 for that intersection.
- No new counts are required for level-of-service or CMP analyses (See Attachment A).

### **FREEWAY ANALYSIS (Alum Rock Station Only)**

- Conform to the requirements of the VTA Congestion Management Program's requirements for freeway analysis for the Alum Rock Station.
- Analyze the freeway segments affected by project traffic along I-280, I-680, US-101.
- Perform queuing analysis at US-101 / Story Road ramps and identify any existing operational deficiency due to ramp metering or other downstream conditions. Identify the added projects and increase in delay, queue, if any.
- Perform queuing analysis at I-680 / King Road ramps and identify any existing operational deficiency due to ramp metering or other downstream conditions. Identify the added projects and increase in delay, queue, if any.
- Perform queuing analyses at I-680 / McKee Road ramps and identify any existing operational deficiency due to ramp metering or other downstream conditions. Identify the added projects and increase in delay, queue, if any.

### **CUMMULATIVE ANALYSIS**

- Perform cumulative analysis for the Alum Rock Station. Contact the City of San Jose for the complete list of pending projects or use GP2040 buildout conditions.

### **BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES (All sites)**

- Provide an evaluation of transit services, bicycle facilities, and pedestrian facilities near the future BART stations including circulation, recommendations and identified improvements.
- Analyze pedestrian and bicycle connections to nearby commercial services, employment centers and residential areas to be used by BART riders. Gaps in pedestrian and bicycle connectivity and challenges crossing intersections, especially given the proximity to US 101, should be identified and addressed.

**OPERATIONAL ANALYSIS** – In absence of a detailed site plan, the following operations should be addressed unless the project's lack the information required addressing:

#### **Alum Rock BART Station & Mixed-Use Development**

- Perform left-turn storage analysis at the following intersections:
  - Project Entrances
  - 28<sup>th</sup> Street/St. James Street
  - 28<sup>th</sup> Street/5 Wounds Lane
  - Santa Clara Street/28<sup>th</sup> Street
  - Any other left-turn pockets where stacking from the project will be significant.
- Perform operation analysis at the project entrance.

#### **Downtown BART Stations & Mixed-Use Development (3 Project Sites)**

- Include a discussion on the project's conformance to the Downtown Strategy and the any proposed mitigations identified for traffic impacts in Downtown.

#### **Diridon BART Station & Mixed-Use Development**

- Include a discussion of on-site circulation, truck (garbage, moving, delivery, and emergency vehicle) access and circulation; access to site and any proposed limited access driveways along the project frontages.
- Include a discussion on the operations relative to the SAP center.
- Include a discussion on how the project conforms to the Downtown Strategy 2000 and the Diridon Station Area Plan.

### **NEIGHBORHOOD INTERFACE (all sites)**

Include a discussion on pedestrian and bicycle circulation (especially relative to the proximity of schools (Five Wounds School, Horace Mann Elementary), and residential neighborhoods).

### **MITIGATIONS (Alum Rock site)**

All proposed mitigation must include a feasibility analysis, which includes an aerial photo print overlaid with the proposed mitigation. All buildings and right-of-way lines should be shown. When aerial photos are not available, a drawing may be submitted that is based on accurate topography, striping plans, or improvement plans. Confer with the Project Engineer for an alternate type of submittal.

### **FIELD OBSERVATION**

- The report must include field observations documenting existing field conditions. The following list is a guideline of items to be considered in collecting new count data, evaluating the Level-of-Service, evaluating proposed mitigation, and evaluating operational impacts:
  - Upstream, downstream conditions
  - Queuing at intersection
  - Affects of ramp meters
  - Coordination of signal, use of green time, signal timing
  - Any unusual problem
  - Construction affecting new count data
  - Qualitatively describe overall intersection performance
  - Possible causes of congestion, recommend solutions
  
- The report must include field observations documenting existing field conditions with regard to transit, LRT, existing pedestrian, and bicycle routes. The following list is a guideline of items to be considered in collecting new count data, evaluating the Level-of-Service, evaluating proposed mitigation, and evaluating operational impacts:
  - Modification or elimination of bicycle or pedestrian facilities
  - Effects on future bicycle plans
  - Bicycle and pedestrian facilities proposed by the project
  - Demand for transit service
  - Improvements to provide better access to transit

### **COORDINATION WITH OTHER AGENCIES**

- Caltrans
- VTA



## GENERAL

- The base conditions for the Traffic and CSJ LOS intersections have been determined by Public Works staff. If any changes need to be made to the calculation sheets, contact Public Works staff prior to modifying.
- The Approved Trips Inventory (ATI), Traffic LOS calcs for existing and background conditions and list of ATI projects have been forwarded.
- The project traffic assignments and new traffic counts must be submitted for review and approval prior to preparation of the traffic report. Adhere to the City of San Jose's "Traffic Impact Analysis Handbook Volume I (2009) Methodologies & Requirements" and "Volume II (2011) Policy & Guidelines," and the Santa Clara Valley Transportation Authority "Transportation Impact Analysis Guidelines" for the preparation of the report.

## TRAFFIC REPORT FEES

Fees totaling \$14,998.00 are due. This includes the Traffic Report Workscope Fee in the amount of \$3,892.00 and the Traffic Report Review Fee in the amount of \$9,383.00 based on 2806 P.M. peak-hour trips generated by the project prior to any credits or deductions, as well as a \$786.00 DOT Geometric Design Fee, and a Record Retention Fee of \$937.00. These fees must be paid to the Department of Public Works when the draft traffic impact analysis is submitted for review.

If you have any questions, please contact me at [Karen.Mack@sanjoseca.gov](mailto:Karen.Mack@sanjoseca.gov) or (408) 535-6816. You may also reach the Senior Engineer overseeing the project, Jeff Lee at [Jeff.Lee@sanjoseca.gov](mailto:Jeff.Lee@sanjoseca.gov) or (408) 535-6829.

Sincerely,



Karen Mack  
Traffic Manager  
Development Services Division  
Department of Public Works

KM:aw  
Enclosures  
Workscope

C: Tom Fitzwater, VTA  
David Kobayashi, VTA  
Jessica Zenk, CSJ DOT